

TRAFFIC AND TRANSPORTATION - CONSTRUCTION PHASE MOVEMENTS

WRITTEN REPRESENTATION BY MALCOLM WILLIAM MAWBEY

REPRESENTATION NUMBER 518

1. Chapter 14 Section 14.4 Baseline Environment

1.1 In common with other rural areas the safety of those riding horses is not mentioned. Also whilst there may not be footpaths on some of the roads, pedestrians will still need to walk along the roads (perhaps to or from a bus stop) and cyclists will use the roads. The school run periods could present significant problems.

2. Construction Traffic on the A337 through Highcliffe

Sensitive Receptors

2.1 The number of sensitive receptors shown on Chapter 14, Figure 14.5 is incomplete. Starting from Junction C9 the following should be shown:

- Sports and Social Club Grounds;
- Hoburne Caravan Park;
- Highcliffe Golf Club;
- St Marks Church and graveyard;
- Highcliffe Medical Centre;
- Christchurch Day Centre;
- Rainbow Pre-school and nursery;
- Highcliffe Recreation Ground and Playground
- Highcliffe Shopping Centre (some 120 units)
- Highcliffe Methodist Church
- Additionally there are two blocks of apartments for the elderly on the A337

2.2 This list contains sites which should be categorised as High Sensitivity; only the playground is listed in Table 14.15 as having High Sensitivity.

3. Highcliffe District Centre

3.1 Appendix Table 4.5 gives the impression that the A337 is a wide road well-capable of coping with HGV traffic. This does not describe fairly the stretch of the A337 through the shopping centre. On-street parking restricts an already narrow road at the eastern end and in some parts there are narrow pavements between the shop frontages and the kerb.

3.2 The problem of traffic and congestion in Highcliffe is well-documented.

- “The A337 Lymington Road severs Highcliffe District Centre into two areas.”[1]
- “The route is heavily trafficked and can suffer congestion in the rush hours.” [1]
- “The Council objects to HGV traffic using the A337 through Highcliffe, the B3073 ‘Bargates’ or routes through residential areas. In a letter to Hampshire County Council on the 25th June

2007, Andy Shaw of Dorset County Highways requested that no minerals traffic from Hampshire should use the A337 through Highcliffe given the unsuitability of the route for HGV traffic. We would expect a similar commitment from Dorset County Council for sites allocated on this side of the border.” [2]

Impact Assessment

3.3 Below is an extract for the C14-C9 link from Table 14.24 (Traffic Link Screening).

LINK		2020 Base + Dev vehicles 18hr AAWT	% Change	2020 Base + Dev vehicles HGV only 18hr AAWT	% Change	Sensitivity of Road
C14-C9	A337 Lymington Rd	16,398	3%	535	48%	High

3.4 It is proposed in the CoCP that the HGV hours (except for abnormal loads) will be the same as the construction working times: Monday to Friday 0800-1800 and Saturday 0800 – 1300. The use of the 18hr AAWT rather than a shorter period results in the percentage changes being underestimated.

3.5 The ATC for Site 14 shows that less HGV movements occur on a Saturday than on a weekday. So again the use of the 18hr AAWT results in the percentage changes being significantly underestimated.

3.6 The proportion of the population in Highcliffe over retirement age is well above the national average and this affects their concerns when visiting the Lymington Road shopping centre. It is considered that shoppers feel threatened by the current level of traffic and particularly by HGVs.

3.7 A recent survey [3] of 669 Highcliffe residents showed the concern about traffic and HGVs. The analysis of their response to Questions 11 and 12 is reproduced below.

Q11. Do you find the traffic a problem when you are walking and shopping in Highcliffe ?

Table 11a. Response to Traffic

Frequency	Responses	Percentage
Always	259	39%
Sometimes	333	50%
Never	68	10%

Responses from residents support the view that they are concerned about the level of traffic and congestion - in particular crossing the road.

Q12. Are you concerned about the number of heavy goods vehicles passing through Highcliffe Shopping Centre?

Table 12a. Frequency of Perceived Concern of Residents regarding HGV Traffic

Frequency	Responses	Percentage
Always	457	68%
Sometimes	175	26%
Never	31	5%

Responses mention noise, fumes and speed and near accidents where the pavement is narrow.

3.7 The NBDL assessment ignores the observation made in the Core Strategy [1]: “There is pedestrian-vehicular conflict, which will require traffic calming and the provision of more frequent pedestrian crossings”.

3.8 Pedestrian Severance, Pedestrian Delay, Pedestrian Amenity, Fear and Intimidation all occur with the current levels of traffic so these would be inevitable with the 2020 Baseline plus development levels. The impact would be worse on a Saturday morning. No mitigation has been proposed by NBDL. The route is not suitable for an increase in HGV traffic.

4. Capacity of the A337 and A35 and A3060

4.1 In Appendix 14.1 Annex E the numbers listed as “Width Factor” are not consistent with the definition of the “Width Factor” given in TA 46/97. Also the width for the A337 has been taken as 6.6m but as has been mentioned the width of the road is reduced by on-street parking. It is noted [4] that the formula should not be relied upon for road widths less than 5.5m. It is suggested that the capacity calculations and this table should be reviewed and revised where necessary.

4.2 It is noted that the ATC results for Site 14 (Appendix 14.3) are used for the flow between Junctions C9 and D12 and D12 to D13. This ignores the flows from the A35: C2 to C9 (ATC Site 12) and also D2 to D12 (ATC Site 18). This grossly underestimates the flows west of C9 and will also affect the capacity estimates in Annex E of Appendix 14.1. In particular, it will be significant for the flow between D12 and D13. Also in Barrack Road, the A35 becomes a single carriageway thereby reducing its capacity; this is also a characteristic of a stretch of Castle Lane East (A3060) from the Iford Roundabout to where it becomes a dual carriageway to the junction (E11) with the A338.

4.3 No mention is made of the capacity of the roundabouts on the A35 which have a controlling influence on flows; the Stony Lane and Fountains Roundabouts are key features where congestion occurs frequently.

4.4 Some mention is made of other developments, which could take place in 2020, which may increase the number of concurrent movements, but there are others which have not been listed in Appendix 14.1 Para 7.2.6:

- The development of a 45Ha solar farm near Waterditch (Christchurch Borough Council Planning Application 8/14/0226 approved 29/8/2014);
- The extraction of Sand and Gravel from the Roeshot Hill Site (Hampshire Area);
- The extraction of Sand and Gravel from the Roeshot Hill Site (Dorset Area);
- The development of up to 900 homes at Roeshot Hill [1];

- The development of a food store, Bailey Drive Christchurch CBC Planning Application 8/12/0044;
- The development of a food store Meteor Retail Park, Christchurch CBC Planning Application 8/12/0464;
- Appeal pending for proposed food store CBC Planning Application 8/13/0366;
- Proposals for the Development of Christchurch Town Centre.

4.5 “The Council has previously responded to the Dorset, Bournemouth and Poole Mineral Site Allocations ‘issues and options’ document in December 2008 which raised concerns relating to the impact of heavy goods traffic along the A35 and particularly the impact on Stony Lane roundabout and Fountain Way and the junction with Ringwood Road. These routes are already heavily congested and pass private dwellings and shopping areas. Proposed access onto the A35 for the Roeshot minerals site (MSAD13) will cause an additional hazard to traffic, along a stretch of road which already experiences a high accident rate. Lorries travelling south and west to access sites across the southeast Dorset conurbation are likely to use routes which are unsuitable for HGVs. The A35 Route Management Study has identified improvements required to the A35 in relation to projected housing and commercial growth over the plan period to 2026. However, there is a serious lack of funding to deliver significant junction enhancements in the short and medium term and increased HGV traffic along the A35 will significantly worsen existing levels of congestion.” [2]

4.6 The statement above does not take into account the development of the food stores and solar farm.

4.7 It is considered that NBDL has not demonstrated that the capacity of the A337, A35 and A3060 would be adequate to carry the development traffic in 2020.

5. References

1. Christchurch and East Dorset Local Plan, Part 1 Core Strategy, April 2014
2. Bournemouth, Dorset and Poole Minerals Core Strategy Pre-Submission Draft (July 2012), Item No. 5, Christchurch Borough Council Community Services Committee Meeting, September 5th 2012.
3. Highcliffe District Shopping Centre: Resident’s Survey 2014, Highcliffe Centre Partnership, September 2014.
4. “Congestion Reference Flows”, DMRB TA 46/97 Volume 5 Section 1, Annex D, February 1997.