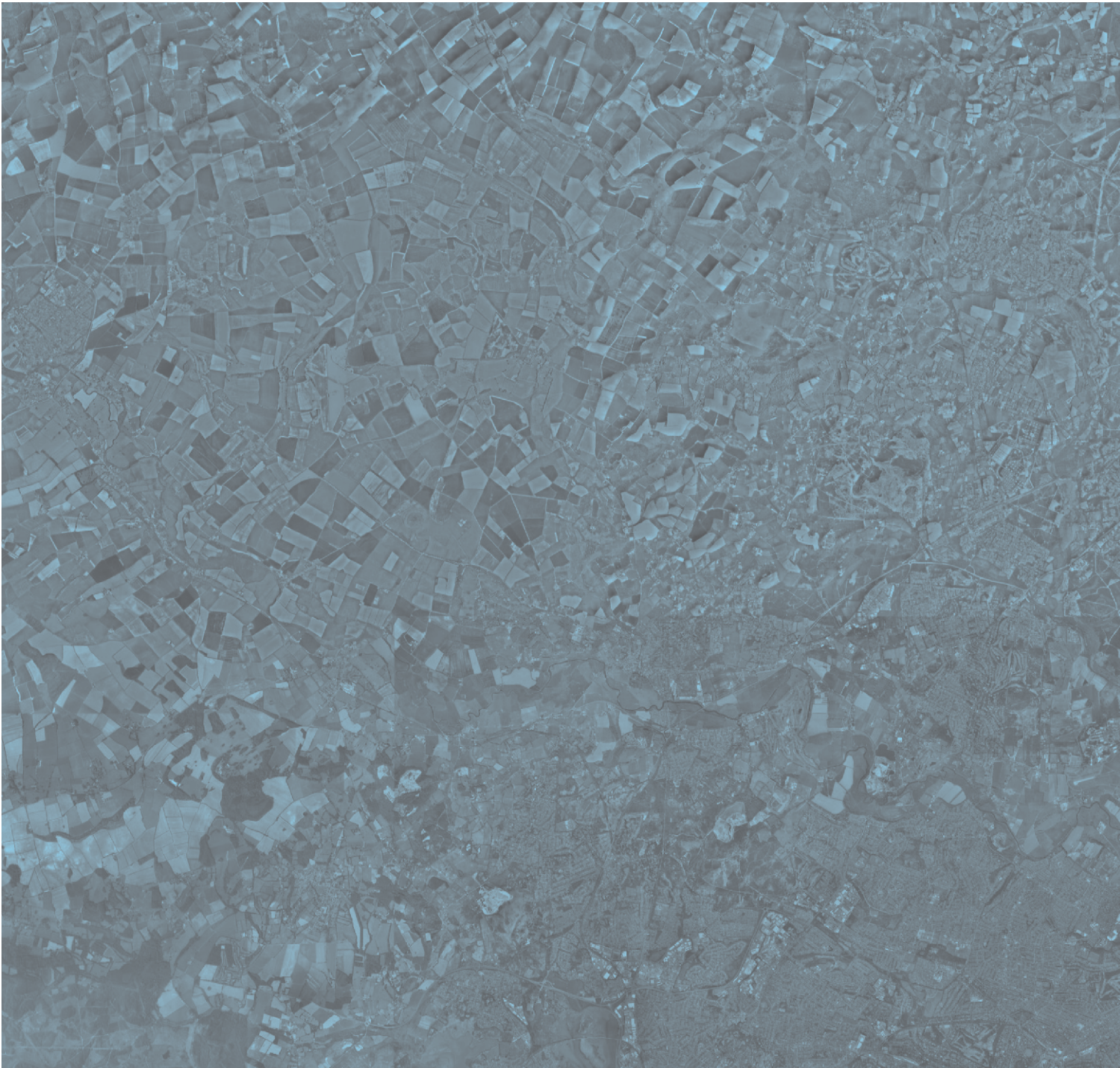
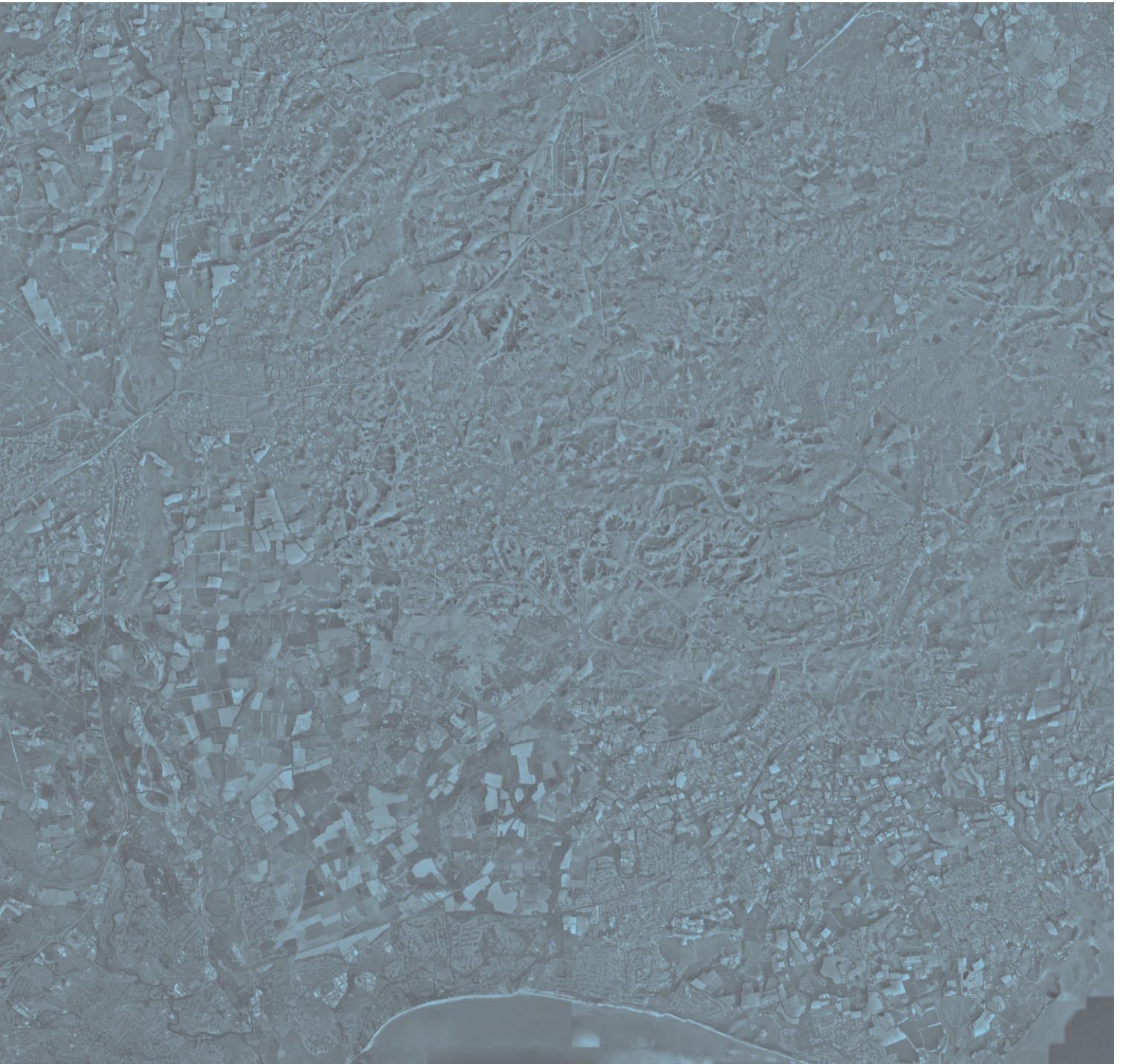


07 TRANSPORTATION ANALYSIS





07 TRANSPORTATION ANALYSIS

Introduction

This section of the report examines the relevant transportation issues relating to the town of Verwood. It firstly covers general transport policy objectives before looking at the existing and future transport situation. It also makes recommendations as to the suitability of certain areas for development, in relation to their connectivity.

Transport Policy Objectives

Transport and movement are essential to quality of life in terms of access to a range of services, facilities and opportunities. However, movement demands can have a range of localised and wider impacts. These can include social exclusion (where access to opportunities for certain groups of the population is low), noise, air quality, pollution, severance and the emission of greenhouse gases (a significant contributor to climate change).

Government transport policy broadly focuses on the following overarching objectives for transport:

- Tackle Climate Change
- Support Economic Growth
- Promote Equality of Opportunity
- Contribute to Better Safety Security and Health
- Improve Quality of Life

Source: Simplified from Delivering a Sustainable Transport System (DfT 2009).

Planning Policy Guidance 13 (PPG13)

PPG13 focuses on considering land use, transport and movement considerations and implications from an early stage in the development planning process. A key policy aim is to reduce the need to travel, particularly by car. The aim is to assist in a reduction in private vehicle impacts, including congestion. Allied with this, PPG13 also indicates the need for planning for new developments which encourages and supports access by foot, cycle and public transport to and from a range of day to day services and facilities. It highlights the importance of placing development that

generates the greatest amount of travel demand in the most accessible locations, for example close to town centres or transport interchanges. Indeed, areas that are already well served by non-car travel alternatives (or with realistic opportunities to be so) should typically be favoured.

South East Dorset Local Transport Plan

The South East Dorset Local Transport Plan sets out the transportation policies for the area. It was prepared in partnership between Dorset County Council and the Unitary Authorities of the Borough of Poole and the Borough of Bournemouth and spans the period 2006 to 2011. It highlights the challenges of accommodating housing growth in the area, as well as noting that:

“This Local Transport Plan concentrates on making better use of the existing transport network, improving access to essential services, promoting public transport, cycling and walking, and more sensible use of the car. Information technology has already altered our lives significantly and we know it can replace the need for some journeys. We are committed to innovative solutions to transport problems and, by providing services in different ways, we can often reduce or eliminate the need to travel”.

More specific objectives include reducing the impact of traffic in more sensitive locations and developing sustainable communities, to reduce the need to travel. Thus, while new neighbourhoods would be required to meet ‘traditional’ transport planning requirements such as safe and satisfactory access, they would also be expected to improve accessibility, reduce the need to travel (overall and by car) and

propose innovative solutions to reduce travel demands and impacts.

Planning Policy Statement 1 & 3 (PPS 1 & PPS3)

PPS1 and PPS3: re-iterate the importance of accessibility to jobs, health, education, shops, leisure, community facilities, open space, sport and recreation, without the need for use of a private car. PPS1 also reiterates the importance of travel planning for new development in accordance with PPG13.

Development Location

Important considerations in planning new residential developments include:

- Scale and mix of development (and thereby scope to reduce the need to travel and to support the provision of non-car alternatives)
- Proximity to existing jobs, services and facilities
- Proximity to existing public transport services, pedestrian and cycle routes
- Match between destinations and routes/ services
- Nature and quality (relative attractiveness) of routes and services

Development in more self-contained settlements (as compared to those that perform a more dormitory function) and where there is better connectivity by public transport is typically favoured. One way of comparing the relative self-containment of settlements is by using a self-containment index.

In addition to the above, it is necessary for developers to demonstrate that the

residual impact of vehicular trips that would be generated by any new neighbourhood can be accommodated on the existing local road network (perhaps by proposing junction or other network improvements).

In terms of wider network impacts, work is being undertaken for Dorset County Council (discussed later) to model the transport network within South East Dorset and to identify the most appropriate package of measures to reduce the impacts of both background traffic growth and proposed developments in the area.

There must be confidence amongst the highway authorities (Dorset County Council and the Highways Agency) that required local and wider scale network improvements will be delivered prior to or soon after any new neighbourhood development. As a result, the phasing of the developments against the phasing of transport schemes and proposals may be important in determining which should proceed and when (see later).

Development Design

The design and layout of a development can have significant implications on the propensity of residents and other site users to travel to, from and through it by sustainable modes of transport, reducing car based trips.

Development layout, design details and management strategies are important in supporting a reduced reliance on the private car. Indeed, the South East Dorset Local Transport Plan highlights that new development should support and provide facilities to enable sustainable travel, such as secure, covered cycle parking.

Furthermore, both Dorset County Council and the Highways Agency require that the new neighbourhoods in East Dorset are developed with travel planning approaches and principles at the forefront. In practice this means selecting the locations with the best potential for sustainable travel, designing the development to support and facilitate use of these options and requiring the use of travel plans to actively promote the local destinations and non-car travel options available.

Street layouts should be permeable and well connected to adjacent land uses – with the focus on direct links to key destinations (e.g. shops, schools, healthcare, employment destinations and public transport services). Other considerations for street design and layout include pedestrian and cyclist safety. Measures such as 20mph zones within developments can help to promote this. Crime prevention and the creation of overlooked active frontages will further act to encourage travel by sustainable modes of transport.

Dorset County Council (as the applicable highway authority for the sites in East Dorset) promotes the adoption of Manual for Streets principles for new residential developments, including the prioritisation of pedestrian and cycle movements initially, the approach of fitting roads around buildings insofar as possible and of avoiding the promotion of over-engineered solutions to road layouts.

Travel in South East Dorset

The South East Dorset area comprises the Principal Urban Areas of Bournemouth, Poole and Christchurch, along with a number of surrounding settlements. The main east-west strategic road route through the area is the A31(T). This links to the A35 and A350 to the west and the M27 (and onward to the M3 and the M25) to the east.

The strategic rail routes are primarily between Bournemouth and Poole and towards Hampshire (Brockenhurst) and London to the east. Rail links are also available to Weymouth and Southampton. There are a number of local stations between and close to the urban area. However, none of the proposed new neighbourhoods are located close to these railway stations and all would require vehicular travel to reach them.

Movement patterns in South East Dorset, as identified via LTP2 are discussed in the equivalent report for the new neighbourhoods in Wimborne Minster, Corfe Mullen and Ferndown/West Parley. This includes the impact of the non-radial layout of local highways and the pinch points to North-South Movement caused by the River Stour.

The South East Dorset Local Transport Plan (LTP) reports that high levels of both north-south and east-west traffic flows (between Poole and Bournemouth and to/from the principal urban area from the outlying settlements such as Wimborne Minster, Ferndown and Verwood) lead to pressure on key junctions. Trends in traffic flows that are presented suggest that traffic growth continues in the area, but that the rate of growth has decreased, probably as a result of some network saturation, a conclusion supported by the relative growth between more and less congested areas. Some strategic junctions are already at or approaching their capacity and many are forecast to be over capacity by 2016 as a result of traffic growth (Figure 3.1 of LTP2 showed the volume over capacity for key junctions that is forecast for 2016).

The LTP suggests that the following junctions in proximity to the proposed Verwood new neighbourhoods may be affected as a result of additional development in those locations (see LTP Figure 3.1):

- The A338 Ashley Heath Interchange (demand at 125% to 150% of capacity); and
- The Blackwater Interchange (demand at 100 to 125% of capacity).

There are a number of other junctions within the principal urban area that are also likely to be adversely affected by

new developments in South East Dorset and by general traffic growth. Although the dispersal of traffic from Verwood may lessen the affect of these impacts at any one junction as a result of these specific new neighbourhoods, the future of strategic transportation schemes and proposals will be important. Specifically, the comprehensive spending review on the future of the Parley to Cooper Dean Major Scheme Bid, as well as the outcomes from the South East Dorset Multi-Model Transport Study (SEDMMTS) and level of transport funding going forward are likely to be significant in determining how satisfactorily the traffic impacts of further development at Verwood can be managed.

SEDMMTS initially reports that in addition to junction impacts, congestion is reported to be a significant issue by residents on the A338 spur road to Ashley Heath, particularly where this is caused by accidents in this location, with knock-on impact. Nonetheless, it is otherwise noted that existing congestion issues and peak hour journey speed impacts are lower for the A338 than for the A31 further west (e.g. towards Wimborne and specifically at Canford Bottom, Merley and the Lake Gates roundabouts). In addition, routes into Bournemouth are reported to be less congested (lower reduction in peak hour compared to inter peak speeds) than those into Poole. As a result the overall strategic impacts at Verwood may be shown by SEDMMTS to be lower than for the other settlements, particularly in terms of resultant journey times (rather than percentage reductions in speed / increases in delay).

SEDMMTS is looking at a wide range of possible transport solutions and schemes as part of the study to identify a preferred strategy. The Phase 1 report notes a number of key issues including the perceived lack of sufficient frequency

of bus services from locations such as Ferndown and West Moors. The report recognises that the historically dispersed pattern of development makes the types of transport strategy solutions adopted in other large urban areas more difficult to devise for South East Dorset.

The concept of the Prime Transport Corridors identified in LTP2 appears to be generally supported, as a focus for improved public transport and for focussing new development. It is noted that Verwood does not currently feature on one of the Prime Transport Corridors previously identified in LTP2 (Figure 3.5 of LTP2). The Phase 1 report identifies more regular bus services as being a key tool for encouraging people out of their cars and highlights particular dissatisfaction amongst residents with the frequency of bus services to/from Wimborne (routes to Bournemouth travel via Ferndown making them indirect) and Verwood. Cost of public transport was also raised as a secondary issue. In spite of a worsening in service provision to outlying towns and villages, the overall levels of public transport use within South East Dorset has risen above trajectory between 2004/2005 and 2008/2009, although growth slowed in 2008/2009. Satisfaction with bus services has not, however, correspondingly increased as per trajectory, although overall satisfaction with vehicles and stops (journey ambience) is reported to be good.

In terms of accessibility to key area-wide services and facilities, as presented in the SEDMMTS Phase 1 report, additional development in Verwood might be expected to reduce achievement on accessibility indicators by public transport given journey times to the major conurbations, hospitals and so forth. However, vehicle journey times are also high, reflecting distance to the conurbation. At a more local level, more reliance on day-to-day facilities within

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the town might be expected given these factors.

The SEDMMTS phase 1 report begins to present a series of potential transport strategy scenarios as follows:

- **Public transport scenario:** This focuses on improvements to existing services and investment in new facilities. Likely proposals identified included limited stop express services to Bournemouth and Poole from Verwood, Wimborne, Ferndown and Bournemouth Airport.
- **Smarter choices scenario:** This focuses on travel plan and wider initiatives, including walking and cycling improvements, workplace travel plans, measures such as car sharing and car clubs. Research was underway on potential mode shift, to inform the SEDMMTS modelling, but was not ready in time for the Phase 1 report.
- **Travel Demand Management Scenario:** This focuses on measures designed to influence the decision to travel, together with the choice of mode and the time of travel, with specific measures including increased parking charges (50%) or a congestion charge around the conurbation, in an area south of the River Stour (e.g. 10p per mile).
- **Alternative Spatial Development Scenario:** This approach focuses on using the modelling to inform spatial development scenarios (including different levels and locations of development, change in overall demand associated with these, as well as the localised impacts of each on the highway and public transport networks and any specific stresses on these). This element of the

work will be particularly important in informing the order, level and phasing of development at the new neighbourhoods.

- **Highway Network Improvements Scenario:** This scenario focuses on a set of significant additions and extensions to the highway network across the study area. The scenarios are being tested in the model in order to explore their wider impact on mode split and congestion. Schemes being assessed include A31 dualling between Ameysford and Merley; A31 westbound widening at Ringwood; A31 to Poole link road along A349 Gravel Hill corridor; Christchurch bypass/relief road; Castle Lane relief road; A338 widening; A339 to Bournemouth Airport link road extended to Bear Cross and Mannings Heath; A31 (Trickett's Cross) to Bournemouth Airport link road; A31 to Bear Cross link road; Wallisdown to Branksome relief road; and West Moors bypass and Three Legged Cross link road.

Initial assessment of each scenario was undertaken using the draft DfT Strategic Assessment tool (released January 2010), covering aspects such as delivery and risk, affordability, likely value for money, likelihood of addressing identified transport challenges, strategic fit with transport policy objectives, social distributional impacts and the quality of evidence available/ uncertainties. The assessment suggested that the first two scenarios had the closest strategic fit with the previous Government's Transport Policy goals as set out in Delivering a Sustainable Transport Strategy.

It is noted that traffic from Verwood towards both the conurbation and the New Forest can be expected to have some impact on the Strategic Road Network and therefore in these terms may be less favourable than developments elsewhere. As noted previously travel to work distances for those that out-commute from Verwood can also be expected to be longer than those from sites in the other potential new neighbourhood settlements elsewhere in the district.

For further background information in relation to the SEDMMTS please see Appendix 1.

Travel to Work

A brief analysis has also been undertaken of the travel to work destinations and mode choices of the economically active residents of Verwood at the time of the 2001 Census. It is noted that the Census analysis excluded the Three Legged Cross and Potterne Ward (which was included in the DCC statistics from the town profile), but covered the other three wards.

As might be expected, given the location of Verwood and the relative lack of public transport services, travel to work from the three wards was very car dominated in 2001. 85% usually drove a car to work (excluding home workers). Levels of home working were relatively high (around 11%) and when these residents are included, the car driver mode share was 76%. Bus use was low at 1%, as were levels of walking and cycling, at 2% respectively (excluding those who mainly work from home).

In terms of travel to work destinations, the main Counties in which residents are employed include;

- 54% worked within Dorset (excluding unitary authority areas such as Bournemouth, Poole and Southampton);
- 14% worked with Hampshire;
- 2% worked in Wiltshire;
- 2% worked in outer London.

The main Districts/ Borough in which residents are employed include;

- 49% worked within East Dorset;
- 13% worked in the Borough of Bournemouth;
- 10% worked in the New Forest;
- 8% worked in the Borough of Poole;
- Almost 4% worked in the Borough of Christchurch;
- A little over 3% worked in the City of Southampton.

The main wards in which residents work are as follows:

- 18% worked in Verwood Stephen's Castle ward;
- 11% Verwood Newtown;
- 5% in each of Central Bournemouth and Ringwood South;
- 4% in Littledown and Iford;
- 3% in each of Stapehill (Ferndown Industrial Estate), Verwood Dewlands, Three Cross and Potterne;
- 2% in each of Poole Town, St Catherine's and Hurn, Fordingbridge, Wimborne Minster and West Moors.

2001 Census Usual Mode of Travel to work of Verwood Residents

Usual Mode of Travel to Work	Total	% Inc*	% Exc**
Works from Home	324	11%	
Underground	3	0%	0%
Train	9	0%	0%
Bus	30	1%	1%
Taxi	0	0%	0%
Car Driver	2220	76%	85%
Car Passenger	118	4%	5%
Motorbike	42	1%	2%
Bicycle	55	2%	2%
On Foot	120	4%	5%
Other Mode	11	0%	0%
Total	2932	100%	100%

* Percentage including home workers. ** Percentage excluding home workers.

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Public Transport:

The tables below summarise the existing public transport (bus) services to and from Verwood.

It can be seen that the main services to/from Verwood is the No. 36 (which operates as 36A on Sundays and also links to Ferndown). The 36 and 37 services are operated by Wilts and Dorset.

The X4 service operates Monday to Saturday via Fordingbridge to Salisbury and also to Ringwood, with some

connections to Southampton. There are approximately three journeys made on the route in each direction each day and the service is operated by TravelGuest. Nonetheless, the service does operate some limited opportunity for commuter or leisure trips to/from Salisbury.

The adjacent plan shows the bus routes of the X4, 36 and 37 through Verwood, along with the parts of the settlement (and areas of search) that fall within approximately 400m of existing stops on these routes.

A few lower frequency and demand responsive services also exist, providing additional links to/from smaller villages in the area and to/from Wimborne. The V1 service provides a school day link to the Middle School in West Moors.

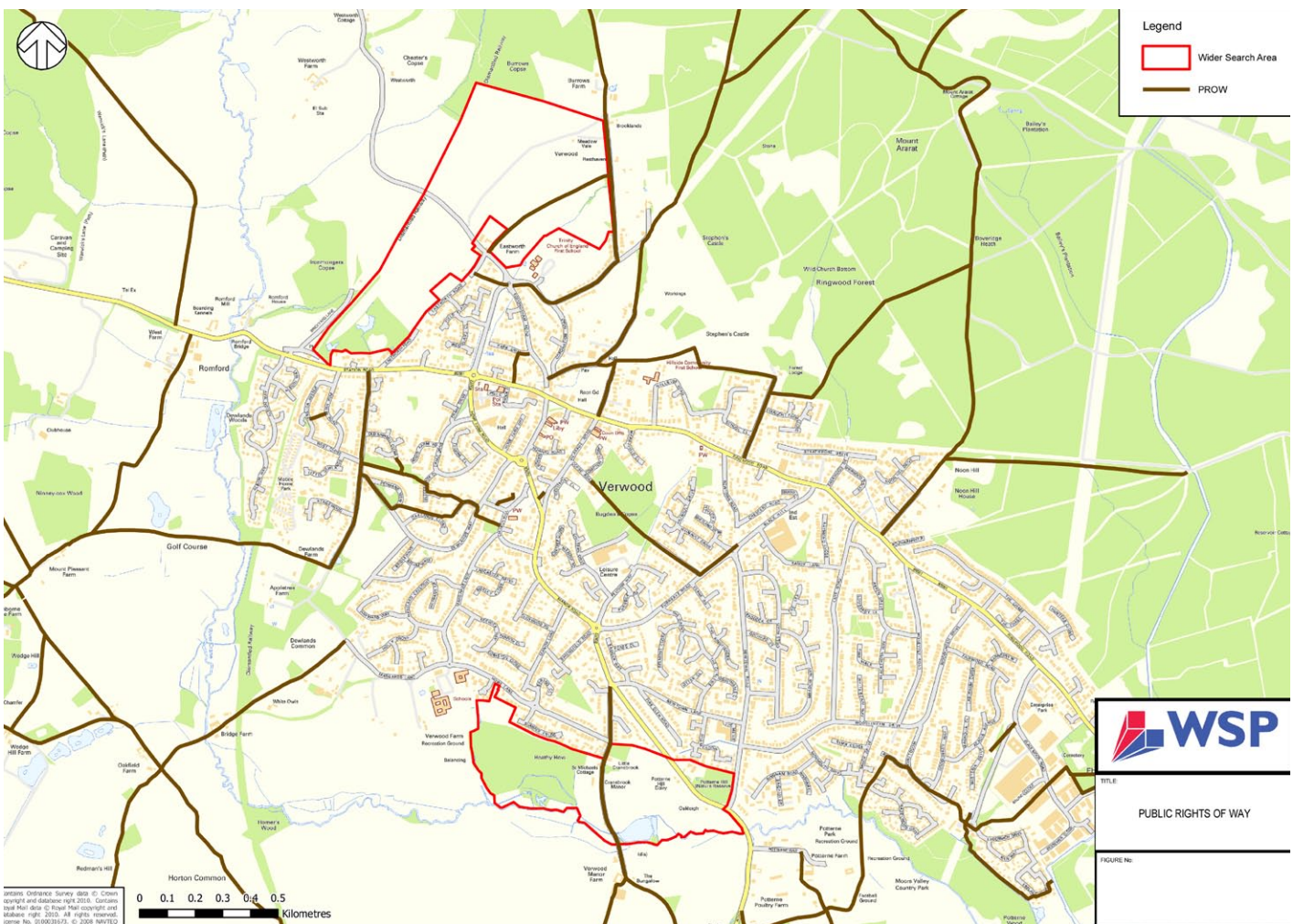
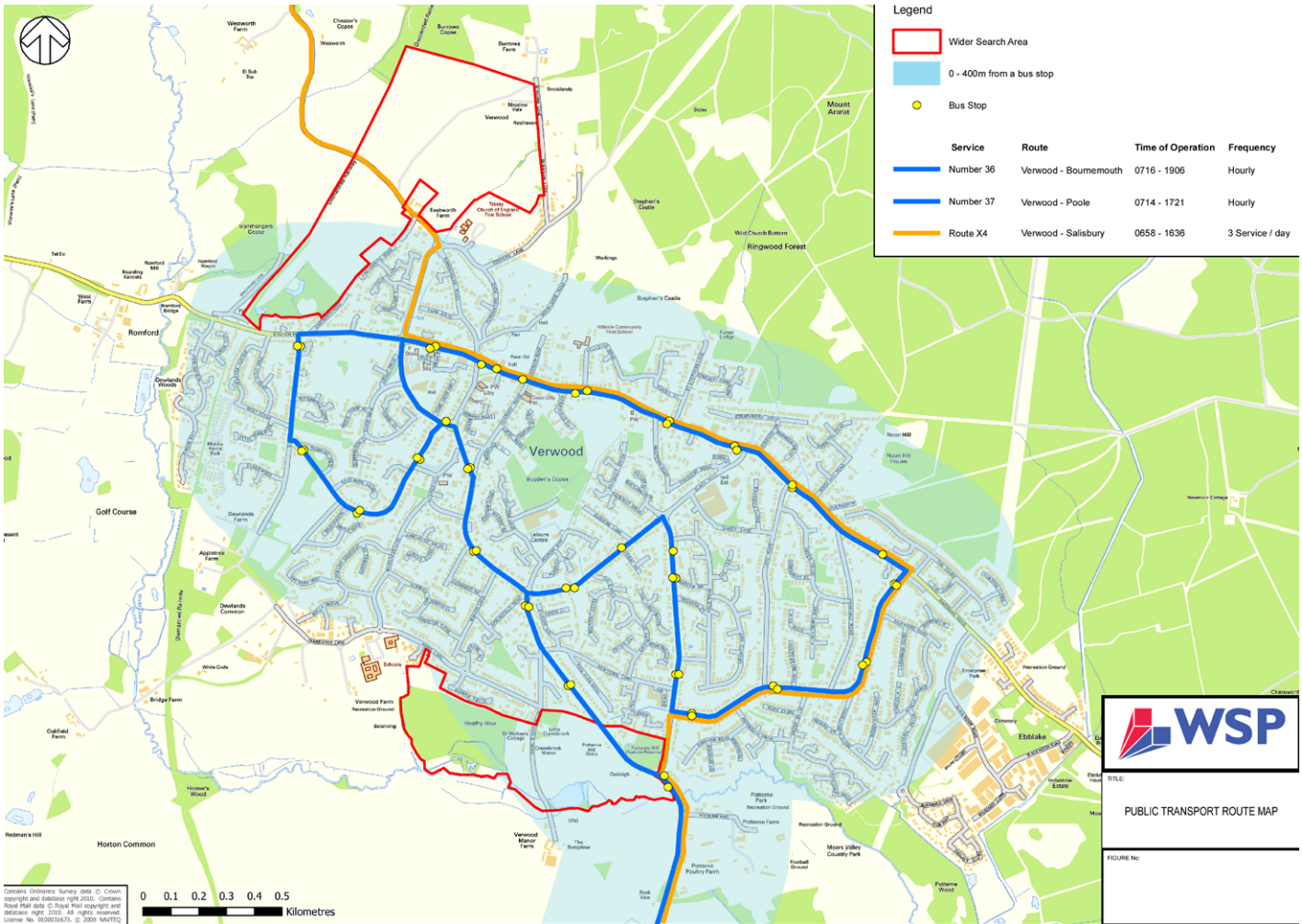
There is no railway station near to Verwood. The closest is at Bournemouth.

Summary of regular bus services to/from Verwood					
Route		Time	Monday to Friday	Saturday	Sunday
36 [Wilts & Dorset]	Verwood - Ringwood - Bournemouth	Daytime	Hourly services to Bournemouth from 0716 until 1906		No Service
		Evening	Hourly services until 1906		No Service
36A [Wilts & Dorset]	Ferndown – Verwood - Ringwood - Bournemouth	Daytime	N/A		3 services in each direction
37 [Wilts & Dorset]	Poole - Longham - Ferdown - Verwood	Daytime	Hourly buses to Poole from 0714 until 1721		No Service
		Evening	No Service		
X4 [TravelGuest]	Ringwood* – Verwood Fordingdridge – Downton – Salisbury	Daytime	3 Services a day		No Service
		Evening	No Service		

* Some onward connections are also made to/from Southampton

Summary of other (lower frequency) bus services to/from Verwood			
Route		Time	Frequency
300 [Nordcat]	Wimborne - East Dorset Flexible Area	Daytime	1 Service (Tuesday, Wednesday, Friday and Saturday*)
302 [Damory Coaches]	Salisbury – Verwood – Ferndown – Wimborne – Blandford	Daytime	1 Service (Tuesday and Saturdays Only)
324 [Damory Coaches]	Christchurch – Southborne - Bournemouth – Hurn – Ringwood – West Moors – Verwood – Cranborne	Daytime	1 Service (Monday Only)
V1 [Verwood Bus]	Poole - Verwood	Daytime	1 Service (Schooldays Only)

*Saturday service is vulnerable – Source: P Impett



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Committed transport improvements

It is understood that Dorset County Council are currently looking at the best ways of spending previously collected transportation contributions linked to recent developments in Verwood. Given the arrangements in place when these contributions were collected, these monies can only be spent on capital improvements.

Options being looked at include schemes to improve the cycle connectivity south from Verwood towards West Moors and Ferndown, as well as linkages to Woolsbridge Industrial Estate. Options for a cycle linkage along Manor Road into Verwood and for improvements in links eastwards through the settlement towards the Ebblake Industrial Estate are also being considered.

Sustainability of Verwood as a development location

Public transport services to/from Verwood are currently of a low frequency and therefore unlikely to enable significant or notable mode shift from car use, to increase the existing low levels of public transport use. There are two regular weekday services (one to Poole and the other to Bournemouth), each of which runs hourly. Furthermore, a lack of evening services and a very low frequency of Sunday services further reduce opportunities to promote increased levels of public transport use. Some journeys could be expected to be made by public transport. However, the attractiveness of non-car options might be further diminished by Verwood's distance from main travel to work destinations, the variety of travel to work destinations (e.g. no direct service to Ringwood) and the town's distance from the rail network.

Not only are public transport frequencies lower than for other potential new neighbourhoods in East Dorset (albeit some sites in Verwood may still fare better

than some sites in the other settlements), the travel to work distances are likely to make public transport usage less favourable in terms of travel time than by car, particularly for the longer journeys necessary to reach some of the key travel to work destinations from Verwood (e.g. longer routes with more stops are more liable to have longer journey times relative to car than shorter commutes).

Public transport services to local schools in Dorset are provided according to the requirements outlined in the Education and Inspections Act 2006. This Central Government document identifies that all pupils are eligible for travel entitlements subject to distance to the nearest school or low income families.

Dorset County Council has raised concern about the burden and sustainability of providing for additional education trips as a result of any increase in resident pupils above primary age. As there is no secondary school within 3 miles of Verwood, it is understood that the majority of existing secondary age pupils who are eligible for and take advantage of these services are transported by coach to/from the Queen Elizabeth School in Wimborne Minster.

Nevertheless, it should be recognised that the range of day to day services and facilities within the town itself are likely to be able to encourage many day to day trips to be made locally, potentially by foot or cycle. Therefore, the reliance on car travel might be balanced to an extent by the potential ability for reasonable levels of self containment. Indeed, the distance of Verwood from other settlements may in fact increase the relative propensity for residents to undertake day to day non-work trips within the settlement itself (as demonstrated by use of local leisure facilities, such as the Hub). Furthermore, if additional development were to make a

Secondary School viable in Verwood then this might offer additional opportunities for trip internalisation and thereby increased levels of walking and cycling.

Census data appears to support these observations. In terms of daily self containment for travel to work, Verwood is similar to Wimborne Minster. Over a third of residents of the three Verwood wards (around 35%) work in the four wards at Verwood and Three Legged Cross. The level of self-containment is therefore higher than Corfe Mullen (22%) and similar to Wimborne Minster (35%) but lower than Ferndown (41%).

Unfortunately, the scope for self-containment in Verwood (similar to Wimborne for travel to work trips at around 35% and possibly higher for other day to day functions such as convenience shopping, leisure and personal business) remains to a not insignificant degree countered by the likelihood that the remainder of outbound travel to work will be very car dominated, as shown by the 2001 census. This situation is unlikely to change unless substantial improvements in public transport provision occur. As noted previously, DCC's ability to spend existing developer contributions on bus service improvements (to pump prime services where this might lead to virtuous cycles of patronage growth) is limited by the need to spend the available money on capital schemes. Therefore, whilst additional vehicles could be funded, the operational costs (e.g. driver time) could not be covered via this funding stream.

Although the level of self containment is similar to Wimborne Minster, it must be recognised that journeys to work may be longer from Verwood (given travel to work destinations) and as noted above will undoubtedly be less likely to be made by alternatives to the car.

Furthermore, given that there is currently a net outflow of commuters from Verwood to the Principal Urban Area (PUA), it would appear likely that additional residential development might reduce rather than increase levels of self containment. In contrast, there might be more opportunity for supporting and increasing levels of self-containment in the Ferndown/ West Parley area, given a net commuter in-flow from the PUA and its proximity to additional future employment development near the Airport. It is worth noting, however, that the Council has recently been party to some early discussions about the principle of further employment development in the Woolsbridge area (Three Legged Cross). If forthcoming this might enable more balanced development in the area, slightly reducing increased trip impacts by providing additional opportunities for the localisation of travel to work trips.

Potential development sites

As explained earlier in this report, EDDC has identified two areas of search for consideration for future development. The potential for vehicular and non-vehicular access to these areas, as well as their accessibility by different modes of transport and to/from different day to day facilities has been considered on a site-by-site basis, through a mixture of desk based review, site visits and consultation with officers at Dorset County Council. The following sections summarise the findings and implications of these discussions and assessments.

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Verwood North East

Vehicular access:

Access may be possible to the north of Edmonsham Road, subject to satisfactory visibility and safety requirements being met. Key influences on whether these can be met in this location will be as follows:

- Speed and volume of vehicles exiting the roundabout into Edmonsham Road and interaction with vehicles waiting to turn right into the new site access). Given that Edmonsham Road is currently very lightly trafficked, this is not considered to be a significant issue to preclude a development access in this location.
- Whether visibility can satisfactorily be achieved past the new residential development approved adjacent to the site on Coopers Lane. The site layout for the approved development suggests that (subject to the detailed access design) it should be possible to achieve satisfactory visibility here.

It is noted that signage for the roundabout would need to be satisfactorily re-sited.

If a larger development is proposed in this location, then the existing access point to dwellings west of Eastworth Farm would most likely provide a more suitable access location, subject to extension of speed limit beyond site.

Public transport access:

The closest bus stops to the site are on the 36 and 37 Routes and are outside the Fire Station on Station Road. These are approximately 500 to 550m from the potential access to the new site.

Given the relatively low frequency of bus services to/from Verwood and the distance to these stops exceeding 400m, public transport accessibility is considered to be poor. When compared to other new neighbourhoods (with the exception of some specific sites within them), public transport accessibility is lower.

There would appear to be no clear opportunity to extend the 36 and/or 37 bus services via the site, unless a larger site (both sides of Eastworth Farm) is developed and the site has two access points.

The X4 bus service travels past the site, although no nearby stops are available and the service is relatively low frequency (3 services per day).

Overall, Dorset County Council's public transport officer is concerned about achieving satisfactory public transport access to this site.

Non-motorised access:

A footway would need to be provided to link with the existing un-controlled crossing point on the eastern arm of the adjacent roundabout.

The distance from the proposed site access to various facilities and amenities is summarised in the table (right).

Good links / accessibility are available to:

- The shared pedestrian/ cycle route to the west of Champtoceaux Avenue;
- The Trinity First School and pre-school;
- A dentist and doctor's Surgery;
- The town centre and the various amenities there including convenience food shopping, banks etc.

Reasonable pedestrian links / accessibility are available to the bus stops outside the fire station (more than the recommended 400m walking distance, but less than 700m).

There is no pedestrian accessibility to a secondary school. All land uses within Verwood are within a reasonable cycling distance, including employment opportunities at the industrial parks and within the town centre. As noted above there are some existing (and likelihood of proposals to improve) cycle linkages beyond Verwood to nearby settlements and employment opportunities, as well as scope for improved links to existing employment sites in the town.

Summary of distances to various day to day facilities - North East Verwood

Amenity	Name or location of facility	Distance from Potential Site Access (m)	Desired and Preferred Maximum Walking distances
Pre School	Trinity Pre-school	140	600m desirable, 1km preferred maximum
First School	Trinity CofE First School	140	600m desirable, 1km preferred maximum
Secondary School	Ferndown Upper School	11350	1.2km desirable, 2km preferred maximum
Secondary School	Queen Elizabeth's School, Wimborne	16100	1.2km desirable, 2km preferred maximum
Bus Stop	Fire Station	540	400m desirable
Dentist	Forest Lodge Dental Practice	900	1km to 1.2km preferred maximum
General Practice	The Verwood Surgery	600	1km to 1.2km preferred maximum
Pharmacy	Lloyds Pharmacy	600	1km to 1.2km preferred maximum
Supermarket	One Stop Convenience[Tesco Express is just beyond this]	700	800m desirable, 1.2 preferred maximum
Town Centre	Ringwood Road / Manor Road	810	600m desirable, 1.2 preferred maximum

Note: Distances are measured from the potential site access and therefore actual distance to dwellings within the site would be higher. Distance is measured along the existing road network/ rights of way.

Verwood North West

Vehicular access:

Access may be possible to the south of Edmonsham Road, subject to satisfactory visibility and safety requirements being met through the detailed design of the junction and also subject to extension of the 30mph speed limit to beyond the brow of the former railway bridge. If the built form of Verwood was being extended in this location then DCC would not be opposed to alteration of the speed limit in this location. The location of the access junction would need to be far enough north to enable sufficient visibility south past the boundary to the garden of the house just north east of the site (e.g. approximately 30m+ west of the property boundary).

Sufficient visibilities for a priority access could not be achieved in this location if the existing national speed limit remains in force.

Access to a small number of dwelling units and/or emergency access would also be likely to be possible from the north and south of Eastworth Road. DCC's Development Management Officer has no objections or concerns with the potential for secondary accesses.

Subject to the acceptability of vegetation clearance to the west of Eastworth Road, a small parcel of development could potentially be accessed via Eastworth Road. There might be potential to provide a bus-only through route via the site if an access in this location can be delivered.

Access might also be possible from the central segment of Eastworth Road, since there is good standard access from Champtoceaux Avenue into the adjacent residential area, with a ghost island arrangement in place. However, this would increase traffic through the existing residential area which would be liable

to meet with opposition. Furthermore, it could be preferable to focus on providing pedestrian and cycle accessibility through the existing residential area (instead of vehicular access), in order to offer filtered permeability from the site and a lightly trafficked route for cyclists and pedestrians to join the cycle network/ footway along Champtoceaux Avenue.

It would be suggested that if a minor access is taken in these locations that no through route is provided for vehicles (except for emergency and potentially bus-priority access). This will help to offer filtered permeability and favour pedestrian and cycle routes (see later).

Public transport access:

The closest bus stops are on the 36 and 37 routes and are located adjacent to the Fire Station (from the east of the site) and at Dewlands Road (from the south of the site). These are approximately 300m from the southern edge of the site and around 550m from the northern edge.

Given the relatively low frequency of bus services to/from Verwood, the public transport accessibility from this site can be considered to be reasonable from the southern edge of the potential development site (near Eastworth Road). From the northernmost parts of the site it is considered poor. When compared to other potential new neighbourhoods in East Dorset (with the exception of some specific sites within them), public transport accessibility is lower.

Dorset County Council's Public Transport Officer has indicated that service frequency enhancements would be sought in association with development in Verwood.

If possible, the master plan for the North West Verwood site should allow for a through route for buses between Edmonsham Road and Station Road (via

Eastworth Road South). This would offer flexibility for extension of the 36 and/or 37 circular routes via the site, bringing all dwellings on the site (and some residents from the North East Verwood site) within 400m of a regular daily bus service.

Non-motorised access:

The table right summarises the pedestrian accessibility (in terms of distance) of the site to various opportunities and facilities.

There are good opportunities to provide for filtered permeability (direct and lightly trafficked route through the adjacent development to the east for pedestrians and cyclists, through the provision of pedestrian and cycle only linkages to the eastern site boundary). There is also opportunity for good linkage to the cycleway along Champtoceaux Avenue via the adjacent residential area.

Similarly, there are good opportunities for pedestrian access to the town centre and The Hub (including leisure opportunities, convenience shopping, healthcare, banks and so forth).

There are good to reasonable opportunities for access to the Trinity Pre School and good opportunities for walking to the Trinity First School.

Crossing provision/ opportunities on Station Road should be improved to support accessibility to bus stops, if no service diversion occurs via the site.

There is no scope for pedestrian or cycle access to a Secondary School.

All land uses within Verwood are within a reasonable cycling distance of the site, including employment opportunities at the industrial parks and within the town centre.

Summary of distances to various day to day facilities - North West Verwood

Amenity	Name or location of facility	Northern Edge of Site (m)	Southern Edge of Site (m)	Desired and Preferred Maximum Walking distances
Pre School	Trinity Pre-school	320	530	600m desirable, 1km preferred maximum
First School	Trinity CofE First School	320	530	600m desirable, 1km preferred maximum
Secondary School	Ferndown Upper School	11500	11500	1.2km desirable, 2km preferred maximum
Secondary School	Queen Elizabeth's School, Wimborne	16100	16000	1.2km desirable, 2km preferred maximum
Bus Stop	Fire Station	550	330	400m desirable
Dentist	Forest Lodge Dental Practice	1080	1170	1km to 1.2km preferred maximum
General Practice	The Verwood Surgery	670	690	1km to 1.2km preferred maximum
Pharmacy	Lloyds Pharmacy	670	690	1km to 1.2km preferred maximum
Supermarket	One Stop Convenience[Tesco Express is just beyond this]	880	970	800m desirable, 1.2 preferred maximum
Town Centre	Ringwood Road / Manor Road	970	970	600m desirable, 1.2 preferred maximum

Note: Distances are measured from the potential site access and therefore actual distance to dwellings within the site would be higher. Distance is measured along the existing road network/ rights of way.

EAST DORSET HOUSING OPTIONS MASTERPLAN REPORT

Verwood South East

There are a number of difficulties with providing access to the north west of the site for vehicles, as follows:

- Lack of width available to provide for pedestrians/ cyclists and to maintain the public right of way.
- Need to maintain access to properties west of St Michael's Road (south of Howe Lane).
- Width of St Michael's Road south of Howe Lane.
- Possibility that Howe Lane between St Michael's Road and the roundabout is un-adopted highway (seeking confirmation from DCC). It is potted, unfinished and unsuitable for increased levels of traffic at present.
- Poor visibility south from St Michael's Road to Manor Road, which it would be difficult to improve to the boundary of the adjacent dwelling plot.
- Lack of footways on St Michael's Road (may also be un-adopted).

Primary vehicular access would therefore be preferable from Manor Road at a location just south of the existing public right of way between St Michael's Road and Manor Road and/or further south, just north of Oakleigh. Access should be possible in both locations, although as for the other sites, will need to be subject to more detailed assessment and design.

St Michael's Road would remain suitable for secondary or emergency access and for accommodating pedestrian and cycle movements east from the site towards the school.

Public transport access:

The closest bus stops are on the 36 and 37 Routes which stop on Manor Road (east of the site). These are approximately 300m from the north western part of the site and a similar distance from the south east of the site (near Oakleigh). In terms of distance to board or alight from public transport services, the site is therefore well located to take advantage of already available provisions.

The X4 bus stops (on Manor Road, just south of Newtown Road) are also within 400m of the south eastern part of the site.

There could potentially be scope to provide an additional pair of bus stops on Manor Road to further improve public transport accessibility to/ from the site. Nonetheless, without service improvements (frequency increases) the level of public transport accessibility could at best still only be considered reasonable, in spite of good accessibility to the bus stops. As a result, service enhancements will be sought in association with any development proposals.

Non-motorised access:

It would be important for linkages to be provided to the north west and east of the site, including good connections to/ extensions of footways on Manor Road and potentially improved (uncontrolled) crossing opportunities across the road.

If possible, a new uncontrolled pedestrian crossing should also be provided south of the site on Manor Road, to offer improved access to the southbound bus stops on the X4 route.

It would also be beneficial to improve conditions for walking along St Michael's Road and Howe Lane towards the town centre and towards the Verwood Church of England First School.

The table right summarises (in terms of distance) the accessibility of the site by foot to/from a range of land uses.

Pedestrian accessibility (in terms of distance) is good to:

- First School (via St Michael's Road and Howe Lane), Doctor's Surgery (Cranborne Practice) and Pharmacy.

The lack of footways on St Michael's Road and Howe Lane would reduce the inclusiveness and quality of these routes to some degree and whether there is any opportunity to improve this situation should be considered subject to ownership/ maintenance status/ arrangements and

weighing the benefits of improved surfacing against the possibility that the poor road surface encourages low usage of the road by vehicles (except for access) and low vehicle speeds.

Pedestrian accessibility to the following is reasonable (beyond desirable distance, but within maximum preferred distance):

- Nursery School.
- Morrison's Supermarket.
- Town centre.

If at all possible, DCC would like any development of the land south east of Verwood to incorporate improvements of the two existing tracks between Manor Road and St Michael's Lane (subject to ownership) and to provide good connections to and between these within the master plan where applicable.

The most recent cycle map available for Verwood shows the existing routes for cyclists in the vicinity of the site. There are a number in the vicinity of the site designated as recommended for cycling. These link to the town centre, where parking is available for cyclists, as well as to other destinations, such as the Ebblake Industrial Estate, subject to a few locations where cyclists must dismount.

The whole of Verwood is within a comfortable cycling distance of the site and the area is relatively flat, meaning that topography is unlikely to be a deterrent to cycling.

There are a number of bridleway and off-road cycle routes between Verwood and settlements south, such as Three-Legged Cross and West Moors. One of these travels via Margards Lane, west of the site. Manor Road itself is also a suggested route for cyclists towards West Moors.

As noted previously, DCC is currently considering options for improving the cycle network within and to/from Verwood, including along Manor Road.

Summary of distances to various day to day facilities - South East Verwood

Amenity	Name or location of facility	North Western Edge of Site (nr St Michael's Road) (m)	South Eastern Edge of Site, by Manor Road (m)	Desired
Pre School	Moonacre Montessori Nursery School	820	520	600m desirable, 1km preferred maximum
First School	Verwood Church of England	560	960	600m desirable, 1km preferred maximum
Secondary School	Ferndown Upper School	9900	9150	1.2km desirable, 2km preferred maximum
Secondary School	Queen Elizabeth's School, Wimborne	14500	13900	1.2km desirable, 2km preferred maximum
Bus Stop	Manor Road	300	150*	400m desirable
Dentist	Lakes Dental Practice	280	600	1km to 1.2km preferred maximum
General Practice	Cranborne Practice	600	280	1km to 1.2km preferred maximum
Pharmacy	Morrisons Pharmacy	900	1150	1km to 1.2km preferred maximum
Supermarket	Morrison's	900	1150	800m desirable, 1.2 preferred maximum
Town Centre	Ringwood Road / Manor Road	1150	1400	600m desirable, 1.2 preferred maximum

*Potterne Bridge Bus Stop

Verwood South West

Vehicular access:

There is only a short stretch of land from which to obtain access to the south western site, adjacent to Howe Lane. The bend of the road means that it may not be possible to achieve satisfactory visibility to the west (based on the existing speed limit and Manual for Streets standards). However DCC has indicated that there are no known safety issues in this area and that suitable access for a small number of dwellings should be achievable in this location. If necessary, opportunities for traffic calming measures to maintain vehicle speeds at or below 20mph might be considered on Howe Lane in vicinity of the potential development site and Verwood First School, in order to help secure safe access. DCC's Road Safety Officer confirms that there is no existing child safety issue in the vicinity of the Verwood First School.

Public transport access:

The closest bus stops are on the 36 and 37 Routes which stop on Burnbake Road (north of the site) approximately 850m (over twice the recommended maximum walking distance) from the site. Public transport accessibility to the site can therefore be considered to be poor and may make this the least favourable site for development in Verwood.

Non-motorised access:

The table (right) summarises the accessibility of the site to various day to day services and facilities on foot (in terms of distance).

The site would be well connected to existing footways and routes and provide good accessibility to the first school and reasonable accessibility to the Morrison's Supermarket.

Accessibility to other land uses on foot would be relatively poor.

A number of roads in Verwood in the vicinity of the site are designated as 'suggested for cycling'. These link to the town centre, where parking is available for cyclists, as well as to other destinations, such as the Ebblake Industrial Estate (subject to a few locations where cyclists must currently dismount).

The whole of Verwood is within a comfortable cycling distance of the site and the area is relatively flat, meaning that topography is unlikely to be a deterrent to cycling.

There are a number of bridleway and off-road cycle routes between Verwood and settlements south, such as Three-Legged Cross and West Moors. One of these travels via Margards Lane, west of the Site. Manor Road is a suggested route for cyclists towards West Moors.

Summary of distances to various day to day facilities - South West Verwood

Amenity	Name of Facility	Distance from Northern Boundary of Site (m)	Desired and Preferred Maximum walking distance
Pre School	Moonacre Montessori Nursery School	1290	600m desirable, 1km preferred maximum
First School	Verwood Church of England	110	600m desirable, 1km preferred maximum
Secondary School	Ferndown Upper School	10300	1.2km desirable, 2km preferred maximum
Secondary School	Queen Elizabeth's School, Wimborne	15200	1.2km desirable, 2km preferred maximum
Bus Stop	Burnbake Road	850	400m desirable
Dentist	Forest Lodge	1170	1km to 1.2km preferred maximum
General Practice	Cranborne Practice	1210	1km to 1.2km preferred maximum
Pharmacy	Morrison's Pharmacy	1000	1km to 1.2km preferred maximum
Supermarket	Morrison's	1000	800m desirable, 1.2 preferred maximum
Town Centre	Ringwood Road / Manor Road	1240	600m desirable, 1.2 preferred maximum