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**PROPOSED RESIDENTIAL DEVELOPMENT
LAND AT BANK AND RIDGE FARM
CHICKERELL**

TRANSPORT STRATEGY

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1.0 INTRODUCTION

- 1.1 The subject of this report is a parcel of land known as Bank and Ridge Farm located to the north of the existing residential boundary in Chickerell, near Weymouth. C G Fry & Son, seek to promote this land through the Core Strategy and Local Development Framework planning process as a site suitable for a development of between 350 and 400 new dwellings.
- 1.2 This report identifies a transport strategy for the development of the land principally for residential use although this could be mixed with small scale employment uses. The purpose of the study is to identify points of access to the land for all users, to identify constraints on the local highway which could affect the safety and efficient working of the highway network, to establish the sustainable credentials of the proposal and to determine whether there is any transport related reason why the land should not be promoted for new residential development.
- 1.3 The next stage in the West Dorset District Council Core Strategy process is a consultation on the potential development options which will take place in the summer or autumn of 2009 following publication of the South West Regional Spatial Strategy. The place names and local features referred to in this report are shown on Figure 1

2.0 LOCAL CONDITIONS

The Site

- 2.1 The site is located to the north eastern edge of Chickerell and is approximately 600m from the centre of the community (as the crow flies). Its western boundary is with a parcel of land known as Flood's Yard. This land is currently the subject of a planning application for 60 residential dwellings. School Hill marks the eastern boundary. This road links Chickerell to Nottingham and the A354 to the east.
- 2.2 The main vehicular points of access into the land are currently via a track located in the north east corner (via School Hill) and Barrs Lane which starts at its junction with North Square in the centre of the northern part of the town.
- 2.3 A public footpath follows the northern boundary of the site to link Chickerell Hill to the west with School Hill to the east. Barrs Lane which serves a number of properties and an also provides field access is also a north-south public footpath and bridleway,

commencing at North Square to the south. Another footway links Luggar Close to the west with North Square to the east, via the church yard.

Existing Highways

- 2.4 School Lane has a width of between 5m and 6m over the section between its junction with Marshallsay Road and the bend near the track access to the site to the north. There are no footways along this section of road and the verges are relatively narrow with a drainage ditch system on the east side. The road is subject to a 40mph speed limit north of a point approximately 90m north of Woodland Way, with a 30 mph speed limit to the south of this point. The vertical alignment of this section of road includes a sharp crest curve and this affects forward visibility on the road.
- 2.5 South of Marshallsay Road, School Hill widens to a width of 6.5m with a footway along the whole length of its western margin. South of Lower Way, School Lane becomes Putton Lane. The section of Putton Lane between Lower Putton Lane and Glennie Way to the south is narrow with width of 5m with no footways. However, Dorset County Council have a scheme to improve this section of road with a traffic calming scheme, which includes the construction of a footway along the length of the western margin of the road.
- 2.6 Glennie Way is a local distributor Road with a width of 6.75m and footways along both margins.
- 2.7 Barr Lane is an unmade agricultural access which provides vehicular access to Ridge Farm and some stable buildings as well as the field system in that area. The track is also a footway linking with the east west footpath system and routes further to the north.

Existing Traffic

- 2.8 12 hour (07:00 – 19:00) classified vehicle turning movement count undertaken by Dorset County Council during 2006 and 2007 at the junction between Chickerell Road and Glennie Way, the junction between Glennie Way and Putton Lane and the junction between East Street and Chickerell Road. A seven day automatic traffic counter (ATC) was installed on School Hill on the section between Woodland Way and the bend to the north. This measured vehicle speed and volume. Figures 2, and 3 show the base year traffic (to a 2007 base) turning movements and link flows for the morning and evening peak hours and the 12 hr flow compiled from these counts. The full traffic count data is contained on a CD, which is available on request from the Consultant.

2.9 Figure 3 shows that the majority of turning movements from Putton Lane South are weighted in the order of 55% towards Glennie Way which would indicate that the majority of trips travel towards Weymouth. However, Figure 2 indicates that in the morning peak 64% of the vehicles leaving Putton Lane South turn toward the north. This abnormal weighting is likely to be due to the following factors:-

- i) Some journeys which have a destination in Weymouth make a detour via Lower Way to drop children off at the Primary school.
- ii) Some journeys which have a destination in Weymouth make a detour via East Street (perhaps to purchase a newspaper at the newsagents).
- iii) Some journeys which have a destination in Dorchester travel via School Hill and Nottingham to reach the A354.

With regard to the latter, although significant traffic calming has been installed in Nottingham and the road is narrow in places, the distance travelled via this route to its junction with the A354 is 3.9km compared to a journey of 6.2 km via the Chickerell Link and Weymouth Way. There are also a number of delays on the section of the A354 Dorchester Road between Weymouth Way and the Nottingham junction, particularly in the morning peak hour. This currently makes the route via Nottingham, an attractive rat run. Figure 2 indicates that in the morning peak a significant volume of traffic (204 vehicles) uses the rat run northbound to the A354. There is no significant traffic generator in Nottingham itself to attract this level of flow. There are no significant employment locations within Chickerell and thus in the region of 100 to 120 more vehicles enter Chickerell in the morning peak than would normally be expected. The relatively high number of vehicles turning right into Glennie Way from Chickerell Road in the morning peak suggest that a significant proportion of 'rat run' traffic has an origin to the south of Chickerell.

2.10 The count at the junction between Glennie Way and Putton Lane indicates that in the morning peak the percentage of heavy goods vehicles (HGV's) and coaches and buses (PSV's), combined is between 3% and 4% northbound in the morning peak and between 2% and 3% in the evening peak northbound. The percentage of HGV's and PSV's southbound is negligible.

Planned Development and Infrastructure Modifications

2.11 C G Fry & Son has submitted a full planning application for the erection of 60 dwellings on a site known as Flood's Yard in the north western part of Chickerell. Additional vehicular traffic from this site would be generated along Chickerell Road towards the Chickerell Link. This scheme includes a 7.3m wide access road which has a simple 'T' junction with Chickerell Hill to the west and the road extends to the boundary of the land being considered in this report towards the east.

- 2.12 The former garage site on the south east corner of the junction between Lower Putton Lane and Putton Lane has a planning consent for 6 dwellings. From a traffic generation perspective, it is predicted that its former use as a garage would generate at least the same volume of traffic as the proposed residential development. For the purposes of this assessment, therefore the traffic effects are assumed to be neutral.
- 2.13 Permission has been granted for the erection of 10 dwellings and 3 flats on the site of No 12 Putton Lane. There is currently an application for 15 dwellings on this site, which is yet to be determined. From a transport perspective the effects of a residual 12 or 15 additional dwellings (assuming the existing dwelling will be demolished) is included in this assessment.
- 2.14 C G Fry and Son currently have a planning application pending decision on a scheme for approximately 220 dwellings, a Doctors Surgery and a Vets Practice on land off Putton Lane to the south of Lower Putton Lane and the north of Green Lane. For the purposes of this assessment, it is assumed that this project would receive a planning consent and would contribute traffic to the highway network.
- 2.15 There is potential for in the order of an additional 35 dwellings to be constructed on 'The Ponderosa' land. These dwellings would generate traffic on to the highway network via Putton Lane and the additional vehicles are included in the assessment of the network capacity.
- 2.16 The Weymouth Relief Road is on program to be constructed and opened in time for the Olympics in 2012. This road will bypass the congested sections of the A354 north of Radipole. Once constructed, traffic from Chickerell using the route via Nottingham would join the Relief Road at a roundabout junction with Littlemoor Road. The opening of the Relief Road would significantly reduce the journey time for traffic from Chickerell to travel via the Chickerell Link and Littlemoor Road roundabout. This would render the rat run from Chickerell via Nottingham less attractive particularly for journeys with an origin south of Chickerell.

3.0 EXISTING TRAVEL CHARACTERISTICS

- 3.1 The principle form of public transport for residents in the vicinity of the site are the number 8 and X53 bus services. The No.8 service is operated by First Dorset and runs on a circuit from the centre of Weymouth through Chickerell emerging on East Street before turning south towards Weymouth along Chickerell Road. This is a

- comprehensive service which operates from 06:27 to 23:00 on weekdays at 15 minute intervals until 18:51 and at hourly intervals thereafter.
On Saturdays the service runs from 07:27 to 18:51 at 15 minute intervals and then at hourly intervals until 22:51.
- 3.2 On Sundays the service runs between 09:00 and 18:00 at hourly intervals. The journey time to the centre of town is 18 minutes.
- 3.3 The nearest bus stop to the site for this service is on the south side of East Street, close to the junction with Lower Way, which is a distance of 440m for a pedestrian travelling from the centre of the site via Barr Lane and North Square.
- 3.4 The X53 is a limited stop long distance service between Exeter and Bournemouth via Weymouth. The route runs along Chickerell Road on the approach to Weymouth. On weekdays the first bus passing Glennie Way is at 08:18 and this stops at Weymouth College. The service runs at 2hr intervals (on the half hour) until 23:17. The service is similar on Saturdays except that the first bus is at 09:28. On Sundays the first bus passing the site is at 10:21 and then at 3 hourly intervals until 22:21.
- 3.5 Currently, the nearest bus stop to the site for the X53 service is on Chickerell Road a distance of approximately 650m from the site.
- 3.6 First Great Western and South West Trains operate services from Weymouth station. All trains stop at Dorchester with a journey time of 11 minutes. South West Trains operate between Weymouth and London Waterloo and First Great Western operates between Weymouth and Great Malvern. The combined services operate at broadly half hourly intervals between 05:40 and 19:30 then hourly until 23:10. On Sundays the service operates between 11:10 and 23:00 at one hourly intervals.
- 3.7 The Chickerell Primary School is located off Rashley Road and would be within a walking distance of 800m for all residents on the development.
- 3.8 Children of secondary school age (11-18) are most likely to attend Budmouth Technology College which is located off Chickerell Road to the south of the site. The no.8 and the X53 bus services both stop at this school.
- 3.9 The post office and convenience store is within 650m of the centre of the development as is the Doctors Surgery and the Pharmacy.

- 3.10 The nearest substantial local employment is on the Granby Industrial Estate. There is a safe route which cyclists could take to reach this location using Putton Lane south of Green Lane and then join the footway cycleway on the south side of the Chickerell Link. This is also a safe pedestrian route. The Granby Industrial Estate is approximately 2.5 km from the site via this route.
- 3.11 Table 1 below summarises the facilities that are the main travel generators for local residents and their proximity to the site. The location of many of these is shown on Figure 1.

Facility	Location	Distance From Centre of Site
Chickerell Primary School	Rashley Road	800 m
Doctors Surgery	Lower Way	430 m
Pharmacy	Lower Way	430 m
Post Office/convenience store	East Street	420 m
Pub – Turks Head	East Street	440m
Bus Stop (circuit)	East Street	440m
Railway Station	Town Centre	4.6km
Central Shopping and Employment	Weymouth Centre	4.6km
Granby Industrial Estate*	Via Chickerell Link Rd	2.5km
Secondary School *	Via Putton Lane South	2.4km

* Assumes a cycle route via Putton Lane and Green Lane

TABLE 1
LOCATION OF LOCAL FACILITIES RELATIVE TO THE SITE

- 3.12 Section 4.1 of Manual for Streets (MfS) characterises the walkable neighbourhood as having a range of facilities within 800m of the residential area. PPG 13 also states that walking is a viable alternative mode of travel for journeys up to 2km. Considering the proximity of the site to key local facilities and the comprehensive bus service, it can be concluded that residents on the development could meet their day to day travel needs by using public transport, by cycling or by walking, without the need to use a car.

4.0 PROPOSED DEVELOPMENT

- 4.1 Barton Willmore Planning has undertaken a preliminary master planning exercise and established that between 350 and 400 dwellings would be erected on the land. Of these houses, it is assumed that in the order of 35% or between 120 and 140 would be affordable. Completion of all development expected to be circa 2020.
- 4.2 It is proposed that there would be two points of vehicular access into the development. To the west, the site access road would link with the 7.3m wide road

constructed as part of the Flood's Yard development. To the east, a new access would be formed with School Hill as shown on figure 4. This road arrangement would entail locally diverting School Hill such that it would form a 'T' junction with the site access which would carry the priority with the northern arm of the road to Nottingham. The purpose of the change in priority is to reduce the attractiveness of School Hill as a 'rat run' to link with the A354 and Weymouth Relief Road, particularly for traffic with origins outside of Chickerell. The road width on the diverted section of School Hill would be 6m there would be no footways and the verges would have a width of 2m. If at some future date land to the south of the dwelling at No 20A School Hill becomes available, then a footway link could be constructed towards the south to link with the existing provision. The existing 30 mph speed limit would be relocated to the north to the point shown on Figure 4. This arrangement has been discussed with Dorset County Council as the Highway Authority who are agreeable to the proposal.

- 4.3 The alignment of the internal road network would incorporate traffic calming measures and would be arranged so as to discourage extraneous vehicle movements between Chickerell Hill and School Hill.
- 4.4 The principle access for pedestrians and cyclists to link with the local facilities in Chickerell would be via Barr Lane and North Square. It has been established with Dorset County Council that Barr Lane could be surfaced and would be maintained at public expense to form a strategic non vehicular means of access. Barr Lane north of the point of connection with the development internal footway/cycleway system would remain as a green lane and would continue to provide access for agricultural vehicles to the field system to the north. The development internal road network would cross Barr Lane possibly at two crossing points.
- 4.5 Vehicle movements on North Square are few in volume and all travel at a low speed. Therefore, it is not intended that there would be any material alterations to this road network in order to accommodate additional pedestrian and cycle movements generated by the proposed development.
- 4.6 There is no footway on the north side of East Street, at its junction with North Square. It is proposed as part of this scheme to construct a short build out at the junction on the north side of East Street. This build out would serve two purposes, firstly it would provide a refuge for pedestrians crossing the road and secondly, it would improve visibility for vehicles emerging from North Square, where currently visibility is inhibited by parked cars. Figure 4 shows the location of each of the proposed modifications to the existing highway infrastructure.

Travel Assessment

4.7 In evaluating the likely vehicle generation from the development, the following characteristics are taken into account:

- Very few education based trips are likely to be by car because the primary school would be within easy walking distance for children on the development and the secondary school is located on the bus route which passes within 450m of the site. The secondary school is also within easy cycling distance
- 2001 census data for the ward indicates that on the proposed development
 - a) 34% of people will not be economically active and thus would not undertake work trips and are less likely to travel in the peak hour.
 - b) 8.4% of economically active people are likely to work from home and are less likely to travel in the peak hour. By the time the proposed development is complete, this figure is likely to be much greater
 - c) 15% of households (in the order of 50 to 60 dwellings on the development) will not have a car or van.
 - d) 70.5% of people will travel to work by car or van either as a driver or as a passenger.
- A significant proportion of employment trips (52%) could easily meet that travel demand by transferring their mode from the car to walking, cycling or public transport.
- 35% of the dwellings on the site will be affordable and typically affordable units generate significantly less traffic than private housing.

4.8 A survey was carried out by Dorset County Council, on behalf of C G Fry & Son of vehicle turning at the junction between Glennie Way and Putton Lane. Putton Lane (south) is a cul-de-sac which serves 66 private dwellings. This part of Chickerell exhibits similar travel characteristics to the proposed development and thus for the purposes of evaluation it is assumed that the observed peak hour and daily trip generation would apply to the proposed new privately owned dwellings on the development. The peak hour and 12hr trip rates for this development are shown in table 2 below.

	Arrivals	Departures	Total
	Rate	Rate	Rate
Morning Peak (08:00-09:00)	0.23	0.54	0.77
Evening Peak (17:00-18:00)	0.42	0.18	0.60
12 hr Day (07:00 – 19:00)	2.6	3.17	5.74

TABLE 2
PEAK HOUR AND 12HR TRIP RATES FROM PRIVATE HOUSING

4.9 For the purposes of this assessment, it is assumed that a total of 400 residential dwellings would be erected on the development. Data contained in the TRICS database for rented housing has been used to predict the trip generation from the 140 affordable dwellings on the development. The full TRICS trip rate list is also included on a data CD which is available on request . The rates are included in table 3 below.

	Arrivals		Departures		Total	
	Rate	Trips	Rate	Trips	Rate	Trips
Morning Peak (Private)	0.23	60	0.54	140	0.77	200
Morning Peak (Affordable)	0.14	20	0.15	21	0.29	41
Total Morning Peak	-	80	-	161	-	36
Evening Peak (Private)	0.42	109	0.18	47	0.60	156
Evening Peak (Affordable)	0.23	32	0.17	24	0.40	56
Total Evening Peak	-	21	-	11	-	212
12 hr Day (Private)	2.6	676	3.17	824	5.77	1500
12 hr Day (Affordable)	2.06	288	2.07	290	4.13	578
Total 12hr Day	-	142	-	204	-	2078

TABLE 3
PREDICTED TRAFFIC GENERATION

4.10 Table 3 indicates a broad vehicle trip generation in the year 2020 for the purposes of assessing the strategy. That trip rate is based on 2007 observed movements. It is highly likely by then that in order to achieve Government climate change targets the proportion of travel that is non car would have increased by that date. The trip rates shown are thus likely to be an overestimate.

4.11 The Weymouth Relief Road will open before 2012 and once operational will provide the quickest route to Dorchester from Chickerell (via the Chickerell Link). Thus only Bridport bound trips would turn right from the development. It is thus estimated that 90% of movements generated from the site would be towards the south.

4.12 Distance travelled to work data from the 2001 census indicates that in the order of 15% of employment journeys from Chickerell are in the range of 10km – 20km and 18% of journeys are in excess of 20km. The former is likely to represent trips to Dorchester and the later, trips to Poole and Bournemouth to the east or Yeovil to the north or Bridport to the west. Poole/Bournemouth bound trips could elect to use either the A35 or the A352.

4.13 A detailed estimate of trip distribution would be undertaken at the time of making a planning application. However, for the purposes of a estimating traffic distribution to evaluate the broad effects of the proposed development strategy on the highway network, the following is assumed :-

- 67% of travel would be local
- 15% of travel would be to Dorchester
- 6% of travel would be to Bridport,
- 6% of travel would be to Yeovil
- 6% of travel would be to Poole/Bournemouth
- Of the trips which would travel north, 50% would elect to travel via the Chickerell link and the Weymouth Relief Road rather than travel via Nottington.
- All westbound journeys and south bound journeys from the western third of the development would elect to use the access via the Floods Yard development. The remainder would use the School Hill access.

4.14 The principle travel route for pedestrians and cyclists entering or leaving the development would be via North Square and Barr Lane. North Square has no footways and is lightly trafficked and serves in the order of 19 dwellings. From table 3 above such a street could be expected to carry in the order of 14 two way movements in the peak hours. Section 7.2.16 of MfS refers to research on shared surfaces that indicates that it is appropriate for pedestrians and motorists to share road spaces for two way traffic flows up to 100 vehicles per hour. North Square would therefore fit the character of a safe shared surface environment. Once on East Street, pedestrians would join the footway network.

4.15 The bus stop for the No 8 service is at a distance of 440m from the centre of the development, which is within a viable walking distance of the site. An ideal range for walking to a bus stop would be between 200m and 400m from every resident on the development. School Hill does not have a width or geometry which is suitable to safely accommodate a bus and therefore a modification in the bus route is not practicable. Given the location of this site, significant modal shift could be achieved by promoting cycling and walking, which would have the added benefit of improving the fitness of residents. The provision of secure cycle storage for each resident and the presence of a cycle and footway link via Luger Close will assist this. Promoting car sharing or subscribing to a car club would also have potential to significantly reduce car journeys and such measures would be identified in the Travel Plan which would be prepared at the time of submitting a planning application.

4.16 Figures 5 and 6 show the peak hour and the 12hr turning movements generated by all of the planned development within Chickerell in the year 2020 together with traffic from the Bank and Ridge Farm site. A growth factor derived from Temprow v5 (data set 5.4) and DfT traffic forecasts Oct 2007 has been applied to traffic on the road network to predict the flows in 2020.

4.17 The DfT program Picady has been used to evaluate the capacity of each of the key junctions within Chickerell and to identify any potential capacity constraint. Table 4 below shows a summary of the results. All of the Picady files are included on the data CD which is available on request.

	AM Peak		PM Peak	
	Max RFC	Max Q	Max RFC	Max Q
School Hill/Development Access				
School Hill East	0.0		0.0	
School Hill South	0.43	1	0.32	<1
Development Access	0.18	<1	0.1	<1
Chickerell Hill/Floods Yd Access				
Chickerell Hill North (N)	0.0	<1	0.0	<1
Floods Yard Access	0.17	<1	<0.1	<1
Chickerell Hill (S)	<0.1	<1	0.21	<1
Glennie Way/Chickerell Road				
Chickerell Rd (N)	0.0	<1	0.0	<1
Glennie Way	1.07	20	0.42	<1
Chickerell Rd (S)	0.44	1	0.72	3

TABLE 4
PICADY ANALYSIS OF KEY 'T' JUNCTIONS

4.18 Table 4 indicates that with the exception of the junction between Chickerell Road and Glennie Way, the junction network would have adequate capacity to accommodate the traffic generated by the development. The Picady analysis indicates that there would be capacity constraint at the junction between Chickerell Road and Glennie Way in the morning peak hour. The vehicle turning movements used in this analysis are based on an assumption that in the order of 50% of traffic which originates outside of Chickerell and which currently uses the road to Nottingham to reach the A354 would reassign to the Weymouth Relief Road following its opening.

4.19 It is recommended that once the relief road is operational, traffic counts are undertaken on School Hill and at the Glennie Way/ Chickerell Road junction to identify that degree of reassignment. However, should the morning peak capacity constraint persist as currently predicted, then installing traffic signal control at the junction would be necessary to mitigate the problem.

4.20 The Highways Agency assessment standard TA79/99 which sets the parameters for assessing the capacity of urban roads (in table 2 of the document) indicates that the key roads within Chickerell would have the capacity to accommodate between 750 and 900 vehicles in the peak hour in the busiest direction. Figure 5 indicates that it is

the roads within Chickerell would carry significantly less than this threshold volume of traffic following the completion of the development.

Site Construction

- 4.21 It is anticipated that construction would commence in the year 2012 - 2013 and the development would be complete after seven to eight years.
- 4.22 During the construction of the development, there will be an increase in the level of HGV's using Chickerell Road to gain access to the site for deliveries. Routing of heavy goods construction vehicles would be via Glennie Way and School Hill.
- 4.23 It is anticipated that as far as is possible all earthworks material will be retained on the site, thus minimising the number of HGV movements on to the highway network. Where materials are removed from the site, the contractor would install measures to prevent mud being carried on to the road.
- 4.24 Site staff involved in construction work would not be permitted to park on any of the adjacent streets within Chickerell. A temporary car park within the site would be constructed for employee parking. This will remove the potential hazard of inappropriately parked vehicles on the public highway. Staff will be encouraged to share transport or use non-car modes where possible to minimise the number of construction based vehicle journeys to the site.

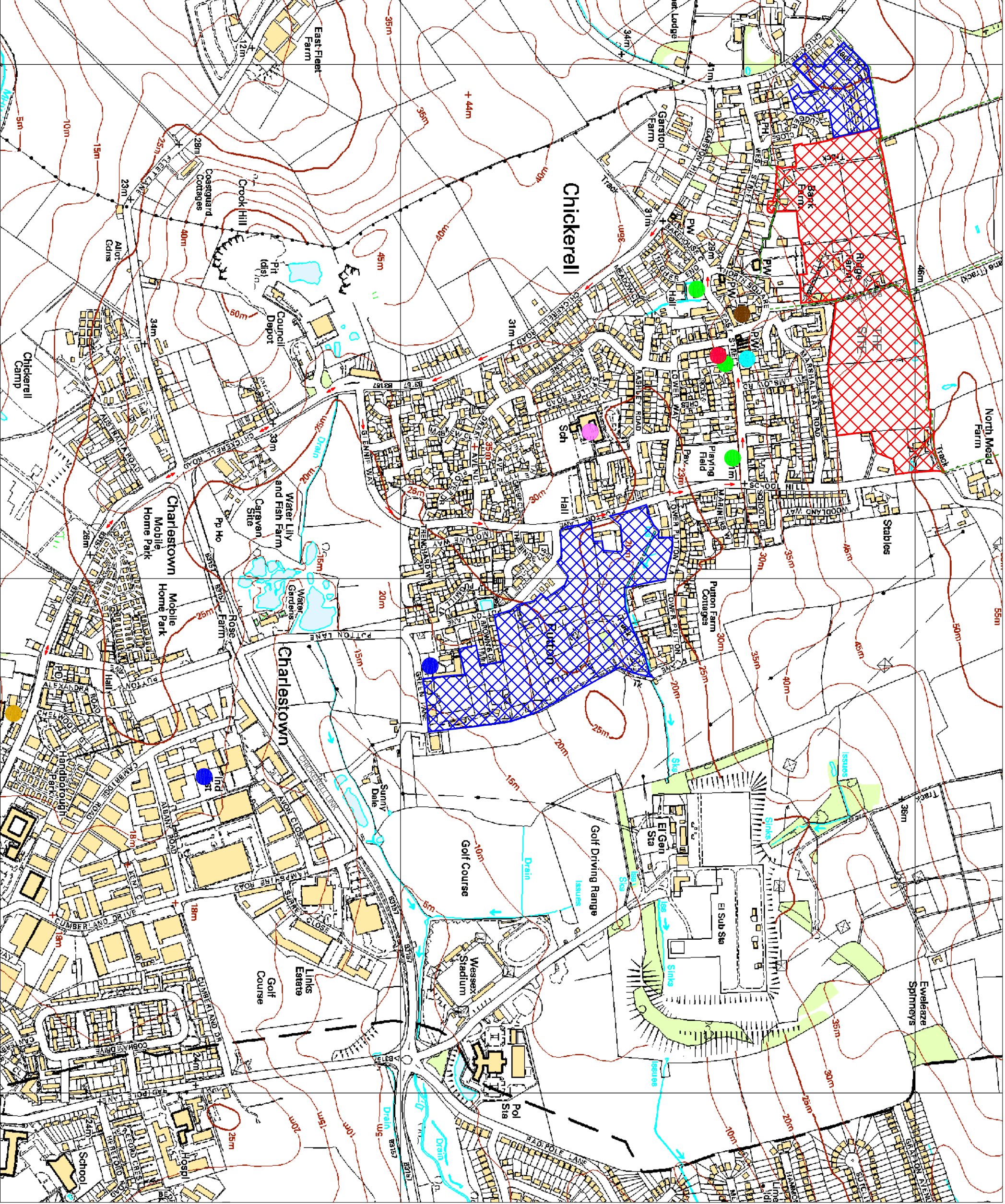
5.0 CONCLUSION

- 5.1 From the analysis in this broad transport strategy, the following conclusions are drawn :-
- By providing a pedestrian and cycle access into the site via Barr Lane off North Square, the site would be within the 'walkable neighbourhood' of Chickerell with access to key local facilities within safe and easy walking distance.
 - Dorset County Council, the Highway Authority agrees that a section of Barr Lane could be surfaced and become an adopted footway cycleway to link the site with North Square and East Street.
 - A build out and short section of footway would be constructed on the north side of East Street at the junction between East Street and North Square to provide a safe crossing point for pedestrians. No further modifications to North Square are considered necessary.
 - The No 8 bus service is frequent and comprehensive but the distance to the nearest bus stop is slightly further than the preferred range of between 200m and

400m. However following consultation with Dorset County Council it is agreed that diverting the bus route into the development would not be practical and could prejudice the efficiency of the service for the remainder of the community. Incentives to encourage residents to use the bus would be included within the Travel Plan for the development.

- The principle vehicular access into the site would be via a new road off School Hill. This access would entail a local realignment of School Hill and a change in the road priority. This arrangement has been discussed and agreed in principle with Dorset County Council. The existing 30mph speed limit would be relocated to the east of this proposed new junction
- The internal road network would link with the Floods Yard development but the road system would include significant geometric traffic calming features to discourage any extraneous traffic from using the route to travel from Chickerell Hill to School Hill or vice versa.
- A Picady analysis demonstrates that the junction arrangement off Chickerell Hill as proposed for the Floods Yard development would have adequate capacity to accommodate additional traffic from the proposed Bank and Ridge Farm development.
- Apart from the junction between Glennie Way and Chickerell Road, all other roads and junctions within Chickerell would have adequate capacity to accommodate the additional traffic predicted to be generated by the development.
- An assumption has been made of the percentage of traffic generated to the south of Chickerell that would reassign from the road via Nottingham to the Weymouth Relief Road once that is completed. Based on that reassignment, the junction between Glennie Way and Chickerell Road would not have adequate capacity to accommodate additional traffic generated by the development in the morning peak hour. It is recommended that once the Weymouth Relief Road is fully operational, a traffic count is undertaken at the junction to accurately evaluate the volume of traffic that does reassign. If the junction is still over capacity, then it may be necessary to install traffic signal control to accommodate the additional traffic from the development.

5.2 It is therefore concluded that subject to the modification of the highway network as identified in this strategy, from a transport perspective, this site is suitable for development of in the order of 400 new dwellings.



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**MIXED USE DEVELOPMENT
LAND OFF PUTTON LANE
CHICKERELL**

SITE LOCATION PLAN
Not to Scale

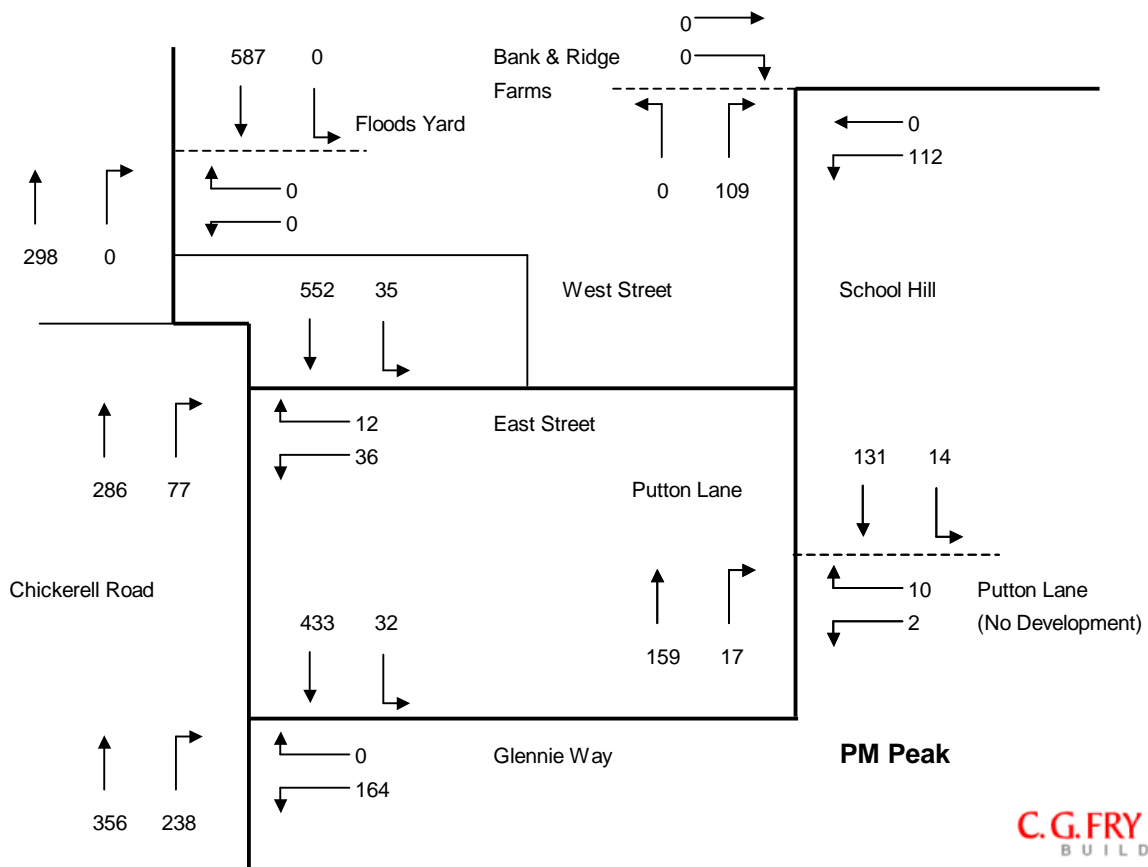
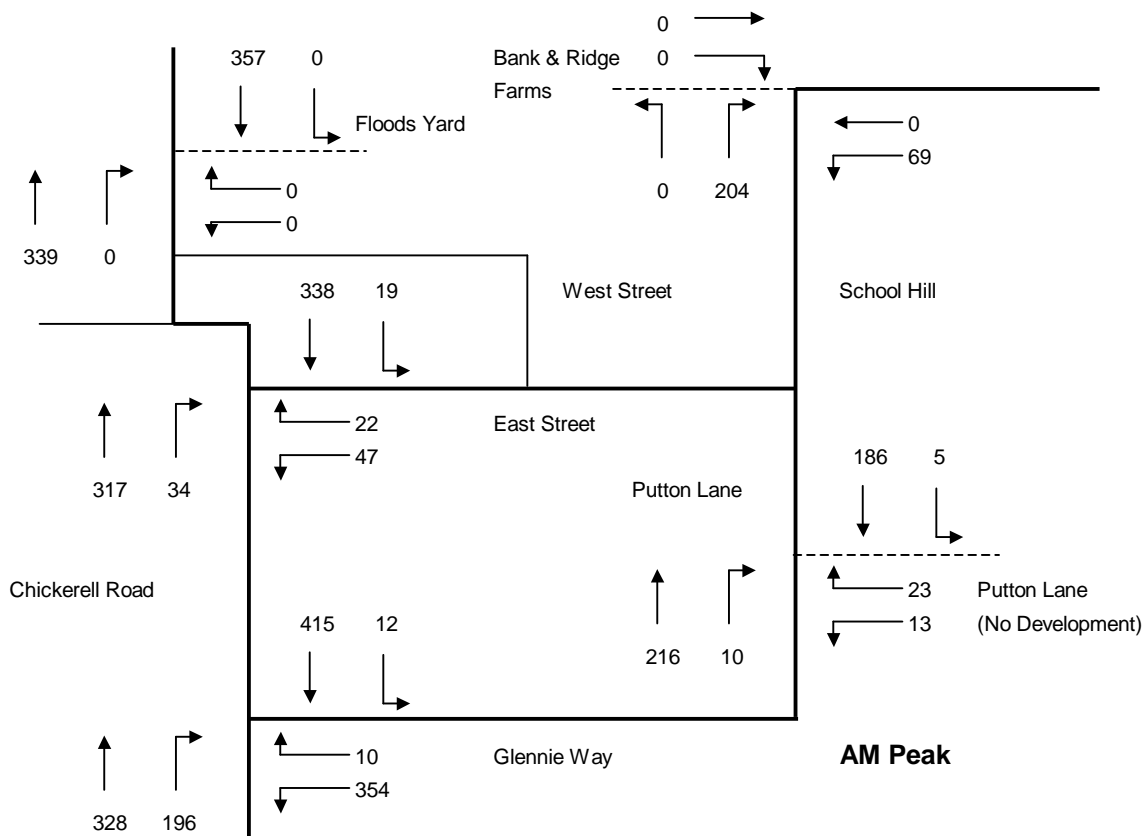
- KEY**
- Primary School
 - Secondary School
 - Convenience Store and Post Office
 - Bus Stop (in vicinity of the site)
 - Medical Facilities
 - Employment
 - Library
 - Sites already subject to a residential planning application
 - No 8 Bus Service

FIGURE 1

LAURENCE RAE ASSOCIATES LTD
Consulting Engineers

52 Ridgeway Road, Long Ashton
Bristol BS41 9ES
Tel: 01272 539 7626
Fax: 01272 539 4978

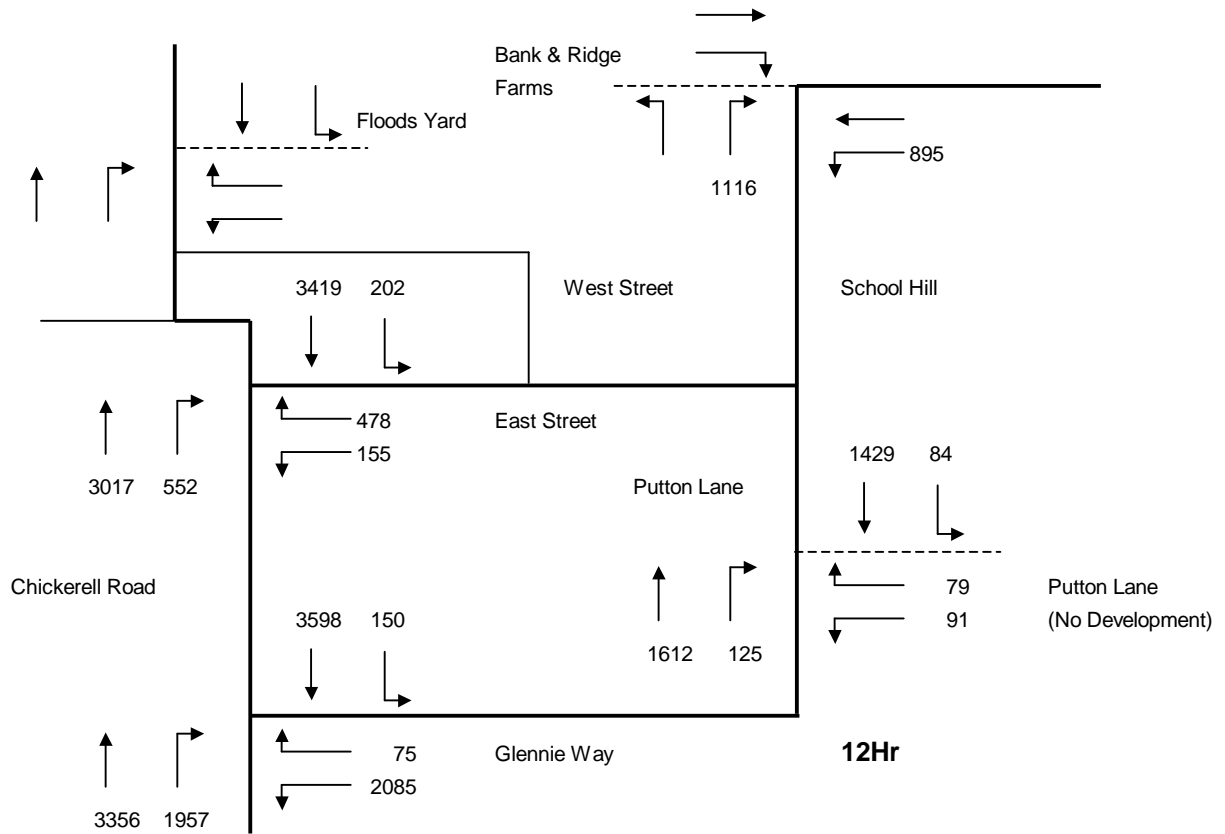
TRANSPORT STRATEGY
BASE YEAR TRAFFIC TURNING MOVEMENTS
YEAR 2008



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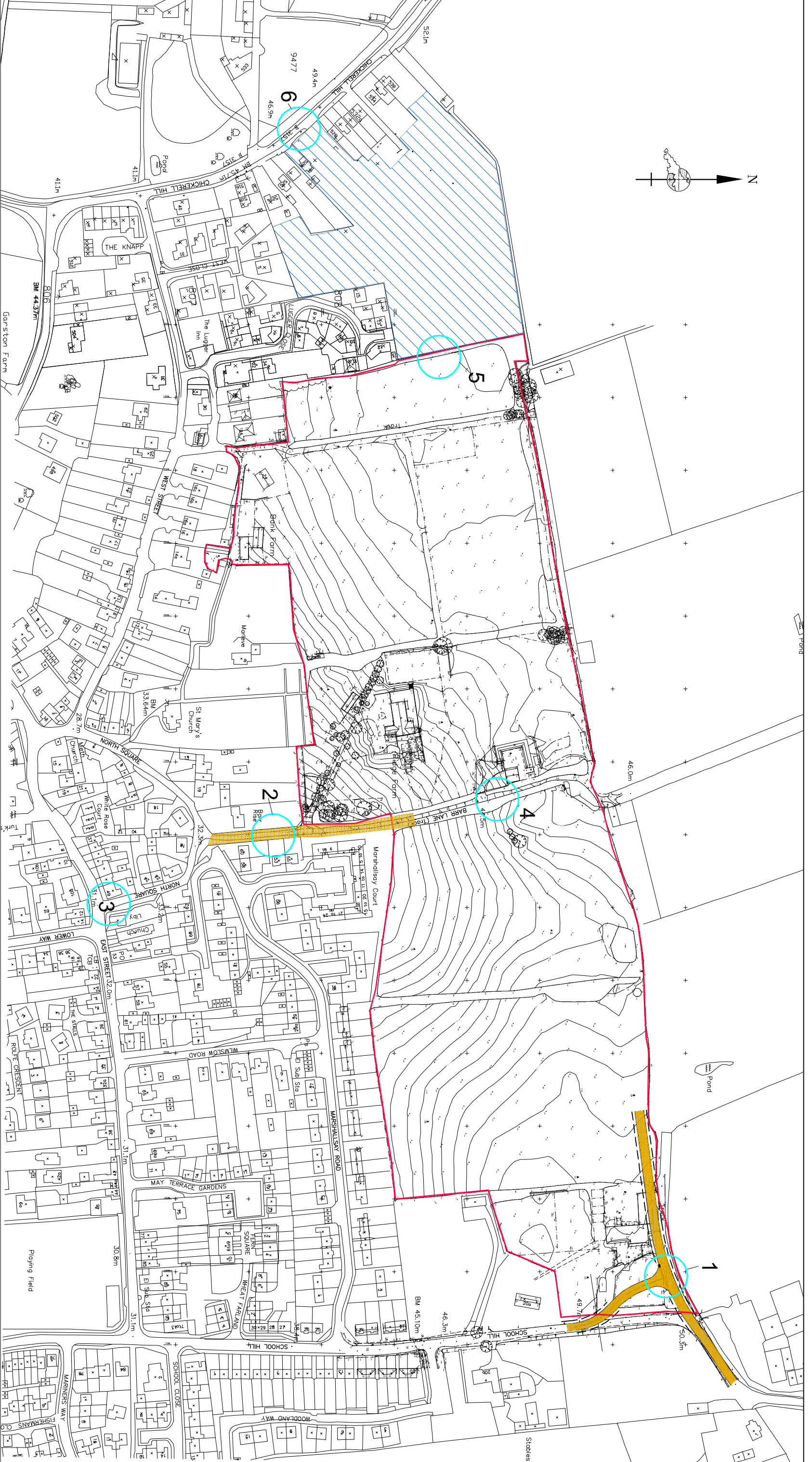
FIGURE 2

TRANSPORT STRATEGY
 BASE YEAR TRAFFIC TURNING MOVEMENTS
 YEAR 2008



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FIGURE 3



- KEY**
- Site Boundary
 - Floods Yard Development

- 1 Main vehicular access off School Hill formed by creating a new changed priority junction
- 2 Main pedestrian and cycle access via Barr Lane, part of which is to be surfaced
- 3 Provide a built out and short footway at the junction between North Square and East Street
- 4 Internal road link crossing Barr Lane but retaining green lane each side
- 5 Internal road link with the road arrangement within the Floods Yard Development
- 6 Access to the Floods Yard site to remain unmodified

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**RESIDENTIAL DEVELOPMENT
LAND AT BANK FARM AND
RIDGE FARM CHICKERELL**

**PROPOSED ACCESS
STRATEGY**

Scale 1:2500

FIGURE 4

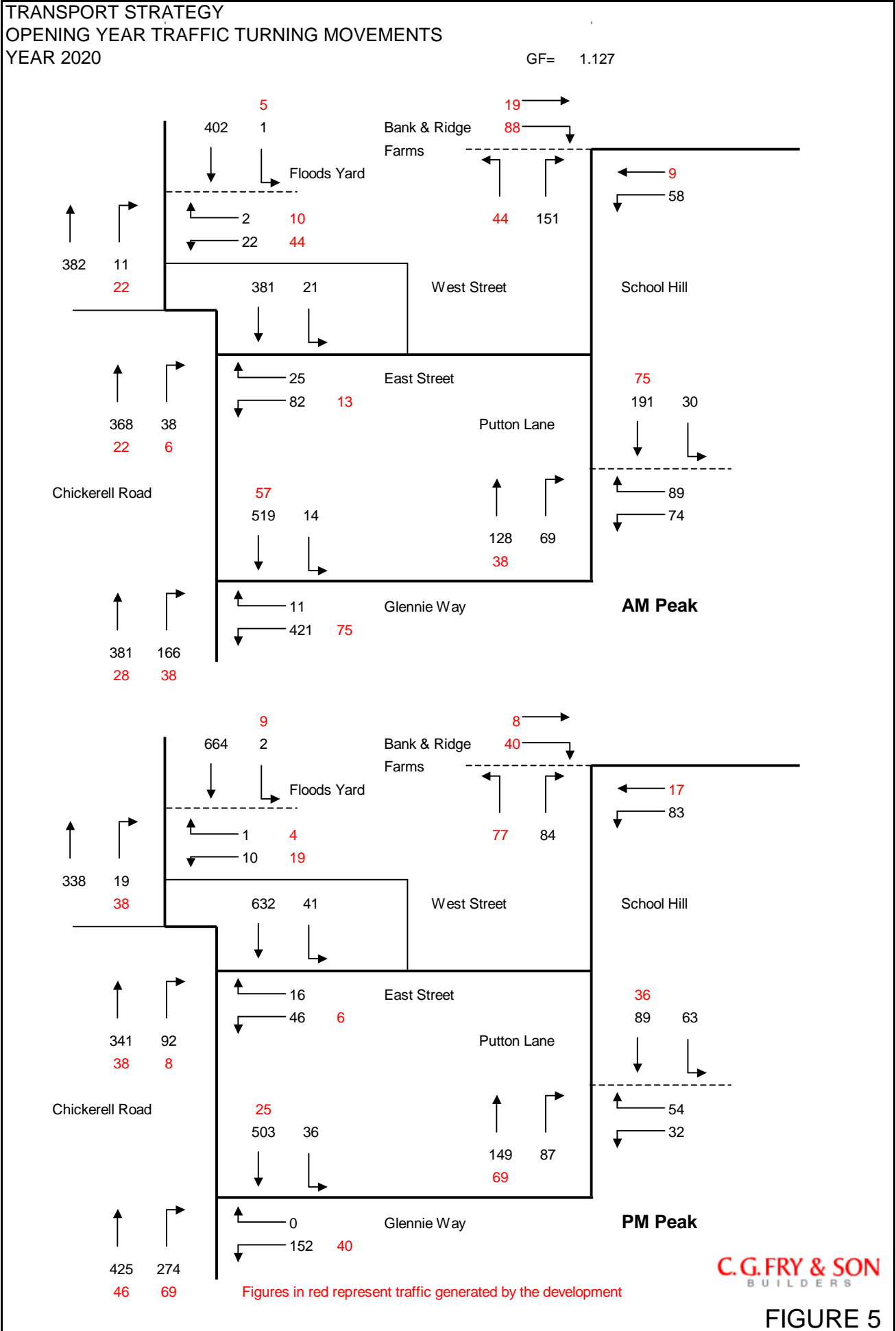


FIGURE 5

