



TRANSPORT APPRAISAL
LAND ADJOINING COCKLES
LANE, WEYMOUTH
Client: Betterment Properties

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SECTION I INTRODUCTION

I.1 Background

- I.1.1 Betterment Properties has appointed i-Transport to provide transport and highways advice in respect of a proposed residential development on land adjoining Cockles Lane, Weymouth, Dorset. This report provides a Transport Appraisal of the site to inform the emerging masterplan of the development and to set out, in transport and highways terms, why the site is suitable for a residential allocation in the Local Development Framework (LDF).
- I.1.2 Initial masterplanning work undertaken by Savills has identified that the site is capable of accommodating circa 838 dwellings – with 767 dwellings in the northern and western parts of the site; and a further 71 dwellings on the eastern side of the site. A new local centre is also proposed in the northwestern corner of the site (adjacent to Chickerell Road) and the site will retain a considerable amount of open space, particularly in the central and southern areas, where gradients are steeper.
- I.1.3 The development site lies to the east of Lanehouse Rocks Road and to the south of Chickerell Road and is less than 2km from the centre of Weymouth. This report demonstrates that the site provides a sustainable location within an easy walking distance of many local facilities, including employment, education, retail and health services.
- I.1.4 A 'permeable' site layout is proposed. The connectivity plan (i-Transport drawing no. ITB2144-SK-001B) shows how the site will be connected to the surrounding area with pedestrian and cycle routes, based upon (and enhancing) a network of existing public rights of way. The excellent links from the development to the surrounding residential areas and local highway network, will create a high level of permeability for users of non-car modes.

1.1.5 It is proposed that the vehicular access to the larger, northern and western, development area will be provided at two points – from Chickerell Road and from Lanehouse Rocks Road. These accesses will be connected by the internal highway layout to enable through movement by service vehicles and buses; but not to provide a 'rat-run' route to the existing highway network. A separate third vehicular access will be provided to the smaller eastern development area by extending Markham Avenue in to the site. These accesses are shown on the connectivity plan.

1.2 Scope and Structure of the Report

1.2.1 The Transport Appraisal demonstrates the suitability of the Cockles Lane site for residential development from a transport perspective. The rest of the report is structured as follows:

- Section 2 discusses how the development complies with national and local transport policy and how it delivers benefits in terms of local transport planning objectives;
- Section 3 looks at the accessibility of the site and the opportunities it presents for residents to access local services by non-car modes;
- Section 4 proposes a transport strategy for the site, taking into consideration the likely vehicular trip generation of the residential development, the increased use of public transport and the future demand for walking and cycling routes; and
- Section 5 provides a summary and conclusions.

- 2.3.7 Policy T7 'PT Provision for Major Development Proposals' states that development proposals with significant levels of travel demand will only be permitted where frequent high quality direct public transport services exist close to the site or where there are clear proposals for future provision. The site layout should be designed to ensure that public transport routes lie within easy walking distance of the entire site.
- 2.3.8 Policy T13 is concerned with the proposed 'Weymouth Relief Road'. The aim of the Weymouth Relief Road is to improve the reliability and dependability of journey times on the A354. Other objectives include revitalisation of the Weymouth/Portland area and management of the growth forecasts described in the draft Regional Spatial Strategy.
- 2.3.9 Local highway improvements are outlined in Policy T16 of the Local Plan. Land safeguarded for highway improvements includes the Fiveways junction at Chickerell Road/Radipole Lane. Fiveways is located to the north west of the site and is close to Littlesea Holiday Park and two schools. It is understood that congestion arises in the network peak hours and during the peak holiday season.

2.4 Summary

- 2.4.1 National and local policy promotes sustainable development and seeks to achieve accessible locations for development, which will give future residents realistic opportunities to travel by non-car modes.
- 2.4.2 The following sections of this report demonstrate that the land adjoining Cockles Lane is extremely well located to meet these objectives. It is within reach of a wide range of essential facilities and services that are easily accessed on foot, by bicycle and by public transport.
- 2.4.3 In accordance with the requirements of local planning policy and good transport planning practice, the site layout will provide pedestrian and cycle routes that link into existing networks, and the site will be well served by easily accessible public transport. The additional walking and cycling links and resulting improvements to public transport will also benefit existing residents in the area.
- 2.4.4 Finally, Local Plan highways schemes, particularly for improvements at Fiveways junction, will benefit from the development, which can assist in funding their delivery.

SECTION 3 ACCESSIBILITY

3.1 Introduction

3.1.1 In this section of the report the accessibility of the site by walking, cycling and public transport to local services, including education, employment, health, leisure and shopping is considered. The report describes how such destinations can be reached from the Cockles Lane site by sustainable, non-car modes of travel.

3.1.2 Section 2 of this Transport Appraisal identifies that national and local policy requires new residential development to be accessible by walking, cycling and public transport to employment, education, shopping and leisure destinations. According to national statistics, these journey purposes make up more than three quarters of all journeys made, as shown in Table 3.1.

Table 3.1: Proportion of trips per year by journey purpose (2004)

Journey Purpose	Proportion of Trips
Leisure	27%
Shopping	20%
Commuting/Business	18%
Education/Escort Education	12%
Personal Business	10%
Other Escort	9%
Other	4%

Source: Table 1.4 of Transport Statistics of Great Britain – 2005 Edition

3.2 Key Local Destinations

3.2.1 By understanding the main purposes of the journeys that people make, the key destinations in the local area for future residents can be identified. These key destinations are shown on Figure 3.1 and listed in Table 3.2.

Table 3.2: Key Destinations within Weymouth

Key Destinations	Type	Location
To North and West of Site		
St Augustine's RC Primary School + Allsorts Nursery	Education	Hardy Avenue
Post Office	Retail	Lincoln Road
Lanehouse Surgery	Health	Ludlow Road
Open Space	Leisure	Ludlow Road
Marquis of Granby Public House	Leisure	Chickerell Rd/Lanehouse Rocks Rd
Convenience Store	Retail	Fiveways
Fish and Chip Shop	Retail	Fiveways
Bakery	Retail	Lanehouse Rocks Road (N)
Launderette/Dry Cleaners	Retail	Lynch Rd/Lanehouse Rocks Rd
Hairdressers	Retail	Lynch Rd/Lanehouse Rocks Rd
Methodist Church	Leisure	Lynch Rd/Lanehouse Rocks Rd
Methodist Church Annexe	Leisure	Lanehouse Rocks Rd
Chemist	Retail	Freemantle Road
Budmouth Tech College + Chuckles Day Nursery	Education	Chickerell Rd(W)
Budmouth Community Sports Centre	Leisure	Chickerell Rd(W)
Cumberland Drive/Granby Way Industrial Estate	Employment	Chickerell Rd(W)/Cumberland Drive
Lynch Lane Industrial Estate	Employment	Lynch Lane
Dental Surgery	Health	Granby Industrial Estate
PO/Newsagent	Retail	Chickerell Rd (W)/Chelwood Gate
Conifers Primary School	Education	Radipole Lane
Westhaven Junior School	Education	Radipole Lane
Westhaven Hospital	Health	Radipole Lane
Littlesea Holiday Park	Employment	West of Lanehouse
To South and South East of Site		
Church of St Nicholas	Leisure	Portland Rd/Wyke Road
Wyke Regis Couty Infants School/Pre-school Playgroup	Education	Portland Rd/Shrubbery Lane
All Saints C of E School (Secondary)	Education	Portland Rd/Buxton Rd
Wyke Regis Health Centre (Dr's Practice + Dental Surgery)	Health	Portland Rd
Community Centre/Library	Leisure	Portland Rd
Holy Trinity C of E Infant and Junior Schools	Education	Cross Road
Cross Road Surgery	Health	Cross Road
St Edmunds Parish Church	Leisure	Buxton Road (E)
Chemist	Retail	Buxton Rd/Sudan Rd
Clements Convenience Store/PO	Retail	Buxton Rd/Sudan Rd
Fish and Chip Shop	Retail	Buxton Rd/Sudan Rd

Key Destinations	Type	Location
To Northeast and East of Site		
Admiral Hardy Public House	Leisure	Chickerell Rd/Abbotsbury Rd
Veterinary Practice	Leisure	Chickerell Rd(E)
Newsagent	Retail	Chickerell Rd(E)/Markham Ave
Westham Athletics Ground/Playing Fields/Outdoor Education Centre	Leisure	Knightsdale Road
Swimming Pool and Gym	Leisure	Knightsdale Road
Youth Club	Leisure	Chickerell Rd (E)
Allsorts Pre-School	Education	Chickerell Rd (E)/Bradford Rd
Beechcroft St Pauls C of E VA Primary School + Allsorts Pre-School	Education	Corporation Road
Newsagent, Video Store, Post Box	Retail	Everest Rd/Chickerell Rd(E)
Internet Bureau	Leisure	Everest Rd/Chickerell Rd(E)
Asda Supermarket	Retail	Newstead Rd
North Quay	Employment	North Quay
Weymouth Railway Station	Onward Travel	King Street
Town Centre	Retail/Leisure/ Employment	The Esplanade

Source: Consultants' Research

- 3.2.2 The wide range of local services and amenities listed in Table 3.2 are all located within 2km of the centre of the development site and many are considerably closer. They are all therefore within the 2km suggested by PPG13 as the distance within which walking is an appropriate mode of transport.
- 3.2.3 PPG13 suggests that cycling is appropriate for journeys up to 5km. The destinations listed in Table 3.2 are also all within an easy cycling distance of the centre of the site.
- 3.2.4 A plan showing the 2km walking and 5km cycling catchments is included as Figure 3.2.

Education

- 3.2.5 Budmouth Technology College (an age 11-18 secondary school) is located northwest of the site on Chickerell Rd, within 700m of the proposed northern site access. All Saints Church of England School is a further secondary school located to the south of the site. A choice of primary, infant and junior schools and nurseries and playgroups is available, all located within easy walking and cycling distance.

Retail

- 3.2.6 Several local shops, convenience stores, newsagents, post offices, pharmacies, take-away food outlets, hairdressers, launderettes, etc are located in the area to the northwest and east of the site. The nearest existing local centres are found in Abbotsbury Road and Portland Road.
- 3.2.7 An Asda Superstore is located on the outskirts of Weymouth town centre some 1.2km to the east of the centre of the site.
- 3.2.8 Weymouth town centre provides a large shopping centre less than 2km from the centre of the site.

Employment

- 3.2.9 The following employment zones are within 0.75km of the site:
- Granby/Cumberland Drive Industrial Estate provides a mixture of land uses including small garages, a large DIY store and HM Land Registry; and
 - Lynch Lane Industrial Estate is located to the west of the site and provides industrial and office uses.
- 3.2.10 Significant local employment opportunities in the town centre, at Littlesea Holiday Park and at North Quay are also found less than 2km from the centre of the site.

Health

- 3.2.11 Westhaven Community Hospital is located just north of the site and several doctors' surgeries, dentists and clinics are within easy walking distance.

Leisure and other Community Facilities

- 3.2.12 Town Green, an area currently used by residents for recreation, is located within the boundaries of the development land and will be preserved as open space.
- 3.2.13 Sports facilities are situated at Westham Athletics Ground and Budmouth Community Centre.
- 3.2.14 Several churches are also located in the immediate area.

3.2.15 Weymouth is an established seaside holiday resort and the town centre provides leisure facilities including the seafront and beach, cinema, Weymouth Arts Centre, Weymouth Pavilion Theatre etc.

3.3 Accessibility by Walking

3.3.1 The land adjoining Cockles Lane is located less than 2km from Weymouth town centre (via Chickerell Road) making this significant local provision of retail, employment and leisure facilities readily accessible on foot.

3.3.2 Walking routes to the town centre and in the surrounding residential areas are provided by overlooked footways with street lighting that facilitate pedestrian trips. Lanehouse Rocks Road has street lighting and a footway on its eastern side bordered by a grass verge; at its southern end it has footways on both sides.

3.3.3 A network of existing public rights of way (PROW) runs through the development site. These are generally not well maintained at present and the development will afford an opportunity to enhance the footpath network and promote alternative walking routes.

3.3.4 In order to provide permeability through the development, at least eight direct routes into the site will be provided from adjoining urban area using the existing upgraded PROWs as a framework, as illustrated on the connectivity plan provided in drawing no. ITB2144-SK-001B. Feeder paths are proposed within the residential zones, aiming to create a comprehensive walking network. The additional link paths will make the best use of the site's contours and provide various alternative and more direct routes than the existing PROWs alone. Lighting of these routes, where appropriate, will promote safety and personal security.

3.3.5 A pedestrian crossing is included in the proposal for the main site access junction on Chickerell Road. This will assist access to the frequent bus services on this road.

3.4 Accessibility by Cycling

3.4.1 A cycle route linking Weymouth town centre to Granby and Chickerell is one of five strategic cycleways proposed for the Borough. This route passes close to the development site.

3.4.2 Within the development, a network of cycle routes will be provided.

3.5 Accessibility by Public Transport

Bus

3.5.1 A number of frequent bus services pass close to the site, stopping on Chickerell Road, Lanehouse Rocks Road and Wyke Road. These routes are shown on Figure 3.3 and their frequencies and hours of operation in Table 3.3.

Table 3.3: Bus Routes and Frequencies

Route No.	Route	Frequencies and first and last buses		
		Mon-Fri	Sat	Sun
2	WTC ¹ - Granby Ind Estate - WTC via Chickerell Rd	2 trips AM peak	-	-
3/3A	WTC - ASDA - Hereford Rd - Fiveways - ASDA - WTC	0700-2330 Every 12 mins	0730-2330 Every 12 mins	0930-1730 Every 30 mins
6, X6	WTC- Wyke Rd - Wyke Regis - Wyke Rd - WTC	0800-1730 Every 15 mins	0800-1730 Every 15 mins	-
8	WTC - ASDA - Fiveways - Chickerell - Fiveways - ASDA - WTC	0630-2300 Every 15 mins	0715-2300 Every 15 mins	0845-1815 Hourly
9	WTC - Chickerell Rd - Fiveways - Lanehouse - Fiveways - Chickerell Rd - WTC	0700-1745 Every 30 mins	0730-1745 Every 30 mins	-
502	WTC - Abbotsbury Rd - Fiveways - Littlesea Holiday Camp and return.	0920-1900 Hourly (every 30 mins in late July/August) in each direction	0920-1900 Hourly (every 30 mins in late July/August) in each direction	0920-1900 Hourly (every 30 mins in late July/August) in each direction
X53	Poole - Wareham - WTC - Chickerell Rd - Bridport - Lyme Regis - Exeter and return.	0530-2315 8 trips west, 10 trips east, approx hourly	0530-2315 7 trips west, 8 trips east, approx hourly	0730-2315 6 trips west, 8 trips east, approx hourly
X10, 212	Portland - Lanehouse - Abbotsbury Rd - WTC and return.	0630-1830 Approx hourly in each direction	-	-

Source: First Buses and www.travelinesw.com

¹ WTC = Weymouth Town Centre

- 3.5.2 All the services listed in Table 3.3 provide a direct link to Weymouth town centre, which can be reached in a journey time of less than 10 minutes. Regular and frequent buses are therefore available to and from the town centre from early morning until late at night on Mondays through to Saturdays. A reduced service is available on Sundays. In the town centre it is possible to connect with other bus services, coaches, ferries and the national rail network.
- 3.5.3 Chickerell Road and Lanehouse Rocks Road are designated public transport corridors. Pedestrian access to the bus stops on Chickerell Road will be achieved via both the main vehicular site entrance and a dedicated pedestrian and cycling route between the site and Chickerell Road. This route follows Roundhayes Close, to the east of the main access, as shown in drawing no. ITB2144-SK-001B. The main site access junction will incorporate a pedestrian crossing on Chickerell Road.

Rail

- 3.5.4 Weymouth station is located to the north of the town centre some 2km from the proposed access to the development site on Chickerell Road. It is therefore within walking and cycling distance of the site, offering opportunities to residents to commute by train to employment in more distant locations.
- 3.5.5 Weymouth station is the southern terminus on the Weymouth-Waterloo railway line, which links the town directly to destinations including Dorchester, Poole, Bournemouth, Southampton, Winchester, Basingstoke and Woking.
- 3.5.6 An hourly service to and from Waterloo is operated from Mondays to Sundays, increasing to half-hourly in the weekday peak periods. From Weymouth, Bournemouth can be reached by rail in 1 hour, Southampton in 1.5 hours and Waterloo in 2 hours 50 minutes.
- 3.5.7 An increase in services to Weymouth is planned for the next 10-year rail franchise period (due to the 2012 Olympics).

3.6 Summary

- 3.6.1 The land adjoining Cockles Lane is a highly accessible location for residential development. The site is located within walking and cycling distance of a large number of essential services including shops, schools and health services. The site is also within 2km of several large employment sites and the retail and leisure facilities available in Weymouth town centre.
- 3.6.2 The layout of the development will provide excellent facilities for pedestrians and cyclists linking into and enhancing the existing networks in this area of Weymouth. A number of bus routes pass close to the proposed development site, providing fast and frequent connections to the town centre throughout the day and evening. In Weymouth, regular rail connections to London are available.
- 3.6.3 In accordance with national and local transport policy, development of land adjoining Cockles Lane will offer realistic opportunities for residents to use non-car modes of transport to access essential services. It therefore provides a site that is entirely suitable for an allocation for residential development in the Local Development Framework.

SECTION 4 TRANSPORT STRATEGY

4.1 Introduction

4.1.1 Section 3 of this report demonstrates that the Cockles Lane site is in a highly accessible location for residential development. In this section, a transport strategy for the development is presented. The strategy builds upon the existing high level of accessibility by putting forward a range of measures that will improve the opportunities for future residents to use non-car modes.

4.2 Pedestrians and Cyclists

4.2.1 As demonstrated in the previous section, the site is located in close proximity to an excellent range of local facilities and services that can be easily accessed on foot or by bicycle. The existing local infrastructure currently provides a network of routes and infrastructure to facilitate pedestrian and cycle journeys.

4.2.2 The development of land adjoining Cockles Lane will provide high quality pedestrian and cycle routes within the site. These routes will be part of a lightly trafficked street network and they will be overlooked and well lit. They will therefore provide a secure and safe walking environment in accordance with the principles of the DfT's 'Manual for Streets (2007)'. The network will incorporate improvements to the existing PROWs that traverse the area.

4.2.3 Off-site, there are opportunities to build upon the existing infrastructure in order to improve pedestrian and cycling access to major destinations, such as local primary and secondary schools and the town centre.

4.2.4 The development therefore offers the opportunity to assist in bringing forward some or all of the following measures:

- Improvements to the surfaces of footways;
- Improvements to street lighting;
- Additional and upgraded pedestrian crossing facilities;
- Measures to reduce vehicle speeds; and

- Re-balancing of the street network i.e. creating a less car-dominated street environment.

4.3 Public Transport

4.3.1 The Cockles Lane site is extremely well served by buses, particularly at the stops on Chickerell Road. The development will enable implementation of the measures required to optimise pedestrian connectivity between the site and the bus stops/services.

4.3.2 In addition, the development will be able to deliver a range of improvements to the bus waiting environment. These may include new shelters or upgrades to existing facilities, such as the provision of seating, timetables or lighting. The development will also afford an opportunity to provide 'raised kerb' bus boarders in suitable locations.

4.3.3 The residential development will be able to contribute financially towards enhancements to the bus network that will benefit both new and existing residents of Weymouth. The development provides an opportunity to assist with the following improvements to the bus network:

- More frequent services on existing routes where additional demand is created;
- Better quality vehicles;
- New and extended routes; and
- Extensions to the duration of services (i.e. earlier and later buses).

4.3.4 In particular, the development could fund an extension or change to Service 9, which serves residential areas to the north and west of Lanehouse Rocks Road, as shown in Figure 3.3. There is potential to divert this service into the southern part of the development, increasing bus accessibility for residents of the southern part of the site.

- 4.3.5 To meet the additional demand for bus services that will be created by the new dwellings, it is expected that it will prove cost effective to provide new services to and from the development. Such services would not only increase the accessibility of the site for residents but also deliver wider benefits to existing residents in Weymouth.
- 4.3.6 The connected site layout will enable the diversion of (or the provision of new) buses through the site, travelling from Chickerell Road to Lanehouse Rocks Road. Such a strategy will maximise the accessibility of new residents to buses and therefore provide a convenient and realistic alternative to travelling by car.
- 4.3.7 Connectivity to rail will also be a very important aspect of the site's non-car accessibility. The development offers the opportunity to assist with providing better bus services between the site and Weymouth railway station. Improvements to the rail/bus interchange at the station could also be considered. There is also an opportunity to provide better passenger facilities at the station including improvements to pedestrian and cycle access, more cycle parking and better waiting facilities.
- 4.4 Site Access Arrangements**
- 4.4.1 It is proposed that there will be three vehicular accesses to the development site - one from Chickerell Road to the north; a second from Lanehouse Rocks Road to the west; and an extension of Markham Avenue to serve the smaller eastern development parcel. These accesses are shown on i-Transport drawing no. ITB2144-SK-001B.
- 4.4.2 It is envisaged that the northern access junction with Chickerell Road will be located in the centre of the northern site frontage to the east of the 'Fiveways' junction with Radipole Road. The access junction will be signalised and will incorporate a signal controlled pedestrian crossing, facilitating pedestrian access to the bus stops on Chickerell Road. The construction of this new junction will offer an opportunity to link into any local highway authority (LHA) scheme for improvements to the signals at Fiveways.
- 4.4.3 The access to the southern part of the site from Lanehouse Rocks Road is likely to take the form of a simple priority junction, possibly incorporating a ghost island. Alternatively, a roundabout junction could be provided in this location if appropriate.

- 4.4.4 In each of these locations alternative configurations of the access arrangements are achievable within the highway boundary and land under the control of Betterment Properties.
- 4.4.5 Access to the eastern area will be provided by extending the carriageway and footways of Markham Avenue into the site. The access via Markham Avenue will not provide a vehicular through route to the rest of the site, but will provide an important pedestrian and cyclist connection between the site and town centre.
- 4.4.6 The schemes for the site access junctions will be worked up from preliminary designs in consultation with the LHA, as the development proposals proceed.
- 4.4.7 A network of pedestrian and cycle routes, based on existing public rights of way and shown on i-Transport drawing no. ITB2144-SK-001B, will link the development to the surrounding residential areas and local highway network. At least eight points of access for cyclists and pedestrians, including the three vehicular accesses, are proposed, creating a high level of permeability.

4.5 Vehicular Impact

- 4.5.1 It is expected that the development will comprise some 838 dwellings. Typical vehicular trip rates for the type of residential development proposed at land adjoining Cockles Lane are shown in Table 4.1.
- 4.5.2 The vehicular trip rates have been used to forecast the future traffic generation of 838 houses. The traffic generation for this type of residential development is at its highest during the morning and evening peak hours of 0800-0900 and 1700-1800 respectively. The predicted traffic generation of the development proposals during the weekday morning and evening peak hours is summarised in Table 4.1.

Table 4.1: Vehicular Trip Rates and Traffic Generation – Residential Development

Trip Generation	AM Peak Hour (0800 to 0900)			PM Peak Hour (1700 to 1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate per Dwelling	0.1	0.4	0.5	0.4	0.1	0.5
Using Chickerell Road Access (535 dwellings)	54	214	268	214	54	268
Using Lanehosue Rocks Road Access (232 dwellings)	23	93	116	93	23	116
Using Markham Avenue (71 dwellings)	7	28	36	28	7	36
Trip Generation Total Site	84	335	419	335	84	419

Source: Consultants' estimates

4.5.3 Table 4.1 shows that, with the development proposals, the site is likely to generate of the order of 419 vehicle trips during each of the morning and evening peak hours.

4.5.4 In Figure 4.1 the vehicle movements generated by the proposed development during the morning and evening peak hours have been assigned to the local highway network according to the following distribution:

- Chickerell Road access – 25% west to and from Fiveways, 75% east to and from town centre;
- Lanehouse Rocks Road access – 25% north to and from Fiveways, 75% south to and from town centre; and
- Markham Avenue access – 25% west to and from Fiveways, 75% east to and from town centre.

4.5.5 Figure 4.1 indicates the likely additional traffic flows on the local highway network during the morning and evening peak hours that will result from the development. The two-way flows are summarised in Table 4.2.

Table 4.2: Impact of Development Traffic Flows.

	AM Peak Hour (0800 to 0900)		PM Peak Hour (1700 to 1800)	
	Vehicles	Vehs/min	Vehicles	Vehs/min
Chickerell Road (East of Site Accesses)	+227	+3.8	+227	+3.8
Chickerell Road (West of Site Accesses)	+76	+1.3	+76	+1.3
Lanehouse Rocks Road (South of Site Access)	+87	+1.5	+87	+1.5
Lanehouse Rocks Road (North of Site Access)	+29	+0.5	+29	+0.5
Fiveways Junction	+105	+1.8	+105	+1.8

Source: Consultants' estimates

- 4.5.6 Table 4.2 illustrates that the development generates up to around 1.5 extra vehicle movements per minute on Lanehouse Rocks Road. On Chickerell Road, east of the site, the development is likely to add some four vehicles every minute to the two-way traffic movements. West of the site, the additional movements are likely to be less than 1.5 vehicles per minute on Chickerell Road. The development is likely to add less than two vehicle movements every minute to the Fiveways junction.
- 4.5.7 Overall these levels of traffic impact are relatively low. It is proposed that these impacts will be mitigated/ameliorated by the implementation of appropriate and minor highways schemes; and more importantly via the delivery of significant enhancements to the public, transport and walking networks in accordance with the aims of delivering sustainable development.

4.5.8 By way of example, improvements to Fiveways junction are already under consideration by the LHA and can be designed to include capacity for the traffic generated by the development. The impact of the development at the junction in the peak hours is likely to be less than two extra vehicles per signal cycle – a very small increase. The development proposal will help to bring forward the Fiveways improvement scheme.

4.6 Parking

4.6.1 Car and cycle parking will be provided in accordance with local standards. The high level of accessibility of the site by non-car modes affords the opportunity to reduce parking provision below the maximum standard.

4.7 Summary

4.7.1 The proposed residential development of land adjoining Cockles Lane provides an opportunity to bring forward a transport strategy that builds upon the site's existing high level of accessibility.

4.7.2 The strategy will deliver improvements to pedestrian, cycling and public transport facilities that will provide genuine transport alternatives and realistic opportunities for residents to use non-car modes.

4.7.3 The traffic impact of 838 dwellings has been demonstrated to be modest and will be capable of mitigation through appropriate measures.

SECTION 5 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 National and local policy promotes sustainable development and seeks to achieve accessible locations for development, which will reduce the use of the private car.
- 5.1.2 This report demonstrates that the land adjoining Cockles Lane is highly accessible. A wide range of essential facilities and services are readily accessible on foot, by bicycle and by public transport from the site, which is within walking and cycling distance of shops, schools, health services, several large employment sites and the retail and leisure facilities available in Weymouth town centre.
- 5.1.3 In accordance with the requirements of national and local transport policy, the site layout will provide pedestrian and cycle routes that link into existing networks and the development will be well served by easily accessible public transport.
- 5.1.4 The development of the site for residential use could generate in the region of 419 vehicular trips on the local highway network during each of the weekday peak hours. The local highway network is capable of accommodating these trips with the implementation of appropriate mitigation schemes. The proposals can assist in bringing forward the proposed improvements at the nearby Fiveways junction.
- 5.1.5 The high level of accessibility of the site means that there are excellent opportunities for residents to travel by non-car modes of transport, reducing the vehicular trip generation of the development. These opportunities will be enhanced by proposals for pedestrian and cycling connectivity between the site and the surrounding areas; and for improving the accessibility of public transport services.

5.2 Conclusion

- 5.2.1 The site is located in a highly accessible location within walking and cycling distance of a wide range of facilities and services and benefits from a number of existing frequent bus services. The development proposals will bring forward a comprehensive transport strategy to build upon this accessibility and to mitigate the impact of increased traffic generation. The site therefore provides a very suitable location for an allocation for residential development in the Local Development Framework.