

## STATEMENT BY MR & MRS A PATRICK      MATTER    1 / 515864

1.1 Our Representations re WMC 5 questioned the ability of the highway network to handle the traffic generated, and to do safely for both new and existing residents. This Statement therefore addresses the following:

**1.2(a) Is the CS supported by a robust Infrastructure Delivery Plan?** with particular reference to highway safety, and

**1.7 Connection between workforce projections & housing growth** with particular reference to the effects of weak linkage on traffic generation.

### 1.3 Highway Safety

**Table 1 attached** shows that the occurrence of fatal / serious injury road traffic accidents is 43 % higher in East Dorset District than the national average. Highway safety is thus of particular importance here. On the B 3078 alone 2 people have been killed north of Wimborne since Easter.

1.4 ED 53 comprises 3 different documents:

- a) November 2010 "Wimborne Traffic Model-Saturn Model-Option Testing Summary Report"
- b) January 2011 "Wimborne Transportation Model – Saturn Model – Option Testing Non-Technical Report"
- c). 24 May 2013 "Wimborne transport Model – Saturn Model-Option Testing Non Technical Report"

1.5 (b) acknowledges at 2.2.1.1 that safety, especially for pedestrians and cyclists, should be a factor when considering network capacity, and may be more important than improving the network capacity.

1.6 Thus SD 11 proposes strategic cycle routes and safer routes to Queen Elizabeth School along Stone Lane and St Margaret's Hill (pp 19 & 25). Cycle route locations are not identified, but both proposals are welcome.

1.7 However, SD 11 and all other relevant documents (CD 4.8, SD 6, SD 15.6, SD 29.9, ED 33, ED 62.6 and FD 5) fail to confirm that the strategic allocations can be effectively linked to the existing transportation network without adverse effect on the safety of the network, particularly for cyclists and pedestrians. **Table 3 attached** demonstrates clearly the potential safety issues relating to with WMC 5, for example.

- 1.8 It would be inappropriate for the CS to detail how safe access is achievable. However, it is appropriate for the CS to be based on proportionate evidence that each strategic allocation can be delivered without adversely affecting highway safety on the existing network, and incorporate policies which ensure effective delivery of all necessary safety measures.
- 1.9 The CS and SD 11 fail to do either. In this respect the CS is thus unsound in that it is not based on proportionate evidence, and would not be effective.

1.10 **Balanced linkages between work & population**

The CS proposes a very substantial population increase for Wimborne, but a reduction of employment land available (Stone Lane Industrial Estate and Furzehill Council Offices). Additional employment land is proposed away from the town at Sturminster Marshall, Ferndown and Woolsbridge.

- 1.11 **Table 4 attached** shows how a disproportionate percentage of strategic allocations are focussed on Wimborne – Colehill. zone. The percentage of strategic housing allocations proposed in the eastern part of the District are smaller than the percentage of the population living there, and conversely the strategic allocations around Wimborne are greater. Hence the 50 % affordable housing to be provided on the strategic allocations around Wimborne may to some extent be taken up by residents from the eastern & rural parts of the District. If so, they may be more likely to have jobs at Ebblake (Verwood), Woolsbridge, or Ferndown Industrial Estate.
- 1.12 **Table 2 D attached** illustrates the workforce likely to be living on the WMC 5 development (up to 525). Pro rata, the Wimborne strategic allocations are likely to generate a workforce of up to 1050. The main Wimborne employers are Flight Refuelling, Savills, Victoria Hospital, County Council Education & Social Care, and the District Council. (CD 5.7 (9.2)) However, the latter will move most office-based staff to Christchurch. There is no evidence of scope to provide over extra 1000 jobs in Wimborne, plus those lost at Stone Lane and Furzehill, within walking or convenient cycling distance.
- 1.13 Table 2 D suggests the number of car commuters generated by WMC 5, noting that the out-turn may prove to be higher. The Wimborne allocations are likely to generate significant car commuting through weak relationship with the main employment opportunities.

1.14 Neither the CS nor the ED 53 documents appear to acknowledge the weakness of this relationship and its likely effects. Nor do they appear to consider potential capacity reductions arising from necessary safety measures (e.g widening the footway on the east side of the Stone Lane / B3078 junction).

1.15 It is appropriate for the CS to be based on proportionate evidence that linkages between workforce, workplace and housing have adequately informed transportation policies, and that those policies ensure effective delivery of transportation improvements. It fails to do so, and is therefore unsound in both respects.

**1.16 Changes Required**

To make the CS to be the following changes are needed:

**POLICY KS 11**

Second sentence to read:

*“ Development will be permitted provided that mitigation is provided against any negative transport impacts which may arise from the development or cumulatively with other proposals.”*

The fourth bullet point to read :

*“Ensure safety is not compromised on those parts of the existing road network likely to be affected by traffic generated by the development”*

**POLICY WMC 5**

In accord with **attached Note A**

**ATTACHMENTS**

**Table 1**

**Table 2**

**Table 3**

**Table 4**

**Note A**

**FATAL & SERIOUS ROAD TRAFFIC ACCIDENTS** **515864** **TABLE 1**

**UK STATISTICS**

Population	63,700,000	(a)
Fatal & Serious Injury Road Traffic Accidents	24,860	(b)
National Ratio	1 per 2562.35 persons	

**DORSET COUNTY STATISTICS**

excluding Bournemouth Poole

Population	414,900	(c)
Fatal & Serious Injury Road Traffic Accidents	219	(d)
County Ratio	1 per 1894.5 persons	
If such accidents had occurred @ the national ratio the number would have been	161.9	
County occurrence in comparison with national ratio	135%	

**EAST DORSET DISTRICT STATISTICS**

Population	87,700	(c)
Fatal & Serious Injury Road Traffic Accidents	49	(e)
District Ratio	1 per 1789.8 persons	
If such accidents had occurred @ the national ratio the number would have been	34.23	
District occurrence in comparison with national ratio	143 %	

**SOURCES**

- a) ONS website Mid 2012 Estimate
- b) DfT website : "Reported Road Casualties in Great Britain" Quarterly Provisional Estimates Q 3 2012 (7 Feb 2013)
- c) Dorset For You website: "Statistical & Census Information" taken from ONS mid 2012 estimates
- d) Dorset for You Website: "Casualty Statistics" 2012 data
- e) Ditto, for "District & Borough Councils in Dorset" 2012

**A NO OF DWELLINGS**

1) **600 – 650** (a) (b)

---

**B LIKELY POPULATION**

2) Total population in East Dorset 87,166 – 87,700 (c) (d)

3) Total dwellings in East Dorset 37,564 – 38,940 (c) (d)

4) Headship ratio thus 2.25 – 2.32

5) Population of WMC5 (A 1 x B 4) thus **1350 – 1500**

---

**C SANGS REQUIRED**

6) Ratio = 8 - 16 Ha per 1000 population (e)

7) Item C (6) x 1500 = **12 – 24 ha**

---

**D CAR COMMUTERS**

8) E. Dorset Dist. residents in employment 29,000-30,600 (g) (h)

9) Percent employed (D8) divided by B(2)) 34 – 35 %

10) Thus no of employed residents of WMC 5 460 – 525 (B5 x D9)

11) Percent likely to drive to work 62 – 70 % (i) (j)

12) No of cars / vans thus **285 – 367**

Figure may be higher if employment not available within walking / cycling distance

---

## SOURCES

a) CS WMC5 (b) SD 15.6 para 2.82 c) OD 11 5.4 AND 5.9

d) Dorset for You website Statistics & Census Info 2012 estimates

e) CS ME3 g) CD 4.10 para 2.33

h) Dorset For You website “East Dorset in Profile” i) ED 62.07 p 131

j) Dorset For You website 201 Census statistics

<b>1</b>	<b>BURTS HILL : from Allenview to B 3078</b> Narrow Footways :		
	North side	1.5	m
	South side	0.78	m
	Close spaced junctions: distance apart approx	35	m
<b>2</b>	<b>B 3078 : Shakespeare Road to Walford Bridge</b> Poor sight lines from Shakespeare Road Southern section : single footway on east side only		
	General width	1.4	m
	Minimum width	1.0	m
<b>3</b>	<b>B 3078 : Walford Bridge</b> Carriageway width between walls ( no kerbs) ( SD 9 Ch 8 Representation by Spencer p 82)	5.61	m
<b>4</b>	<b>B 3078 : Walford Bridge to East Borough</b> Single footway on east side only General width	1.8	m
	<b>Conflicting movements</b> from Walford Bridge to Stone Lane: Filling Station access, office car park access, East Borough junction, & Stone Lane Junction within about 130 m giving an average junction spacing of only	34	m
<b>5</b>	<b>B 3078 : East Borough to Stone Lane – limited footway</b> Footways both sides, but the footway on the east side features:		
	General width	1.1	m
	Minimum Width	0.86	m
<b>6</b>	<b>B 3078 : Stone Lane to Blind Lane – limited footway</b> Single Footway on the east side only opposite The Old House: Typical width	1.32	m
<b>7</b>	<b>ALTERNATIVE PEDESTRIAN ROUTES</b> East Borough : north section :Single footway, minimum width Riverside : Single footway & cycleway – typical width	0.85 1.5	m m

**A DISTRICT POPULATION (2011 CENSUS)**

East Dorset District	87,166	<u>100 %</u>
----------------------	--------	--------------

**B WIMBORNE & COLEHILL POPULATION (2011 CENSUS)**

Colehill	6907	
Wimborne	6790	
Pamphill	658 (most in Wimborne urban area)	
<b>Total</b>	<b>14355</b>	<b><u>16.5 %</u></b>

**C POPULATION: CORFE MULLEN (2011 CENSUS)**

Corfe Mullen	10133	<u>11.6 %</u>
--------------	-------	---------------

**D POPULATION : OTHER MAIN SETTLEMENTS ( 2011 CENSUS)**

Ferndown	17839	
West Moors	7561	
St Leonards & St Ives	6859	
West Parley	3585	
Verwood	14852	
<b>Total</b>	<b>30696</b>	<b><u>58 %</u></b>

**D STRATEGIC HOUSING ALLOCATIONS**

**Wimborne & Colehill Area**

WMC 3, WMC4, WMC 5 & WMC 6	1300	<u>52 %</u>
----------------------------	------	-------------

<b>Corfe Mullen CM1</b>	250	<u>10 %</u>
-------------------------	-----	-------------

**Other main settlements**

FWP 3, FWP 4, FWP 6, FWP 7, VTSW 4, & VTSW 5	1190	<u>38 %</u>
---	------	-------------

**E STRATEGIC EMPLOYMENT ALLOCATIONS**

Sturminster Marshall	RA 1	3.3 ha	<u>7.6%</u>
----------------------	------	--------	-------------

Ferndown	FWP 8	30 Ha	<u>69.8%</u>
----------	-------	-------	--------------

Woolsbridge	VTSW 6	9.7 Ha	<u>22.6%</u>
-------------	--------	--------	--------------

**CHANGES REQUIRED TO POLICY WMC5**

Opening sentences to read :

*“ Up to 30.7 hectares is allocated to provide a new Neighbourhood to the east and west of Cranborne Road north of Wimborne. The allocation includes up to 600 homes, a First School, a local centre, SANGS and other significant greenspace. To enable this, the Green Belt boundary will be amended to exclude the land identified for new building”*

Green Infrastructure

Second Bullet Point to read :

*“Suitable Alternative Natural Greenspace to be provided utilising the River Allen Valley and land to the north of the housing at the rate of 3.68 ha per 100 dwellings”*

Transport & Access

New first bullet point to read:

*“The maximum number of dwellings will depend upon the outcome of detailed transportation studies to identify the capacity of the existing road network between Cranborne Road and the Town Centre, taking into account the need to ensure the delivery of all necessary safety measures, especially for existing and future pedestrians and cyclists”*

The second bullet point to have added to it:

*“Traffic management measures will also be required along the West Borough – Cranborne Road axis and other affected roads to make the routes safe and attractive for pedestrians and cyclists”*

OMIT *“with a single access coming from Burts Hill”* from what should now be the third bullet point

“Drainage”

Additional heading with the following wording:

*Proposals must be accompanied by a detailed drainage study demonstrating clearly that the development will not adversely affect existing foul and surface water drainage in North Wimborne”*