Dorset County Council

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Development / Improved Household Recycling Centre proposals for East Dorset, Wimborne and Ferndown

Strategic Modelling Results

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June 2015

ECONOMY, PLANNING AND TRANSPORT

DOCUMENT STATUS SHEET

Document Title	Development / Improved Household Recycling Centre proposals for East Dorset, Wimborne and Ferndown Strategic Modelling Results	
Author	**Mike Moore**	
Checked	**Phil Channer**	
Authorised for Issue		
Document Reference	**TM9999_J028_Rev0.docx**	
Date of original issue in Dorset Highways	**17 June 2015**	
Registered Holder		

RECIPIENTS

Date	Name/Organisation
17-06-2015	**Emma Macdonald**

REVISIONS

Details of revisions should be recorded manually on this form, which must be kept at the front of the document to which it refers

Rev	Description	Date
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1.0 INTRODUCTION

Background

1.1 The Dorset Highways Transportation Modelling Team were commissioned in January 2015 to undertake an assessment of the effects on the A31 trunk Road and surrounding Roads of a number of proposed Household Recycling Centres (HRC) in the East Dorset area. The modelling results are to be analysed with a view to understanding the effects of relocating the Brook Road HRC in Wimborne and to ascertain traffic movements using the proposed sites.

Purpose of the Report

1.2 To allay any concerns the Highways Agency may have of the detrimental effects any additional traffic may have on the A31 trunk Road, particularly at the recently completed Canford Bottom Roundabout. The modelling results should show any changes in the traffic flows in the areas of interest.

2.0 MODELLING & DATA USED

2.1 The recently updated South East Dorset Multi Modal Transport Model (SEDMMTM) was used in this assessment. The Inter peak (IP) model was used as this 'best fits' the opening hours of the sites. The model was used to ascertain changes in traffic flows on the A31 Trunk Road in the Wimborne area, in particular the impact on the Canford Bottom Roundabout.

2.2 A postcode survey of the Brook Road HRC site was undertaken on the 25th September 2014 from 09:00 to 16:30 – the public opening hours for the site that day. Drivers of vehicles wishing to use the HRC site were asked for the postcode from where their journey to the site had started. This data was used to assist in the creation of a distribution matrix of trips to and from the site. GIS software was used to ascertain the zones in the SEDMMTM model that were within the each of the postcode districts.

2.3 The Brook Road HRC site is permanently monitored for vehicle activity and any vehicles entering and leaving the site are counted using an Automatic Traffic Counter (ATC) located at the site. This data is available via DCC's C2 traffic system, administered by the Transportation Modelling team.

2.4 Selected data for Site 641 - Brook Road (HRC) for July / August 2014 was downloaded from the C2 system. The data from the site is reliable and was required to establish the worst case average hourly flow during the opening hours of the site. July and August data was used as this is usually the busiest time of the year for most HRC sites. The data is shown in **Appendix A** for reference.

2.5 In order to create a worst case scenario of the trips to and from the site, data was analysed for the summer months of July and August 2014. This resulted in a worst case scenario of **81** trips in one hour to and from the site.

2.6 **Table 1** below shows the postcode survey results and the number of trips applied to each of the postcodes based on the worst case hour described above.

Postcode	Area	Number of visitors	% of Total	Total for Postcode
BH21	East Dorset	195	74.4%	60.29
BH22	East Dorset	50	19.1%	15.46
BH23	Christchurch	1	0.4%	0.31
BH24	St Leonards + Hampshire	4	1.5%	1.24
BH18	Poole - Broadstone	2	0.8%	0.62
DT11	North Dorset	3	1.1%	0.93
BH15	Poole	1	0.4%	0.31
BH11	Poole	1	0.4%	0.31
BH9	Bournemouth	1	0.4%	0.31
BH3	Bournemouth	1	0.4%	0.31
BH29	incorrect Postcode	1	0.4%	0.31
TA2	Taunton Central	1	0.4%	0.31
Refusal		1	0.4%	0.31
Total		**262**		**81.00**

Table 1: Postcode survey results and worst case trips

2.7 The total trips for each postcode were then proportionally applied to each of the SEDMMTM zones contained within each of the postcode districts. The resulting matrix was then assigned to the SEDMMTM model, hereafter referred as the BASE Model.

2.8 The SEDMMTM uses Passenger Car Units (pcu) to assess traffic flow rate on the highway. For example; a car or equivalent vehicle has a value of 1 pcu, whilst an HGV has a value of 2.3 pcu. The total trips (pcu) assigned to each modelled zone relevant to the postcode districts are summarised in **Appendix B.**

2.9 No information is currently available for the movements of Heavy Goods Vehicles (HGV's) to and from the site. Therefore HGV's have not been modelled. As a worst case scenario has been presented, it is felt that the low HGV volumes are allowed for within this.

3.0 TRIP DISTRIBUTION & CANFORD BOTTOM TRAFFIC FLOWS

Brook Road HRC Site (BASE Model)

3.1 **Figure 1** below shows the current distribution of trips in pcu originating from the Brook Road HRC site derived from the postcode survey and traffic count at the site. 34 pcu leave Brook Road and travel east bound on Wimborne Road West (B3073), 42 pcu travel west bound along Wimborne Road West (B3073).

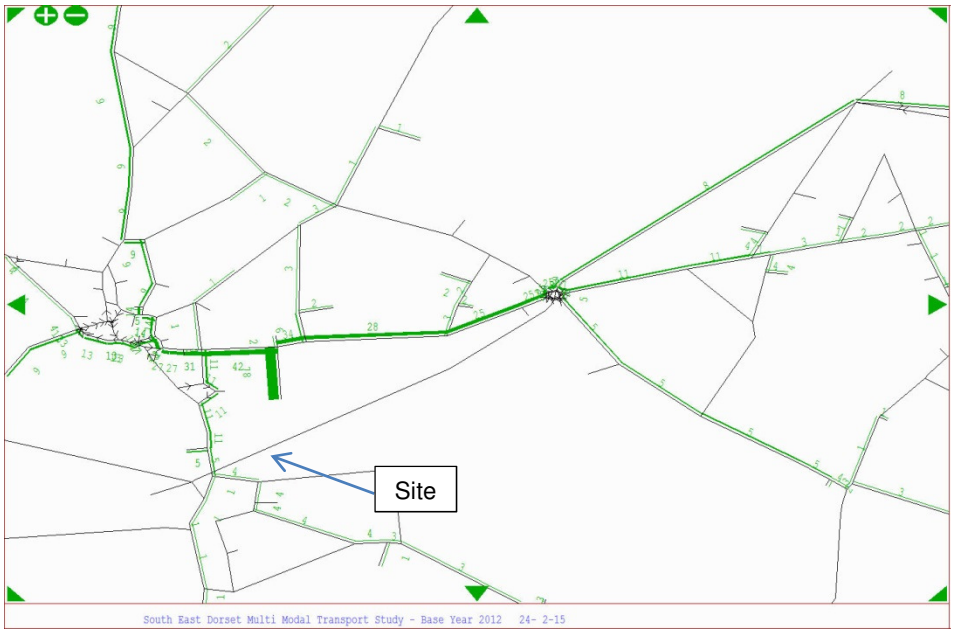

Figure 1 – Brook Road HRC site (BASE Model) - Origins

3.2 **Figure 2** below shows the current distribution of trips in pcu whose destination is the Brook Road HRC site. 25 pcu arrive at Brook Road from the east on Wimborne Road West (B3073), 33 pcu travel west bound along Wimborne Road West (B3073).

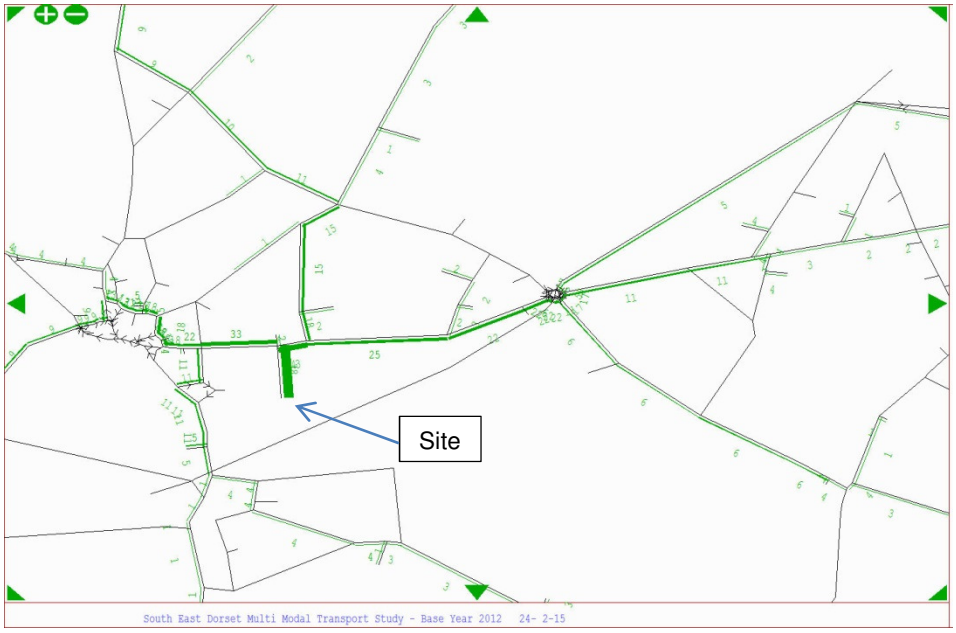

Figure 2 – Brook Road HRC site (BASE Model) – Destinations

3.3 **Figure 3** below shows the current modelled number of trips in pcu using the Canford Bottom Roundabout. These Base traffic flows will be useful for comparison purposes to see the changes in traffic flow with the proposed sites.

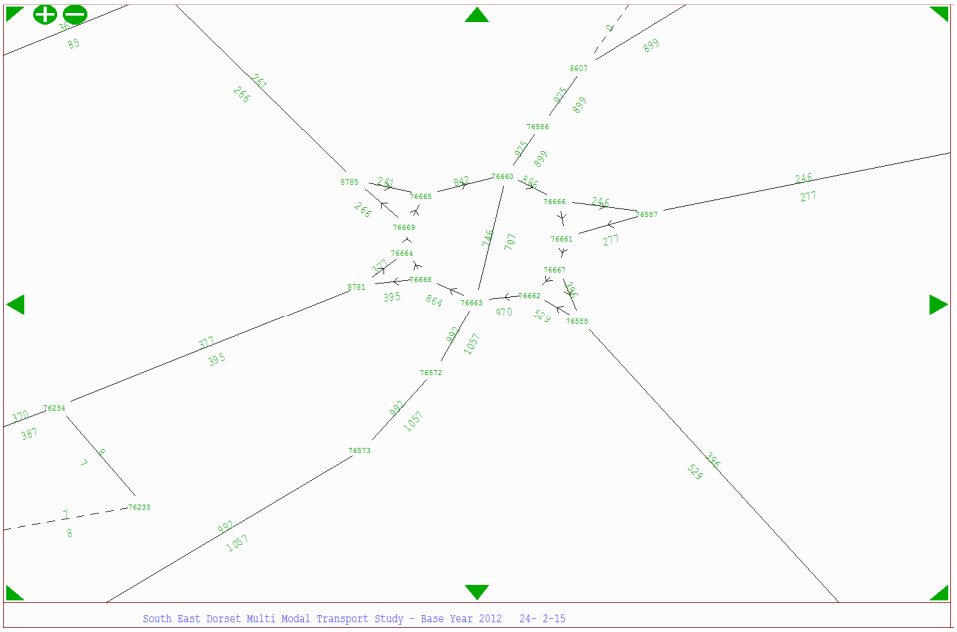

Figure 3 – Canford Bottom Total traffic flow (pcu), (BASE Model)

4.0 SCENARIOS MODELLED

4.1 The SEDMMTM model network was amended to include each of the scenarios listed below.

- SC2 - Blunts Farm – off Cobham Drive - Ferndown
- SC3 - Little Canford – off Ham Lane
- SC4 – Woolsbridge Industrial Estate
- SC5 - West Moors - former Petroleum Depot
- SC6 - East Dorset Police Headquarters – Ameysford

4.2 The trip matrix used for the Brook Road BASE model was used for each of the scenarios listed above. It should be borne in mind that this matrix is only completely relevant for scenarios 2 and 3 that are in close proximity to the Brook Road site. Traffic movements to and from these proposed sites are not expected to change significantly.

4.3 For scenarios 4, 5 and 6 there is no distribution data available, and it is expected that traffic movements would change somewhat when compared to the other scenarios. This would certainly be the case for scenarios 4 and 5, but to a lesser extent for scenario 6 which is nearer to the Brook Road, Blunts farm and Little Canford sites. However it was deemed a useful exercise to include these options in the report. More information regarding these sites is summarised in Section 5 of this

4.4 There appears to be few users of the current Brook Road site originating from West Moors and Verwood. It is likely that residents in this area use the Somerley Household Waste Recycling Centre on B3081 Verwood Road in Hampshire. Relocating the Brook Road facility to Woolsbridge Industrial Estate or West Moors could result in some of these (currently unknown) trips visiting the new site. Meanwhile, trips from the BH21 (Wimborne and West of Wimborne) area could be more tempted to utilise facilities at Millhams in Bournemouth or even Nuffield in Poole.

4.5 The locations of the proposed sites are shown in Appendix C.

4.6 The following sections show difference plots of the changes in traffic flows for each scenario when compared to the Base model. The Brook Road HRC site is effectively closed and no trips are modelled to and from this site in each of the scenarios. **GREEN** indicates an increase in traffic flow and BLUE indicates a decrease. These plots are useful in providing an indication of changes in traffic flow and traffic behaviour e.g. re-routing that is occurring when changes are made to the network. A brief summary is included with each difference plot with a further more detailed summary for each site available in section 5.

SC2 - Blunts Farm – off Cobham Drive – Ferndown

4.7 **Figure 4** below shows a difference plot of the traffic flows in pcu when the Brook Road site is closed and moved to the proposed Blunts Farm site. Relocating the HRC from Brook Road to Blunts Farm would see a decrease in pcu travelling into Wimborne along the B3073 whereas movements east of Canford Bottom Roundabout on Wimborne Road West would inevitably increase.

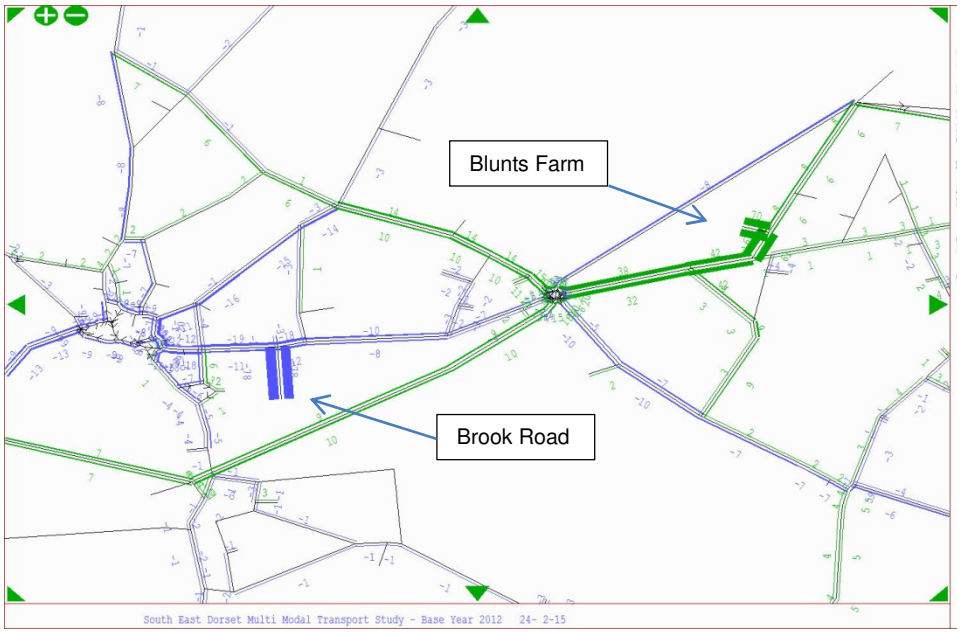

Figure 4 – Difference plot – SC2 Model minus Base Model

4.8 **Figure 5** below shows the difference in traffic flows in pcu on the Canford Bottom Roundabout for this scenario. This shows an increase of around 10 pcu using Canford Bottom Roundabout westbound on the A31 but a decrease of 7 vehicles heading east on the A31.

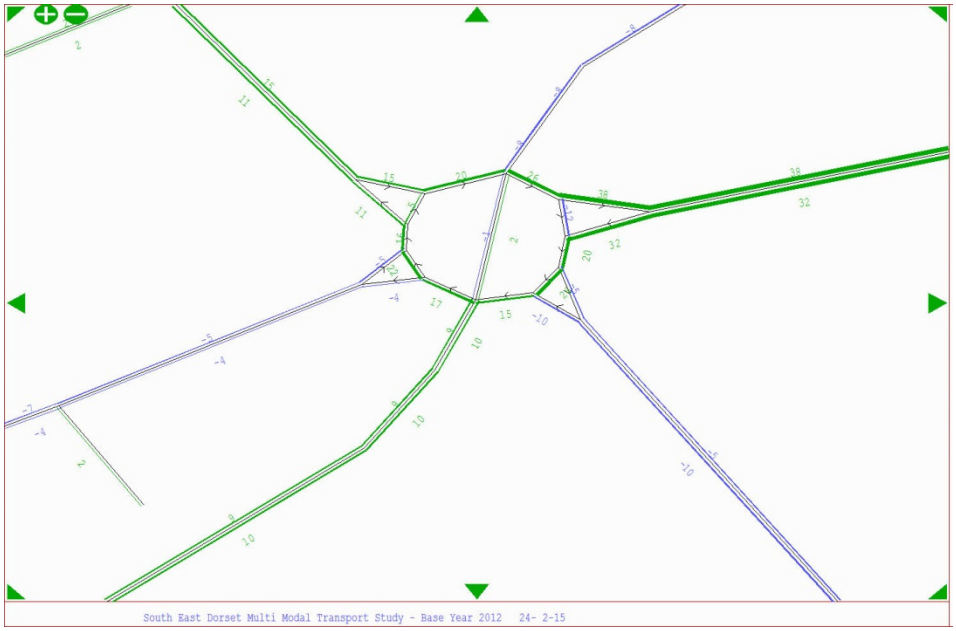

Figure 5 – Difference plot - Canford Bottom.

SC3 - Little Canford – off Ham Lane

4.9 **Figure 6** below shows a difference plot of the traffic flows in pcu when the Brook Road site is closed and moved to the proposed Little Canford site. Relocating the HRC to Little Canford would inevitably see an increase in vehicle numbers along Ham Lane (B3073). Increased pcu are also seen travelling NW along Canford Bottom Road and in both directions on the A31. Pcu are decreased on Wimborne Road West (B3073) in both directions.

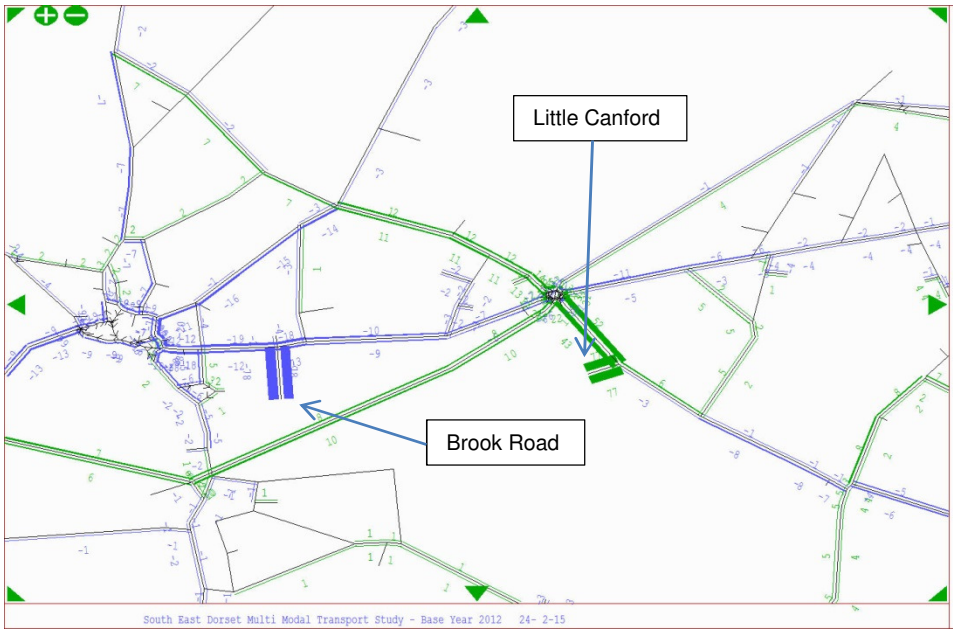

Figure 6 – Difference plot – SC3 model minus Base Model

4.10 **Figure 7** below shows the difference in traffic flows in pcu on the Canford Bottom Roundabout for this scenario. This shows an increase of around 10 pcu using Canford Bottom Roundabout westbound on the A31 but a negligible decrease vehicles heading east on the A31.

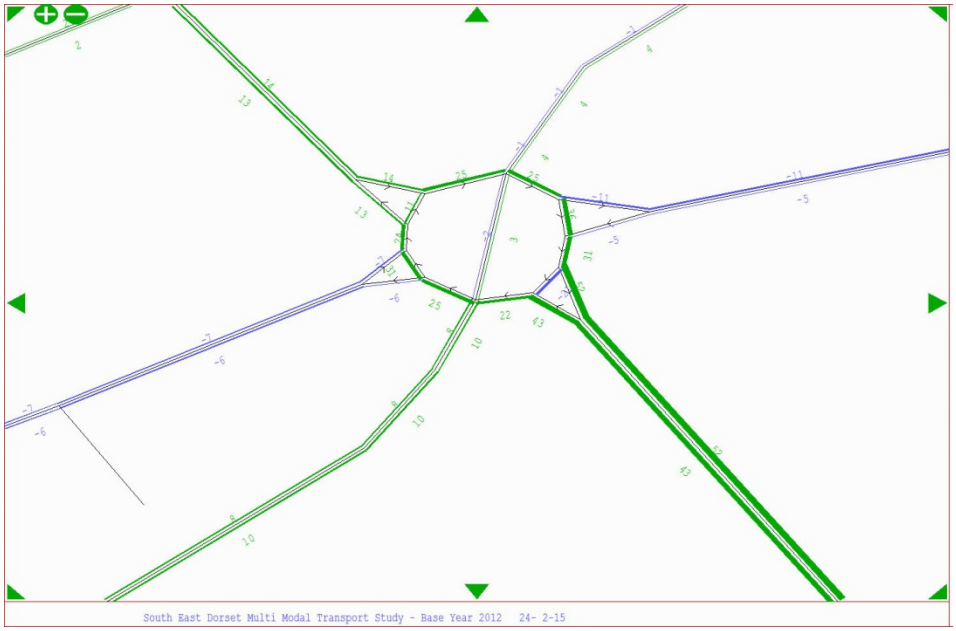

Figure 7 – Difference plot - Canford Bottom.

SC4 – Woolsbridge Industrial Estate

4.11 **Figure 8** below shows a difference plot of the traffic flows in pcu when the Brook Road site is closed and moved to the proposed Woolsbridge - Industrial Estate site. Relocating the HRC to Woolsbridge results in a decrease in pcu in Wimborne Town Centre. Pcu are increased in both directions along the A31 and the B3072 between the Ferndown Industrial Estate roundabout north bound to Ringwood Road

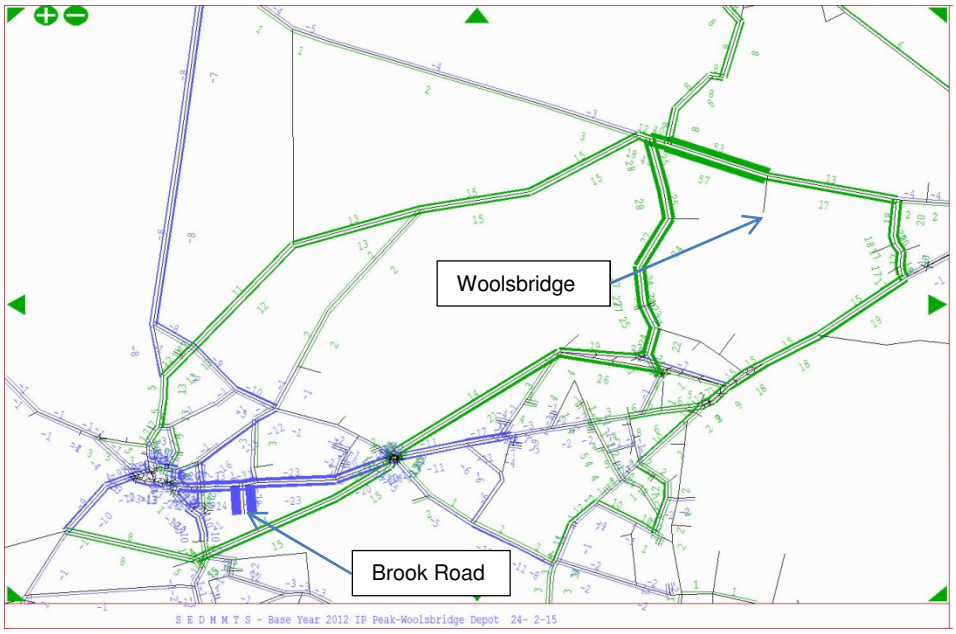

Figure 8 – Difference plot – SC4 minus Base Model

4.12 **Figure 9** below shows the difference in traffic flows in pcu on the Canford Bottom Roundabout for this scenario. This shows an increase of around 15 pcu using Canford Bottom Roundabout westbound on the A31 with the same increases Eastbound on the A31.

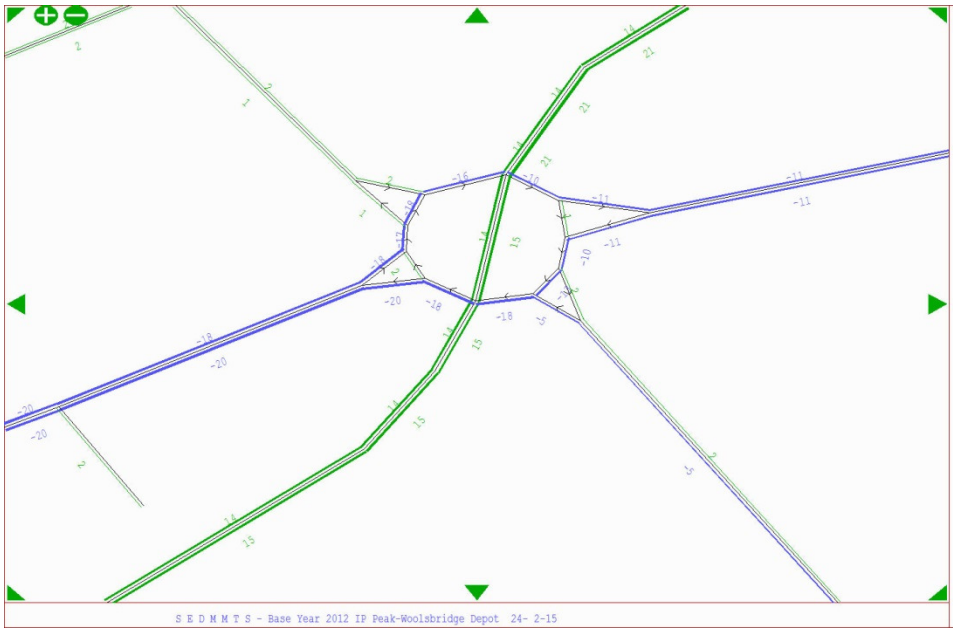

Figure 9 – Difference plot - Canford Bottom.

SC5 - West Moors - former Petroleum Depot

4.13 **Figure 10** below shows a difference plot of the traffic flows in pcu when the Brook Road site is closed and moved to the proposed West Moors – Former Petroleum Depot site. Again relocating the HRC to West Moors sees a decrease in pcu in Wimborne Town Centre. Pcu are increased along the A31 in both directions, and on the B3072 Station and West Moors Road

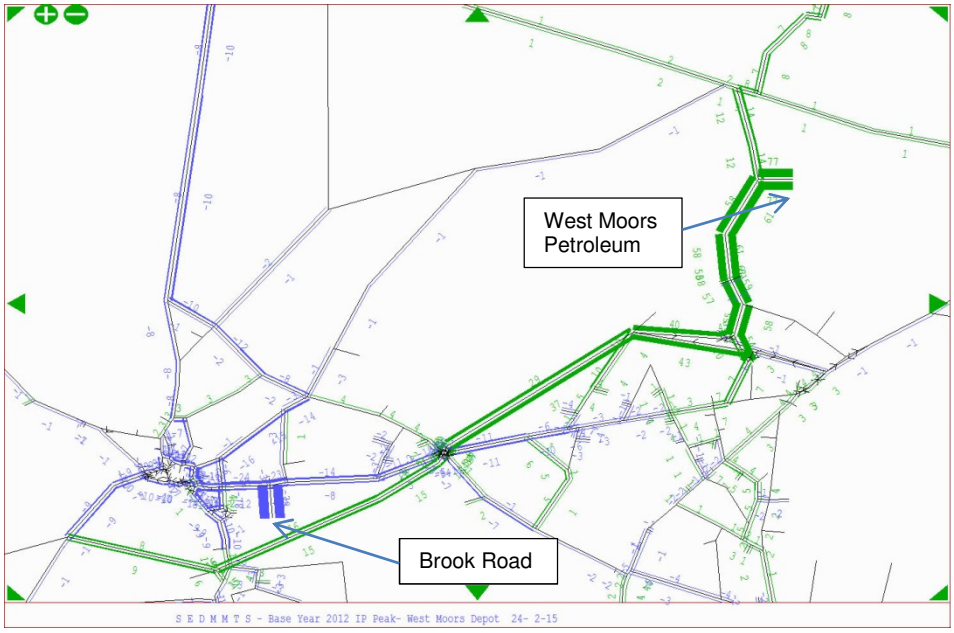

Figure 10 – Difference plot SC5 Model minus Base Model

4.14 **Figure 11** below shows the difference in traffic flows in pcu on the Canford Bottom Roundabout for this scenario. As would be expected the A31 shows the greatest increases in traffic of around 40 pcu in both directions east of the junction, with increases of around 15 pcu in each direction west of the junction.

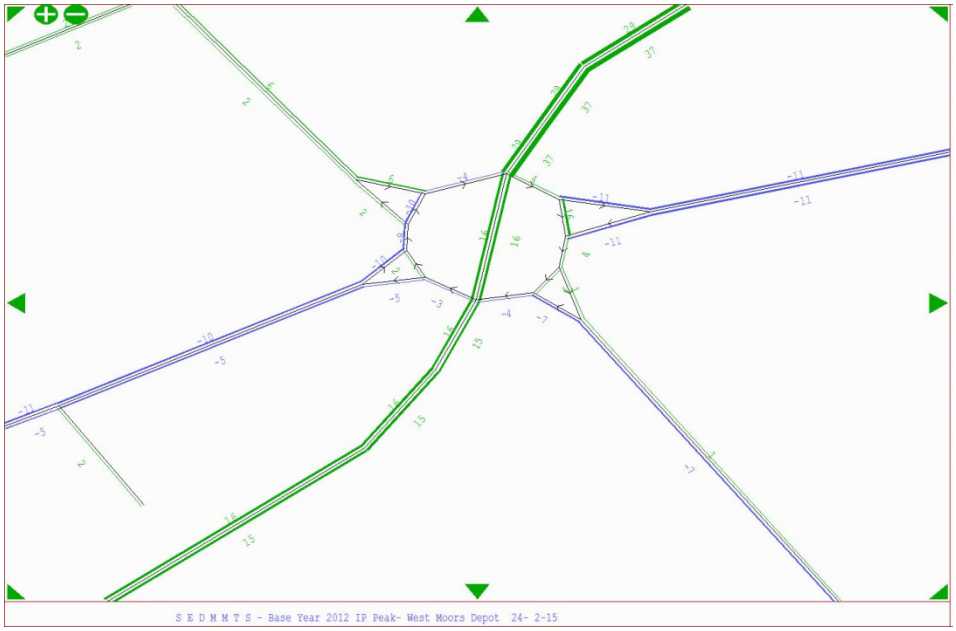

Figure 11 – Difference plot - Canford Bottom.

SC6 - East Dorset Police Headquarters – Ameysford

4.15 **Figure 12** below shows a difference plot of the traffic flows in pcu when the Brook Road site is closed and moved to the proposed East Dorset Police Headquarters – Ameysford site.

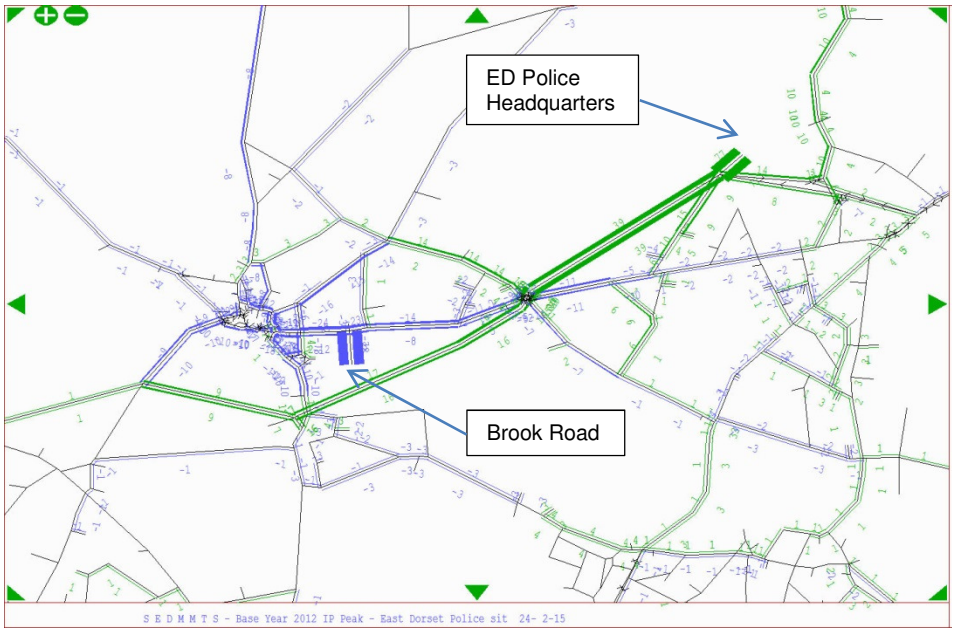

Figure 12 – Difference plot – SC6 Model minus Base Model

4.16 **Figure 13** below shows the difference in traffic flows in pcu on the Canford Bottom Roundabout in this scenario.

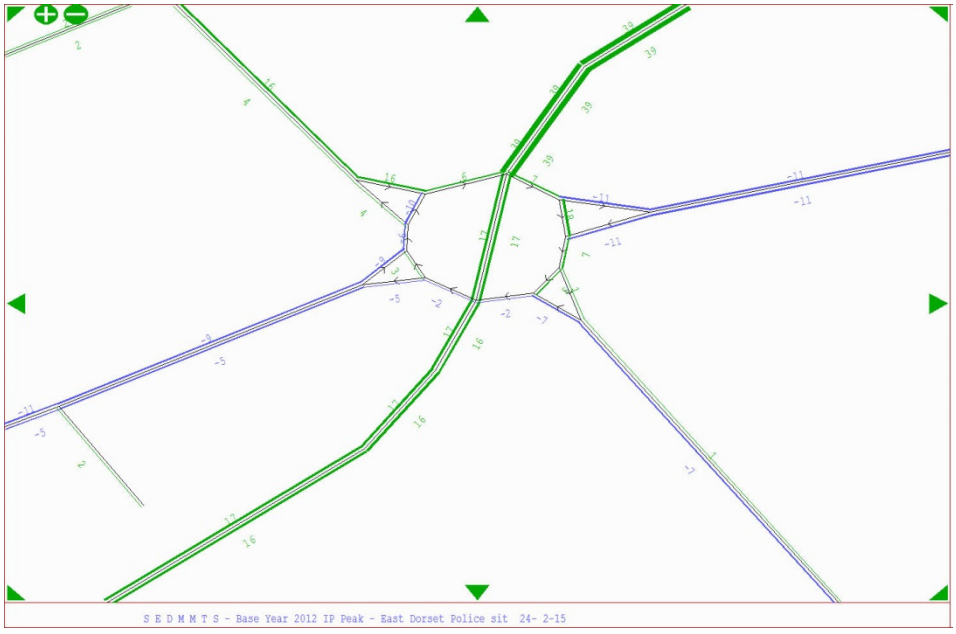

Figure 13 – Difference plot - Canford Bottom.

5.0 SUMMARY OF RESULTS

5.1 **Table 2** below shows the approximate changes in modelled flow in pcu of the circulating and through traffic on the Canford Bottom Roundabout

Site	Brook Road (BASE)	Blunts Farm	% change	Little Canford	% change	Woolsbridge	% change	West Moors	% change	East Dorset Police	% change
Approx Circulating Traffic (pcu)	900	20	2.2%	25	2.8%	-16	-1.8%	-2	-0.2%	6	0.7%
Approx Through Traffic EB(pcu)	740	0	0.0%	-2	-0.3%	14	1.9%	15	2.0%	17	2.3%
Approx Through Traffic WB(pcu)	705	4	0.6%	3	0.4%	15	2.1%	16	2.3%	16	2.3%

SC2 - Blunts Farm – off Cobham Drive – Ferndown

5.2 For the Blunts Farm Option there is 2.2% increase – approximately 20 additional pcu in the hour using the Canford Bottom Roundabout. This would be expected as the change in location would require most if not all HRC related traffic from Wimborne to use the Roundabout to gain access to the site. Through traffic sees little or no change.

5.3 The difference plots show traffic on Canford Bottom and A31 Wimborne is seen to increase by approximately 10 pcu in both directions. Ham Lane approach to Canford Bottom Roundabout shows a decrease of around 10 pcu, this traffic is now using Stapehill Road avoiding the Roundabout.

SC3 - Little Canford – off Ham Lane

5.4 For the Little Canford Option the results are very similar to the Blunts Farm option, as would be expected due to the two sites being in close proximity.

SC4 – Woolsbridge Industrial Estate

5.5 The Woolsbridge option – shows a reduction (-16) in circulating traffic but with the same increase in through traffic (+16) possibly due to traffic rerouting and preferring to use the A31 instead of Wimborne Road West. Reductions in traffic of around 10 and 20 Pcu can be seen on the Wimborne Road West and Leigh Road approaches respectively.

5.6 The difference plots show additional traffic 10-15 and 20-30 pcu on Holt Road and West Moors Road respectively.

5.7 *Traffic distribution to and from this site is expected to differ somewhat to SC2 and SC3 due its location, potentially attracting users of the site from the North e.g. Verwood and the east, as discussed in section 4.4. It is expected that users previously using the Brook Road site coming from the south and west may choose an alternate HRC site, possibly Millhams (Longham) or Nuffield in Poole. However no data is available to confirm this. It is expected that this site could reduce the traffic slightly on the Canford Bottom Roundabout and the A31, due to users switching sites.*

SC5 - West Moors - former Petroleum Depot

5.8 The West Moors Petroleum Depot – shows a slight reduction (-2) in circulating traffic but an increase in through traffic (+16). Additional traffic 50-60 pcu in each direction can also be seen on West Moors Road. The difference plots indicate the A31 East of Canford Bottom Roundabout increases in both directions by around 30 pcu.

5.9 *Traffic distribution to and from this site is expected to differ somewhat to SC2 and SC3 due its location, potentially attracting users of the site from the North e.g. Verwood and the east, as discussed in section 4.4. It is expected that users previously using the Brook Road site coming from the south and west may choose an alternate HRC site, possibly Millhams (Longham) or Nuffield in Poole. However no data is available to confirm this. It is expected that this site could reduce the traffic slightly on the Canford Bottom Roundabout and the A31, due to users switching sites.*

SC6 - East Dorset Police Headquarters – Ameysford

5.10 The East Dorset Police Headquarters shows the greatest increases in traffic flows on the Canford bottom Roundabout and the A31. This is to be expected as access to the site can only be achieved from the A31 Ferndown Industrial Estate roundabout. Increases in traffic flow 6 or less for circulating traffic and 15 – 20 for through traffic resulting in an increase of around 40 pcu on the A31 in each direction.

5.11 *Traffic distribution to and from this site is expected to differ somewhat to SC2 and SC3 due its location, but to a lesser extent than SC4 and SC5. Some users could be attracted to the site via West Moors Road possibly from Verwood and the east, as discussed in section 4.4.*

6.0 CONCLUSIONS

6.1 Blunts Farm and Little Canford (SC2 and SC3) where distribution data is available indicate that an additional 25 circulating vehicles (pcu) and very little additional though traffic would use the Canford Bottom Roundabout potentially having little or no effect on the roundabout. Most if not all HRC related traffic from Wimborne would now use the roundabout to gain access to these proposed sites.

6.2 Woolsbridge and West Moors sites (SC4 and SC5) whilst the distribution of modelled traffic differs, in reality would likely attract more users from the north and the east. Some users from the south and west may possibly use alternative sites. This could slightly reduce the traffic on Canford Bottom Roundabout and the A31. No data is available to confirm this.

6.3 The East Dorset Police Headquarters site is expected to have the biggest impact on the Canford Bottom Roundabout and the A31 though increases are still less than 40 pcu in the areas of interest in this worst case scenario. This is due to access to the site only being achievable via the A31 Ferndown Industrial Estate Roundabout. This site is also expected to attract users from the north and east.

6.4 The modelling for this report uses a worst case scenario where it was deemed that the low HGV traffic volumes for the current site setup are allowed for, therefore negating the need to model them in isolation.

APPENDIX A

Multi-Day Volume Report DORSET_SURVEY 000000000641: 2014-07-09 to 2014-08-31

Site Name 000000000641
Site ID 000000000641
Grid 402281099290
Description WIMBORNE CA SITE

Setup Setup0156
Channel OUT
Bins Volume data
Time Period 1 hour
Exclude data: None

july August 2014

7 day			Weekday			Weekend		
Max	Min	Ave	Max	Min	Ave	Max	Min	Ave
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62	1	41	62	16	42	57	19	43
81	24	47	60	28	45	81	24	51
76	27	51	62	32	49	76	27	55
73	32	50	68	35	49	73	32	53
70	21	44	54	21	41	70	32	54
72	34	51	64	34	50	72	38	55
65	30	48	65	30	46	64	44	53
62	17	43	60	22	41	62	28	48
56	11	33	51	11	30	56	25	39
6	0	3	6	0	3	6	0	2

	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon
	2014-07-09	2014-07-10	2014-07-11	2014-07-12	2014-07-13	2014-07-14	2014-07-15	2014-07-16	2014-07-17	2014-07-18	2014-07-19	2014-07-20	2014-07-21	2014-07-22	2014-07-23	2014-07-24	2014-07-25	2014-07-26	2014-07-27	2014-07-28
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00-24		380	435	440	509	413	434	364	351	397	374	516	436	374	367	363	353	447	509	425
am Peak		10:00:00	09:00:00	10:00:00	11:00:00	10:00:00	11:00:00	09:00:00	10:00:00	09:00:00	11:00:00	10:00:00	10:00:00	11:00:00	10:00:00	11:00:00	09:00:00	09:00:00	11:00:00	11:00:00
Peak Volume		54	62	65	64	53	62	48	55	53	53	69	52	50	57	50	60	57	61	48
pm Peak	15:00:00	14:00:00	16:00:00	13:00:00	12:00:00	14:00:00	15:00:00	14:00:00	14:00:00	15:00:00	14:00:00	14:00:00	15:00:00	12:00:00	14:00:00	12:00:00	12:00:00	14:00:00	14:00:00	14:00:00
Peak Volume	44	51	55	55	73	64	54	52	48	57	48	62	65	46	46	52	46	53	68	58

Event key: Accident | Road Works | Special | Road Closed | Holiday
Weekends and defined holidays

Notes on data:

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

Start	End	Type	Lanes	Included	Description
25/08/2014 00:00	25/08/2014 23:59	Holiday	-	Yes	Holiday

Data prepared by Drakewell Cloud Hosting January 28, 2015 4:43:12 PM.

Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat
2014-07-29	**2014-07-30**	**2014-07-31**	**2014-08-01**	**2014-08-02**	**2014-08-03**	**2014-08-04**	**2014-08-05**	**2014-08-06**	**2014-08-07**	**2014-08-08**	**2014-08-09**	**2014-08-10**	**2014-08-11**	**2014-08-12**	**2014-08-13**	**2014-08-14**	**2014-08-15**	**2014-08-16**	**2014-08-17**	**2014-08-18**	**2014-08-19**	**2014-08-20**	**2014-08-21**	**2014-08-22**	**2014-08-23**
0	0	0	0	1	0	0	1	0	0	0	2	0	0	0	0	0	1	0	0	0	1	1	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2	2	1	0	0	0	0	1	0	0	2	3	0	1	3	2	2	0	1	2	2	1	1	0	0	3
4	1	1	3	1	0	2	2	3	6	5	0	0	3	2	1	1	7	0	4	2	2	2	2	4	11
38	16	50	52	30	43	38	51	21	43	58	43	19	42	32	25	44	36	44	44	49	42	44	52	45	48
49	49	48	49	24	48	34	35	40	45	57	47	32	42	44	50	47	41	64	48	49	60	38	56	37	55
40	54	44	58	27	61	47	60	47	48	44	41	46	48	54	40	57	40	51	73	42	53	53	56	54	76
48	59	36	41	41	68	61	51	52	50	59	45	62	55	48	55	55	53	52	63	46	59	68	52	42	41
35	38	45	38	32	61	37	21	48	38	43	48	58	44	43	37	44	48	51	56	49	54	49	42	38	70
57	34	36	53	41	64	62	39	39	48	47	52	49	53	53	47	40	61	51	66	55	59	64	60	57	72
44	39	55	42	54	59	62	42	47	57	58	51	47	33	51	51	31	45	47	56	59	60	38	49	50	50
53	51	48	41	38	44	44	41	39	41	47	51	33	30	50	40	36	31	43	43	47	54	60	41	51	58
32	33	32	23	43	39	51	30	33	38	31	41	25	20	31	34	11	31	45	36	44	27	30	33	26	56
4	3	2	3	0	3	6	5	5	3	1	2	5	5	3	3	3	6	0	2	2	3	1	1	1	2
0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1	1	0	0	0	0	0	1	1	0	0	0	2	1	1	0	1	0	0	0	0	2	1	0	0
406	379	398	403	331	490	444	378	374	417	452	424	376	376	414	385	371	399	449	493	446	474	448	444	405	542
406	379	399	403	331	490	444	378	374	418	452	424	376	376	415	385	371	399	449	493	446	474	448	444	405	542
407	380	400	403	332	490	444	378	375	419	452	424	376	378	416	386	371	400	449	493	446	474	450	445	405	542
407	380	400	403	334	490	444	379	375	419	452	426	376	378	416	386	371	402	449	493	446	475	451	445	405	542
10:00:00	11:00:00	09:00:00	11:00:00	09:00:00	11:00:00	11:00:00	11:00:00	11:00:00	11:00:00	09:00:00	10:00:00	11:00:00	11:00:00	11:00:00	10:00:00	11:00:00	10:00:00	10:00:00	11:00:00	09:00:00	10:00:00	11:00:00	10:00:00	11:00:00	11:00:00
49	54	50	58	30	61	47	60	47	48	58	47	46	48	54	50	57	41	64	73	49	60	53	56	54	76
14:00:00	12:00:00	15:00:00	14:00:00	15:00:00	12:00:00	14:00:00	12:00:00	12:00:00	15:00:00	12:00:00	14:00:00	12:00:00	12:00:00	14:00:00	12:00:00	12:00:00	14:00:00	12:00:00	14:00:00	15:00:00	15:00:00	12:00:00	14:00:00	14:00:00	14:00:00
57	59	55	53	54	68	62	51	52	57	59	52	62	55	53	55	55	61	52	66	59	60	68	60	57	72

Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Average		Total
2014-08-24	2014-08-25	2014-08-26	2014-08-27	2014-08-28	2014-08-29	2014-08-30	2014-08-31	Workday	7 Day	Count
0	0	0	2	1	0	0	0	0	0	18
0	0	0	5	2	0	0	0	0	0	10
0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	5
2	3	6	1	0	4	1	0	1	1	67
0	1	8	0	5	6	5	5	3	3	139
56	1	27	27	32	53	40	20	42	42	2199
81	29	28	48	36	47	43	47	45	47	2478
66	59	53	53	47	47	38	58	49	51	2699
56	38	39	35	43	64	51	62	48	50	2638
52	28	47	41	35	53	60	55	41	44	2393
57	38	56	50	58	42	53	61	50	51	2757
52	35	37	40	54	50	55	64	46	48	2580
56	17	22	34	43	36	62	47	41	43	2305
40	21	23	20	39	30	35	34	30	33	1767
4	1	3	4	3	0	1	6	3	3	150
0	0	0	8	0	0	0	0	0	0	11
0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	1	1	26
522	271	349	353	395	432	444	459	399	416	22172
522	271	349	361	395	432	444	459	400	416	22190
522	271	349	361	395	432	444	459	400	417	22219
522	271	349	368	398	432	444	459	401	417	22248
10:00:00	11:00:00	11:00:00	11:00:00	11:00:00	09:00:00	10:00:00	11:00:00	11:00:00	11:00:00	
81	59	53	53	47	53	43	58	49	51	
14:00:00	12:00:00	14:00:00	14:00:00	14:00:00	12:00:00	16:00:00	15:00:00	14:00:00	14:00:00	
57	38	56	50	58	64	62	64	50	51	

APPENDIX B

Ward Name	Postcode	Zone Number	Total for Postcode	Total for Zone
Merley and Bearwood	BH21	427	60.29	0.1914
Merley and Bearwood	BH21	429	60.29	3.1722
East Dorset	BH21	603	60.29	0.3073
East Dorset	BH21	604	60.29	0.1150
East Dorset	BH21	605	60.29	7.5818
East Dorset	BH21	606	60.29	0.2883
East Dorset	BH21	607	60.29	0.1202
East Dorset	BH21	616	60.29	1.2291
East Dorset	BH21	622	60.29	1.2283
East Dorset	BH21	623	60.29	1.6161
East Dorset	BH21	624	60.29	1.6480
East Dorset	BH21	639	60.29	4.3312
East Dorset	BH21	601	60.29	0.5516
East Dorset	BH21	617	60.29	3.4275
Merley and Bearwood	BH21	425	60.29	5.4675
Merley and Bearwood	BH21	424	60.29	0.3568
Merley and Bearwood	BH21	426	60.29	0.5441
East Dorset	BH21	620	60.29	0.8349
East Dorset	BH21	621	60.29	0.5485
East Dorset	BH21	625	60.29	2.4492
East Dorset	BH21	626	60.29	4.1550
East Dorset	BH21	627	60.29	3.8362
East Dorset	BH21	628	60.29	5.1037
East Dorset	BH21	629	60.29	1.9593
East Dorset	BH21	630	60.29	5.9730
East Dorset	BH21	652	60.29	0.6172
East Dorset	BH21	615	60.29	2.6328
Mudeford and Friars Cliff	BH23	550	0.31	0.0027
Mudeford and Friars Cliff	BH23	525	0.31	0.0088
West Highcliffe	BH23	526	0.31	0.0016
West Highcliffe	BH23	527	0.31	0.0107
West Highcliffe	BH23	528	0.31	0.0010
Mudeford and Friars Cliff	BH23	529	0.31	0.0022
Highcliffe	BH23	530	0.31	0.0007
West Highcliffe	BH23	531	0.31	0.0106
West Highcliffe	BH23	532	0.31	0.0015
West Highcliffe	BH23	533	0.31	0.0020
North Highcliffe and Walkford	BH23	534	0.31	0.0016
Highcliffe	BH23	535	0.31	0.0137

Highcliffe	BH23	536	0.31	0.0033
Highcliffe	BH23	537	0.31	0.0032
North Highcliffe and Walkford	BH23	538	0.31	0.0076
North Highcliffe and Walkford	BH23	539	0.31	0.0005
Mudeford and Friars Cliff	BH23	549	0.31	0.0016
West Highcliffe	BH23	551	0.31	0.0002
Highcliffe	BH23	552	0.31	0.0025
West Highcliffe	BH23	553	0.31	0.0018
West Highcliffe	BH23	554	0.31	0.0001
Purewell and Stanpit	BH23	520	0.31	0.0024
Grange	BH23	521	0.31	0.0023
Grange	BH23	522	0.31	0.0104
Grange	BH23	523	0.31	0.0097
Mudeford and Friars Cliff	BH23	524	0.31	0.0077
Portfield	BH23	543	0.31	0.0016
Town Centre	BH23	544	0.31	0.0028
Town Centre	BH23	545	0.31	0.0132
Town Centre	BH23	546	0.31	0.0013
Grange	BH23	547	0.31	0.0035
Grange	BH23	548	0.31	0.0003
Highcliffe	BH23	555	0.31	0.0018
Highcliffe	BH23	556	0.31	0.0040
St Catherine's and Hurn	BH23	500	0.31	0.0014
Portfield	BH23	542	0.31	0.0014
St Catherine's and Hurn	BH23	505	0.31	0.0040
Portfield	BH23	506	0.31	0.0045
Jumpers	BH23	507	0.31	0.0033
Jumpers	BH23	511	0.31	0.0073
Portfield	BH23	512	0.31	0.0019
Portfield	BH23	513	0.31	0.0068
Portfield	BH23	514	0.31	0.0006
Town Centre	BH23	515	0.31	0.0147
Town Centre	BH23	516	0.31	0.0009
Town Centre	BH23	517	0.31	0.0195
Town Centre	BH23	518	0.31	0.0112
Purewell and Stanpit	BH23	519	0.31	0.0101
Portfield	BH23	540	0.31	0.0027
Portfield	BH23	541	0.31	0.0108
St Catherine's and Hurn	BH23	501	0.31	0.0254
St Catherine's and Hurn	BH23	503	0.31	0.0070

St Catherine's and Hurn	BH23	504	0.31	0.0046
St Catherine's and Hurn	BH23	508	0.31	0.0005
Burton and Winkton	BH23	509	0.31	0.0029
Burton and Winkton	BH23	510	0.31	0.0121
Bransgore	BH23	757	0.31	0.0168
Wallisdown and Winton West	BH11	256	0.31	0.0377
Kinson South	BH11	257	0.31	0.0026
Kinson South	BH11	258	0.31	0.0412
Kinson North	BH11	261	0.31	0.0271
Kinson South	BH11	262	0.31	0.0070
Kinson South	BH11	263	0.31	0.0317
Kinson South	BH11	264	0.31	0.0386
Kinson South	BH11	265	0.31	0.0347
Kinson South	BH11	266	0.31	0.0091
Kinson South	BH11	267	0.31	0.0133
Kinson North	BH11	268	0.31	0.0084
Merley and Bearwood	BH11	428	0.31	0.0578
Throop and Muscliff	BH9	165	0.31	0.0034
Throop and Muscliff	BH9	166	0.31	0.0205
Strouden Park	BH9	168	0.31	0.0185
Moordown	BH9	169	0.31	0.0189
Winton East	BH9	170	0.31	0.0127
Winton East	BH9	195	0.31	0.0154
Winton East	BH9	196	0.31	0.0151
Winton East	BH9	197	0.31	0.0063
Winton East	BH9	210	0.31	0.0067
Winton East	BH9	211	0.31	0.0020
Winton East	BH9	212	0.31	0.0089
Winton East	BH9	213	0.31	0.0039
Winton East	BH9	214	0.31	0.0155
Winton East	BH9	198	0.31	0.0054
Moordown	BH9	199	0.31	0.0193
Moordown	BH9	200	0.31	0.0059
Moordown	BH9	201	0.31	0.0131
Moordown	BH9	202	0.31	0.0132
Throop and Muscliff	BH9	203	0.31	0.0081
Throop and Muscliff	BH9	204	0.31	0.0108
Moordown	BH9	205	0.31	0.0264
Moordown	BH9	206	0.31	0.0068
Wallisdown and Winton West	BH9	207	0.31	0.0195

Wallisdown and Winton West	BH9	208	0.31	0.0162
Winton East	BH9	209	0.31	0.0096
Wallisdown and Winton West	BH9	244	0.31	0.0072
East Dorset	DT11	618	0.93	0.0300
East Dorset	DT11	619	0.93	0.0500
North Dorset	DT11	736	0.93	0.4916
North Dorset	DT11	739	0.93	0.3560
East Dorset	BH24	647	1.24	0.0333
East Dorset	BH24	645	1.24	0.0519
East Dorset	BH24	648	1.24	0.0458
East Dorset	BH24	650	1.24	0.0375
Ringwood	BH24	751	1.24	0.1233
Ringwood	BH24	752	1.24	0.0504
Ringwood	BH24	753	1.24	0.5294
Ringwood	BH24	754	1.24	0.0307
Ringwood	BH24	755	1.24	0.0519
Ringwood	BH24	756	1.24	0.1707
East Dorset	BH24	646	1.24	0.0489
East Dorset	BH24	649	1.24	0.0628
East Dorset	BH22	634	15.46	0.6155
East Dorset	BH22	633	15.46	1.8111
East Dorset	BH22	635	15.46	0.5973
East Dorset	BH22	637	15.46	0.8081
East Dorset	BH22	638	15.46	0.9095
East Dorset	BH22	642	15.46	0.4639
East Dorset	BH22	643	15.46	0.8189
East Dorset	BH22	644	15.46	1.5503
East Dorset	BH22	632	15.46	0.7701
East Dorset	BH22	640	15.46	3.8300
East Dorset	BH22	641	15.46	0.9648
East Dorset	BH22	651	15.46	1.8731
East Dorset	BH22	636	15.46	0.4455
Broadstone	BH18	422	0.62	0.0819
Broadstone	BH18	421	0.62	0.1573
Broadstone	BH18	423	0.62	0.3100
East Dorset	BH18	631	0.62	0.0691
Talbot and Branksome Woods	BH3	194	0.31	0.1264
Talbot and Branksome Woods	BH3	217	0.31	0.0200
Talbot and Branksome Woods	BH3	216	0.31	0.0048
Talbot and Branksome Woods	BH3	215	0.31	0.1338

Talbot and Branksome Woods	BH3	243	0.31	0.0242
Oakdale	BH15	363	0.31	0.0119
Poole Town	BH15	362	0.31	0.0019
Oakdale	BH15	364	0.31	0.0057
Poole Town	BH15	366	0.31	0.0024
Poole Town	BH15	367	0.31	0.0042
Newtown	BH15	394	0.31	0.0147
Oakdale	BH15	407	0.31	0.0038
Oakdale	BH15	408	0.31	0.0011
Oakdale	BH15	409	0.31	0.0023
Oakdale	BH15	410	0.31	0.0039
Oakdale	BH15	411	0.31	0.0023
Oakdale	BH15	412	0.31	0.0048
Oakdale	BH15	413	0.31	0.0063
Poole Town	BH15	327	0.31	0.0045
Poole Town	BH15	328	0.31	0.0026
Poole Town	BH15	329	0.31	0.0003
Poole Town	BH15	330	0.31	0.0019
Hamworthy East	BH15	331	0.31	0.0087
Poole Town	BH15	332	0.31	0.0079
Poole Town	BH15	333	0.31	0.0030
Poole Town	BH15	334	0.31	0.0003
Poole Town	BH15	335	0.31	0.0013
Poole Town	BH15	336	0.31	0.0017
Poole Town	BH15	337	0.31	0.0068
Poole Town	BH15	338	0.31	0.0025
Poole Town	BH15	339	0.31	0.0025
Poole Town	BH15	340	0.31	0.0042
Poole Town	BH15	341	0.31	0.0159
Poole Town	BH15	342	0.31	0.0007
Poole Town	BH15	343	0.31	0.0057
Poole Town	BH15	344	0.31	0.0098
Poole Town	BH15	352	0.31	0.0056
Poole Town	BH15	353	0.31	0.0034
Poole Town	BH15	354	0.31	0.0109
Oakdale	BH15	355	0.31	0.0055
Poole Town	BH15	356	0.31	0.0055
Poole Town	BH15	357	0.31	0.0058
Poole Town	BH15	358	0.31	0.0077
Poole Town	BH15	359	0.31	0.0065

Poole Town	BH15	360	0.31	0.0012
Poole Town	BH15	361	0.31	0.0149
Oakdale	BH15	414	0.31	0.0046
Oakdale	BH15	415	0.31	0.0076
Poole Town	BH15	430	0.31	0.0005
Oakdale	BH15	439	0.31	0.0017
Poole Town	BH15	326	0.31	0.0091
Poole Town	BH15	345	0.31	0.0004
Poole Town	BH15	368	0.31	0.0028
Poole Town	BH15	431	0.31	0.0128
Poole Town	BH15	445	0.31	0.0007
Hamworthy East	BH15	346	0.31	0.0258
Hamworthy West	BH15	347	0.31	0.0103
Hamworthy West	BH15	348	0.31	0.0095
Hamworthy East	BH15	351	0.31	0.0106

APPENDIX C

Proposed Waste Sites - East Dorset

Ref:
Date: 24/02/2015
Scale 1:46584
Drawn By: MGM
Cent X: 408696
Cent Y: 102269

GEOGRAPHICAL INFORMATION SYSTEMS

Dorset County Council