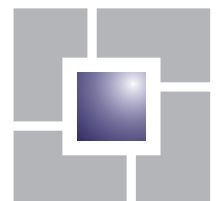


Proposed Allocations at Crossways

Transport Accessibility Appraisal



david tucker associates
transport planning consultants



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Transport Accessibility Appraisal

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1 EXECUTIVE SUMMARY

- 1.1 This report has been prepared by David Tucker Associates to provide a preliminary review of the transport implications of the proposed residential and employment development sites at Crossways. In particular the accessibility that would be afforded to residents in terms of jobs, shopping, leisure facilities and services by all modes in particular by public transport, walking and cycling.
- 1.2 This review updates a previous study undertaken by DTA and has been prepared following the new Draft Local Plan for West Dorset, Weymouth and Portland which has recently been published for consultation and guides development in the area until 2026.
- 1.3 Overall, at Crossways the Local Plan proposes the allocation of 1,200 – 1,500 new dwellings and at least 7.2 hectares of employment land. The locations of the development sites are shown on **Figure 1**. The report considers the implications of development at Crossways in terms of transport policy requirements of accessibility and transport impacts.
- 1.4 It is clear that, at a national and regional level, planning policies aim to encourage sustainable and accessible development that will reduce the need to travel by car. At a local level, the Local Transport Plan sets out a wide range of initiatives and proposals which the County intend to implement to meet overarching policy objectives.
- 1.5 Against this background, the report has reviewed and analysed the likely travel demands and patterns of the proposed development. The conclusions are that the development of the sites will have no material detrimental impact on the local road network and would be in full accordance with National Policy.
- 1.6 Crossways is a settlement which has expanded in recent years and whilst it has many facilities compared to other locations in the rural district the local facilities and although Crossways is the largest village in West Dorset, services have not grown at the same rate as the population.
- 1.7 The local shops, doctor and first school already allow for a much greater proportion of



day-to-day trips to be retained within the settlement itself. However, an extended village would provide much needed larger facilities and additional facilities the community requires, thereby lessening the dependency on other nearby settlements such as Dorchester.

- 1.8 Dorchester will continue to offer a broader range of services, the market for which would be further augmented by the expansion of Crossways. Dorchester and indeed other key employment and service centres such as Poole and Bournemouth are all accessible by public transport which offers significant opportunities to reduce the need to travel by car.
- 1.9 There are many small settlements within West Dorset that could potentially benefit from expansion but Crossways has a distinct advantage. Access to Crossways by non-car modes, such as bus and rail is excellent compared to other settlements in the rural district. Crossways is the only village to have a railway station providing access not only to nearby higher order settlements such as Dorchester, Poole and Bournemouth but also to the capital.
- 1.10 National Policy is clear in this regard, that development should focus towards nodes on good public transport corridors. Development at Crossways would therefore build on this facility and additional development will augment improvements to local public bus links and increased use of the railway network. These improvements will benefit not only the development of the sites, but also the wider settlement.
- 1.11 In due course, a detailed Transport Assessment (TA) (of which this report will form a key part) will be required to assess any sites coming forward. That TA will need to assess the impacts and identify improvements to reduce demand and if necessary mitigate impacts. However, there are no fundamental constraints to development at Crossways in terms of impact on the local or Trunk Road Network. The development will provide an overall benefit to Crossways with improved public transport links, local services and access to more jobs.
- 1.12 This report concludes that, on a strategic level, Crossways is an appropriate location for further residential and commercial development. When compared to other settlements



in the rural district of West Dorset, development at Crossways would make a positive contribution to achieving sustainable development in line with National, Regional and Local Policy.



2 POLICY BACKGROUND

2.1 Draft Local Plan for West Dorset, Weymouth and Portland

2.1.1 The draft Local Plan for West Dorset, Weymouth and Portland is currently under consultation (June-July 2012). This Plan forms the main basis for making decisions on planning applications and extends to the year 2031. The local plan sits alongside the National Planning Policy Framework, which must also be taken into account in making decisions on planning applications and in the preparation of local and neighbourhood development plans.

2.1.2 The Local Plan identifies the need to achieve a sustainable pattern of development in the future and sets out a 'strategic approach' to obtaining a balance between housing and employment land, as follows:

In the period 2011-2031 development should help deliver a steady supply of employment and housing land to meet projected needs (estimated to be about 60ha of employment land and about 12,600 new homes across the plan area). The distribution of development is influenced by:

- *the needs, size, and roles of the area's settlements, taking into account any current imbalances of housing or jobs*
- *the benefits of concentrating most development in locations where homes, jobs and facilities will be easily accessible to each other and there is a choice of transport modes,*
- *the availability of land, and whether it has been previously developed (brownfield); and*
- *the environmental constraints of the plan area.*

The strategic allocations provide the main development opportunities and are fundamental to delivering sufficient development. These are located at Beaminster, Bridport, Chickerell, Crossways, Dorchester, Lyme Regis, Portland, Sherborne and Weymouth (including an area north of Littlemoor that lies partly within West Dorset),



- 2.1.3 The Local Plan states that Crossways has the potential for a greater scale of development than would otherwise be needed in this location, to meet some of the wider needs of the Dorchester area in the longer term. The provision of additional employment and community facilities in conjunction with any housing development is important to increase the village's relative self-containment and reduce the need to travel.
- 2.1.4 Crossways will have a significant level of growth over the plan period, which will include at least 7.2 hectares of employment land and between 1,200 to 1,500 new homes.
- 2.1.5 The Local Plan includes policies COM7: Creating a safe and efficient transport network which sets out the following:
- Development should be located where the volume of traffic likely to be generated can be accommodated on the network;
 - Development will not be permitted unless it can be demonstrated that it would not have a detrimental effect on road safety;
 - The delivery of a strategic cycle network and improvements to the public rights of way network will be supported.
- 2.1.6 Policy COM8: Transport Interchanges and Community Travel Exchanges outlines development:
- Proposals which involve the improvement of the public realm around public transport interchanges will be encouraged and supported as long as there is no detriment to the function of the interchange;
 - Proposals for community travel exchanges in urban and rural areas will be supported, provided that it can provide safe access to the highway network, sufficient space for car and cycle parking and it will support the existing community facilities located in the local area.



2.2 **West Dorset, Weymouth and Portland Community Infrastructure Levy Preliminary Draft Charging Schedule**

2.2.1 The Community Infrastructure Levy (CIL) is a tariff-based approach, which allows local planning authorities to raise funds from developers undertaking new building projects in their area to provide key infrastructure needed as a result of development.

2.2.2 The draft charging schedule is currently subject to a 6 week consultation period and following receipt of comments, a second consultation draft schedule in October 2012.

2.2.3 In terms of infrastructure provision for transport, the Crossways elements of the CIL include £300,000 towards the West Stafford to Crossways cycleway and £200,000 to subsidise improvements to bus service 101. The appropriateness of this is considered further in Section 7.

2.3 **West Dorset Transport Study**

2.3.1 Dorset are in the process of preparing a transport strategy for West Dorset and this study is intended to form part of the evidence base for the Local Plan. At present, the publication of this report is awaited.

2.4 **West Dorset Strategic Housing Land Availability Assessment (February 2011)**

2.4.1 The role of the SHLAA is to identify land and potential issues, but not to make judgments about whether it should be allocated for development. The primary role of the assessment is to:

- Identify sites with potential for housing
- Assess their housing potential
- Assess when they are likely to be developed

2.4.2 Following consultation in 2007/2008 which involved responses from residents and stakeholders, Sites at Crossways were identified as having potential for future development.



2.5 **Bournemouth, Poole and Dorset Local Transport Plan 3 (April 2011)**

2.5.1 All Local Authorities are in the process of establishing proposals for new housing levels, economic growth and other local priorities within their Local Plans. The primary role of the Local Transport Plan is to work within these frameworks to set out a strategy that complements these proposals through:

- Reducing the need to travel;
- Managing and maintaining the existing network more efficiently;
- Enhancing choices for active travel and “greener” travel;
- Providing realistic public transport alternatives to the private car;
- Car parking;
- Making travel safer; and
- Improving the strategic transport infrastructure.

2.6 **National Planning Policy Framework (March 2012)**

2.6.1 The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these are expected to be applied. The underlying statement of the NPPF is a presumption in favour of sustainable development, including policies for housing and economic development.

2.6.2 Paragraph 29 highlights “The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas”.

2.6.3 In paragraph 30, “Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestions. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.”



-
- 2.6.4 Paragraph 37 states, "Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities."
- 2.6.5 In addition, Paragraph 38 expands on this and highlights that for larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

3 EXISTING CONDITIONS

3.1 Introduction

3.1.1 Crossways is located in Dorset approximately 7.9km to the east of Dorchester and 16km from Weymouth, which is to the southwest. The strategic context is shown on **Figure 2**. Crossways is a small settlement containing approximately 2% of the population in West Dorset and just over 2,000 residents in 900 dwellings (2001 Census).

3.1.2 Despite its relatively small population Crossways still has a number of key services as set out in the West Dorset Functionality Study and summarised below in **Table 1**:

Table 1 - Services within Crossways as seen in the West Dorset Functionality Study

	School	General Store	Post Office	GP Surgery	Pharmacy	Petrol Station	Village Hall	Church	Public House	Cash point	Other	Bus Service
Alton Pancras								x				Daily
Charlton Down		x					x					Hourly
Chetnole			x*				x	x	x	x		Daily
Crossways	x	x	x*	x	x	x*	x			x		Hourly
Litton Cheney	x							x**	x			Daily
Mosterton	x		x*				x	x	x			Daily
Puddletown	x	x	x*	x			x	x	x	x	x	Daily
Stoke Abbott							x	x	x			Weekly
Thorncombe	x		x*				x	x				Daily
Whitchurch							x	x**				Weekly
Canonicorum							x	x**	x			Weekly

* With shop

** With hall

(Source: DCC Rural Facilities Survey 2002, updated by WDDC Spring 2006, seen in WDDC Rural functionality Study)



- 3.1.3 Although not included in the previous table, Crossways is the only village with a train station. In addition, a public house 'Frampton Arms' is not included in the table, however this is located at Moreton opposite to the train station.
- 3.1.4 Whilst most of the facilities are located within the village, the public house and railway station are both at Moreton, which is within a reasonable walking distance (circa 1,200m from Crossways centre). There are also leisure facilities at Warmwell holiday park.
- 3.1.5 An existing area of employment is located on the southern edge of Crossways at the Hybris Business Park within 1,200m of all the proposed allocations.

3.2 **Proposed Sites**

- 3.2.1 This report assesses the proposed allocations around Crossways. Ultimately, the quantum of development is to be determined by the detailed masterplanning process in due course. However, for the purposes of this report we have assumed the level of growth apportioned using the SHLAA. This is illustrative only.
- 3.2.2 Three of the sites are controlled by our Client and the fourth (land South of Warmwell Road) is in third party ownership. However, for completeness all four sites are assessed, as shown in **Table 2** and **Figure 1**.

Table 2 - Summary of site details

Name of site	Hectares	Proposals
Woodsford Fields	20.67	400 dwellings
Former Airfield	13.82	7.2 Hectares of employment land
Frome Valley Road	8.7	170 dwellings
Land South of Warmwell Road	30	700 dwellings

Site to the North of Crossways – Woodsford Fields

- 3.2.3 This is the largest of the three proposed residential sites for Crossways under the

ownership of our Client and could accommodate 400 dwellings. This site is to the north of Crossways (as seen on **Figure 1**) and is bounded to the north by the London-Weymouth railway line, which is screened by a line of trees. The site is in agricultural use. To the east of the site, which lies beyond woodland, is Moreton Railway Station.

Site to the West of Crossways – Former airfield

3.2.4 The site is currently in agricultural use. To the west of the site lies Warmwell Quarry. It is estimated that at least 7.2 hectares of land on this site could be developed for employment and it is anticipated that the buildings will either fall under B1 or B2 use class.

Frome Valley Road

3.2.5 This site fronts onto Frome Valley Road and is currently in agricultural use. The site is bounded by the London – Weymouth railway line marking the northern boundary of the site. It is estimated that approximately 170 dwellings could be accommodated at this site.

3.2.6 In addition, land to the south of Crossways (south of Warmwell Road) is also identified in the Local Plan for up to 700 dwellings. This is shown in **Figure 1**.

3.3 **Road Network**

3.3.1 The local road network in Crossways is configured around three roads, the B3390, The Western Link Road and Dick O' Th' Banks Road.

3.3.2 The B3390 Warmwell Road runs through Crossways on a straight alignment from the southwest to northeast. It is a single carriageway road, which through Crossways is lit with footways and is subject to a 40mph speed limit. Direct access to the road is fairly limited with the majority of the adjacent housing accessed via minor access roads which then link back onto the B3390, either at simple or ghost island priority junctions.

3.3.3 The Western Link Road joins the B3390 to the south of Crossways and Dick O' Th' Banks Road to the north. It is a single carriageway road, subject to a 40mph speed



limit, with an alignment and cross-section designed to a modern highway design standard. Direct access to the road is limited with the majority of housing accessing via minor access roads. The road turns to the west to the north of Crossways towards Dorchester. This is the most direct route for traffic to Dorchester from Crossways and it has been designed/developed to minimise the impact on adjacent settlements in particular West Stafford which has been bypassed.

3.3.4 Dick O' Th' Banks Road runs from west to east through Crossways linking into both the B3390 Warmwell Road and the Western Link Road. This road differs in character to the aforementioned roads. It is a single carriageway road but it is subject to a 30mph speed limit and there are direct accesses to adjacent properties. Junctions with minor access roads are simple priority junctions. The road is traffic calmed with built outs positioned in two locations with priority given to one-way traffic passing these locations.

3.3.5 Overall these roads provide good connectivity through and around Crossways together with good onward connections to the west, southeast and northwest.

3.3.6 There are no capacity network or junction issues between Crossways and Dorchester.

3.4 **Public Transport**

Bus Services

3.4.1 There is one regular bus service between Crossways and Dorchester which is summarised in **Table 3** below and is indicated on **Figure 1**.

Table 3 - Summary of Bus times

Bus Number	Bus Routes	Running Times	Frequency
101/102	Crossways - Warmwell – Dorchester (Lulworth Cove – Sunday Only)	0734-1714 (Every 2 hours on a Sunday)	Approximately every hour

Note: Service 101 runs Monday-Saturday and Service 102 runs on a Sunday

- 3.4.2 The last bus to Crossways from Dorchester leaves at 17:45 from Dorchester Hospital and then onto Trinity Street departing at 17:55. This would therefore tie in with employees working a typical day and finishing at 17:30.
- 3.4.3 A 400m catchment from the centre of each of the sites is included on **Figure 1** and shows that the existing bus stops are located within or very close to the 400m catchment boundary. All of the bus stops are located within an 800m catchment.
- 3.4.4 Dorset County Council operates a school bus service from Crossways and surrounding areas to Puddletown Middle School (Service E083A).

Rail Services

- 3.4.5 Moreton railway station is situated just north of Crossways along the B3390. Woodsford Fields is situated approximately 1km away from Moreton station and the Frome Valley site is sited 1.7km away. All the sites are within reasonable and easy cycling distance of the station, which lies within the 1,200m catchment for eastern Crossways, including Site 1.
- 3.4.6 The station provides regular services to many local areas and also serves London Waterloo. A summary of the end train destinations is summarised in **Table 4**.

Table 4 - Summary of train times

Destination	Frequency	Duration (approx)
London Waterloo	2 an hour	2 hours 50 minutes
Weymouth	Hourly	20 minutes
Dorchester	Hourly	7 Minutes
Poole	2 an hour	27 - 58 minutes
Wool	Hourly	6 minutes

- 3.4.7 From **Table 4** it can be summarised that Crossways is well served by rail and that there are many regular, direct services. Trains to London depart at 06:15 for commuters with trains leaving London at five past and thirty-five past the hour during peak afternoon periods. The last train on a typical weekday leaves London at 21:35.

Moreton Station has at least 10 car parking spaces at the station and 6 cycle spaces available.

3.4.8 As stated in the Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 there are proposals to improve rail infrastructure through Moreton. The Local Transport Plan Paragraph 9.5.2 states, particular rail network and service enhancements that will be sought on the London Waterloo-Bournemouth-Weymouth service include re-doubling the single line Moreton-Dorchester.

3.4.9 The proposed track improvements to the line will upgrade the service and frequency of the line, making rail travel to the local urban areas more desirable for residents in Crossways. The existing bus routes, bus stops and the railway station are shown at **Figure 1**.

3.5 **Walking and Cycling**

3.5.1 There are no public footpaths that run within the boundaries of any of the sites. The only site which has a public footpath along the boundary (to the north) is the Former Airfield. In addition, there is a footpath that links Dick O' Th' Banks Road to the First School which runs adjacent to part of the southern boundary of the Woodsford Fields site.

3.5.2 Crossways has a network of existing footpaths throughout the village, which the development of all three sites would connect to. Development has the opportunity to enhance these existing footpaths and improve connections through the detailed masterplanning process.

3.5.3 There is an existing cycle track constructed as part of the mineral extraction permission 1/E/2005/0747. This track runs along the northern side of the railway between the level crossings at Woodsford and Higher Barn, which is primarily a leisure route.

3.5.4 In addition, the proposed development on the Woodsford Farms sites will involve the provision of a Suitable Alternative Natural Greenspace (SANGS) area to the north of the railway line, which is within close walking distance of Woodsford Fields and Frome Valley Road. The location of the SANG site is shown in **Figure 1**. Residential



development on the land to the south of Warmwell Road will also be required to provide appropriate SANGs land. Similarly this will need to be located within a close and easy walking distance.

- 3.5.5 A cycle path would also be proposed within the SANGS site to the north of the railway line, which could tie into the existing cycle track.



4 ESTABLISHING TRAVEL DEMAND

4.1 Introduction

4.1.1 The Dorset County Council (DCC) LTP3 follows central Government guidance in prioritising access to four key facilities: work, education, health facilities and shopping. This section considered accessibility to each of these groups. To put these into context, data from the National Travel Survey, has been used to quantify the typical travel characteristics that can be expected.

4.1.2 The National Travel Survey divides trips into four main categories, which account for roughly equal numbers of trips overall. These are:

- 'compulsory' trips, covering work, business and education;
- 'escort' trips not made for an individual's own purposes, but taking or accompanying someone else;
- shopping and personal business trips – including trips to the bank, library, doctors etc; and
- 'discretionary' or leisure trips – including visiting friends, 'walking the dog', watching or participating in sport, and going on day trips or on holiday.

4.1.3 Current Government and local transport objectives place great emphasis on the need to locate housing developments near jobs, schools, retail and leisure facilities.

4.2 Employment

4.2.1 Accessibility to a range of employment opportunities locally and by different modes is important to ensure residents can fulfil their potential without an unduly high intensity of car travel. This will be dependent on the distribution of employment areas within the region and the structure of the transport system.

4.2.2 The 2001 Journey to Work statistics have been analysed to establish the workplaces of residents for Crossways (based on Census Table 19UHHT0001-6), the Owermoigne ward which Crossways is situated in. Dorchester is included for comparison. The results are summarised in **Table 5**.



Table 5 - Workplace Destinations of Owermoigne Residents

District	Ward	Crossways	Dorchester
Bournemouth		1.7%	1.0%
North Dorset		3.0%	1.9%
Poole		4.4%	2.4%
Purbeck		17.0%	5.2%
Weymouth and Portland		4.4%	5.7%
South Somerset		2.8%	2.4%
Other		4.4%	4.3%
West Dorset	Broadmayne	2.2%	0.5%
	Charminster and Cerne Valley	2.2%	3.1%
	Chickerell	2.2%	1.6%
	Dorchester	26.4%	65.9%
	Owermoigne	26.7%	0.3%
	Puddletown	0.9%	0.4%
	Other	1.7%	5.1%
Total		100%	100%

4.2.3 Crossways is located close to the boundary between Purbeck and West Dorset. **Table 5** indicates in total 79.4% of the population are employed within Purbeck and West Dorset, which is a similar proportion to Dorchester which has 82.1%, i.e. in total around 20% of residents travel outside the locale for employment.

4.2.4 54% of the workplace population within the ward are travelling within the ward or to Weymouth and Portland. From analysing the public transport within Crossways as seen in Section 2, both Weymouth and Dorchester are accessible via the train and bus services.

4.2.5 It is clear that the majority of employees will travel to and from a localised geographical area. Key destinations are Dorchester, Weymouth and the Purbeck district (Wareham). It is essential that the development at Crossways takes advantage of this and fully accommodates access for non-car modes. Detailed consideration is given to this in **Section 4.**

4.2.6 For the analysis of journey to work and home ward, the group of persons in which work mainly at home has been excluded. Around 23% of the total work ward population

mainly worked at home.

4.3 **Education**

4.3.1 The proposed residential development will result in a proportional increase in the demand for education, with the resulting trips to access the local schools. These trips will coincide with the network AM peak hour, indeed according to the National Travel Survey (2008) around 43% of trips in progress during the AM peak are school related.

4.3.2 Education trips are therefore one of the most significant factors influencing the overall external vehicle trip generation of a residential site particularly given the sensitivity to distance.

4.3.3 There is a first school situated within Crossways, Frome Valley CE VA First School, which is adjacent to the Woodsford Fields site. Further afield there is a first school in Puddletown, and six first schools in Dorchester within the search area.

4.3.4 The local first school opened in 2006 and was awarded outstanding status in its most recent Ofsted inspection report in 2008. The majority of parents would most likely choose to send their children to the local school. According to the NTS, the average journey distance to school nationally for primary school pupils is 1.6 miles (2.6km). Clearly if the majority of children do attend the local school, then the average journey distance will be considerably less than this. As a result it is more likely that they will walk to school rather than be driven.

4.3.5 There are no middle or high schools in Crossways. The nearest schools are located in Puddletown and Dorchester. According to the NTS, the average distance travelled to school by this age group is 5.4km. The middle school in Puddletown is located 10km from Crossways, however, the schools in Dorchester are slightly further afield. There is currently a bus service running between Crossways and Moreton to Puddletown Middle School, which is operated by Dorset County Council (Service E083A). For children in Crossways, pupils aged 9 – 12 are likely to attend St Mary's CofE Middle School in Puddletown before progressing to the Thomas Hardy School in Dorchester when aged 13 - 18. In terms of impact on the travel patterns, the mode share for pupils from Crossways is unlikely to be significantly different from the NTS average as 2km is



considered a reasonable walking distance and both are higher than this threshold. As a result in both circumstances the majority of journey to school travel is likely to be by bus, which are provided by the County Council. The above is reflected in the West Dorset Rural Functionality study with a survey of residents within Crossways showing that 67% travel on foot or by bus, for journey to school trips. It is likely that this proportion will increase given that the first school only opened since 2006.

4.3.6 The Dorset County Council Transport Entitlement document for schools indicates free transport will be provided where a child is in Years 5 to 11 and lives more than 3 miles shortest available walking distance from home to school. Puddletown is located over 6 miles from Crossways and therefore school children living in Crossways are currently provided with free transport to the nearest school (service E083A).

4.4 **Retail and personal business**

4.4.1 According to the NTS, shopping accounts for more trips for the population as a whole than any other trip purpose. Whilst there are more trips, these trips tend to be much shorter than say commuting trips. How much shorter depends upon the accessibility of the site. It should be noted though that shopping does not represent a significant proportion of peak hour traffic, but it is nevertheless an important factor in the overall intensity of travel generated by the site.

4.4.2 Crossways provides local retail opportunities including grocery shop, post office/newsagents and pharmacy. There is also a GP surgery. There is no bank but there is a cashpoint. Overall, therefore there is a good local offer that should satisfy many of the day-to-day needs of the residents. There is an application pending for a new cafe and expanded retail unit at the Post Office.

4.4.3 In addition, the proposed growth at Crossways will enhance local shops and local services and will therefore encourage the potential 'self-containment' of the village.

4.4.4 For a wider range of goods and services residents are likely to do the majority of their shopping in nearby Dorchester. This is confirmed by the results of the West Dorset Rural Functionality Study, which confirmed that 85% of Crossways residents shop in destinations such as Dorchester. According to the NTS the average shopping trip



length is 5.4 miles and therefore such trips to Dorchester would be very much in line with the national average. Many of these trips are likely to be by car but there are public transport options including both bus and rail, which can be enhanced to encourage increased usage.

4.4.5 There are a number of supermarkets in Dorchester. To the north of the town centre there is a Waitrose and a Somerfield supermarket. In addition to the two town centre sites, there is a large Tesco supermarket to the south of the town. This is a large 24 hour out-of-town format store with ample parking and a petrol filling station. Retail accessibility is governed by distance and available modes but also by opening hours. Clearly, in Dorchester there is a good range of stores with long opening hours. These are accessible by public transport. Home delivery is offered locally and may have the potential to play a more significant role in the future. Overall, therefore, assuming the local stores managed to retain a significant share of the food shopping from the sites, then there is scope to contain the intensity of travel especially by car.

4.4.6 The West Dorset Rural Functionality Study showed that internet grocery shopping is popular within Crossways with 10% of households using this method to shop, reducing the need of private car trips. It is also likely that many shopping trips will be linked with other trips, i.e. they will not result in addition home trip ends.

4.5 **Leisure**

4.5.1 Crossways provides a number of opportunities for recreation, especially for outdoor recreation, club activities and sport (as identified in West Dorset's Rural Functionality study). With a village hall and a youth club situated in Crossways provides a location for many of the local clubs. Some of the local clubs include football, Women's institute, Scouts and a church club as well as others.

4.5.2 In addition, the Warmwell holiday park to the south west of Crossways provides facilities such as a swimming pool and ski slope which residents can pay to access.

4.6 **Overall**

4.6.1 Crossways is a small settlement that has expanded in recent years however, whilst it has some retail facilities and services these have not grown at the same pace as the



village and many services require larger premises. The local shops, doctor and first school allow for a much greater proportion of day-to-day trips to be retained within the settlement itself and thereby lessen the dependency on other nearby settlements such as Dorchester. Dorchester will continue to offer a broader range of services. However, the local market would be further augmented by the expansion of Crossways thus increasing long term viability and potential range of local facilities. Dorchester and indeed Poole and Bournemouth are all accessible by public transport which offers significant opportunities to reduce the need to travel, especially by car.

4.6.2 **Section 4** below considers the specific details of accessibility to various destinations and the scope of improvements which could be provided by development to further enhance use of non car modes.



5 MEETING THE DEMAND

5.1 Introduction

5.1.1 This section considers the extent that development can be accommodated at the sites, and the overall growth in Crossways for both residential and commercial purposes can best meet overarching government objectives of NPPF Paragraph 37 which refers to obtaining a balance of land uses. In addition, under Policy CRS1 in the Local Plan, “the amount of housing, jobs and community infrastructure will be balanced as far as practicable.”

5.2 Balance of Uses

5.2.1 The Local Plan also reiterates the need for the provision of additional employment and community facilities in conjunction with any housing development is important to increase the village’s relative self-containment and reduce the need to travel.

5.2.2 The existing balance of people and jobs has been estimated using 2010 mid-year estimated data for Crossways. Based on data provided by West Dorset, Crossways currently has an economically active proportion of around 65% of the population. Applying a pro-rata increase for the additional housing will result in around 3,200 economically active residents. These figures are summarised in **Table 6**.

Table 6 – Existing and Proposed Balance of Uses

	Existing (2010)	Proposed (1,200 homes)	Total	Proposed (1,500 homes)	Total
Number of Houses	1,010	1,200	2,210	2,280	2,510
Total Number of People	2,115	2,508	4,619	3,135	5,246
Economically Active Population	1,375	1,630	3,002	2,038	3,410
Employment Land**	2.6 hectares	7.2	9.8	7.2	9.8
Number of Jobs (FTE)*	289	800	1,089	800	1,089
Proportion of people per job	4.8	2.0	2.8	2.5	3.1

*Full Time Equivalent Figures estimated using figures included in the Employment Densities



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**Does not take into account employment at the holiday park, local shops, services, primary school and home working

5.2.3 The above results indicate that currently the balance of employment and housing in the village is relatively poor with nearly 5 people to one FTE available job in Crossways. This therefore suggests that a high proportion of people living within Crossways have no choice but to travel to a nearby settlement such as Dorchester or Poole for work. The proposed housing developments coupled with the potential employment site would provide a healthier balance of people and jobs in the village with closer to 3 jobs per person living in Crossways.

5.2.4 It is evident that in 2001 the Census data indicated a high proportion of residents in the Owermoigne ward travel either within the ward or to Dorchester. The greater availability of jobs in Crossways is likely to encourage sustainable travel by residents over shorter distances, thus emphasising the concept to increase the village's relative self-containment and reduce the need to travel, as stated in the Local Plan.

5.3 **Travel Planning**

5.3.1 Travel Plans are management tools designed to minimise the negative impact of travel and transport on the environment. Travel Plans aim, through a set of mechanisms, targets and initiatives, to incorporate transport and other issues in a coordinated strategy.

5.3.2 Through the masterplanning process, the developer will prepare a package of measures with regard to the proposed residential development to ensure that sustainable patterns of travel are encouraged from the moment of first occupancy of the site.

5.3.3 A welcome pack will be given to new residents. This will include local bus and train timetables, details of local cycle and pedestrian friendly infrastructure, and will identify the locations of the bus stops nearest to each dwelling. The information pack will also identify notable local destinations, such as the local shops, the library, the doctors' surgery, the first school, the railway station and offer bespoke information on how to access these facilities from the site.



5.4 **Infrastructure Improvements**

5.4.1 In addition to the soft measures and Travel Planning, significant development at Crossways is likely to be accompanied by other measures to be promoted may include some or all of the following:

- Improvements to the public transport services which may include new or diverted bus services, branded bus services, improved transit information (e.g. real time information panels), improvements to the stops and extension of the service to the station.
- Improvements to the local cycle network and linkages to the railway Station. Improved cycle parking at the station.
- Localised traffic calming;
- Developer funded travel cards for an introductory period to encourage people to trial use;
- Provision of subsidised or free bicycles and safety equipment;
- Provision of computing facilities;
- An estate intranet or funding for the parish council to further develop their website to publicise sustainable travel and promote residents car sharing.

5.4.2 The Travel Plan will also provide funding for surveys of the residents to understand the causality underlying the travel choices of residents. This will provide feedback on attitudes towards the train and bus services and may identify issues that can be easily addressed that would encourage greater take up of these.

5.5 **Walking and Cycling**

5.5.1 **Figure 1** shows the location of the sites in the context of an 800m (10 minutes) “walkable neighbourhood”, as defined Paragraph 4.4 in Manual for Streets. From the West Dorset Functionality Study it is clear that walking and cycling is a popular choice for accessing education. As the first school is situated adjacent to the Woodsford Fields site, the school will account for a significant proportion of peak hour trips by residents on the site.

5.5.2 It is also apparent that an increasing number of trips within Crossways will be made on a community level. These include journey to work trips, journey to school, trips to the



doctors, to the library and to the local shop. These are local trips which are key, as on a local level the residents will have the broadest mode choice and have the option to walk or cycle rather than drive.

5.5.3 To improve access to and from Moreton railway station, the existing footway on the B3390 Warmwell Road has the potential to be widened from 1.6m to provide a 2.5m shared cycle/footway on the northern side. The widening could be from the Warmwell junction with Dick O' Th' Banks Road to the station. This can be accommodated within the highway boundary and the extent of the widening is shown in **Figure 3**. This is an important link from the village to the train station as this is the shortest route for the majority of existing residents. This will be a benefit to the existing and proposed new residents of Crossways.

5.5.4 Cycling has a broader catchment than walking and residents should be encouraged to extend their range. With the new cycle route from Crossways to Dorchester (c.10km, around 35mins) it is possible for workers to be encouraged to cycle to work if the work destination is within a reasonable distance.

5.6 **Public Transport**

5.6.1 Travelling further afield than the immediate area will broaden the opportunities available to the residents and whilst walking and cycling offer potential, their range is limited.

5.6.2 Crossways currently has the infrastructure required to support attractive public transport services both bus based and rail. Certainly, in comparison to other villages around Dorset it compares well, and it is the only village in West Dorset with both bus and rail links. With more residential and commercial development within Crossways, improvements to the public transport bus service can be economically sustainable.

5.6.3 The scale of the improvements to the public transport network depends upon the scale of residential and commercial development, but a bus service of 15min frequency to Dorchester is envisaged. The existing service can be extended to provide additional buses earlier in the morning and later in the evening. It is proposed that this will also include the extension of the service to the train station to link with train timetables, as

shown on **Figure 1**.

5.6.4 There is currently parking for 6 cycles at the station, however this provision will need to be increase in line with development.

5.6.5 Existing rail infrastructure is also extremely well placed to meet the demands for persons travelling to work to destinations such as Dorchester, Weymouth and Poole. As the station runs to many local stops including Weymouth, travel planning initiatives should seek to encourage this mode of transport.

5.7 **Community Travel Exchange**

5.7.1 Additional travel measures could be set up within Crossways for the benefit of the whole community, such as a car share club, car club electric charging points and community cycle hire. The Local Authority could support such measures.

5.8 **Summary**

5.8.1 Crossways is a well self-contained settlement at present and this will improve with further residential and coupled with commercial development within the village.

5.8.2 Linkages to existing settlements of Dorchester and Purbeck will remain important to meet wider educational, medical and employment uses. Existing rail based public transport infrastructure is well placed to meet these demands, as is bus travel, with a policy direction within West Dorset to improve bus services.

5.8.3 Furthermore, there is scope to significantly improve public transport access from Crossways to these areas and this will form an essential part of the wider strategy for sustainable growth of the village. In addition to meeting demands of new residents, the growth of Crossways will provide the necessary infrastructure to enable a step change in accessibility for existing residents.

5.8.4 It is essential that development of individual sites within the village are designed to ensure that adequate and high quality access can be achieved to existing and diverted / new bus routes. Travel planning will form a key tool in reducing travel demand.



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- 5.8.5 Overall, there is significant scope to accommodate further growth within Crossways in a manner, which is consistent with Government Policy objectives on achieving sustainable development.



6 DEVELOPMENT ACCESS STRATEGY

6.1 Introduction

6.1.1 In line with the latest Government Guidance on residential development, as set out in Manual for Streets (MfS), it is essential that any new development achieves a high standard of both car and non-car access.

6.1.2 The main streets through the sites will be designed to incorporate the ability to route buses through the site, whilst retaining priority for non-car users.

6.1.3 Clearly as a broad principle, MfS places great emphasis on the need to maximise permeability between new and existing development. Car based traffic will however remain a key consideration and this section therefore considers access by all modes in turn.

6.2 Walking and Cycling Access

6.2.1 The local area currently benefits from a reasonable level of pedestrian and cycle facilities compared to many other rural areas within Dorset. It is clearly essential that any development at Crossways provide effective and safe pedestrian linkages between the site and the wider area. On this basis, the principal pedestrian and access points will be via the main vehicular access routes with also further access points into existing residential areas. These will connect to improved off-site facilities to connect to local facilities, bus stops and the railway station.

6.2.2 The development of the SANG land to the north of the railway line will be accessible on foot to existing and proposed residents, as shown in **Figure 1**. As part of the master planning process, footways will be provided linking the sites to the rest of Crossways. The network of enhanced footways can also be linked to the SANG site.

6.3 Access Strategy - Public Transport

6.3.1 In preparing the overarching Crossways development masterplan, reference will be made to the IHT document "Planning for Public Transport in Developments – March 1999", to establish the appropriate form and layout of public transport provision for the site. The



main principles for provision of effective public transport are set out in the document.

The main requirements are:

- The provision of high quality road side facilities and buses;
- The provision of good accurate timetabling information;
- A development layout that can provide as direct a through route as possible;
- A development layout that can ensure walk distances for bus passenger to their destination are limited to 400m.

6.3.2 As shown on **Figure 1**, there are currently bus services that pass in the vicinity of all the sites. However, in the case of Site 1, buses are more than 400m away from the site so the layout will allow for the possible diversion of bus routes through the site.

6.3.3 The provision of bus services through the site and high quality pedestrian permeability from the existing areas to the site will allow for enhanced access to public transport for existing residents in the area.

6.4 **Vehicular Access**

6.4.1 For the Woodsford Fields site it is anticipated that access will be obtained from the recent housing development to the west with an access route directly on to Dick O' Th' Banks Road. The access strategy for Woodsford Fields is shown at **Figure 4**.

6.4.2 The Former Airfield site will be accessed via the Western Link Road. As set out above, this is a single carriageway road, built to a modern design standard and as such is relatively unconstrained in terms of its existing geometry. The proposed layout is a simple priority junction. This is wholly consistent the existing minor road access junctions. The access strategy for this site is shown at **Figure 5**.

6.4.3 The Frome Valley Road site will be accessed via Frome Valley Road. This is also a single carriageway road, built to a modern design standard with few geometric constraints, indeed as the access would join the outside of a curving alignment, visibility will be very good. Again a simple priority junction is proposed which is wholly consistent with adjacent junction treatments. The access strategy for the Former Airfield site is shown at **Figure 6**.

7 TRANSPORT AND TRAFFIC IMPACT

7.1 Local Traffic Impact – Residential

7.1.1 In estimating traffic generation rates for different development types it is common practice to use the TRICS database. TRICS is a nationally accepted database, containing observed generated traffic data at a large number of different development-type sites, and such can produce reliable trip rate information. The private housing category within residential development group has been used to estimate the trip rates for the residential development sites. Details of the residential survey sites from TRICS are summarised in **Appendix A**.

Table 7 - TRICS derived trip generation rates – Residential

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			12 Hr (0700 – 1900)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
All Trips	0.258	0.878	1.136	0.621	0.394	1.015	4.48	4.721	9.201
Car driver	0.163 63%	0.402 46%	0.565 50%	0.376 61%	0.233 59%	0.609 60%	2.648 59%	2.731 58%	5.379 58%
Car passenger	0.031 12%	0.199 23%	0.23 20%	0.121 19%	0.085 22%	0.206 20%	0.777 17%	0.93 20%	1.707 19%
Public transport	0.008 3%	0.041 5%	0.049 4%	0.02 3%	0.007 2%	0.027 3%	0.145 3%	0.145 3%	0.29 3%
Walking	0.047 18%	0.214 24%	0.261 23%	0.086 14%	0.058 15%	0.144 14%	0.796 18%	0.812 17%	1.608 17%
Cycling	0.009 3%	0.023 3%	0.032 3%	0.018 3%	0.013 3%	0.031 3%	0.113 3%	0.108 2%	0.221 2%

7.1.2 The proposed residential development sites are for 400 dwellings on Woodsford Fields (Site 1), 170 on the Frome Valley Road site (Site 2) and 700 on land to the south of Warmwell Road (Site 4). **Table 8** below sets the out the resulting vehicular trip movements for each of the proposed residential allocations.



Table 8 - Summary of vehicle trip generation from proposed residential sites

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			12 Hr (0700 – 1900)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Site 1	65	161	226	150	93	244	1059	1092	2152
Site 2	28	68	96	64	40	104	450	464	914
Site 4	114	281	396	263	163	426	1854	1912	3765
Total	207	511	718	478	296	773	3363	3468	6831

7.1.3 These trip rates are total trips by all purposes and when disaggregated will have different characteristics, depending on the purpose. The above trips are therefore broken down by trip purpose in accordance with the National Travel Survey. It is clear, however, that the mode share for car trips is higher for both the 2001 Census journey to work trips and from the TRICS sample than the national average for all housing types as reported by the NTS. It is therefore necessary to apply an adjustment to the NTS data to reflect the TRICS mode split and these are summarised in **Table 9**.

Table 9 Summary of vehicle trip generation from proposed residential sites

Car Driver	NTS	TRICS	Adjustment factor
0800 - 0859	39.5%	49.7%	1.258
1700 - 1759	47.7%	60.0%	1.258
24Hr	42.0%	58.5%	1.390
Car Passenger			
0800 - 0859	17.7%	20.2%	1.143
1700 - 1759	19.2%	20.3%	1.056
24Hr	21.0%	18.6%	0.881
Walk			
0800 - 0859	26.9%	23.0%	0.925
1700 - 1759	19.3%	14.2%	0.859
24Hr	23.6%	17.5%	0.861
Cycle			
0800 - 0859	1.9%	2.8%	1.236
1700 - 1759	1.9%	3.1%	1.310
24Hr	1.6%	2.4%	1.231
PT			
0800 - 0859	12.4%	4.3%	0.591
1700 - 1759	10.9%	2.7%	0.500
24Hr	10.7%	3.2%	0.550
Other			
0800 - 0859	1.7%	0.0%	0.000
1700 - 1759	1.0%	0.0%	0.000
24Hr	1.1%	0.0%	0.000

7.1.4 The above adjustment factors have been applied across all trip purposes. These are applied to the total NTS two-way trips. These are then converted back to directional proportions of the TRICS rates taking into account the likely characteristics for a given trip purpose. Therefore, education trips in the AM peak will all be home to school, similarly the majority of employment trips will also be home to work during the AM peak, whereas shopping and personal business trips are likely to be evenly split between inbound and outbound directions. The resulting trips are summarised in **Table 10**.



Table 10 - Summary of vehicle trip generation from proposed residential sites

Direction	Shopping & Personal	Leisure	Commuting and Business	Education	Total
AM Peak (0800 - 0900)					
Depart	70	14	314	129	527
Arrive	70	14	78	28	190
PM Peak (1700 - 1800)					
Depart	147	64	77	2	290
Arrive	98	64	309	12	483
12Hr					
Depart	1,401	639	1,139	237	3,416
Arrive	1,401	639	1,139	237	3,416

7.2 Local Traffic Impact – Employment Trips

7.2.1 The Hanger Site (Site 3) is proposed for employment, which is likely to take the form of B1 or B2 use. The total area for allocation is at least 7.2 hectares. Assuming site coverage of 40% in terms of floor space, the trip generation is based on 28,800 sq m. The TRICS database has been interrogated to derive trip rates for Business Park sites which is considered a worst-case scenario.

7.2.2 The resulting trip rates and vehicular traffic generation for the employment site is summarised in **Table 11**.

Table 11 - Summary of vehicle trip generation from proposed employment site

	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)			12 Hr (0700 – 1900)		
	Arrive	Depart	Total	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate (per 100 sqm)	1.527	0.27	1.797	0.199	1.29	1.489	5.759	5.747	11.506
Site 3 (28,800 sqm)	440	78	518	57	372	429	1,659	1,655	3,314

7.3 Trip Distribution and Assignment

7.3.1 The additional trips on the network set out in **Tables 8 and 11** have been distributed across the region. The commuting and business trips have been distributed in accordance with the Census journey to work data. The education trips have been distributed in accordance with the review of accessibility above on the basis that first



education would be internal to the settlement and middle / higher education would be provided at Dorchester or Puddletown.

7.3.2 The Shopping and Personal Business trips have been distributed in line with the findings of the Functionality study so that the majority of trips (50%) would be to Dorchester with 25% retained in the immediate local area and the remaining 25% split around the other larger settlements within the region. Finally, leisure trips have been based on the average distribution of the shopping and personal business trips and the commuting and business trips combined.

7.3.3 The distribution of trips has been revised to incorporate the potential split of employment trips on the network, in addition to the residential trips. Based on the employment figures in **Table 6**, the increase in proportion of jobs per person in Crossways will be around 26%. The proportion of trips remaining within Crossways and on the wider network has subsequently been adjusted on a pro-rata basis.

7.3.4 The geography of the area has been defined using Census 2001 data, specially the medium output areas which correspond to wards. These have been aggregated for the assignment of the trips onto the transport system into seven directions A to F plus local. These zones are shown on **Figure 6**. The assignment is summarised in **Tables 12 to 14** and is included in full in **Appendix B**.

Table 12 - AM Peak Trip Assignment

Direction	Residential		Employment		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
A	17	44	50	9	68	53
B	17	43	48	9	66	52
C	20	53	61	11	81	63
D	75	188	116	20	191	208
E	3	11	16	3	19	14
F	8	28	39	7	47	35
LOCAL	51	162	113	20	164	182
	191	530	444	78	635	608

**Table 13 - PM Peak Trip Assignment**

Direction	Residential		Employment		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
A	52	30	7	42	58	73
B	51	30	6	41	57	71
C	61	33	8	52	69	85
D	161	119	15	98	176	217
E	12	4	2	13	14	17
F	30	10	5	33	35	43
LOCAL	120	65	15	95	134	160
	486	291	58	375	544	666

Table 14 - 12hr Peak Trip Assignment

Direction	Residential		Employment		Total	
	Arrive	Depart	Arrive	Depart	Arrive	Depart
A	338	338	189	188	527	526
B	333	333	183	182	516	515
C	376	376	232	231	608	607
D	1,363	1,363	437	436	1,800	1,799
E	52	52	59	59	112	112
F	129	129	147	147	277	276
LOCAL	837	837	426	425	1,263	1,262
	3,428	3,428	1,673	1,669	5,101	5,098

7.3.5 Due to the potential employment allocation, it is clear that there will be a high proportion of trips retained in Crossways. Of the total traffic generated, in the morning peak 26% of the traffic will be internal trips and 22% of the trips in the afternoon. This is particularly important if Crossways is to achieve the wider policy objectives of 'self-containment' in the village. The resulting trip assignment on the local network during the AM and PM peak are summarised in **Figures 7 and 8**.

7.3.6 The majority of external trips are to and from Dorchester to the west with 457 vph and 448 vph in the AM and PM peaks respectively. From Crossways this traffic would head west towards West Stafford. This route crosses the railway at a level crossing and again through a signal controlled bridge. West Stafford itself is bypassed by a modern single carriageway road which joins the A352 just to the east of Dorchester. Although the proportional change in flows will be significant, the absolute level of traffic will remain with highway capacity. Whilst some minor improvements may be required on



the route, it is recommended that this be dealt with through individual applications. In accordance with NPPF, any infrastructure measures should focus on reducing car traffic rather than substantial highway capacity improvements.

7.3.7 The traffic will split on the edge of Dorchester, with traffic headed to the south of Dorchester, joining the A35 southbound, and the traffic headed to the north of Dorchester continuing on across a bridge over the A35.

7.3.8 The proportion of non-car trips to and from Owermoigne for the working population has been obtained from Census 2001 data. The data indicate 15% of people travel into the ward and 20% travel out of the ward for work by non-car modes. It is anticipated that the proportion of people travelling by non-car modes into the area will increase with the allocated employment land in Crossways. In addition, the potential improvements to public transport in Crossways will assist in increasing the proportion of non-car travel.

7.4 **Impact on the Strategic Road Network**

7.4.1 Crossways is located around 6-7km from the nearest trunk road which is the A35. The A35 runs from Poole in the east to Dorchester in the west. Whereas the railway line from Poole to Dorchester passes through Crossways, the A35 takes a northerly alignment to Puddletown where it turns to the southwest towards Dorchester. At Dorchester, it bypasses to the south of the town before resuming in a due west direction. The nearest point of access to the north is via the B3390 to Tolpuddle to the north. The proposed level of development at Crossways would not have any significant detrimental impact on the strategic road network and junctions between Crossways and Dorchester.

7.4.2 However, whilst the A35 does form part of the strategic highway network it by no means the only appropriate route for traffic routing north or east. The B3390 provides a high quality connection to the A354 to Blandford Forum and Salisbury.

7.4.3 The Highways Agency's initial response made the following comment with respect to development at Crossways:

There is significant growth proposed for Crossways of at least 7.2 ha of employment



land and between 1,200 and 1,500 homes. In terms of the potential impact of this on the SRN, development traffic is likely to affect the network at Max Gate, the junction with the A35/A352, which is currently a sub standard junction with no plans for improvement. Proposals coming forward would therefore need to give consideration to how to mitigate their impacts upon the Max Gate junction.

- 7.4.4 The potential benefits from the further enlargement of Crossways are not explicitly acknowledged in the Highways Agency response, but it is worthy of note that they do not object to the allocation. In the context of the scale of development proposed, relatively minor concerns are raised regarding the potential impact on the strategic road network, in particular the Max Gate Junction.
- 7.4.5 Whilst there will be an impact at the Max Gate junction, this can be mitigated through highway improvement works at this location, which would form part of any planning application process for significant new development. It is important to note that the impact at other major junctions surrounding Dorchester will be minimal, and the majority of additional traffic can be accommodated through junctions within and around Crossways where there is ample spare capacity.
- 7.4.6 The assessment above has looked at the likely trip patterns that would emerge from the expansion of Crossways to identify the needs of future residents and understand the potential for operational or safety issues within the local transport system. Although touched upon the issue of strategic location is somewhat different.
- 7.4.7 The review of the likely traffic patterns that would arise from the proposed development suggests that the level of traffic that would use the strategic road network would be relatively low and within the daily variation in flows on the network. This reflects the likely assignment of trips, for example trips to Weymouth and Purbeck would not use the A35. The majority of trips to Dorchester would cross the A35, the crossing is bridged and not at-grade, but are unlikely to join the mainline (vehicles can join the mainline at this location but by virtue of the configuration of the junction and the over-bridge the likelihood of interaction between the two is very low). Indeed, as set out above, it is forecasted that the two-way flow on the A35 here would be 108vph and 144vph in the AM and PM peaks respectively.



- 7.4.8 Trips to Poole and Bournemouth make up only a small proportion of the total from the sites and indeed are not significantly different from trips that are made by residents of Dorchester, i.e. there is a similar level to the underlying cross commuting between the higher-order settlements anyway and here only one end or the other is affected. In the eastbound direction from Tolpuddle, the increases arising from the development would be 144vph and 154vph respectively.
- 7.4.9 In absolute terms, the level of additional traffic on the Trunk Road network is not considered excessive and is likely to be within the daily variation in flows on the network. In due course a detailed Transport Assessment (of which this report will form a key part) will be required to assess any sites coming forward. That TA will need to assess the impacts and identify improvements to reduce demand and if necessary mitigate impacts. However, it is clear from this preliminary assessment that there is no fundamental constraint to development at Crossways in terms of impact on the Trunk Road Network.
- 7.4.10 The above calculations assume that the traffic is new and do not take into account the potential for achieving a better mode share for non-car modes. The strategic rationale for development in this location is to encourage growth within Crossways to reduce its dependency on other centres. This should reduce both the traffic generated by the proposed development but also by the existing development. Secondly, the railway is oriented along the principle desire lines which run east-west. Residents therefore already have mode choice for a very high proportion of their overall travel thereby reducing their dependency on the car. The development is of a sufficient scale that will result in a more frequent bus service and will improve access to the railway station through the provision of cycle routes. The existing public transport routes and nodes will therefore be enhanced by the new population.
- 7.4.11 Overall, it is clearly important that efficient patterns of development are achieved. It is concluded that development at Crossways of the scale proposed is, in its own right, a sustainable and appropriate option for development.
- 7.4.12 The review of the likely traffic patterns that would arise from the proposed development suggests that the level of traffic that would use the strategic road network



would be low and within the daily variation in flows on the network. The current intention of West Dorset to allocate employment uses in Crossways will further help reduce longer distance travel to the benefit of impacts on the trunk road.

7.4.13 Overall, the allocation of land at Crossways would accord with paragraphs 32 and 34 of NPPF.

7.5 **Implications for CIL transport requirements**

7.5.1 Based on the above, it is concluded that the CIL need not include any infrastructure to deal with traffic capacity issues.

7.5.2 Although of clear benefit for recreational use, there appears to be little benefit arising from the completion of the cycle route in terms of the overall sustainability of Crossways.

7.5.3 The contribution towards the improvements to the bus service is considered appropriate, however it is recommended that the Council review whether the financial level is adequate. In addition, the list should include the provision of a bus turnaround at the station.



8 CONCLUSIONS

8.1 This report has been prepared, on behalf of Woodsford Farms to review the transport, sustainability and access issues relating to the proposed mixed-use urban extension on land at Crossways, Dorset. The report concludes that:

- There is no fundamental land ownership or design constraint to providing appropriate access by all modes to each site.
- Crossways is an appropriate and sustainable location in transport terms for significant growth. The existing local shops, doctor and primary school allow for a much greater proportion of day-to-day trips to be retained within the settlement itself and thereby lessening the dependency on other nearby settlements such as Dorchester.
- Further afield Dorchester and indeed Poole and Bournemouth are all accessible by public transport which offers significant opportunities to reduce the need to travel by car.
- Existing public transport infrastructure is of good quality and includes a main line railway within walking and cycling distance. Significant development at Crossways would therefore build on this facility. This would be augmented by improvements to local public bus links. These improvements will benefit not only the development of the site, but also the wider settlement.
- The whole settlement is within easy walking and cycling distance of the sites and, in general routes are low trafficked and conducive to these modes. Further significant improvements, which again would benefit the development and the wider settlement can be provided by the development.
- The level of development proposed will have no significant local or strategic highway impacts.
- The proposals are therefore in full accordance with all the requirements of



Policy COM7 and COM8 of the Local Plan and the NPPF.

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