

HIGHWAY AUTHORITY RECOMMENDATION

P/OUT/2023/01166

Land to the south of Ringwood Road, Alderholt

I refer to Paul Basham Associates' "Dorset Council Highways Response Note", in respect of the above planning application, received on 26 May 2023.

We are of the opinion that the submitted "Infrastructure Delivery Plan - Project Schedule" further confirms dependence on the use of the private motor car, with a substantive number of residential occupancies being completed on the development site before appropriate facilities (such as the Primary School) have been provided to reduce the need to travel outside of the settlement. This is likely to lead to the development of embedded travel behaviour with the new residents contrary to the stated objectives of the applicant.

It is noted that it is agreed that a Construction Traffic Management Plan (CTMP) could be conditioned, along with a condition requiring the provision of full travel plans for each subsequent reserved matters application.

As access is not a reserved matter, the Highway Authority considers that it is necessary to address the identified road safety audit issues for the proposed Hillbury Road Roundabout now, rather than at the s278 stage. We need to be certain that safe and appropriate access to the development proposal can be achieved. As submitted, we do not have that level of surety.

With regard to the proposed Ringwood Road priority junction, we feel that the suggested design is overly complicated and could be simplified to provide a priority junction that would reduce vehicle speeds and provide a safer and more legible form.

The identified off-site highway works necessary to mitigate the likely highway impact of the development are acceptable, in principle. The issue here is that we need a definitive certainty that they can all be delivered. Details of the individual works to be carried out, on an accurate survey base (rather than a small-scale OS plan), showing that they can be accommodated within the existing highway is essential to confirm their deliverability and to provide the Authority with the necessary surety to be able to support the proposal.

The Authority's stated concerns regarding the sustainability of the site were explained in our previous response to the Planning Authority, dated 20 May 2023.

For clarification and the avoidance of doubt, following previous discussions with Paul Basham Associates on the trip internalisation report, we agreed in principle to the methodology only. We did not comment on any other scoping for the Transport Assessment, including the data used or the results of the analysis. Regardless of the level of self-containment that can be reasonably agreed for this development, a large proportion of trips will be external, car-based and of medium to long distance. We want to reiterate that in our opinion these problems exist because the development is not in a sustainable location, from a transport perspective. These problems would not exist if the development location was closer to a larger settlement with a greater range of services which people could access via a choice of modes other than the private car.

With specific regard to public transport provision, the extra evidence of operator engagement is noted, and we welcome the commitment to provide a free annual pass to each household and

discounted annual passes thereafter. However, we remain concerned regarding the proposed bus service in respect of:

- The dispersed nature of trip patterns from this location, resulting from its isolated situation to locations including Salisbury, Ringwood, Blandford Forum, Wimborne, Ferndown, Bournemouth, Christchurch and Poole, mean that peak hour journeys would be very difficult to adequately cater for with public transport.
- The hourly frequency and limited destinations served will be an unattractive alternative for the majority of frequent regular trips and will, therefore, do little to offset the car-based trips to and from the proposed development. A higher frequency service would be required to provide a reasonably attractive level of service. If following the 5 year period the hourly service cannot be maintained, a two hourly service would be considered even less acceptable.
- This is only one operator's view, from a bus company very recently new to the area that does not have a proven track record of delivering commercial services locally. We recommend that engagement with more than one bus operator is undertaken.
- Based on recent contract prices for comparable supported routes, we are concerned that the estimated £704,911 for 5 years bus service support is insufficient to deliver the service as described.
- In the Council's view, a new service from this development should be tendered by the Council, forming part of the wider supported route network. Considering the length of build out we would want to secure 7 years of support for the bus service.
- If the development were to be granted, we would expect that the developer should also contribute to the provision of bus stop infrastructure in the local area. This may include the provision of new or replacement waiting shelters or bus stop poles and flags, and real time information screens. This infrastructure should comply with the Council's standard bus stop shelter and flag design.
- Discussions regarding the transport of school children to the Burgate school and significant school flows to other destinations, such as QE in Wimborne, should be undertaken with the Education service and Dorset Travel.

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