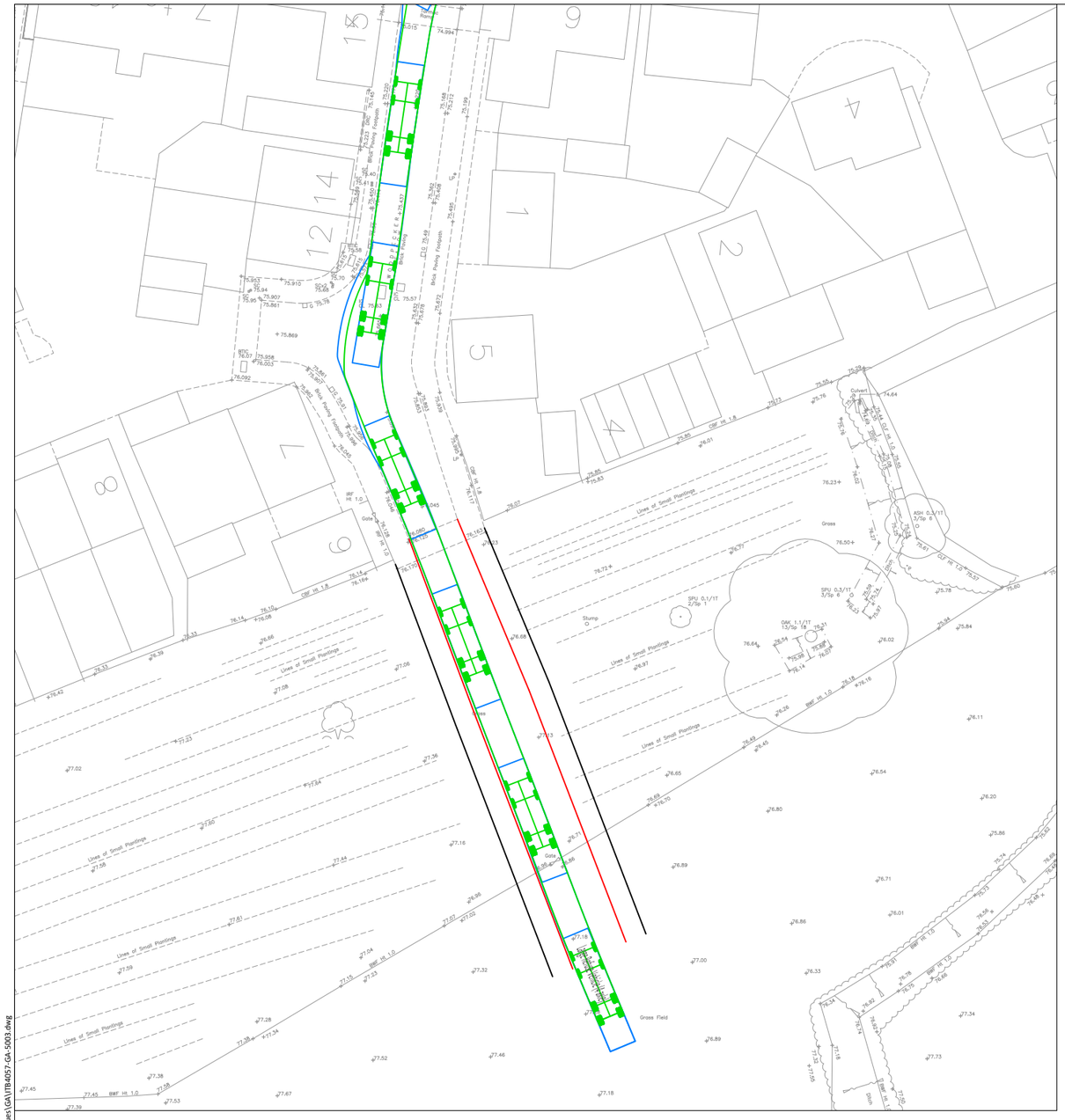




Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	11.330m

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SCALE BAR @ 1:500

0 5 10 25 50

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Tel: 01256 338640
Fax: 01256 338644

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR PLANNING

TITLE: PROPOSED SITE ACCESSS - EXTENSION OF WOODPECKER MEADOW - SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

PROJECT: GILLINGHAM STRATEGIC SITE ALLOCATION, NORTH DORSET

CLIENT: WELBECK STRATEGIC LAND LTD / CG FRY AND SON / TAYLOR WIMPEY

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FILE REF:	DRAWN:	DATE:
ITB4057	SH	01.03.17

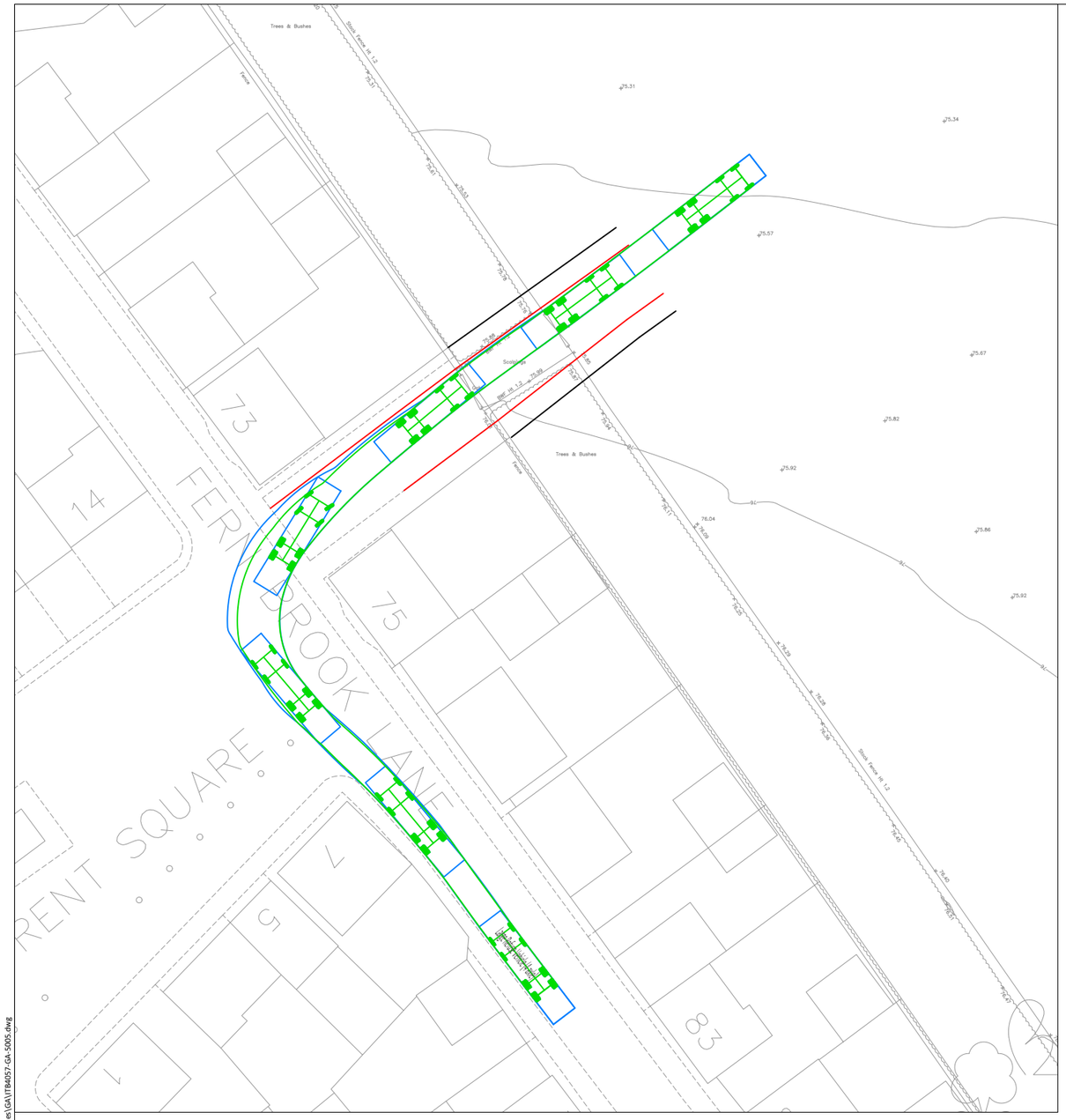
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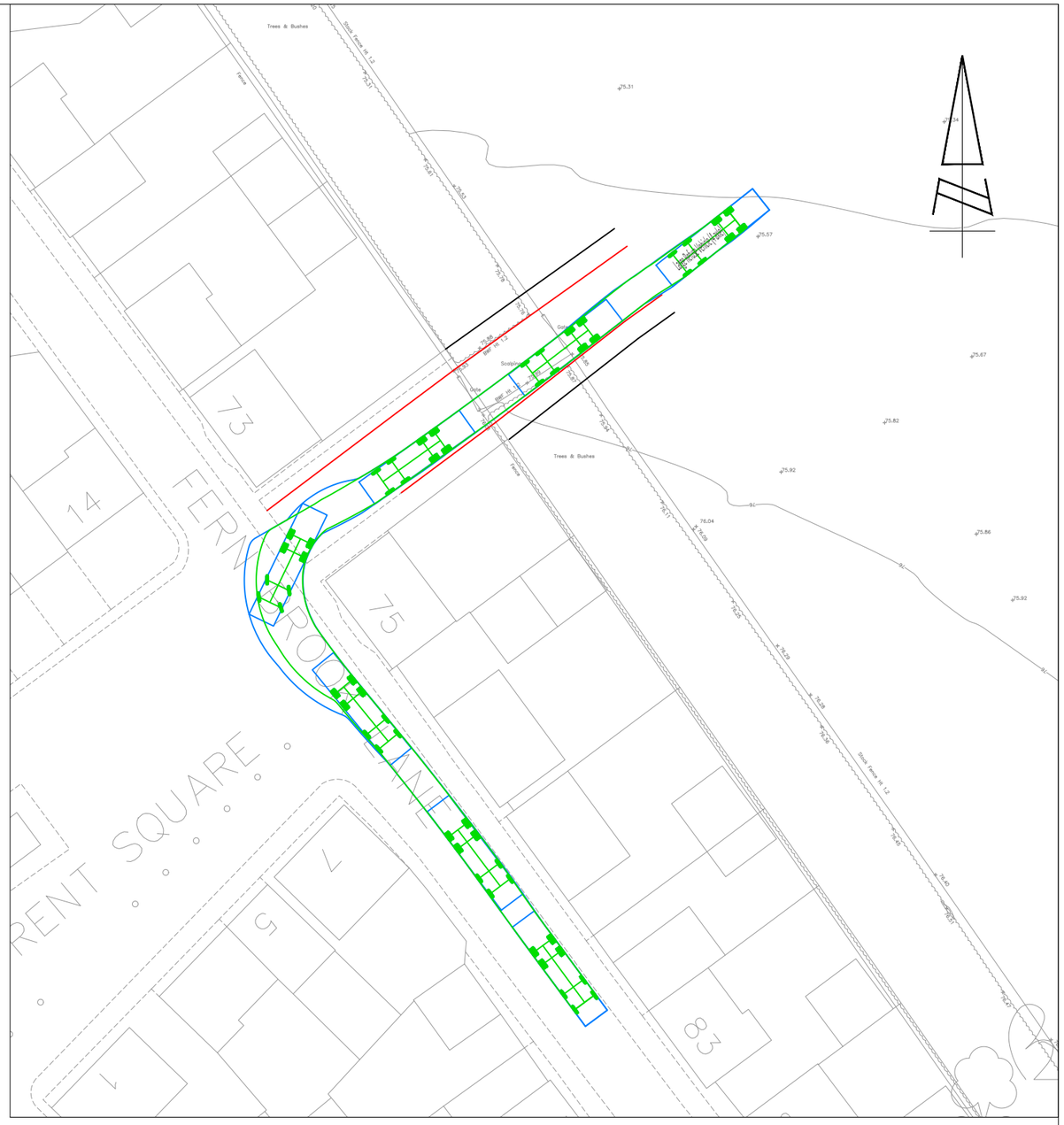
PROJECT No: ITB4076

REV:

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CALE WAY
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SCALE BAR @ 1:500

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR PLANNING

TITLE: PROPOSED SITE ACCESS ARRANGEMENTS (PARK FARM - EAST OF SHAFTESBURY ROAD) - EXTENSION OF EASTERN END OF TRENT SQUARE / FERN BROOK LANE - SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

PROJECT: GILLINGHAM STRATEGIC SITE ALLOCATION, NORTH DORSET

CLIENT: WELBECK STRATEGIC LAND LTD / CG FRY AND SON / TAYLOR WIMPEY

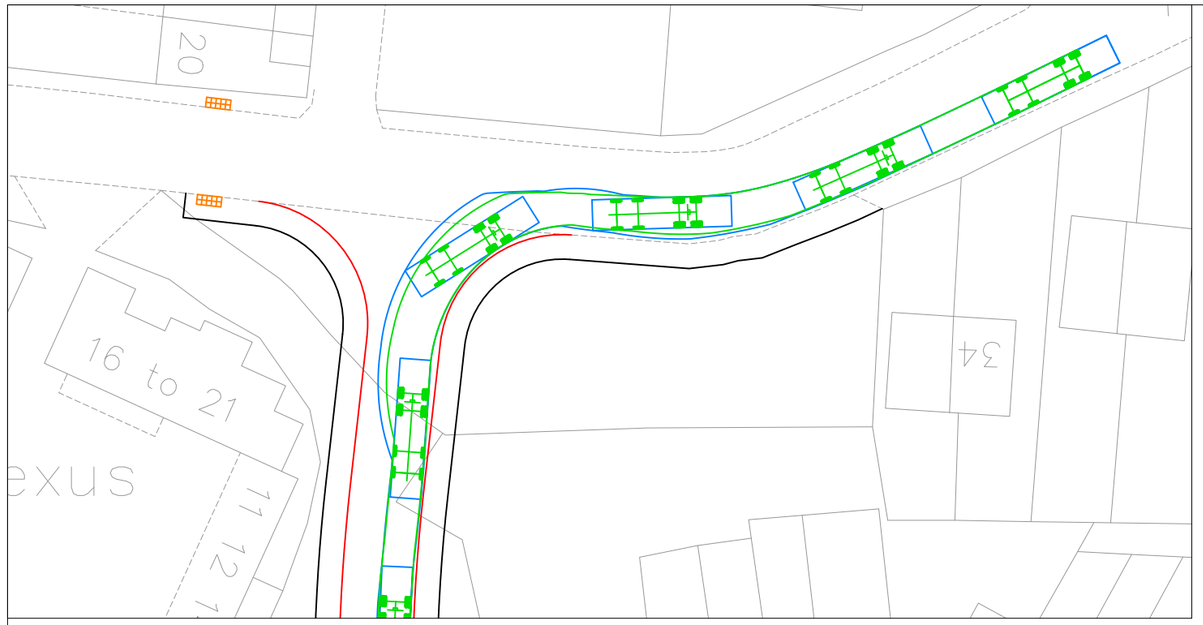
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ITB4057	SH	20.10.17

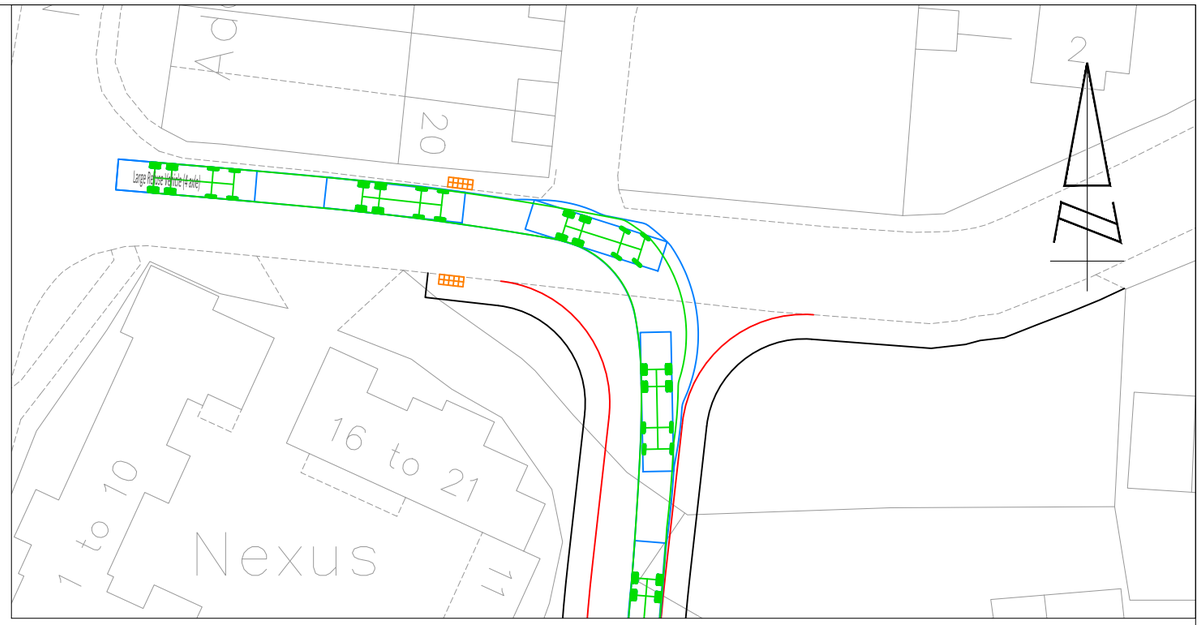
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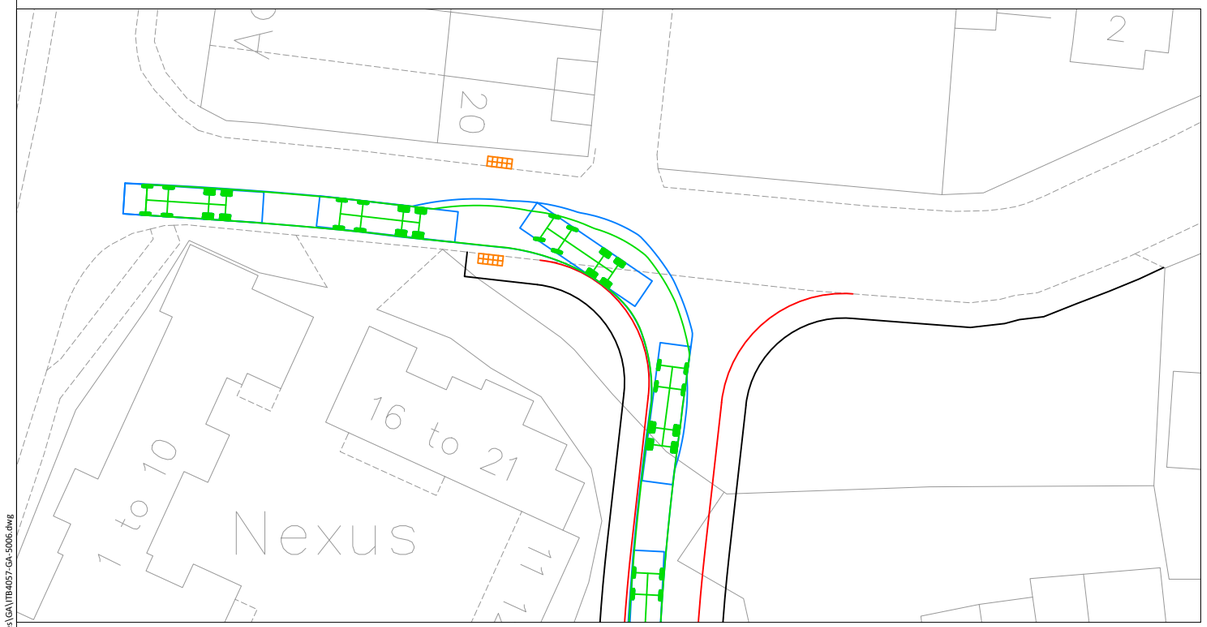
PROJECT No: ITB4076

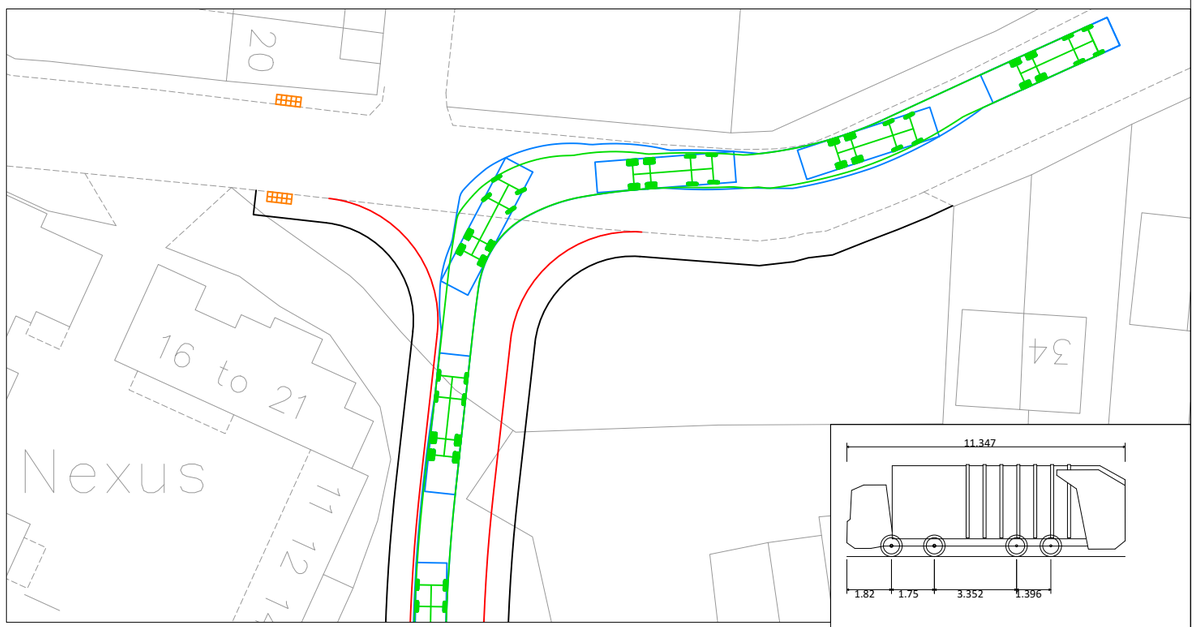
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Large Refuse Vehicle (4 axle)

Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	11.330m

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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR PLANNING

TITLE: PROPOSED SITE ACCESS ARRANGEMENTS (LODDON LAKES) - PRIORITY JUNCTION TO SOUTH OF ADDISON CLOSE - SWEPT PATH ANALYSIS - LARGE REFUSE VEHICLE

PROJECT: GILLINGHAM STRATEGIC SITE ALLOCATION, NORTH DORSET

CLIENT: WELBECK STRATEGIC LAND LTD / CG FRY AND SON / TAYLOR WIMPEY

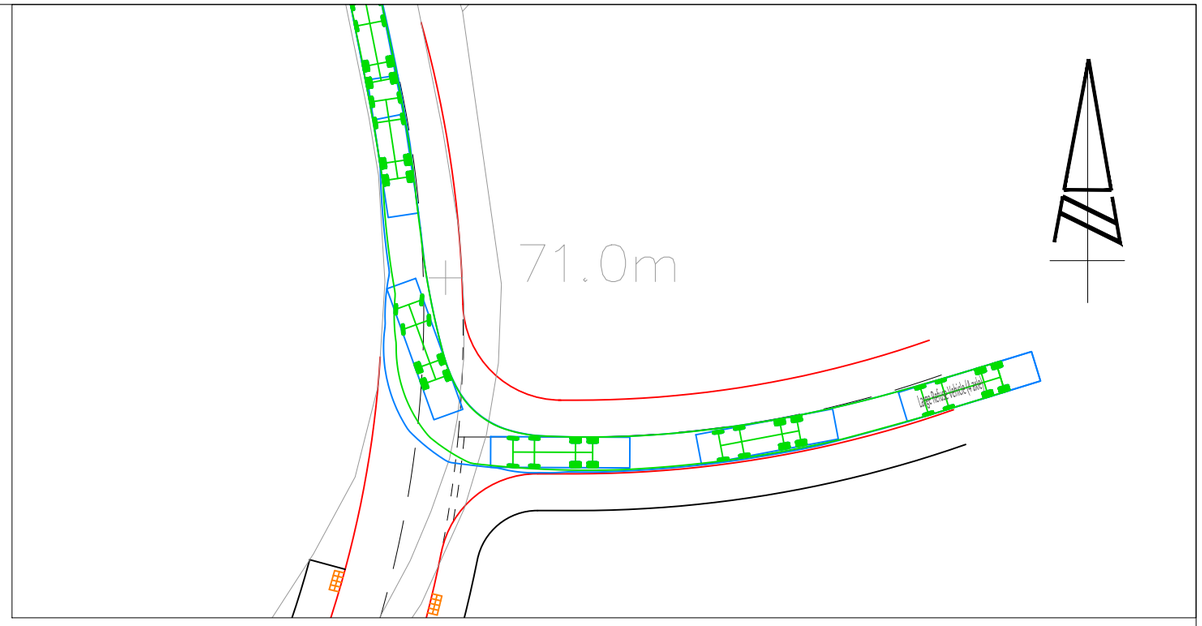
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ITB4057	SH	20.10.17

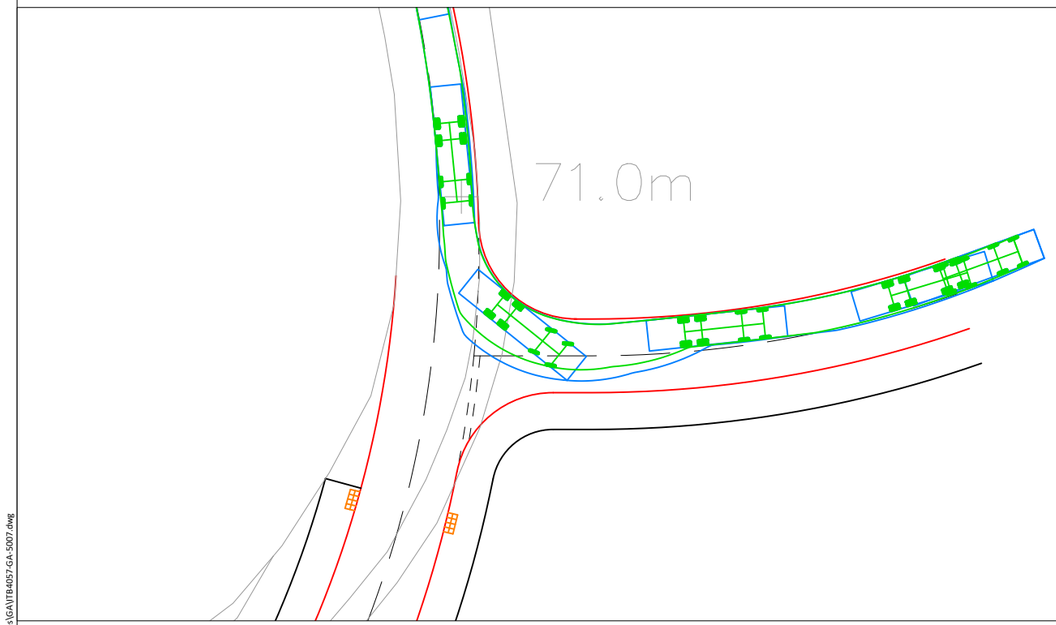
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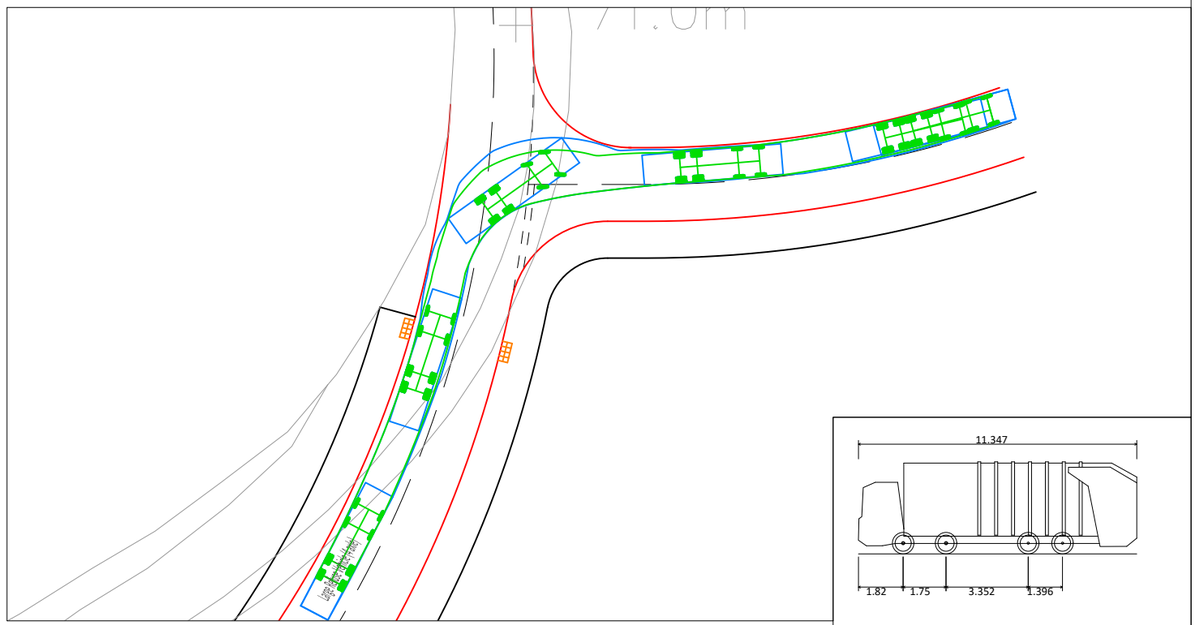
PROJECT No: ITB4076 REV:

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Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	6.00s
Wall to Wall Turning Radius	11.330m

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Basingstoke, Hampshire, RG24 8AG
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www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: POTENTIAL SITE ACCESS ARRANGEMENT - NEW ACCESS FROM THE B3092 NEW ROAD TO THE SOUTH OF LODDON LAKES

PROJECT: GILLINGHAM STRATEGIC SITE ALLOCATION, NORTH DORSET

CLIENT: WELBECK STRATEGIC LAND LTD / CG FRY AND SON / TAYLOR WIMPEY

SCALE @ A3:	CHECKED:	APPROVED:
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FILE REF:	DRAWN:	DATE:
ITB4057	SH	20.10.17

DRAWING No: ITB4057-GA-5007

PROJECT No: ITB4057 REV:

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APPENDIX Q **National Travel Survey Extract**

Department for Transport statistics
National Travel Survey

Table NTS0308
Average number of trips by trip length and main mode: England, 2016

	Percentage									
Main mode	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 to under 10 miles	10 to under 25 miles	25 to under 50 miles	50 to under 100 miles	100 miles and over	All lengths	Unweighted sample size
Private:										
Walk	80%	31%	4%	0%	-	0%	0%	0%	25%	58
Bicycle	1%	2%	2%	1%	1%	-	-	0%	2%	5
Car / van driver	11%	38%	52%	56%	57%	57%	48%	40%	41%	108
Car / van passenger	7%	21%	28%	26%	25%	26%	32%	35%	21%	58
Motorcycle	-	-	0%	1%	1%	-	-	-	0%	1
Other private transport[1]	-	1%	1%	1%	1%	1%	-	-	1%	2
Public:										
Bus in London	0%	2%	3%	2%	0%	-	0%	0%	2%	5
Other local bus	-	3%	7%	6%	3%	-	0%	0%	4%	11
Non-local bus	0%	-	-	-	-	-	-	-	0%	-
London Underground	-	-	1%	2%	3%	-	0%	0%	1%	2
Surface rail[2]	0%	-	1%	3%	8%	12%	15%	17%	2%	5
Taxi / minicab	-	1%	2%	1%	1%	-	-	-	1%	3
Other public transport[3]	-	-	0%	1%	-	-	0%	-	0%	1
All modes	100%	100%	100%	100%	100%	100%	100%	100%	100%	259

1 Mostly private hire bus (including school buses).

2 Surface rail includes London Overground.

3 Air, ferries, light rail and trams.

Telephone: 020 7944 3097
Email: national.travelsurvey@dft.gsi.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 8 September 2016
Next update: Summer 2017

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information.
Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England
The survey results are subject to sampling error.

APPENDIX R **Non-Motorised User Audit**

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Hampshire
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TECHNICAL NOTE

Project No:	**ITB4057**
Project Title:	**Gillingham Strategic Site Allocation, North Dorset**
Title:	**Non-Motorised User Audit**
Ref:	**BT/EF/ITB4057-204 TN**
Date:	**25 October 2017**

SECTION 1 INTRODUCTION

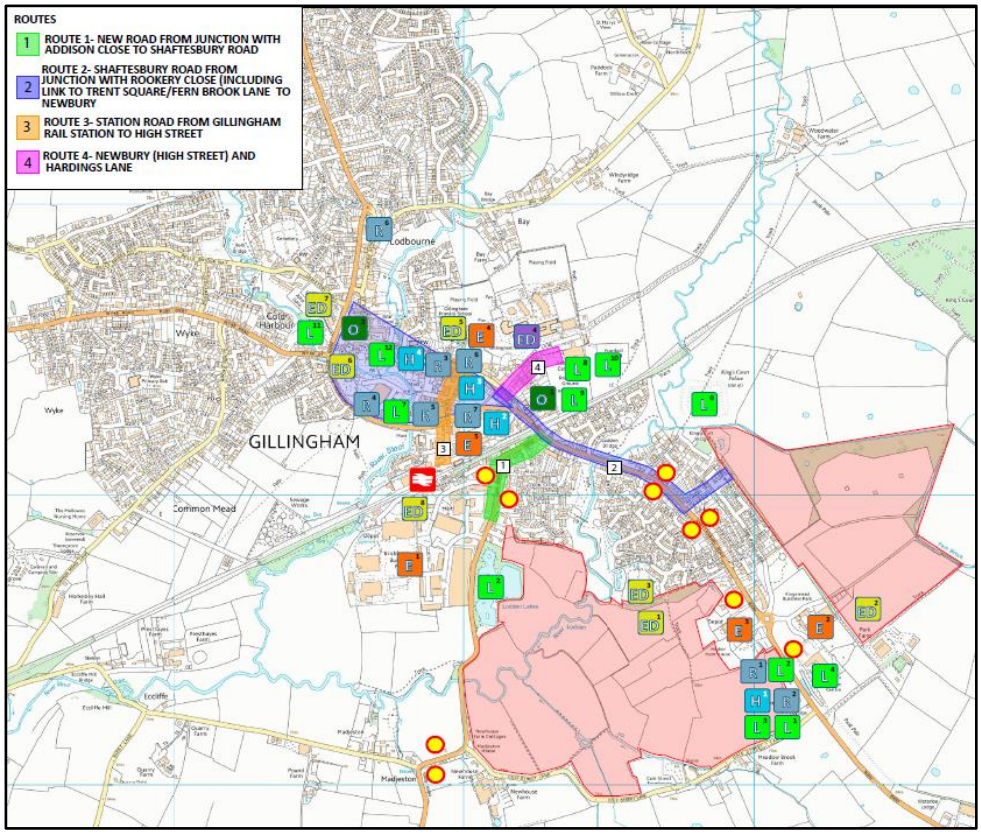
1.1 Introduction

1.1.1 This Technical Note comprises a Non- Motorised User Audit of the main routes future residents of the development are likely to use to access Gillingham town centre and other key local facilities and services. The routes are as follows:

- **Route 1** – New Road from junction with Addison Close to Shaftesbury Road;
- **Route 2** – Shaftesbury Road from junction with Rookery Close (including link to Trent Square/Fern Brook Lane) to the junction with Newbury (High Street);
- **Route 3** – Station Road from Gillingham Rail Station to junction with High Street; and
- **Route 4**- Newbury (High Street) and Harding's Lane.

1.1.2 The routes and site location are shown on **Figure 1** (extract of which is at **Image 1.1**).

Image 1.1 – Location of Audited Routes (Extract of Figure 1)



1.1.3 This audit is based on site visits undertaken in March and September 2017.

1.1.4 The audit has been undertaken with reference to the five core principles, common to both pedestrians and cyclists, identified within the Department for Transport (DfT) Local Transport Note (LTN) 1/04 *'Policy, Planning and Design for Walking and Cycling'* (2004), and the Chartered Institute of Highways and Transportation (CIHT) *'Designing for Walking'* (March 2015) guidance. These principles are:

- **Convenience** – Networks should allow people to go where they want, as directly and with as little delay as possible, and with appropriate signage;

- **Accessibility** – Pedestrian and cycling routes should form a network linking trip origins and key destinations including public transport access points. There should be proper provision for crossing busy roads and other barriers. The needs of people with various types and degrees of disability should be taken into account;

- **Safety** – Infrastructure must be safe, and be perceived to be safe. Maintenance plays an important part – surface defects should not be allowed to develop to the extent that they become a hazard and vegetation should be regularly cut back to preserve available width and sight lines;

- **Comfort** – Infrastructure should meet design standards for width, gradient, and surface quality etc., and cater for all types of user, including children and disabled people as appropriate. Dropped kerbs are particularly beneficial to users of wheelchairs, pushchairs and cycles, and tactile paving needs to be provided to assist visually impaired people; and

- **Attractiveness** – the walking and cycling environment should be attractive, interesting and free from litter and broken glass.

1.1.5 The remainder of this Technical Note presents the audit for each four routes. Recommendations arising from the audit are summarised at the end of each route appraisal.

SECTION 2 ROUTE AUDIT

Route 1: New Road from junction with Addison Close to Shaftesbury Road	
Description of Route	1. Head North on New Road from the junction with Addison Close (Image 2.1). 2. Follow the eastern footway for approximately 120m until you reach New Road (access to properties only) junction. 3. Cross over this junction and continue on the footway past the residential properties till you reach Prospect Close (Image 2.4). 4. Cross over this junction and continue east till you reach Shaftsbury Road 5. Use the pedestrian crossing to cross to the northern side and continue your route into the town centre *Distance: Circa 350m*
Convenience	There are existing footways provided along the entire route which vary in width between 1.0m and 1.8m. However, for the majority of the route the width is suitable for two pedestrians to pass one another. A parking bay separates the traffic from the footway between Addison Close and New Road (access to properties only) junction (Image 2.2).
Accessibility	Dropped kerbs are provided on New Road (access to properties only) junction (image 2.3) but none are provided on Prospect Close. There is no tactile paving provided on either of these junctions.
Safety	This route is safe with footways in good condition with smooth, hard surfaces which are suitable for walking. The road is street lit, overlooked by residential properties and subject to 30mph speed limit.
Comfort	Footways along the route vary in width from 1.0m to 1.8m. Dropped kerbs are provided on New Road (access to properties only) but are absent from Prospect Close. There is an absence of tactile paving from both these crossing points.
Attractiveness	The nature of the route is pleasant and is well overlooked by neighbouring properties. The footways are well maintained. New Road provides access from Shaftesbury Road to Brickfields Business Park and therefore traffic flows are currently circa 600 two-way movements during the peak periods.

Image 2.1: Footway Provision on New Road



Image 2.2: Parking Bay separating footway from carriageway



Image 2.3: New Road (access to properties only) Junction



Image 2.4: New Road



2.1.1 In summary, Route 1 satisfies the five core principles of walking routes. The route is generally accessible with footways provided for the entirety of its length. The footways are suitable width with smooth, hard surfaces suitable for walking and provide comfort for pedestrians.

Route 1 - Recommendations

2.1.2 In order to improve the accessibility of route for wheelchair and pushchair users as well as partially sighted users along the route the following improvements are presented on the i-Transport drawings in Appendix A and are summarised as follows:

- Dropped kerbs and tactile paving at the minor road junction with New Road;
- The provision of a dropped kerb crossing with tactile paving at minor road junction with Prospect Close;
- A dropped kerb crossing with tactile paving, west of the site access on Addison Close;
- A dropped kerb crossing on New Road, north of Addison Close;
- A dropped kerb crossing on New Road to the north of Brickfield Lane; and
- Dropped kerbs and tactile paving at the minor road junction with Brickfield Lane.

Route 2: Shaftesbury Road from junction with Rookery Close (including link to Trent Square/Fern Brook Lane) to the junction with Newbury (High Street)	
Description of Route	1. Head west from the site across Trent Square using the pedestrian footways provided; 2. Use the shared surface to connect onto Rookery Close and then follow the footways to link with the Shaftesbury Road junction (Image 2.5); 3. At Rookery Close junction (Image 2.6) use the formal pedestrian crossing and cross to the southern footway on Shaftesbury Road; 4. Continue on this footway until you reach the junction with Bridge Close; 5. Cross Bridge Close and continue journey until you reach the junction with New Road; 6. Use the formal pedestrian crossing to cross New Road; 7. Use the pedestrian crossing to cross to the northern side of Shaftesbury Road; (Image 2.8) 8. Continue on this footway until you reach the junction with Newbury (Image 2.9); and 9. Proceed along Newbury into the town centre. *Distance: Circa 850m*
Convenience	Trent Square/ the link to Rookery Close primarily operates as a shared surface but there are some footway/margins. There is an absence of dropped kerbs and tactile paving on the connection to Rookery Close. Rookery Close has 1.8m wide footways on both sides of the carriageway. There are existing footways provided along the western side of the Shaftesbury Road. Alternatively, a footway is provided on the eastern side and ends on approach to Kingscourt Road. This footway recommences east of Kings John Road and continues to the town centre.
Accessibility	Current dropped kerbs are provided along the route however there is an absence of tactile paving at Bridge Close. There is also the absence of dropped kerbs and tactile paving on the connection to Rookery Close. The remainder of the route benefits from suitable pedestrian crossing facilities including the Puffin crossings at the Rockery Close, Kings John Road and the New Road junction. There is a pedestrian refuse island located on Shaftesbury Road approximately 50m south of the junction with the B3092 New Road.
Safety	This route is overlooked for the majority of the route by residential properties as well as street lighting being provided along its entirety.
Comfort	Footways are provided along the extent of the route (Image 2.7). The footways generally vary between 1.2m and 2.0m in width. In some areas vegetation from the adjacent residential properties reduce the effective width of the footpath. The vegetation could be cut back to increase the width of the footway.
Attractiveness	The nature of this route is pleasant, following Shaftesbury Road which is overlooked by neighbouring properties and is street lit. Shaftesbury Road is currently carries circa 1,000 two-way flows during the peak hours therefore there is some traffic noise along this route during peak hours. Outside of the peak hours, traffic flows and noise are significantly lower.

Image 2.5: Connection from Trent Square to Rookery Close



Image 2.6: Rockery Close junction

