Buro Happold

Dorset County Council

Weymouth & Portland Transport Study 2008-2010

West Dorset Transport Study 2008-2010

North and north East Dorset Transport Study 2008-2010

Studies Overview

(Draft – v.7)

Buro Happold for Dorset County Council

Revision	Description	Date
03	Studies Overview	05/2011
04	Studies Overview	06/2011
05	Studies Overview	08/2011
06	Studies Overview	08/2011
07	Studies Overview	10/2011

Contents

1 Introduction

This document is an overview of the Dorset Transport Studies 2008-2010 written by Buro Happold. It is effectively a bridging document from the Transport Studies to Local Transport Plan 3 and shows how the final input into Local Transport Plan 3 was derived from the output of the Transport Studies

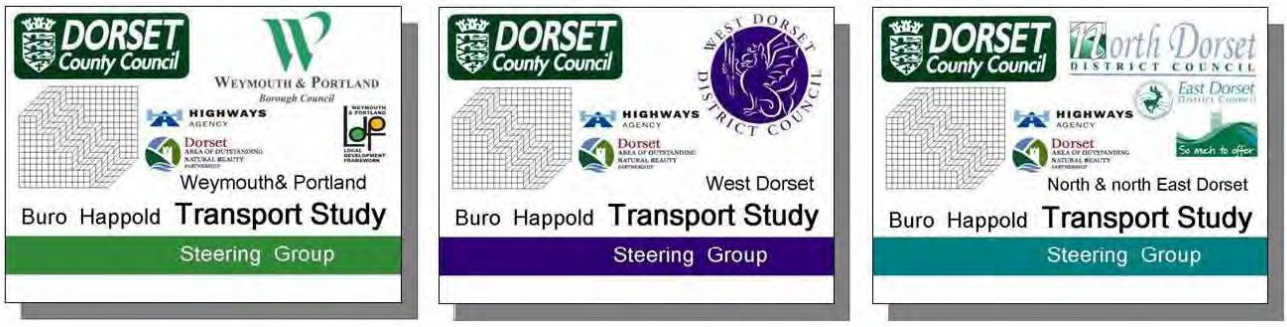
1.1

Dorset County Council in its capacity of local highway and transportation authority has been supporting Dorset's local planning authorities with highways and transportation advice in the transition from land use planning through the former Local Plans, into the spatial planning era of Local Development Frameworks (LDF) process introduced by the Planning Act 2004, and now beyond into the emerging Localism era of planning introduced in 2010. This support has been focused through a series of Transport Studies that include three studies undertaken by Buro Happold commissioned by the County Council and overseen by a Steering Group that drew representation from various County Council disciplines, partner District and Borough local planning authorities, the Highways Agency, Cranborne Chase and West Wiltshire Downs Area Of Natural Beauty, Dorset Area Of Natural Beauty and Dorset Association of Parish and Town Councils.

1.2

The three Buro Happold Transport Studies were:

- The Weymouth & Portland Transport Study (W&PTS) 2008 – 2010
- The West Dorset Transport Study (WTS) 2008 – 2010
- The North and north East Dorset Transport Study (N&nETS) 2008 – 2010



1.3

The three Studies provided Transportation Evidence into the respective LDF processes of East, North and West Dorset District and Weymouth & Portland Borough Councils up to the point of interjections into the planning process by the Coalition Government after the General Election of 6th May 2010. They refer to the Regional Spatial Strategy (RSS) for the South West planned for revocation by Government in July 2010 and to infrastructure proposals and aspirations that in the light of Government curbing of Public Sector finances in October 2010 appear undeliverable within the plan periods of the respective Local Development Frameworks (or any more locally orientated, replacement, processes).

1.4

The Three Studies were also, from the outset, intended to inform the preparation of the third Bournemouth, Poole and Dorset Local Transport Plan (LTP3 2011-2026). There was a statutory requirement for three Local Authorities of Bournemouth Borough Council, The Borough of Poole and Dorset County Council to produce their LTP3 by end March 2011.

1.5

The original intention was that the Studies would bring forward a structured process that first examined existing network conditions, subsequently assessed implications of loading on that network by (RSS) proposed development and then suggest area strategies and implementation schemes to mitigate the effects of that proposed development for incorporation into the respective LDFs. These strategies were then also intended for inclusion within LTP3 with appropriate policy support. Changes of approach introduced by the Coalition Government post May 2010 combined with the delayed emergence of the Study partner's LDF process has meant that by the start of 2011 all strategy and implementation proposals originating from the three Studies have been collectively brought together in the Bournemouth, Poole and Dorset LTP3 2011 – 2026.

1.6

The assimilation of the three transport Studies into the LTP3 drafting process was made through two transitional documents - a spatial portrait document and draft strategy/implementation document.

1.7

The transitional documents are included in this document as Appendices C and D respectively:

- C: Transport in the Rural Character Areas of Dorset (Draft – TiRCAD v.13a 2011 0106)
- D: Dorset Local Rural Character Area Transport Strategies (Draft – v.3 2011 0106)
  Dorset Local Rural Character Area Transport Strategies (Draft – v.4 2011 0210)
  Dorset Local Rural Character Area Transport Strategies (Draft – v.5 2011 0210)

1.8

To assist research between the original evidence provided by the three studies and these transitional draft documents a cross referencing matrix has been included in this document as Appendix E.

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2 Study Areas

Weymouth and Portland Study Area

2.1

The focus of the Weymouth & Portland study is the Borough of Weymouth and Portland. The study area has been extended outside of the Borough boundary to include Dorchester and Chickerell (both in West Dorset) as development in these areas is intrinsically linked to trip making behaviour in Weymouth and Portland. The study area is shown Figure 2-1.

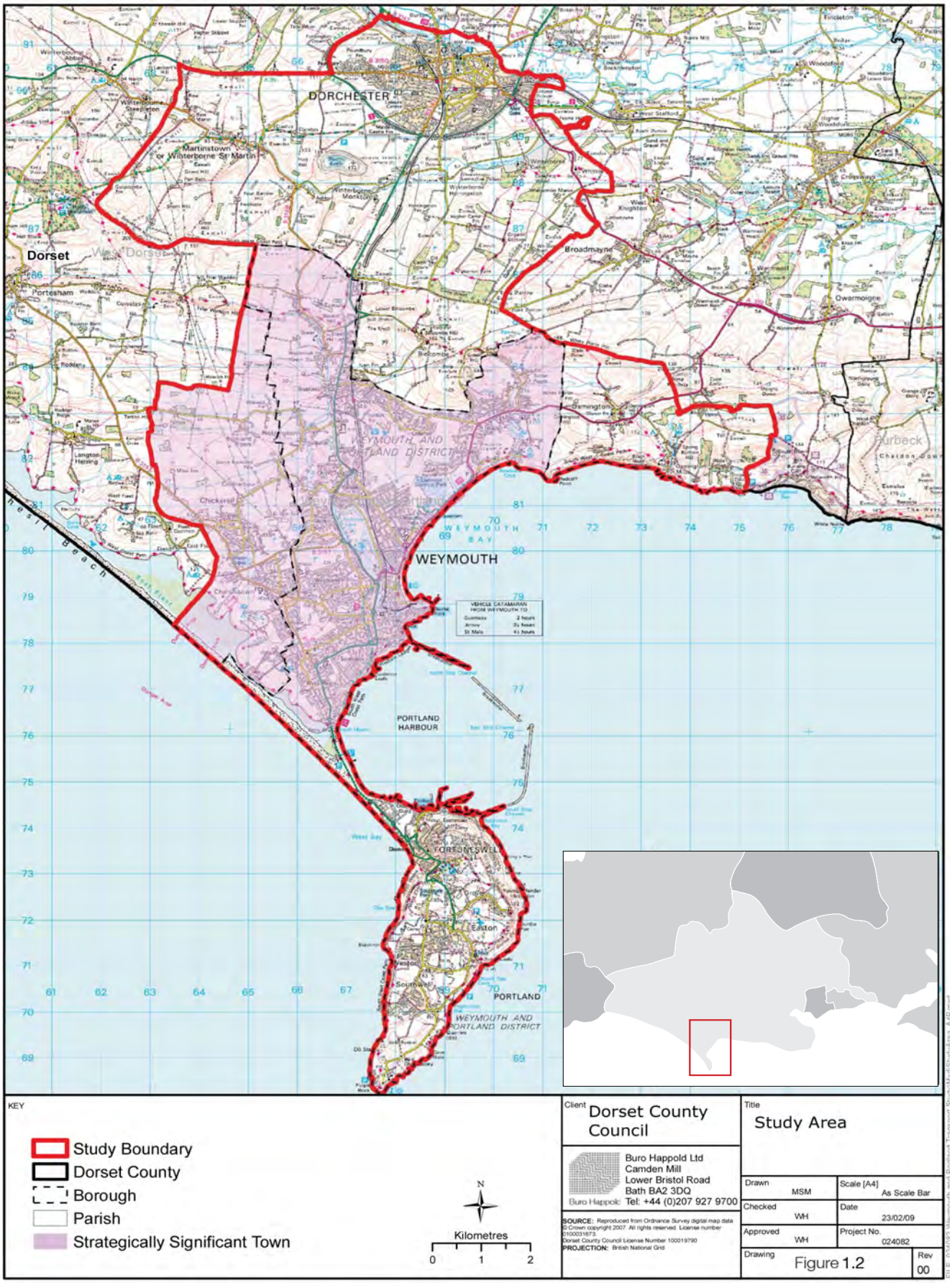

Figure 2-1 *Weymouth & Portland Study Area*

West Dorset Study Area

2.2

The focus of the West Dorset study is the area covered by West Dorset District Council. In addition the transport network in Weymouth and Yeovil are described. Although both these towns are outside of West Dorset, they have an impact on travel patterns in the study area. The study area is shown Figure 2-2.

Figure 2-2 *West Dorset Study Area*

North and north East Dorset Study Area

2.3

The study area for North and North East Dorset includes the whole of North Dorset and the northern part of East Dorset, excluding Wimborne Minster, Colehill, Corfe Mullen, Verwood, West Moors and Ferndown.

Figure 2-3 *North and north East Dorset Study Area*

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3 Modelling and Base Data

Basics of a SATURN Traffic Model

A SATURN model requires three main components:

- *A network (containing roads, known as links, and areas of the study area called zones)*
- *An origin and destination table*
- *Observed data which can be used to improve the traffic flows that the SATURN model constructs from the network and origin and destination table.*

The strategic modelling of all three studies used highway peak hour models. The highway AM peak hour being 08:00 - 09:00 and the PM peak being 17:00 - 18:00.

Weymouth and Portland Model

3.1

The Weymouth and Portland strategy used the Department for Transport approved Weymouth Relief Road SATURN model. This was used to model key link movements. It was recognised that the model had irregularities within the town centre. Therefore town centre flows were noted but not analysed.

3.2

Full details of the model, its development and the data used can be found in the following reports contained in Appendix F:

- Weymouth and Portland Transport Study Transport Modelling Report
- Weymouth and Portland Transport Study Emerging Transport Strategy

3.3

A key aim of the base modelling work for all three studies was to achieve data that had the confidence of both the County Council as local highway authority and that of the Highways Agency.

To achieve this Buro Happold met with/engaged the Highways Agency during the study period; the Highways Agency were also stakeholders on the Steering Groups. Cross border working was also undertaken during May 2009 in respect of the Dorset/Somerset border area with the intent of bringing Somerset's and Buro Happold's model of the Yeovil area into alignment.

The intersections and connections between the county highway network and the trunk road network reflected observed traffic conditions in 2008.

West Dorset and North and north East Dorset Model

3.4

The studies for West and North and north East Dorset used a traffic model developed specifically for the studies. At an early stage in the development of the Transport Strategy it was recognised by the stakeholder group that the rural nature of the road network in Dorset means that it is important to understand the impact of development on the highway links. To achieve this, a 'coarse' traffic model was developed using SATURN. The model's sole purpose was to inform the study and provide a comparison of the traffic flow on the various roads in and around the study area for the various scenarios. The SATURN traffic model does therefore not consider the impact of the additional traffic flow on individual junctions (it is known as a 'buffer' network model).

3.5

The model area is shown in Figure 3.1. The inset demonstrates the area covered by the Weymouth & Portland model The modelled area consists of the geographic area within the boundary of Dorset, including Bridport, Poole and Bournemouth, but also including Yeovil (within Somerset), Salisbury (within Wiltshire), Ringwood (within Hampshire) and the A303. The model drew on traffic data (counts) from:

- Highways Agency / Traffic Flow Data System (TRADS)
- Dorset County Council
- Somerset County Council
- Wiltshire County Council
- Devon County Council

The data was manipulated to reflect a modelled base year of 2008.

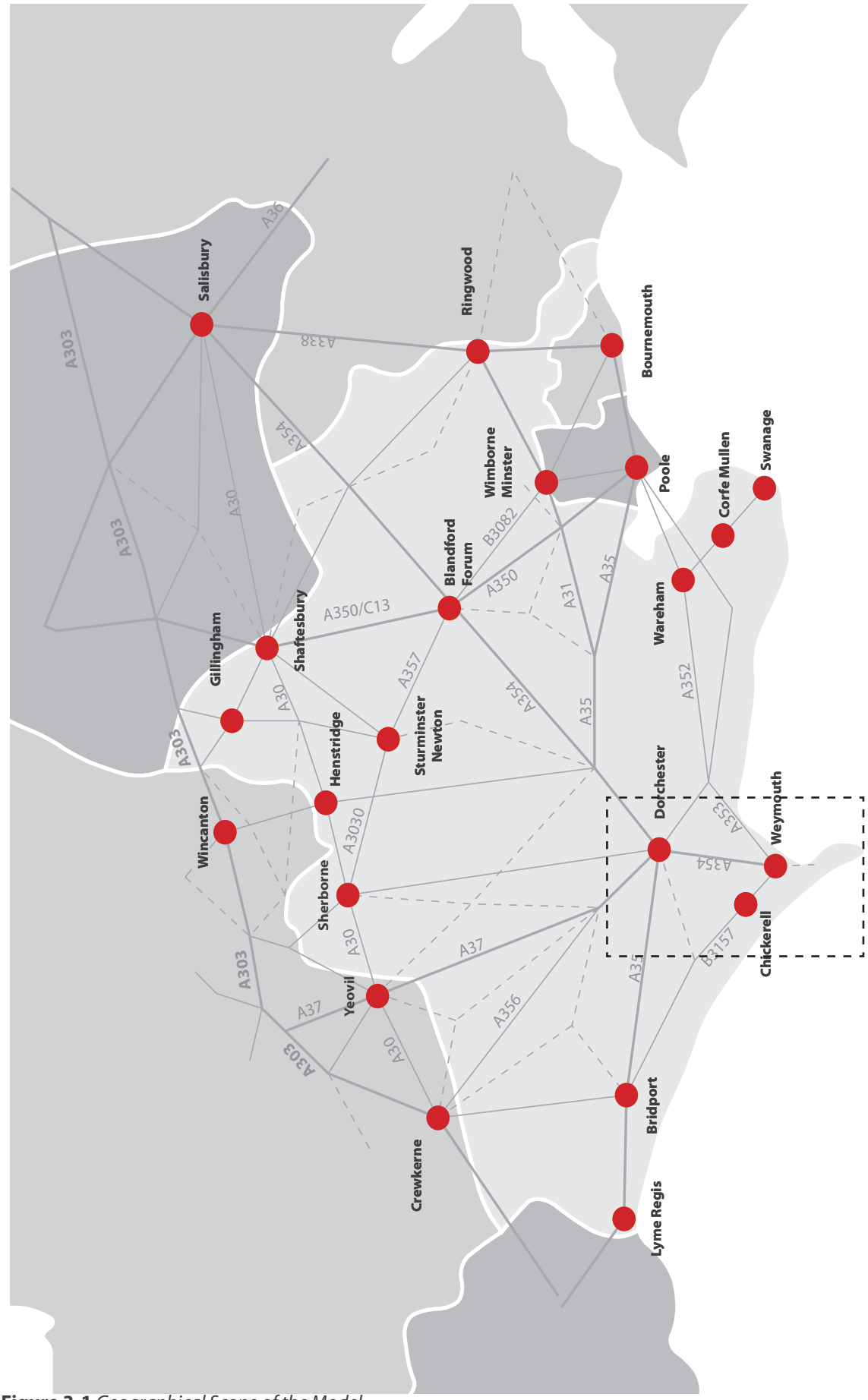

Figure 3-1 *Geographical Scope of the Model*

3.6

Full details of the model, its development and the data used can be found in the following reports contained in Appendix F:

- North and north East Dorset Existing Conditions Report
- North and north East Dorset Transport Modelling Report
- North and north East Dorset Emerging Transport Strategy
- West Dorset Existing Conditions Report
- West Dorset Transport Modelling Report
- West Dorset Emerging Transport Strategy

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4 Existing Network Conditions

Neutral months *are months where travel patterns and traffic conditions are closest to the average. This is important when conducting traffic modelling because surveys undertaken outside neutral months (non-neutral) are generally unrepresentative of average travel patterns and will affect the accuracy of a model. For example, data collection in July and August would be affected by the school holidays, while December would be affected by Christmas. Generally, data is collected in neutral months such as February and November.*

Pinch Point Capacity *The Technical Capacity, that is the vehicle carrying capacity (also referred to as design capacity) of the various roads in the study area, has been established to reflect the rural nature of the road. An assessment of the impact of the hills and bends has provided an indication of the road capacity on the poorest section of each road (referred to as the 'pinch point'). For example, the A350 has a maximum hourly vehicular throughput of 1,296 vehicles but a minimum 'pinch point' capacity of 468 vehicles.*

Ratio of Flow to Capacity (RFCs) *is the relationship between the predicted volume of traffic travelling along a link and the theoretical capacity of a link (amount of road space available). A road can be deemed uncongested if the RFC is under 90% and if the RFC exceeds 100% delays are likely and the road is deemed to be congested.*

Trunk Roads *are all nationally important strategic roads and are managed by the Highways Agency on behalf of the Sectary of State for Transport. The strategic road network consists of motorways and major A roads; other roads in England are managed by local authorities. The Trunk Road network carries a third of all road traffic in England and two thirds of all heavy freight traffic.*

4.1

It is important that the existing travel patterns and transport network are understood to enable consideration of the impact of development. The existing situation, for the purpose of the assessment, was taken in 2008 with the morning peak period assessed as the busiest period. A number of factors, some unique to Dorset, influence patterns of travel and these are considered here.

It should be noted the 2008 traffic modelling reflects a highway network prior to the completion of the Weymouth Relief Road and the implementation of the Weymouth Transport Package

4.2

The amount of self containment, that is the level to which people stay within a local area, a town for example, to undertake most of their activities (work and live being the key ones), will influence the number of trips made between key towns. As can be seen on Figure 4-1, Chickerell has a strong relationship with West Dorset; the towns in West Dorset are generally fairly well self contained either within the town or within the District. Similarly North Dorset Towns are fairly well self contained either within the town or within the District.

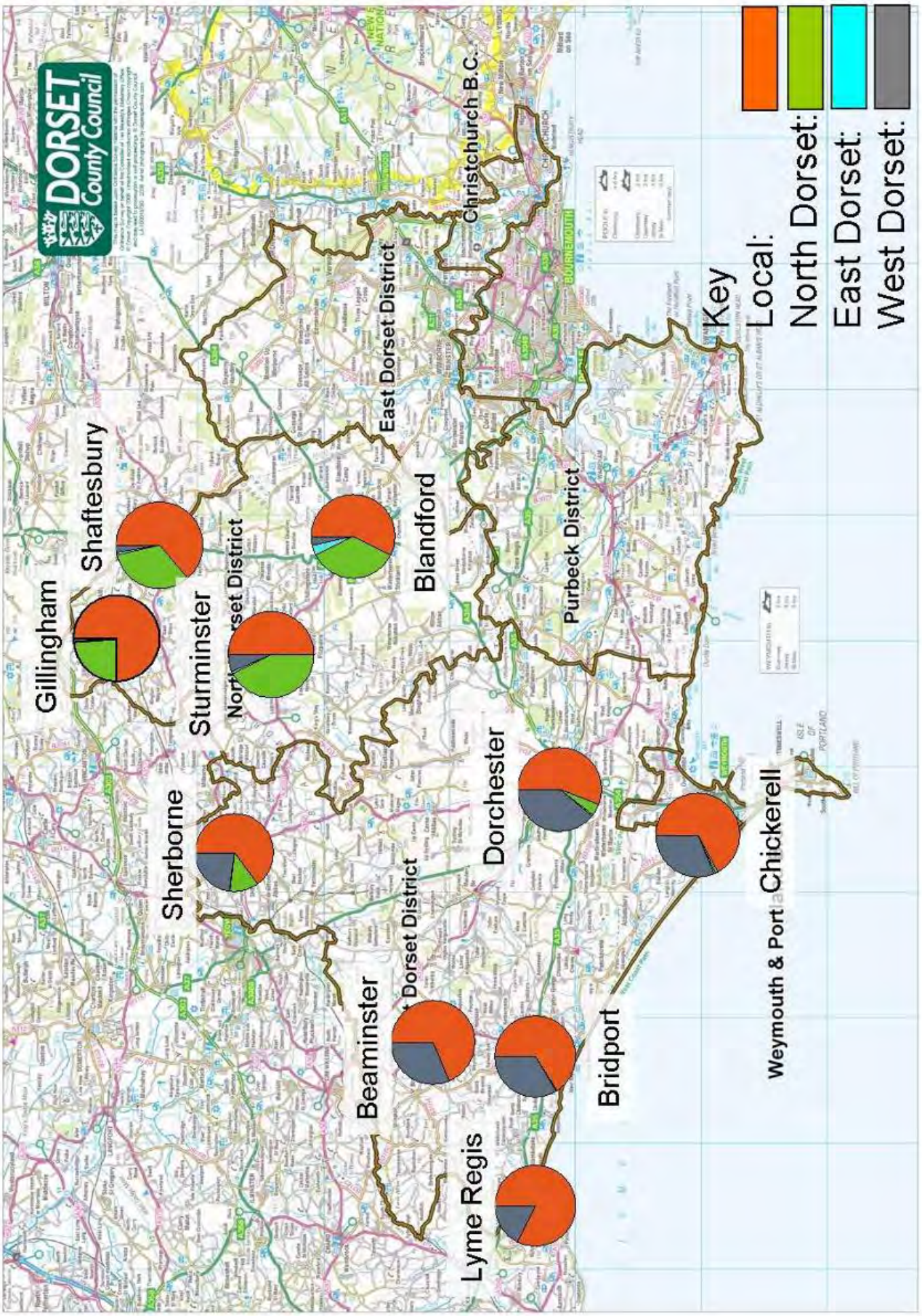


Figure 4-1 *Main Origins & destinations of key towns*

4.3

Heavy Goods Vehicle (HGV) routes impact on the capacity of roads. The main HGV routes are shown on Figures 4-2 through to 4-4. HGVs, due to their size and slower speeds, reduce the capacity of single carriageway roads but their movements are essential to the function of the Dorset economy.

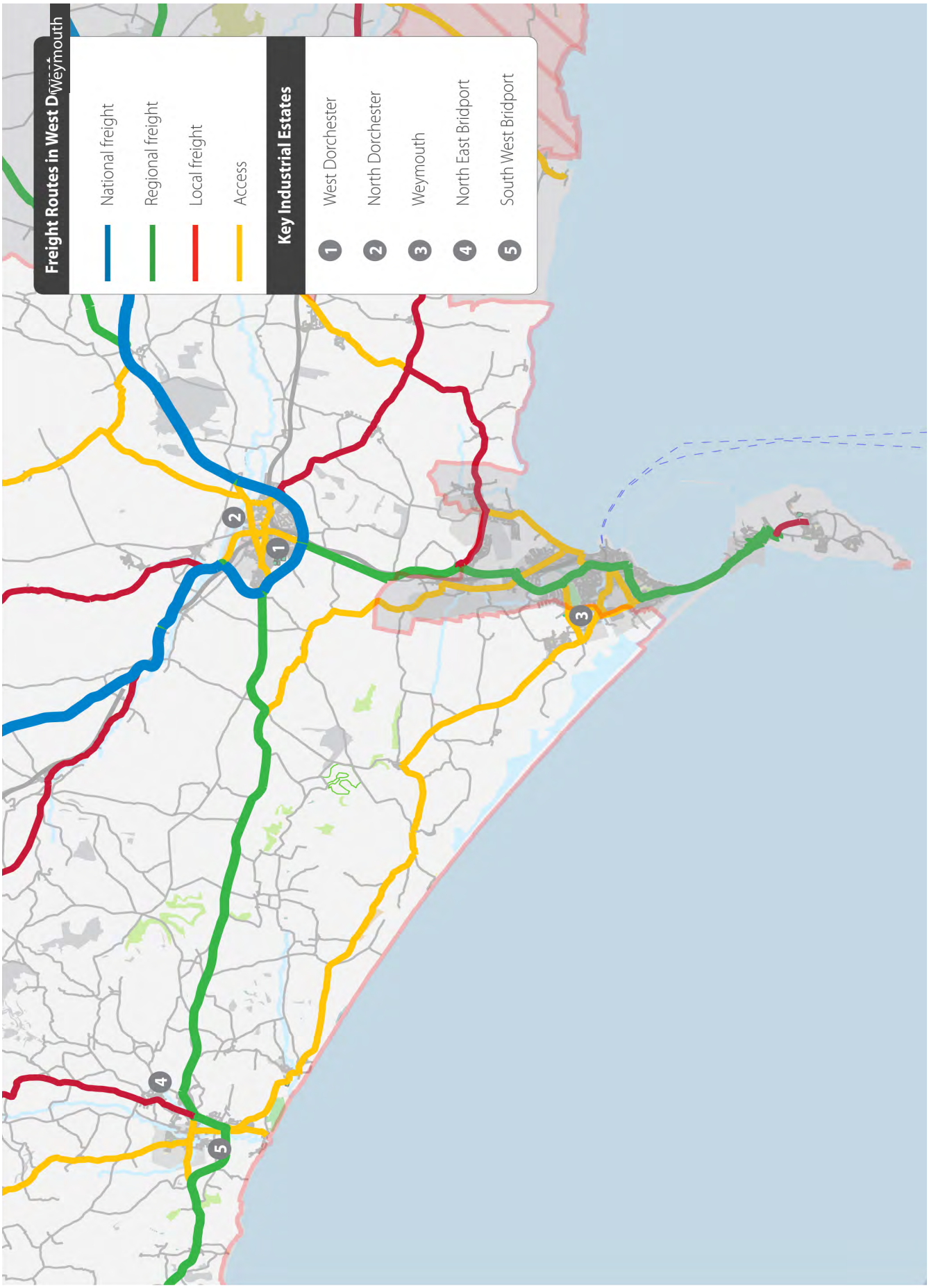


Figure 4-2 *Freight routes in Weymouth and Portland*

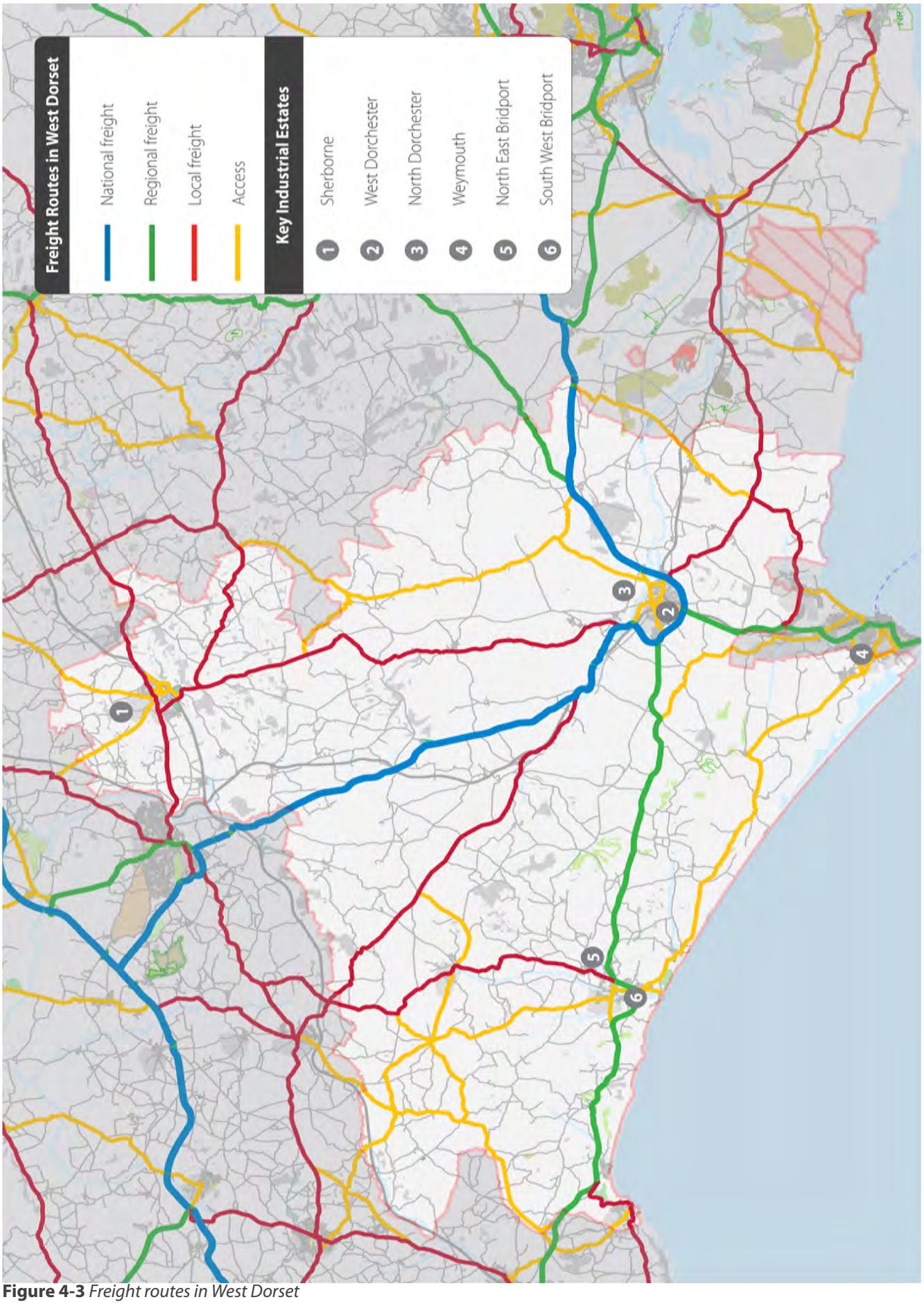


Figure 4-3 *Freight routes in West Dorset*

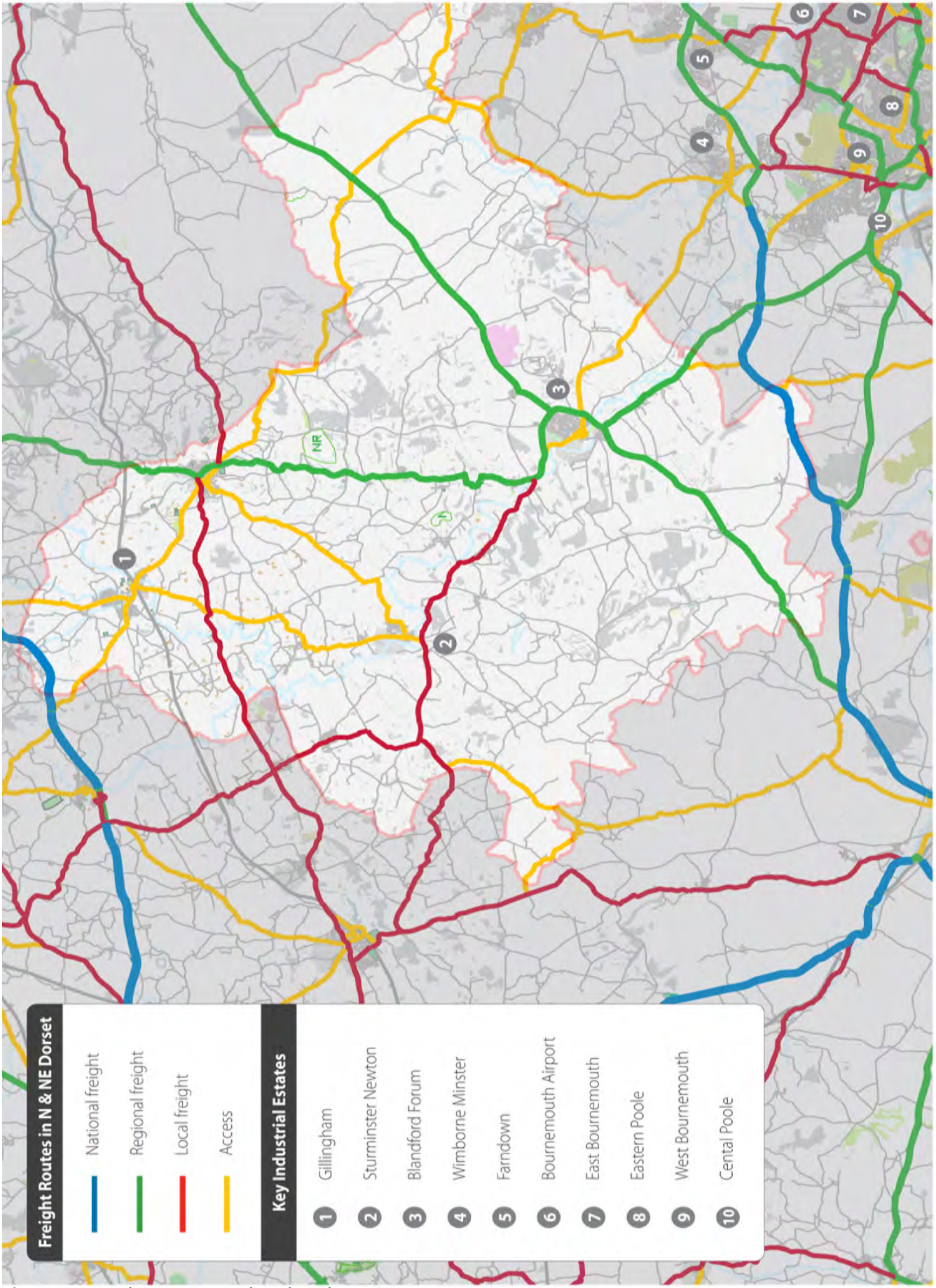


Figure 4-4 *Freight routes in North and north East Dorset*

4.4

Seasonal variations in traffic flows in Dorset are significant due to it being a tourist destination, in particular in the summer months when traffic flows increases on most roads. Figure 4.5 illustrates the seasonal variation of traffic flows on the trunk road network (the A35 and A303) over an 18 hour period. The A303 can experience 25% more traffic in the height of the summer as compared to the winter months.

As the A303 and A35 are nationally strategic traffic routes some of this increase is traffic travelling long distances and just passing through the study area.

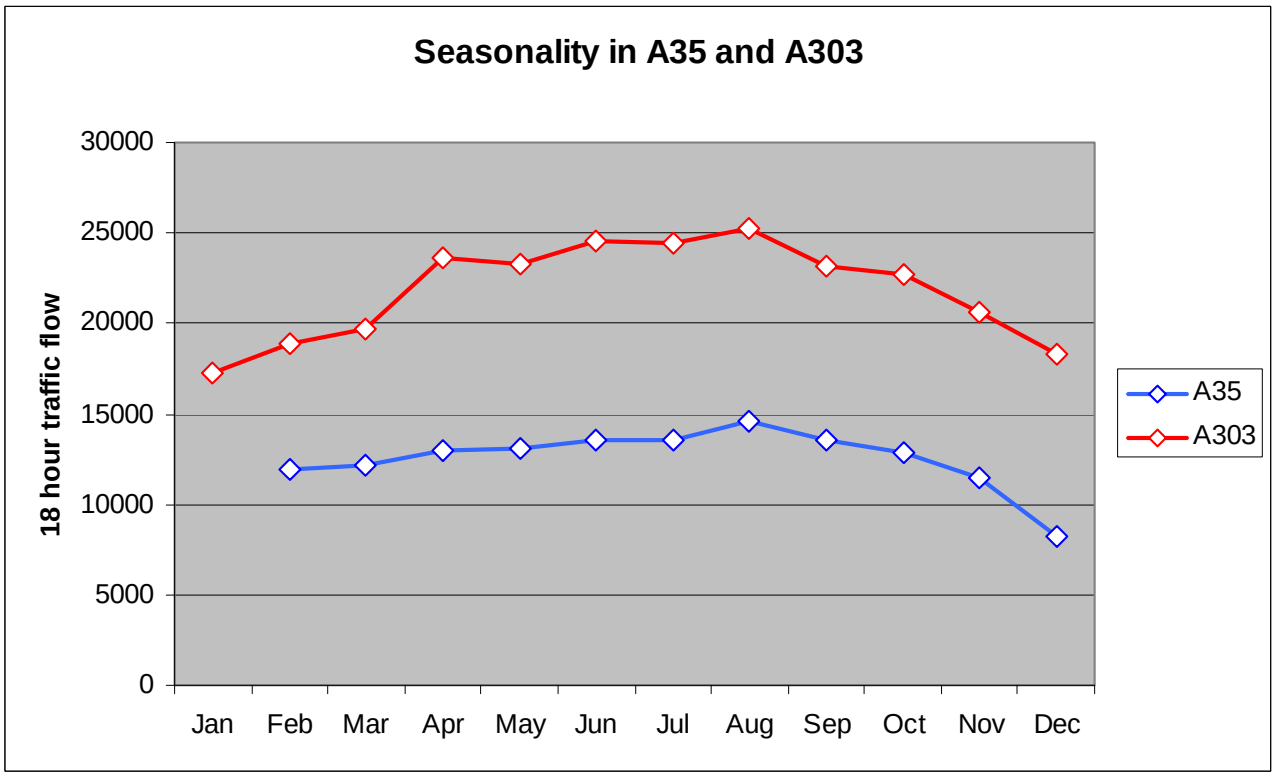


Figure 4-5 *Seasonal variations*

During the seasonal peak periods traffic flows do not vary equally throughout the day. Traffic flows have little or no variation in the AM, peak tourists are typically more flexible with their departure times and have a more leisurely start to the day. Therefore their movements do not coincide with the 08:00- 09:00 'commuter' peak hour. Conversely the PM peak hour has significant variations between neutral and non-neutral months.

4.5

Traffic flow in the Weymouth and Portland study area varies significantly between neutral months and non-neutral months in the PM peak hour. The observed traffic flows in the 2008 PM peak report increases of up to 20% in non-neutral months on some roads (Chickerell Link Road) whilst others roads report decrease of up to 15% (Dorchester Road). The results are reported in Figures 4-6.

4.6

PM peak traffic flows on the county wide highway network also vary significantly between neutral and non-neutral months. Figure 4-7 reports the percentage difference in PM peak hour traffic counts for non-neutral (2008) months. The biggest increase in traffic flow is reported at Owermoigne on the A352 at 44% higher than the neutral month. The biggest decrease is at Longburton on the A352 where non-neutral months experience traffic flows that are 14% lower than neutral months.

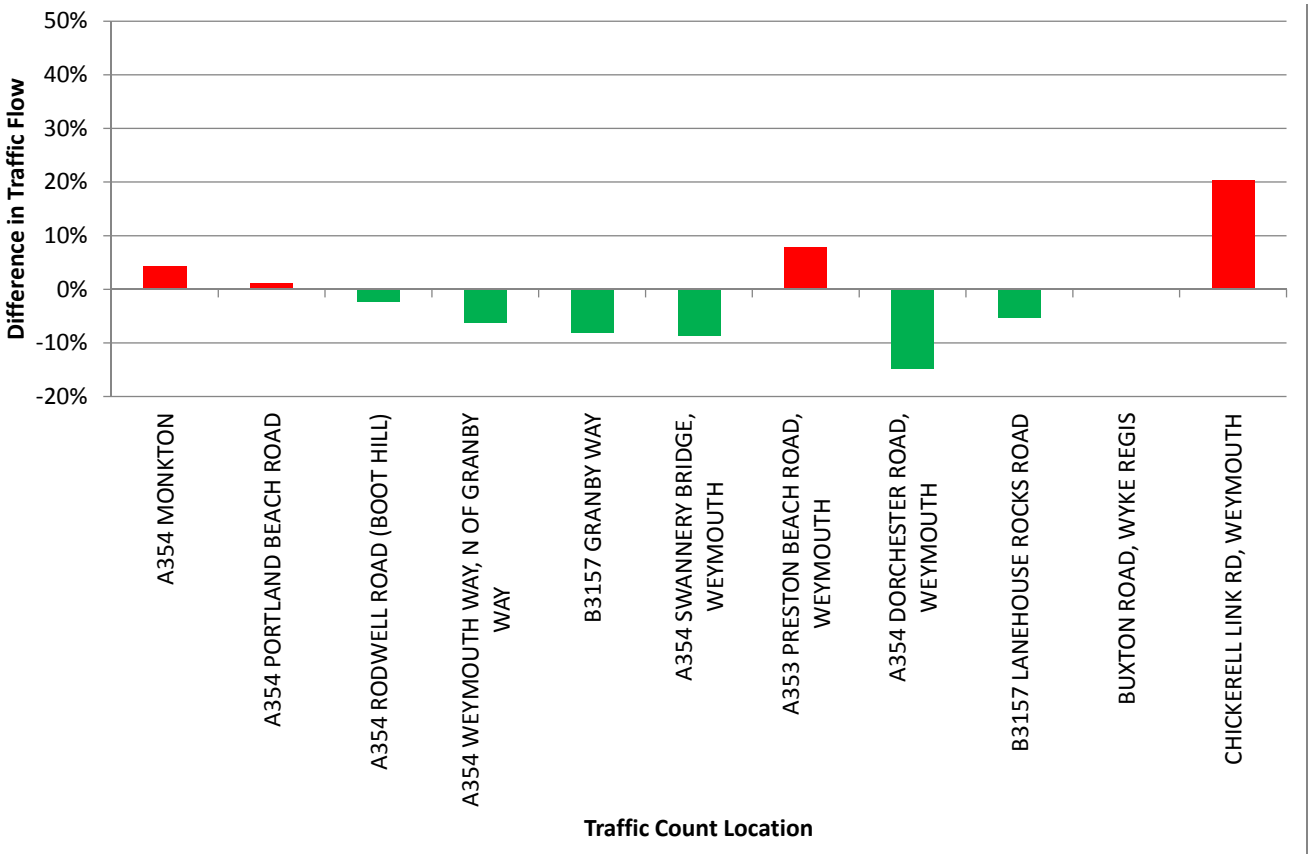


Figure 4-6 *Percentage Change in 2008 PM Peak Observed Traffic Flows from neutral to Non-neutral months Weymouth and Portland*

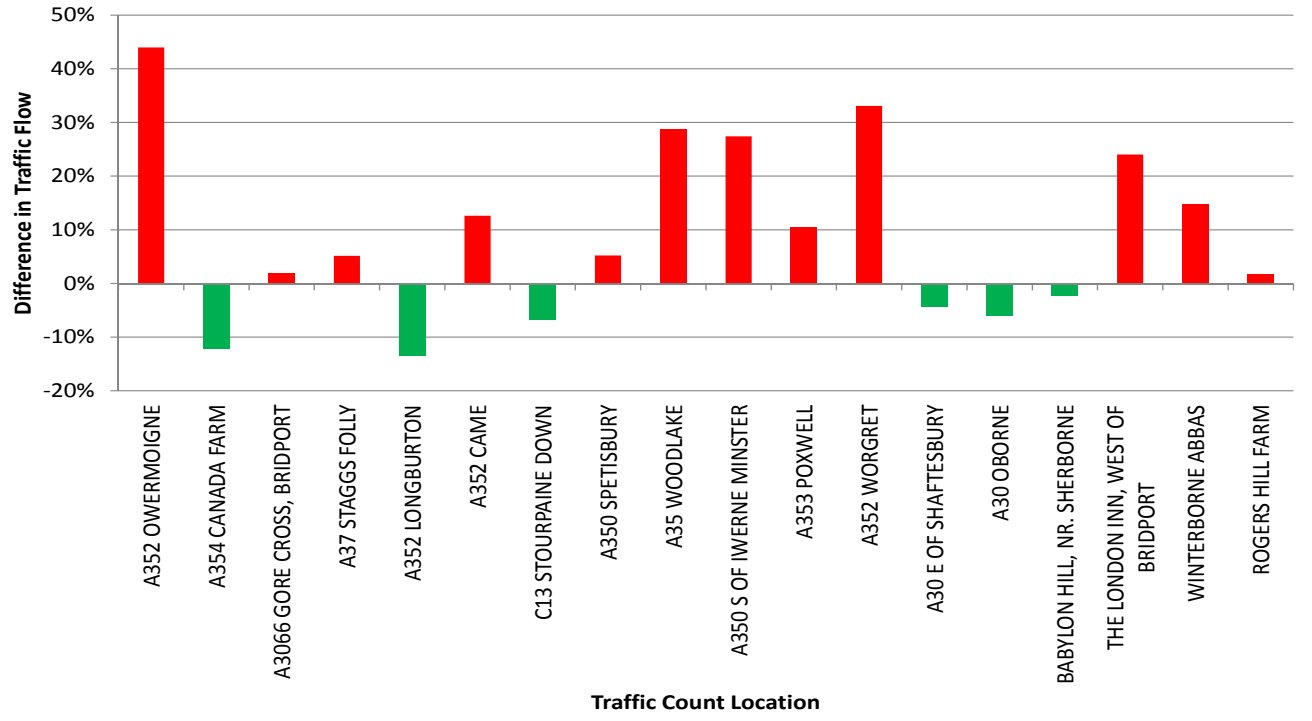


Figure 4-7 *Percentage Change in 2008 PM Peak Observed Traffic Flows from neutral to Non-neutral months Dorset Wide*

Overview of Highway Network

4.7

The following paragraphs give the headline issues around highway capacity. Further details can be found in the reports referenced in paragraphs 3.2 and 3.9.

Trunk Road Network

4.8

Dorset is crossed by east-west trunk road corridors in two places; the A35 corridor across the south of the county and a small section of the A303 across the north of the county. Principal tension points identified on the trunk road network were:

- Chideock
- Bridport
- Dorchester
- to the north of Gillingham towards Wiltshire

County Road Network

4.9

The roads of strategic importance managed by the County Council provide north/south links, the A350/A354 corridor to the east of the County and the A37 in the west of the County.

4.10

The largely unimproved County road network was found by the study to be generally well within its design (theoretical) capacity contrary to local perception that suggests otherwise. The network suffers from locally distinct characteristics (pinch points) including:

- Steep hills
- Tight bends
- Narrow bridges
- On-street parking/servicing

A350

4.11

The A350 is the most easterly north/south route in the county and links Shaftesbury and Blandford Forum before joining the A354 and continuing to Dorchester and Weymouth. To the north the A350 continues to the M4 and to the south it continues to Poole.

The *A350 Corridor Study* (Buro Happold 2007) indicated that there is very poor alignment, tight bends, a narrow road width and poor visibility at Steepleton Bends, through Fontmell Magna, Compton Abbas and Cann. It classified these sections as having a 'tortuous alignment'.

The C13 acts as an alternative route to the A350 for north/south journeys. The C13 shares a similar alignment but the narrow road width created by frontage development at Melbury Abbas makes it unsuitable for carrying the high volumes of traffic characteristic of an A road.

A37

4.12

The A37 runs north/south for 30km between Yeovil in South Somerset and Dorchester. The A37 is a single lane carriageway, climbing lanes are provided on hills. The highway has a south-east alignment from Yeovil and loosely follows the alignment of the Heart of Wessex Railway Line. There is limited frontage development along its length to Dorchester. The speed limit is predominantly derestricted.

4.13

The major pinch point on the highway is between the Keyford roundabout and the railway bridge at Stoford which creates a tight bend on the Somerset/Dorset border causing vehicles to slow down significantly. South of this point the highway is a high quality single carriageway road.

A354 (Pre Weymouth Relief Road)

4.14

The A354 connects Stadium Roundabout immediately to the south of Dorchester, with Weymouth and Portland. The road is currently single carriageway with a climbing lane on the ridgeway. Upon arrival in Weymouth to its termination in Portland the road has frontage development.

4.15

There are a number of pinch points along the length of the A354 which cause congestion at both peak and off -peak times. These include:

- Junction with Littlemoor Road
- Manor Roundabout
- King Street
- Boot Hill

4.16

The A354 is the subject of a major highway improvement scheme referred to as the Weymouth Relief Road. This will provide a new single carriage way by-pass of Broadwey, Littlemoor and Upwey linking back in at Manor Roundabout. Despite this improvement, traffic modelling carried out for the Weymouth Relief Road suggests the road will be close to it design capacity in its year of opening (2011). As part of the Weymouth Relief Road a park and ride scheme will be introduced at Manor Roundabout to relieve congestion in Weymouth Town Centre.

Juntion improvements are to be implemented in Weymouth in 2011 as part of the Weymouth Transport Package for the 2012 London Olympics. These are designed to increase the capacity at junctions along the A354 to Portland and in Weymouth Town Centre.

A30

4.17

The A30 runs across the north of Dorset between Yeovil and Salisbury parallel to the A303. With the exception of the section between Sherborne and Yeovil, the majority of the route is single carriageway passing through a number of settlements.

4.18

The busiest section of the A30 is the dual section between Sherborne and Yeovil. There are queues on approach to both towns in the peak periods.

Cross Border Modelling – Traffic into Yeovil

4.19

Dorset County Council worked with Somerset County Council to establish the cross boarder implications of development. Modelling results for the area surrounding Yeovil were exchanged, in May 2009. Figure 4.8 shows Buro Happold's model in the vicinity of Yeovil.

4.20

Other key routes include the A350 into Wiltshire and the A30 into Yeovil. There are significant traffic flows into Yeovil as a result of the employment opportunities in the town.

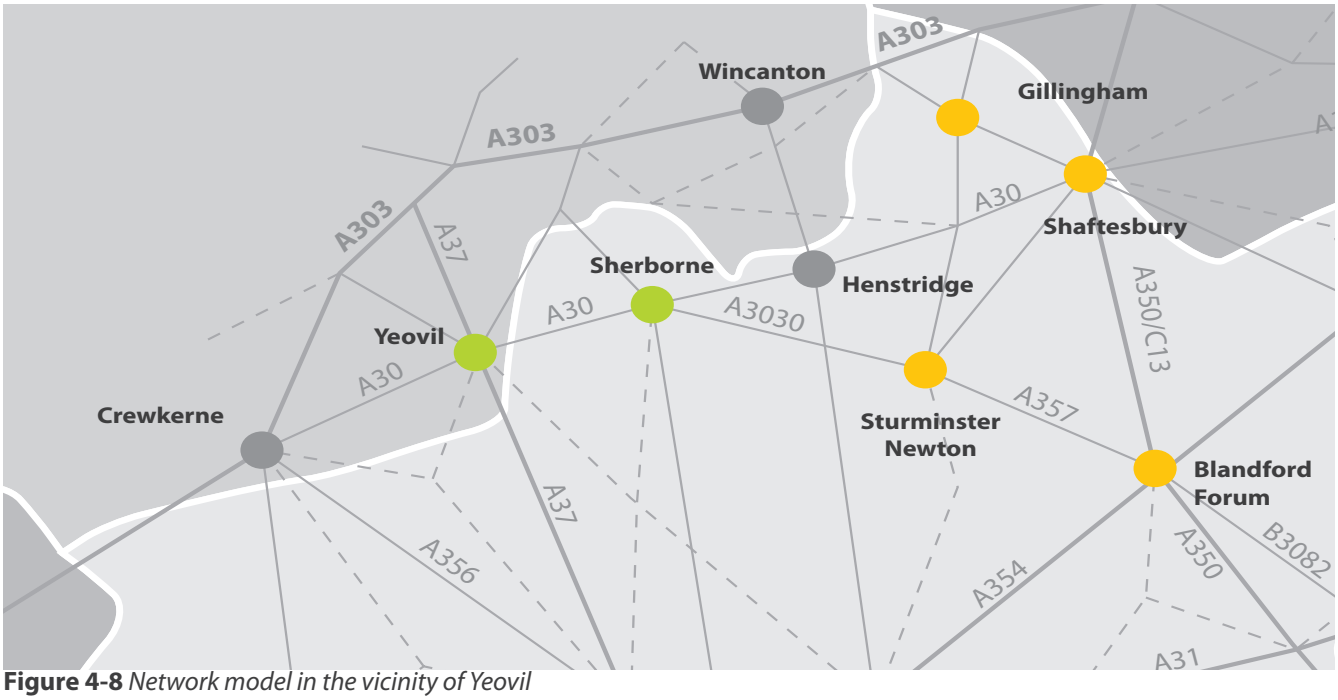


Figure 4-8 *Network model in the vicinity of Yeovil*

Existing Capacity

4.21

The RFC's for the 2008 AM peak hour for the Weymouth and Portland (two-way flows) and the Dorset models (peak direction) are reported in Figure 4.9 and 4.10 respectively for pinch point capacities. Both sets of traffic flows are for a neutral month.

4.22

As shown in Figure 4.9 and 4.10 there are only a few capacity issues at present in the modelled period. The models also illustrate that there are significant movements between the following urban areas:

- Weymouth and Dorchester
- Dorchester and Wimborne Minster

Figure 4-9 *Weymouth & Portland 2008 RFC - AM*

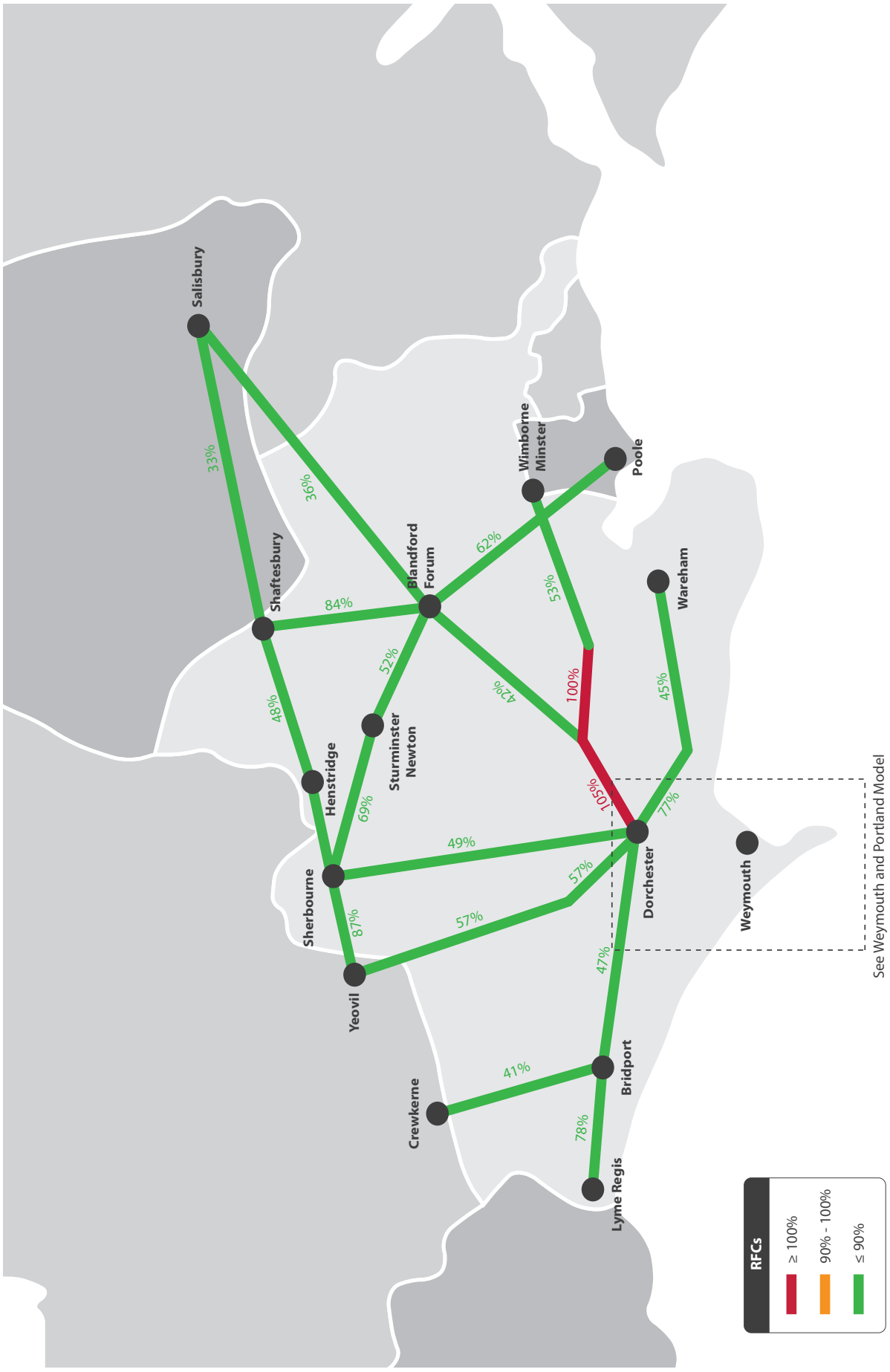


Figure 4-10 *Dorset 2008 RFC - AM*

5 Projected Network Conditions

Traffic modelling was carried out in a neutral month for the years of 2016 and 2026.

Weymouth and Portland

5.1

The proposed number of additional housing units brought forward through the West Dorset and Weymouth and Portland LDF processes will generate additional travel by private car in Weymouth and Portland. The impact of these extra vehicles has been assessed using the traffic model. Three housing scenarios were tested using the traffic model, together with a number of sub-scenarios that considered different locations for the Weymouth urban extension. The options for the urban extension are Littlemoor, Chickerell North and Chickerell East referred to as a, b and c respectively in the modelling.

The development allocations set out in the RSS upto 2026 were assigned to potential locations within the Borough of Weymouth and Portland.

Table 5-1 presents the baseline development which is common to all scenarios. Tables 5-2 to 5-4 present additional levels of development that we added to the baseline to generate the level of development tested in eash scenario. Additionally, the location of the Weymouth Urban Extension varied creating nine scenarios for testing (Scenarios 2 a-c, 3 a-c and 4 a-c.)

The model includes the new alignment for the Weymouth Relief Road in the future year modelling.

Location	Number of Units
Town Centre	700
Remaining Local Plan Allocations	200
SHLAA Ward sites	935
Ward Windfall	2,610
Committed Development	665
Total	5,110

Table 5-1 Base Development (common to all senarios)

Scenario 1	Number of Units
Destiny Field	300
Markham	450
Weymouth Urban Extension	700
Total	1,450

Table 5-2 Scenario 2

Scenario 2	Number of Units
Destiny Field	400
Markham	800
Weymouth Urban Extension	700
Total	1,900

Table 5-3 Scenario 3

Scenario 3	Number of Units
Destiny Field	400
Markham	850
Wey Valley	350
Independent Quarry	200
Weymouth Urban Extension	700
Total	2,500

Table 5-4 Scenario 4

5.2

The 2026 RFC's (neutral months) for all scenarios on the main roads are reported in Figure 5.1 to 5.9 for Weymouth and Portland.

Figure 5-1 *2026 Weymouth and Portland AM Scenario 2a (with Weymouth Relief Road)*

Figure 5-2 *2026 Weymouth and Portland AM Scenario 2b (with Weymouth Relief Road)*

Figure 5-3 *2026 Weymouth and Portland AM Scenario 2c (with Weymouth Relief Road)*

Figure 5-4 *2026 Weymouth and Portland AM Scenario 3a (with Weymouth Relief Road)*

Figure 5-5 *2026 Weymouth and Portland AM Scenario 3b (with Weymouth Relief Road)*

Figure 5-6 *2026 Weymouth and Portland AM Scenario 3c (with Weymouth Relief Road)*

Figure 5-7 *2026 Weymouth and Portland AM Scenario 4a (with Weymouth Relief Road)*

Figure 5-8 *2026 Weymouth and Portland AM Scenario 4b (with Weymouth Relief Road)*

Figure 5-9 *2026 Weymouth and Portland AM Scenario 4c (with Weymouth Relief Road)*

5.3

The results for the future year modelling scenario (2016 & 2026) are now reported for both peak periods. Figures 5-10 and 5-11shows the selected links on the A353 have no notable congestion issues in 2026 although in 2026 the RFC for King Street does exceed 80% which is approaching maximum.

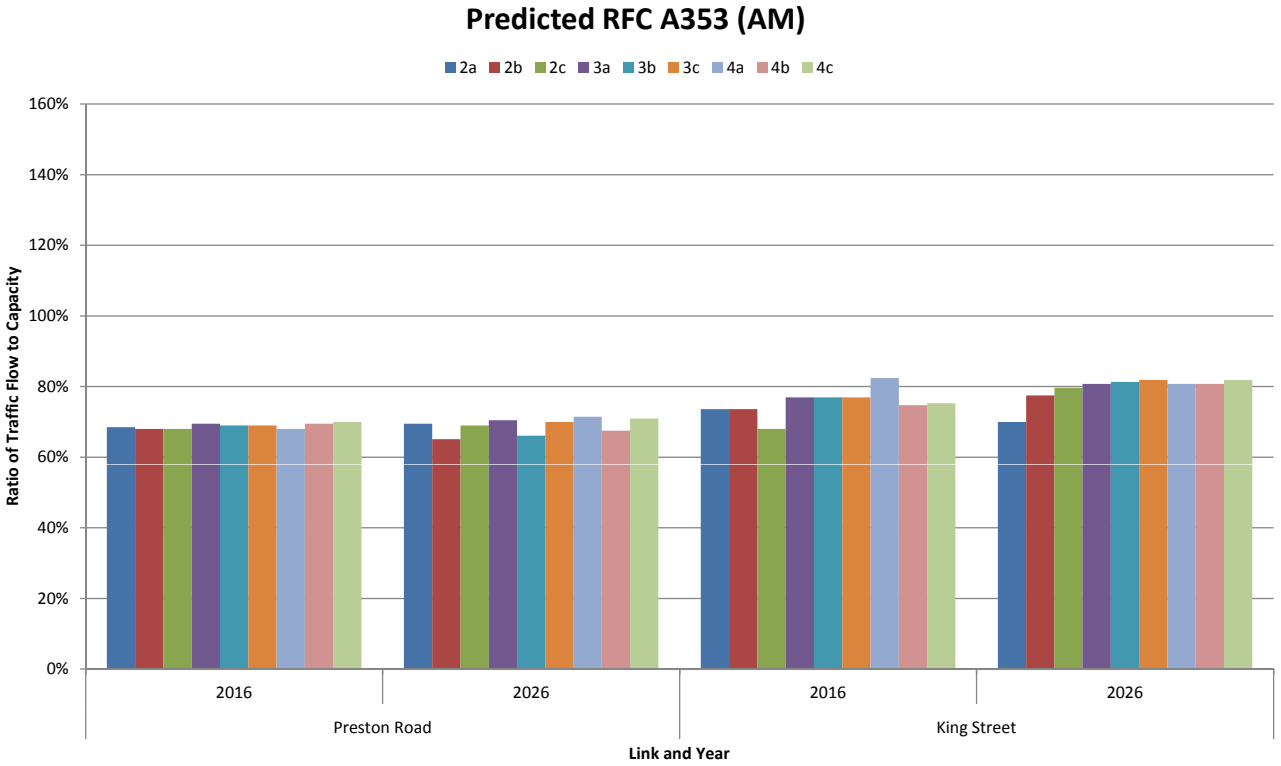


Figure 5-10 *A353 RFC AM*

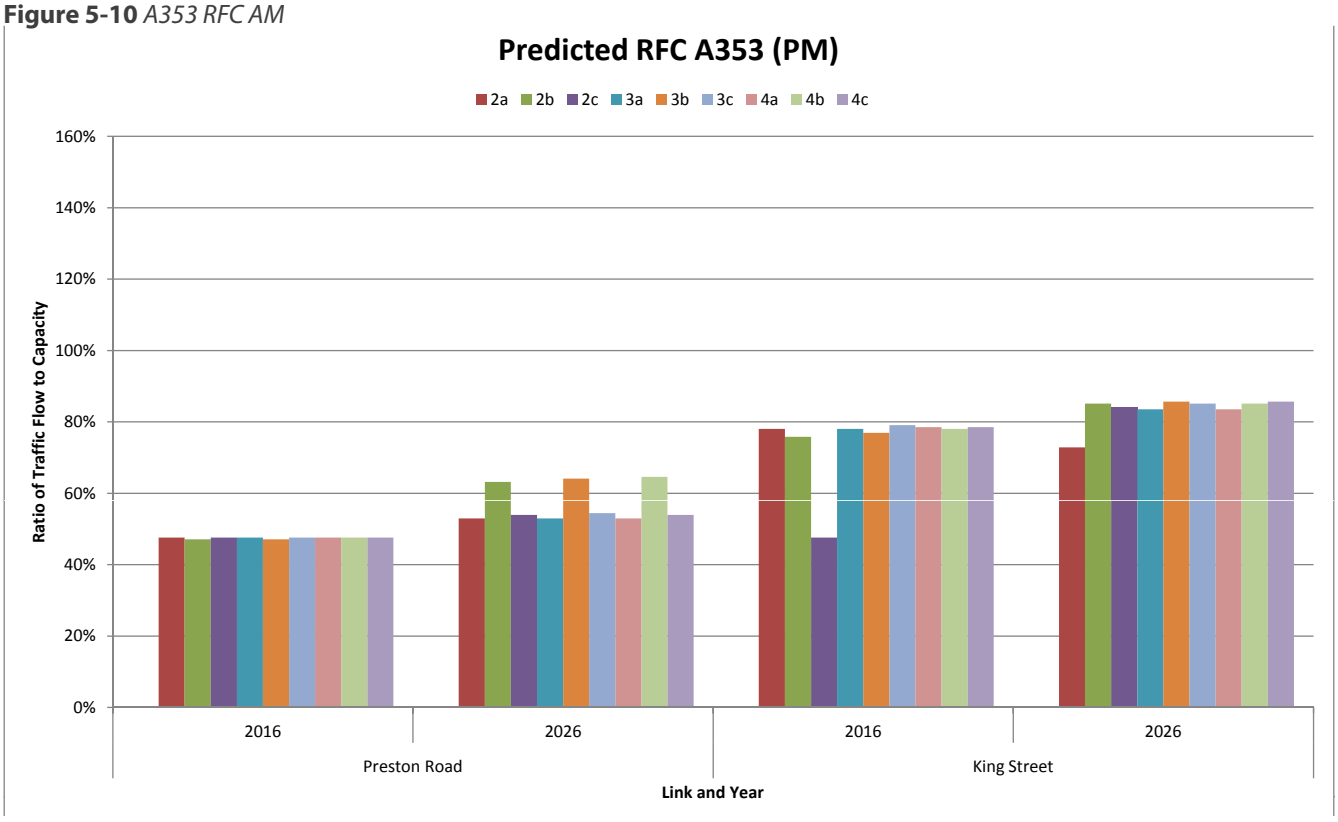


Figure 5-11 *A353 RFC PM*

5.4

Figure 5-12 and 5-13 report the RFC's on the key links of the A354. Most sections of the A354 will experience increased congestion despite the improvements. Many sections are shown to have an RFC of over 100% which indicates a serious problem.

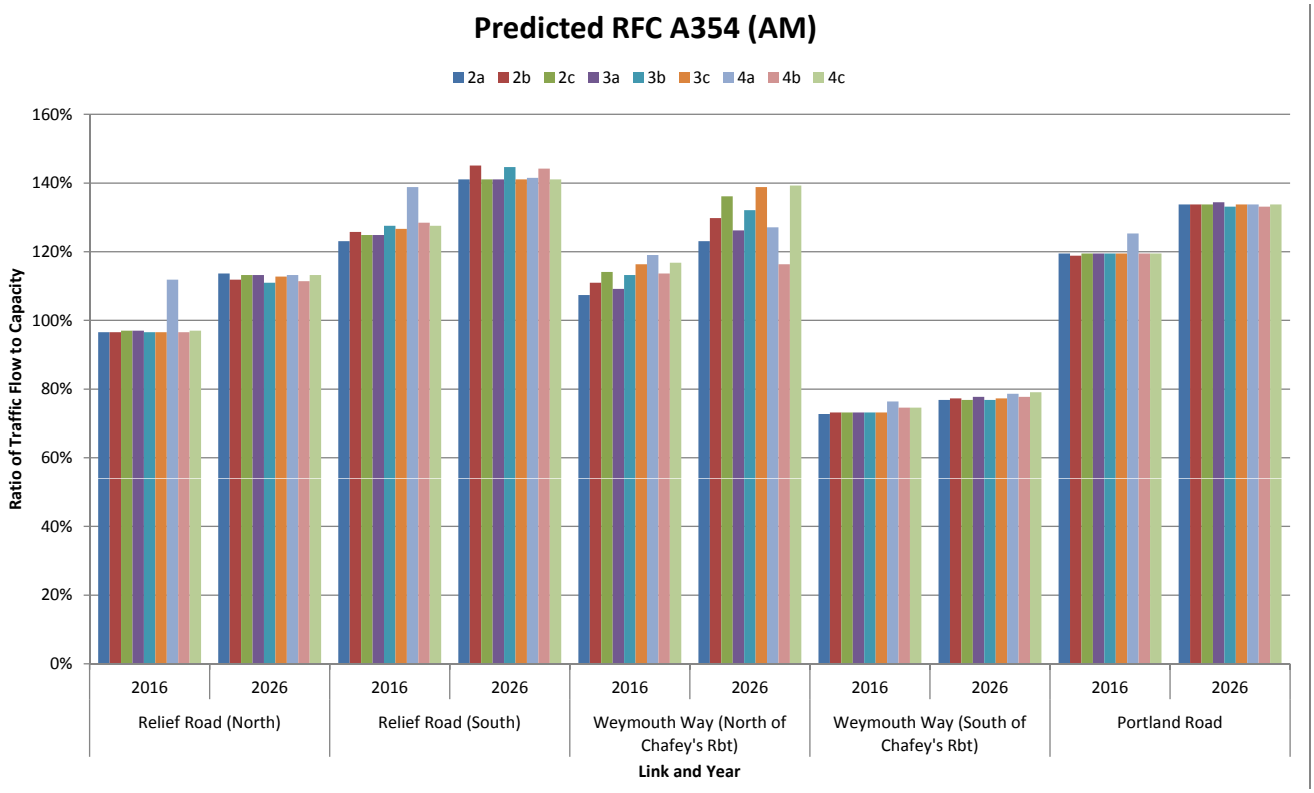


Figure 5-12 *A354 RFC PM*

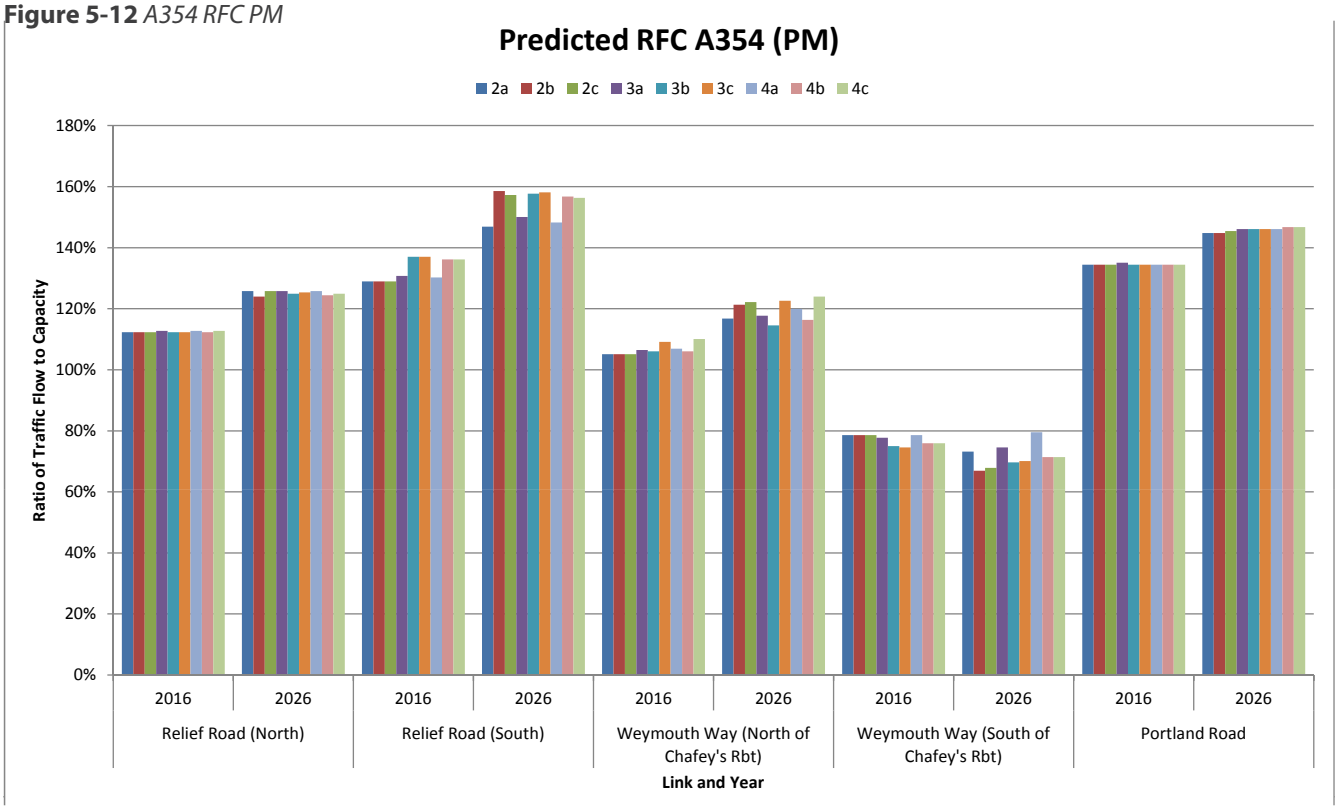


Figure 5-13 *A354 RFC PM*

5.5

The B3157 modelling results are reported in Figures 5-14 and 5-15. The B3157 is within capacity up to 2026 apart from Lane House Rocks Road which is congested by 2026.

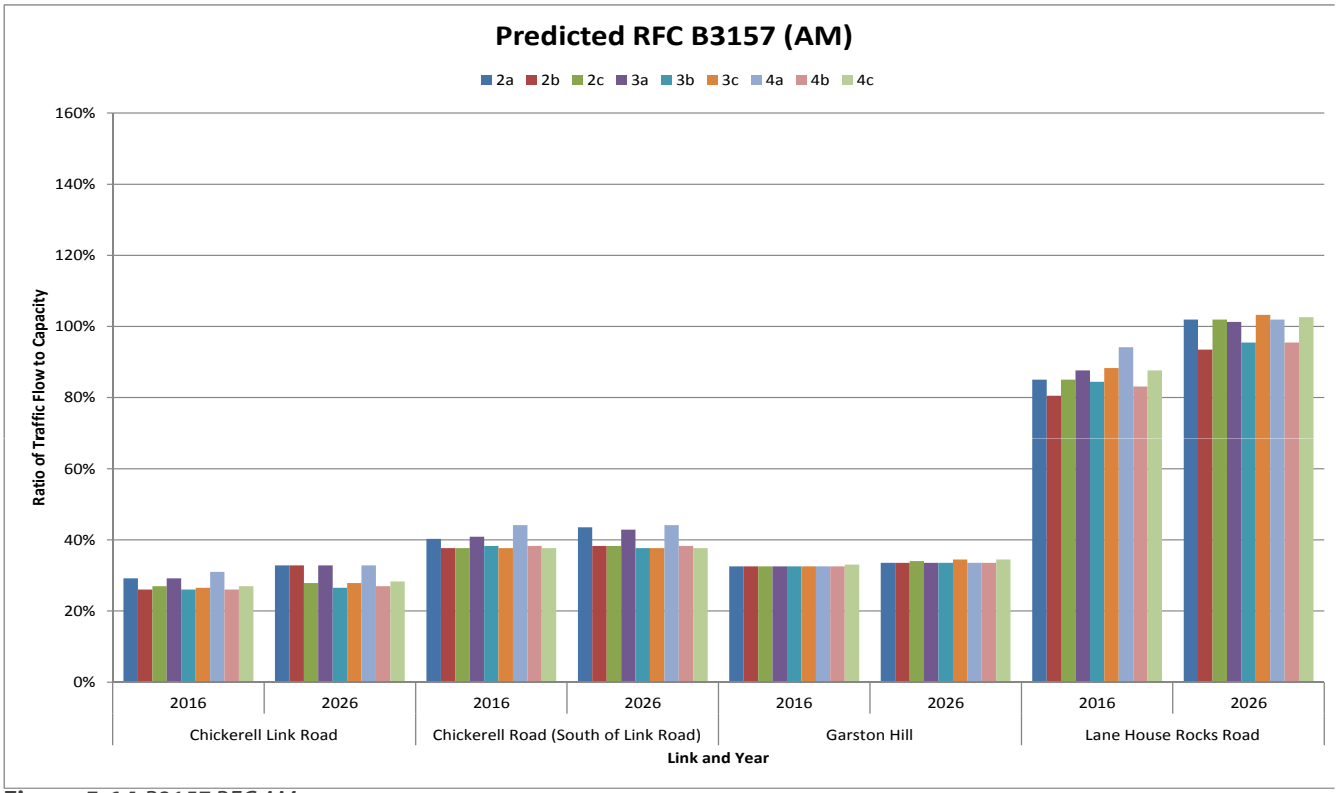


Figure 5-14 *B3157 RFC AM*

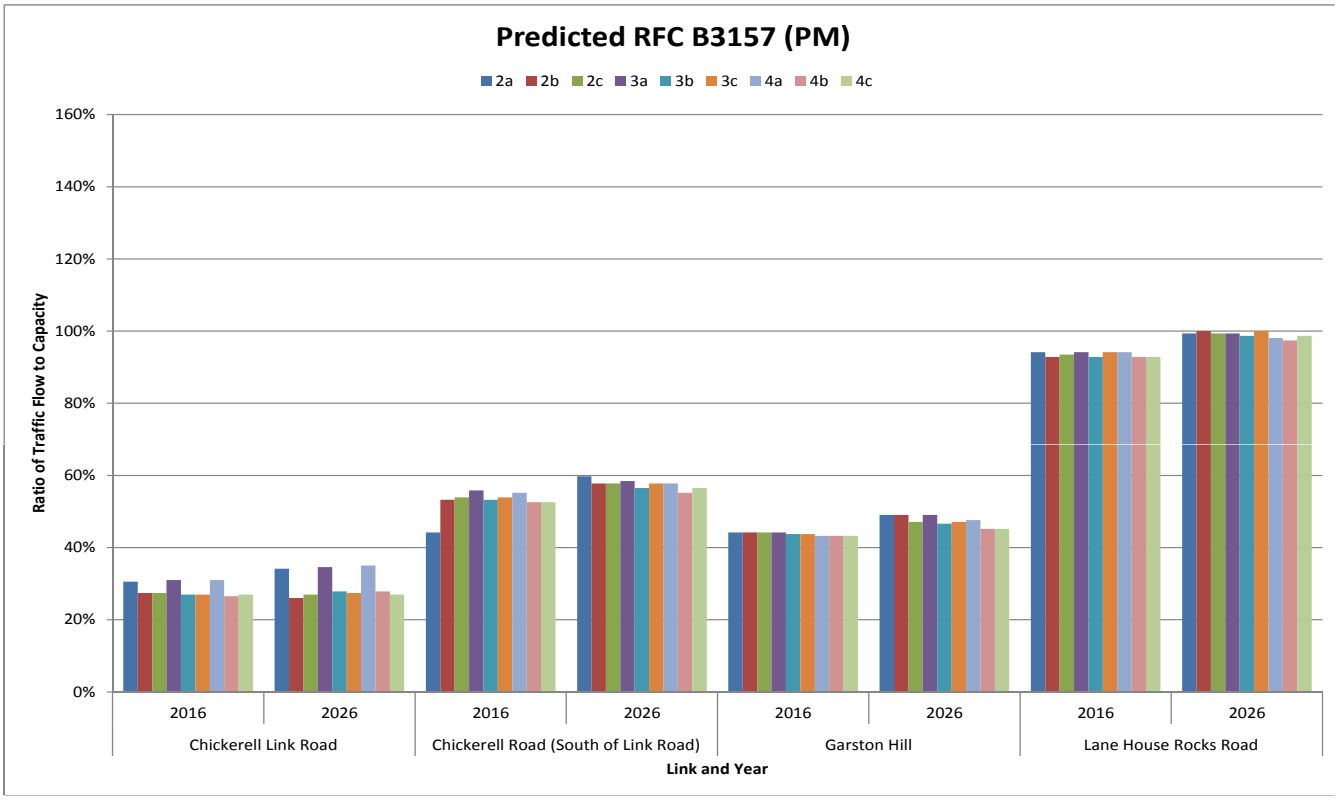


Figure 5-15 *B3157 RFC PM*

West Dorset

5.6

Modelling of the West Dorset area was undertaken by adding traffic onto the road network to reflect development proposals potentially brought forward through the West Dorset, Weymouth and Portland and North and north East LDF processes, and then comparing the traffic demand to the amount of road space available. Eight housing scenarios were provided by West Dorset and are reported in Tables 5-5 - 5-11.

For scenario 1, over half of the development is located at Dorchester and Weymouth, with significant amounts at Bridport and Sherborne. Additional homes are located in Crossways and some other 'service villages.' The contents of scenario 1 is described in Table 5-5.

Settlement	Households
Dorchester	7,000
Weymouth (Littlemoor/Chickerell)	1,250
Bridport	1,500
Sherborne	1,330
Lyme Regis	140
Beaminster	60
Crossways	350
Elsewhere	870
Total	12,500

Table 5-5 West Dorset housing Scenario 1

Scenario 2 comprises a greater concentration of new development in market towns. In general it includes a much larger allocation to Bridport and less development in crossways and the villages. The contents of scenario 2 are shown in Table 5-6.

Settlement	Households
Dorchester	7,000
Weymouth (Littlemoor/ Chickerell)	1,250
Bridport	2,300
Sherborne	1,330
Lyme Regis	140
Beaminster	60
Crossways	40
Elsewhere	380
Total	12,500

Table 5-6 West Dorset housing Scenario 2

In scenario 3 housing development is largely focused in Weymouth, with fewer new dwellings in Dorchester. Table 5-7 identifies the location of housing in scenario 3.

Settlement	Households
Dorchester	5,200
Weymouth (Littlemoor/ Chickerell)	3,050
Bridport	1,500
Sherborne	1,330
Lyme Regis	140
Beaminster	60
Crossways	350
Elsewhere	870
Total	12,500

Table 5-7 West Dorset housing Scenario 3

Scenario 4 includes a major expansion of Crossways, as an alternative to the extension of Dorchester. A description of the location of housing in scenario 4 is presented in Table 5-8.

Settlement	Households
Dorchester	4,000
Weymouth (Littlemoor/ Chickerell)	1,250
Bridport	1,500
Sherborne	1,330
Lyme Regis	140
Beaminster	60
Crossways	3,350
Elsewhere	870
Total	12,500

Table 5-8 West Dorset housing Scenario 4

In scenario 5 the focus of development is in Weymouth and Crossways. The contents of scenario 5 is shown in Table 5-9.

Settlement	Households
Dorchester	4,000
Weymouth (Littlemoor/ Chickerell)	3,400
Bridport	1,500
Sherborne	1,330
Lyme Regis	140
Beaminster	60
Crossways	1,200
Elsewhere	870
Total	12,500

Table 5-9 West Dorset housing Scenario 5

Scenario 6 substitutes some of the development in West Dorset towns and villages with an extension of Yeovil.A description of scenario 6 is presented in Table 5-10.

Settlement	Households
Dorchester	6,718
Weymouth (Littlemoor/ Chickerell)	1,250
Yeovil	2,000
Bridport	1,302
Sherborne	670
Lyme Regis	100
Beaminster	40
Crossways	40
Elsewhere	380
Total	12,500

Table 5-10 West Dorset housing Scenario 6

Scenario 7 includes the full urban extension of Dorchester and Weymouth, with the remaining housing being more distributed between villages in the district. The location of the houses is presented in Table 5-11

Settlement	Households
Dorchester	7,000
Weymouth (Littlemoor/Chickerell)	1,250
Bridport	1,500
Sherborne	670
Lyme Regis	140
Beaminster	60
Crossways	350
Elsewhere	1530
Total	12,500

Table 5-11 West Doset housing Scenario 7

5.7

The 2026 peak direction RFC's for the Dorset AM road network for Scenarios1-7 are reported in Figure 5.16 to 5-22 for neutral months.

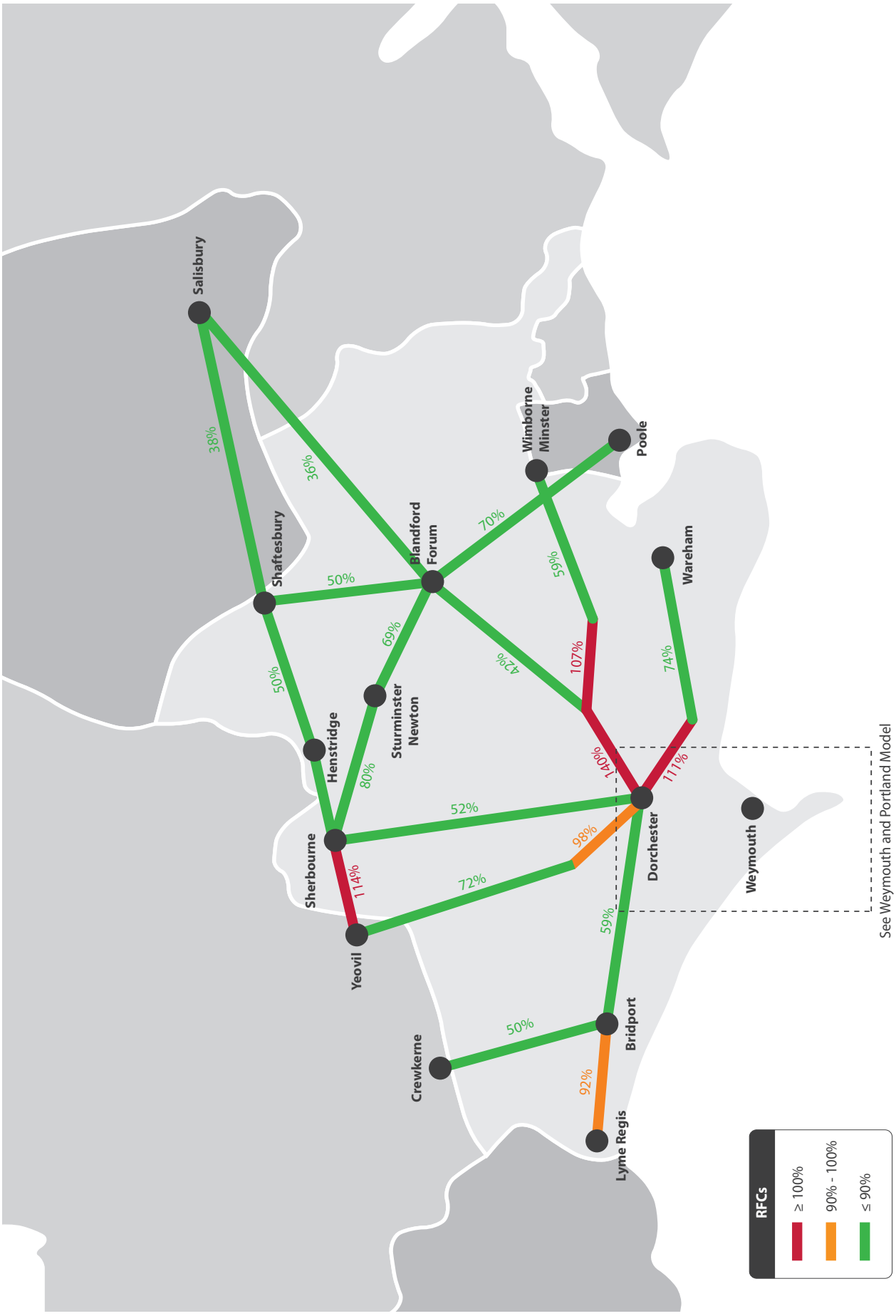


Figure 5-16 *2026 Dorset AM Scenario 1*

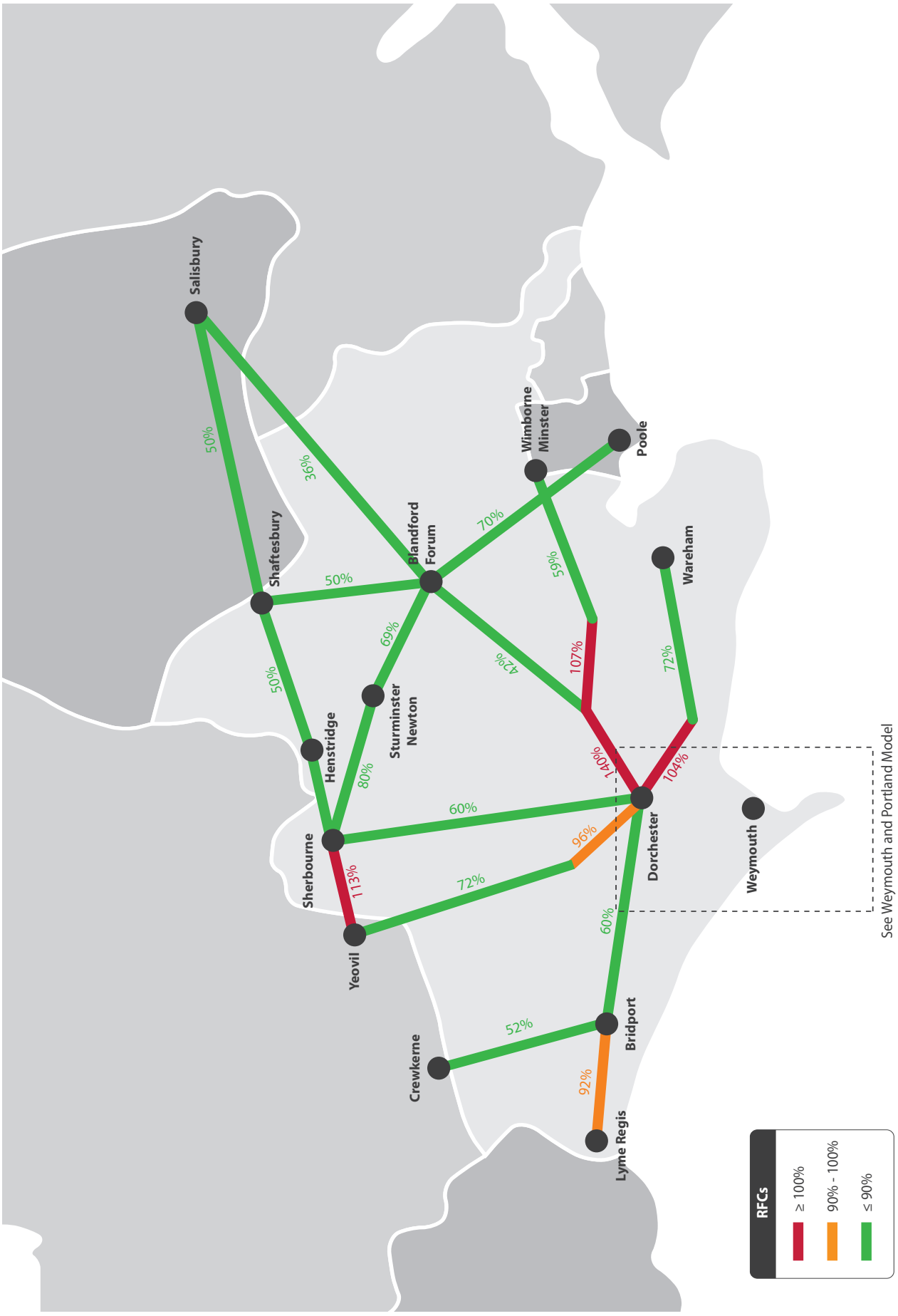


Figure 5-17 *2026 Dorset AM Scenario 2*

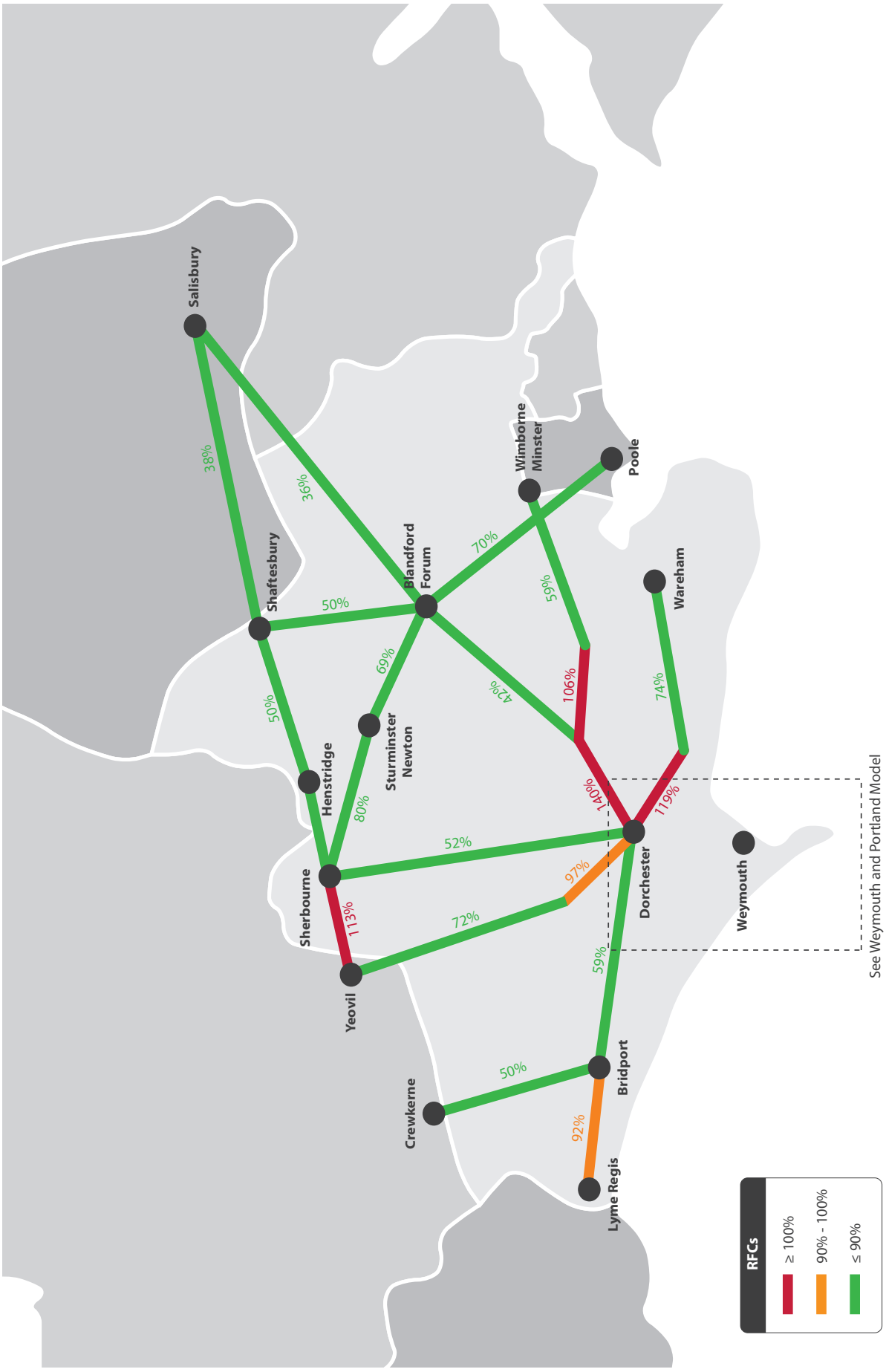


Figure 5-18 *2026 Dorset AM Scenario 3*

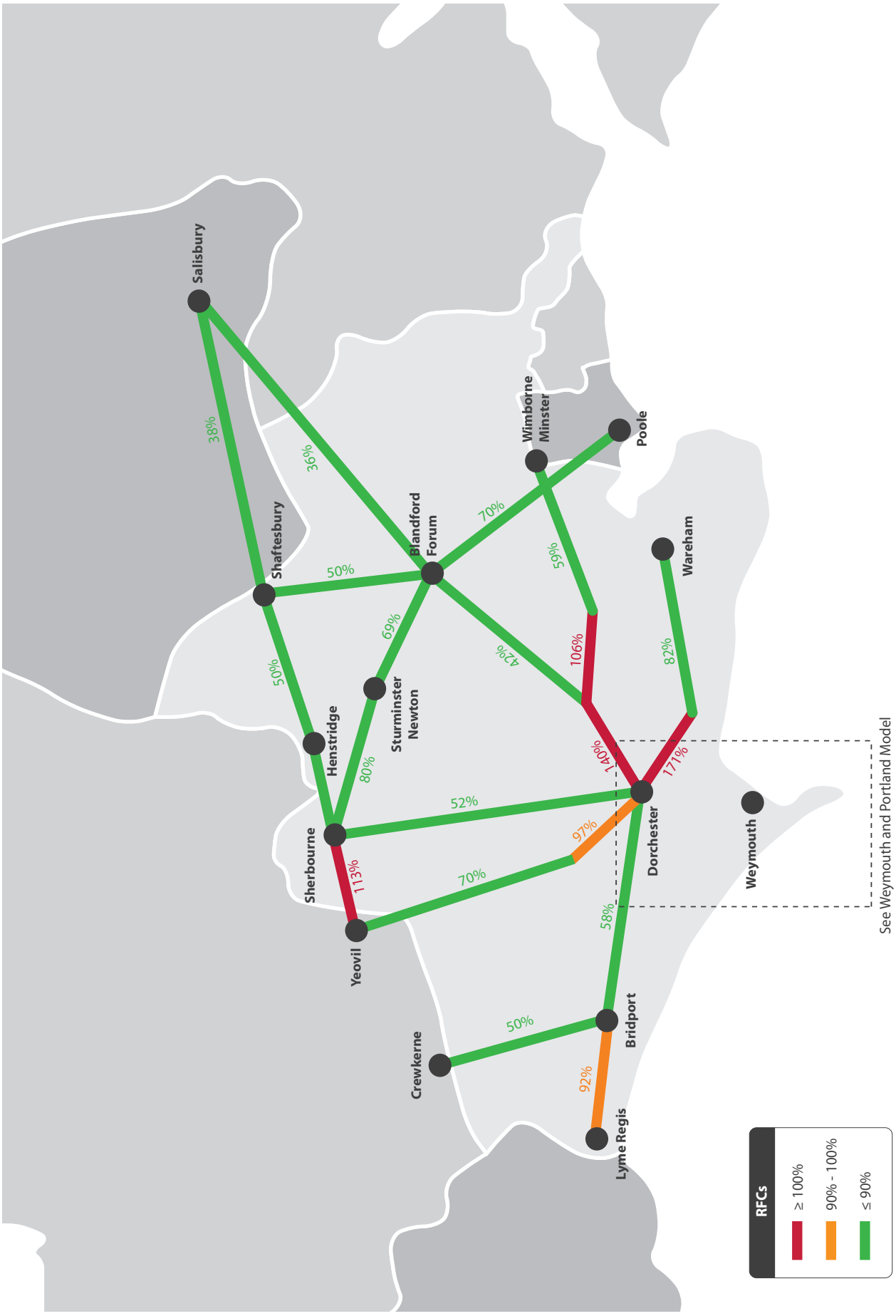


Figure 5-19 *2026 Dorset AM Scenario 4*

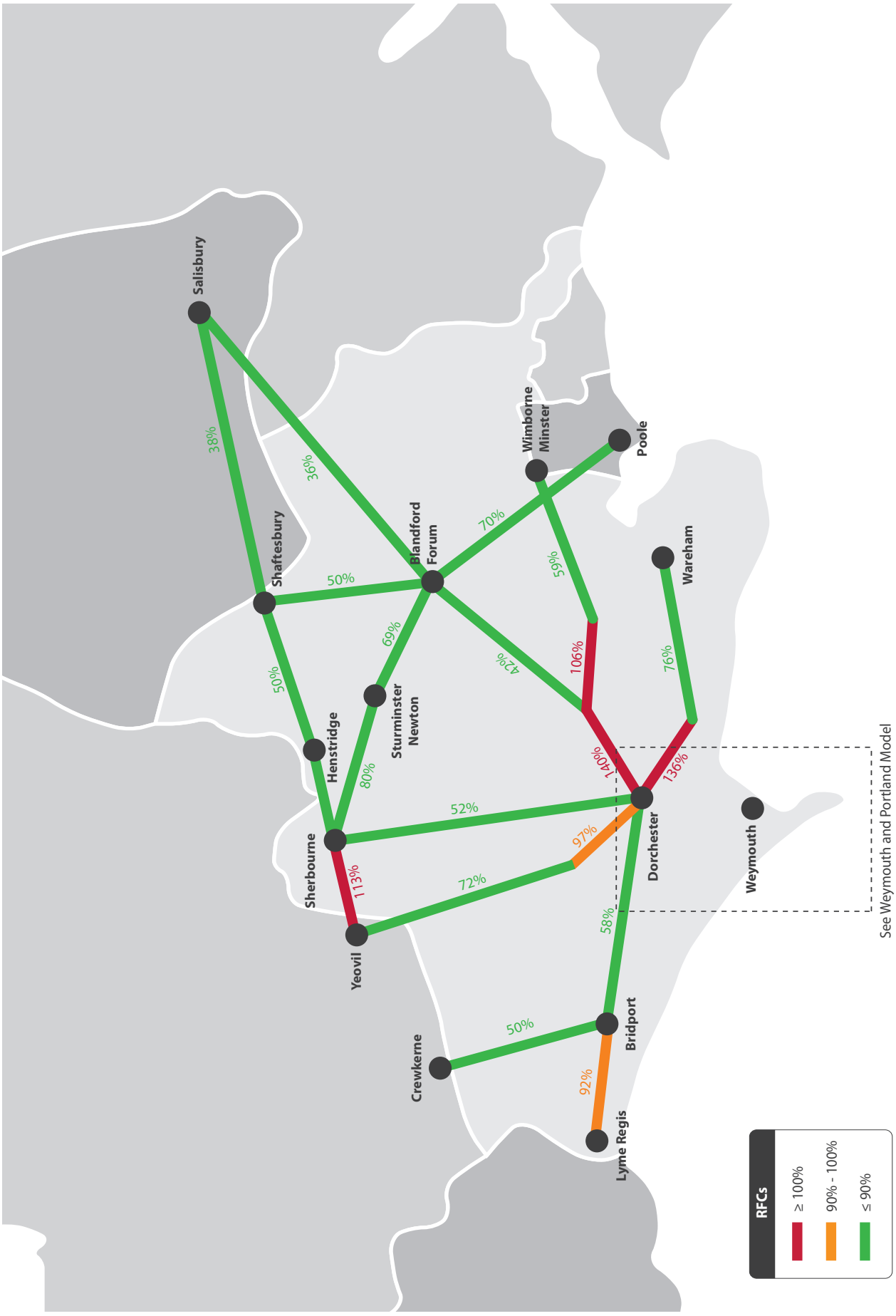


Figure 5-20 *2026 Dorset AM Scenario 5*

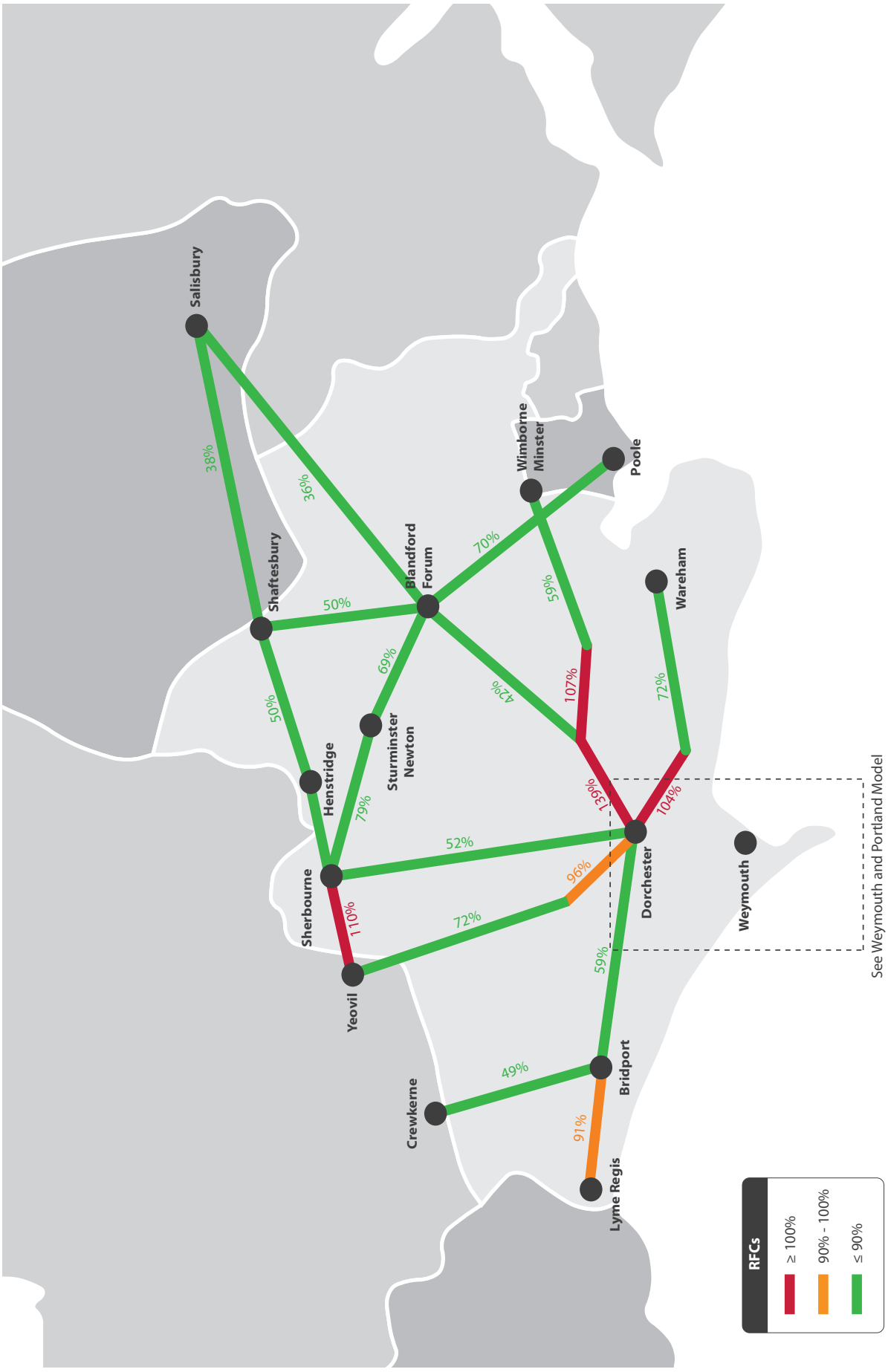


Figure 5-21 *2026 Dorset AM Scenario 6*

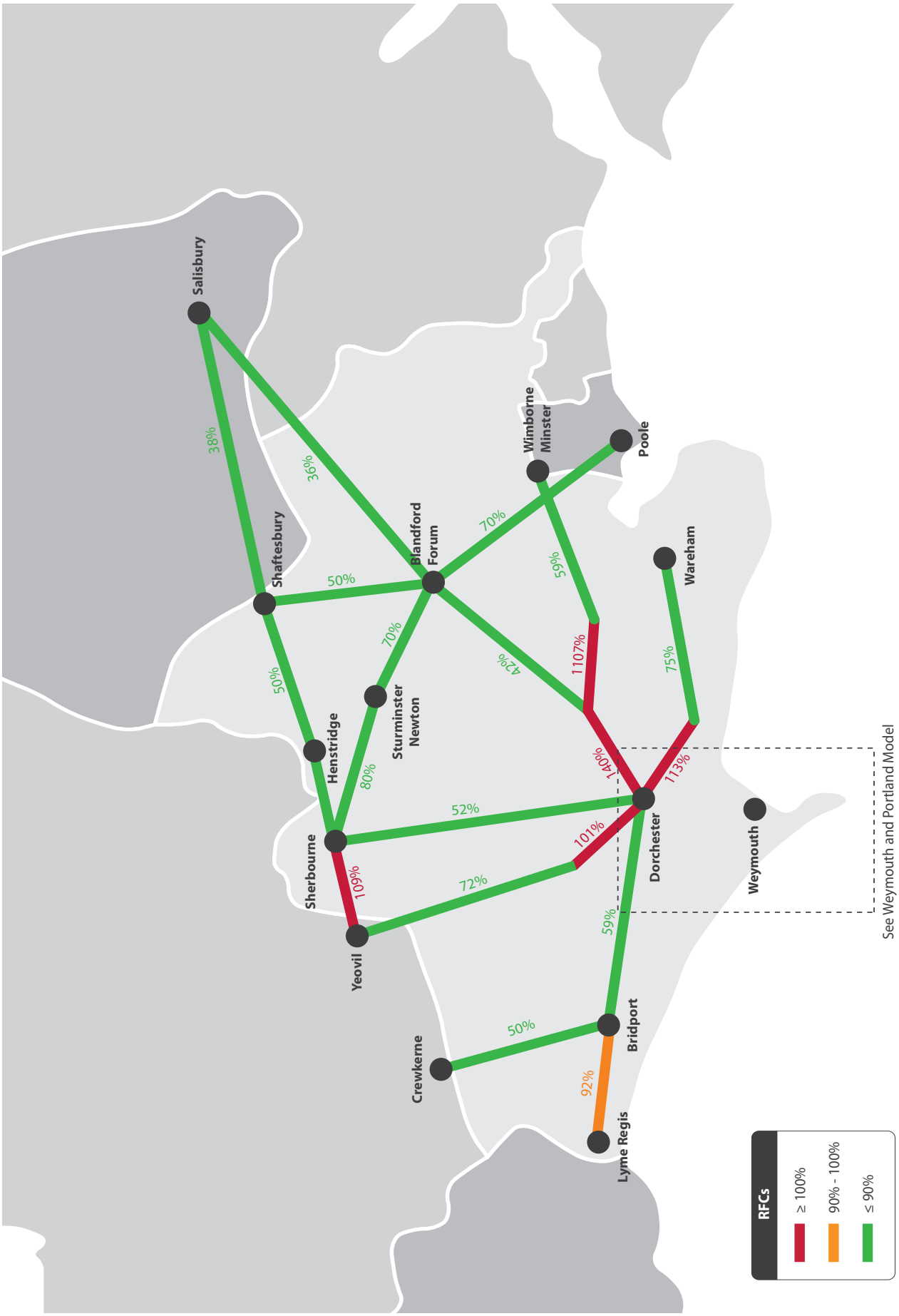


Figure 5-22 *2026 Dorset AM Scenario 7*

The following section provides a more detailed analysis of the modelling on each corridor and includes a comparison of the two modelled years and the two peak hours.

Trunk Road Network

A35 Corridor

5.8

The A35 corridor passes through Axminster, Lyme Regis, Bridport, Dorchester, Puddletown and Bere Regis. Figure 5.23 and 5.24 show the predicted flows for 2008, 2016 and 2026 for the section between Dorchester and Puddletown, compared to the 'Pinch Capacity'. The modelling predicts that this section of the network, will experience increased congestion.

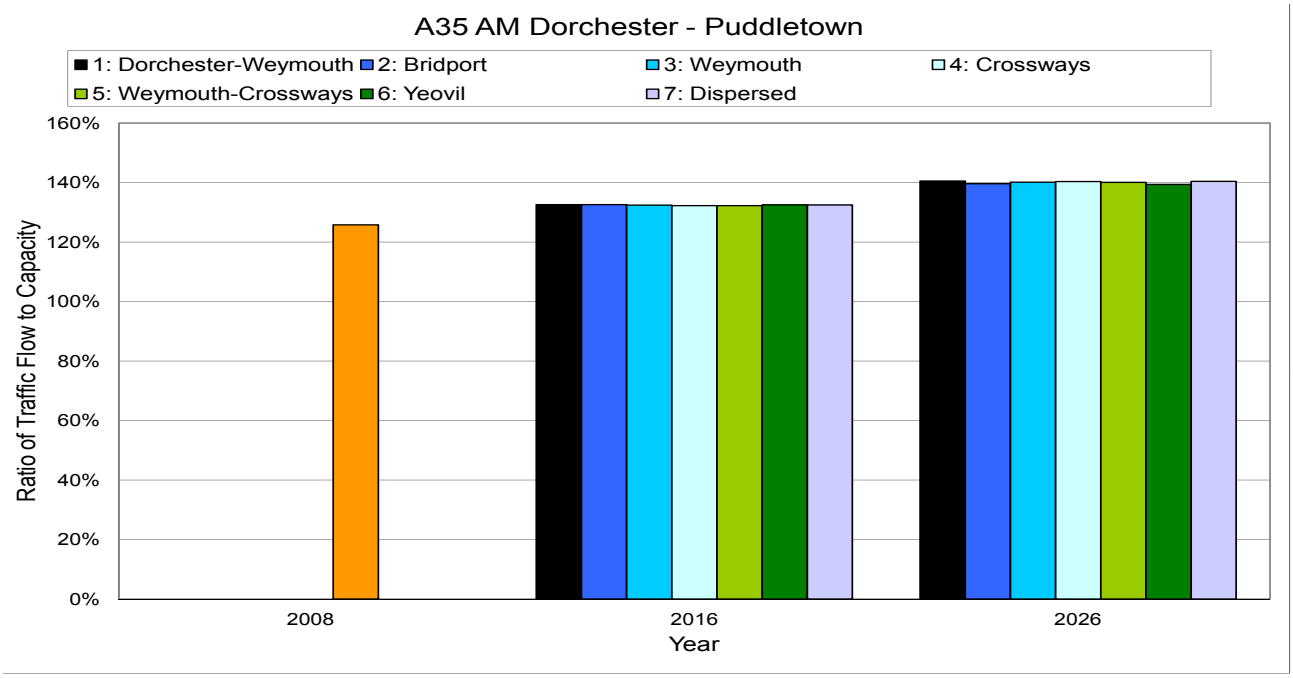


Figure 5-23 *A35 AM*

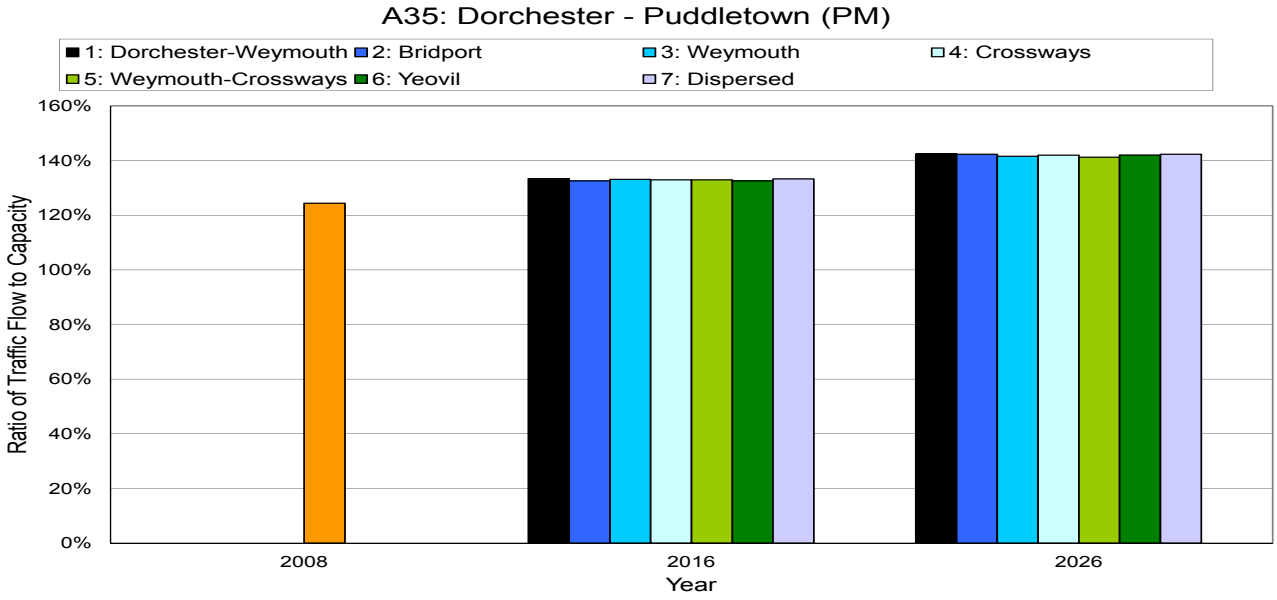


Figure 5-24 *A35 PM*

County Road Network

A37

5.9

The A37 corridor passes through Weymouth, Dorchester, Sherborne and Yeovil. Figure 5-25 shows the RFC's on the A37, close to Dorchester. The modelling predicts that this section of the network is currently uncongested, but will become more congested with time and exceed the capacity in the PM peak by 2026

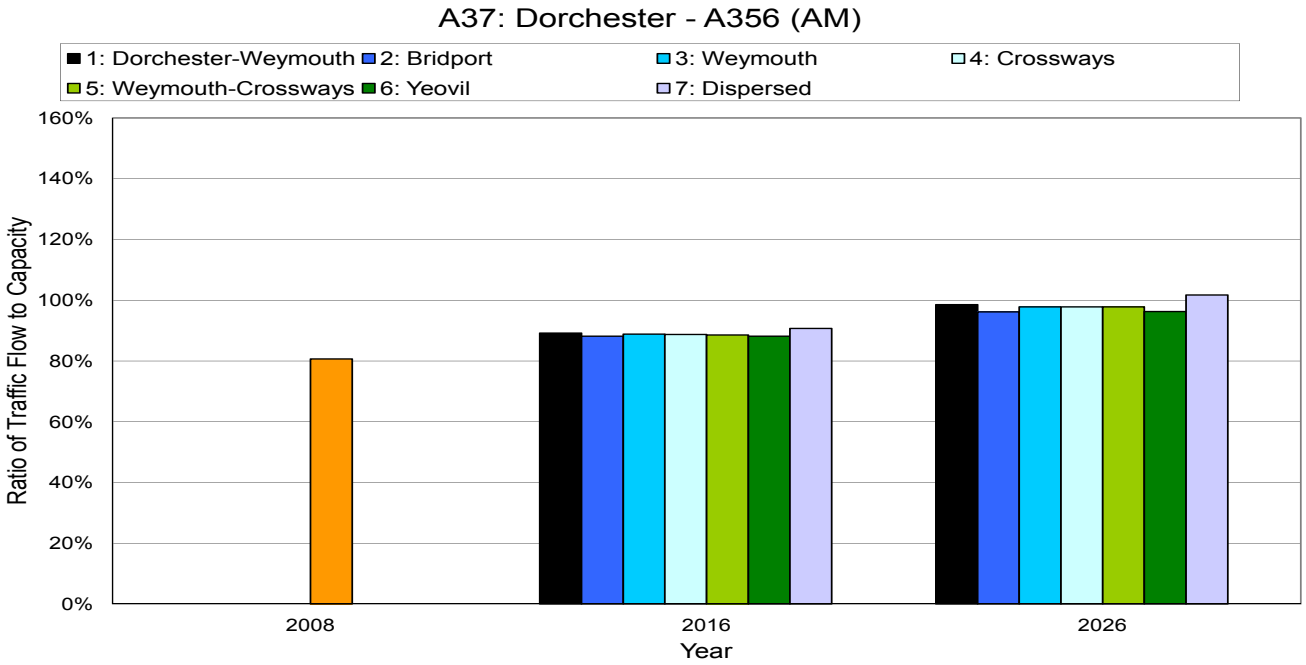


Figure 5-25 *A37 AM*

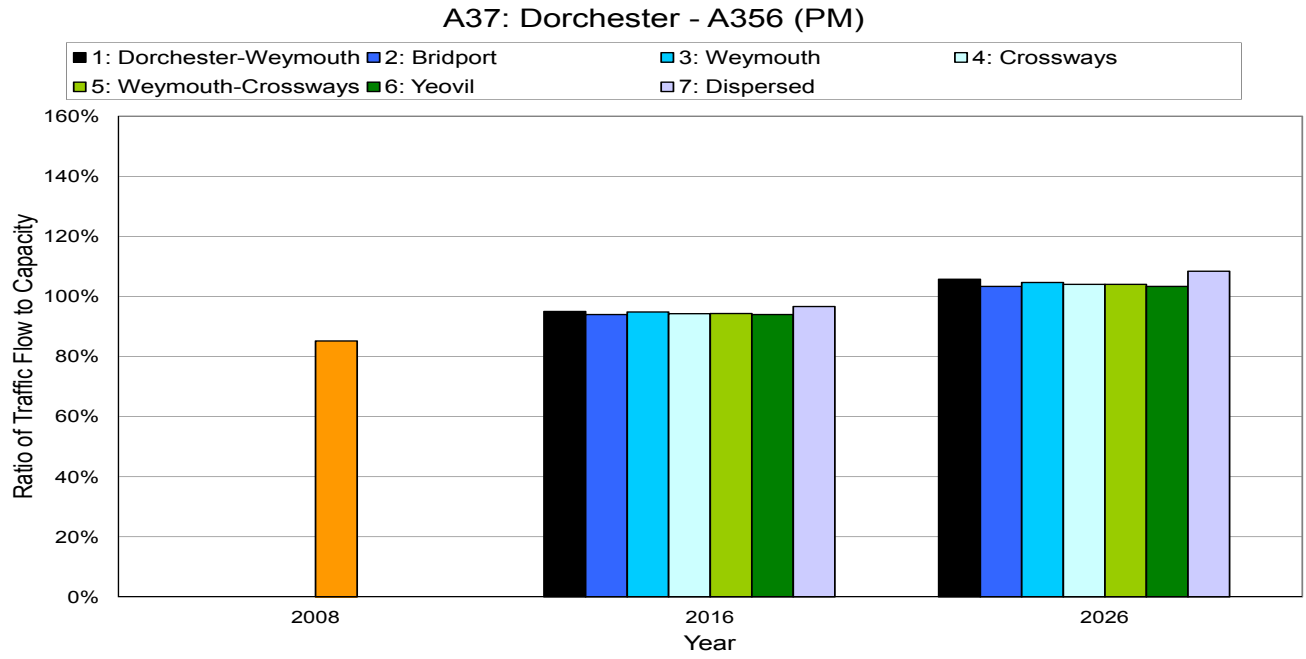


Figure 5-26 *A37 PM*

Crewkerne Corridor

5.10

The Crewkerne corridor to the A3066 passes through Beaminster and Bridport. Figure 5.28 shows the RFC's for 2008, 2016 and 2026, between Beaminster and Bridport The modelling predicts that this section of the network is currently uncongested, and will remain so through 2026.

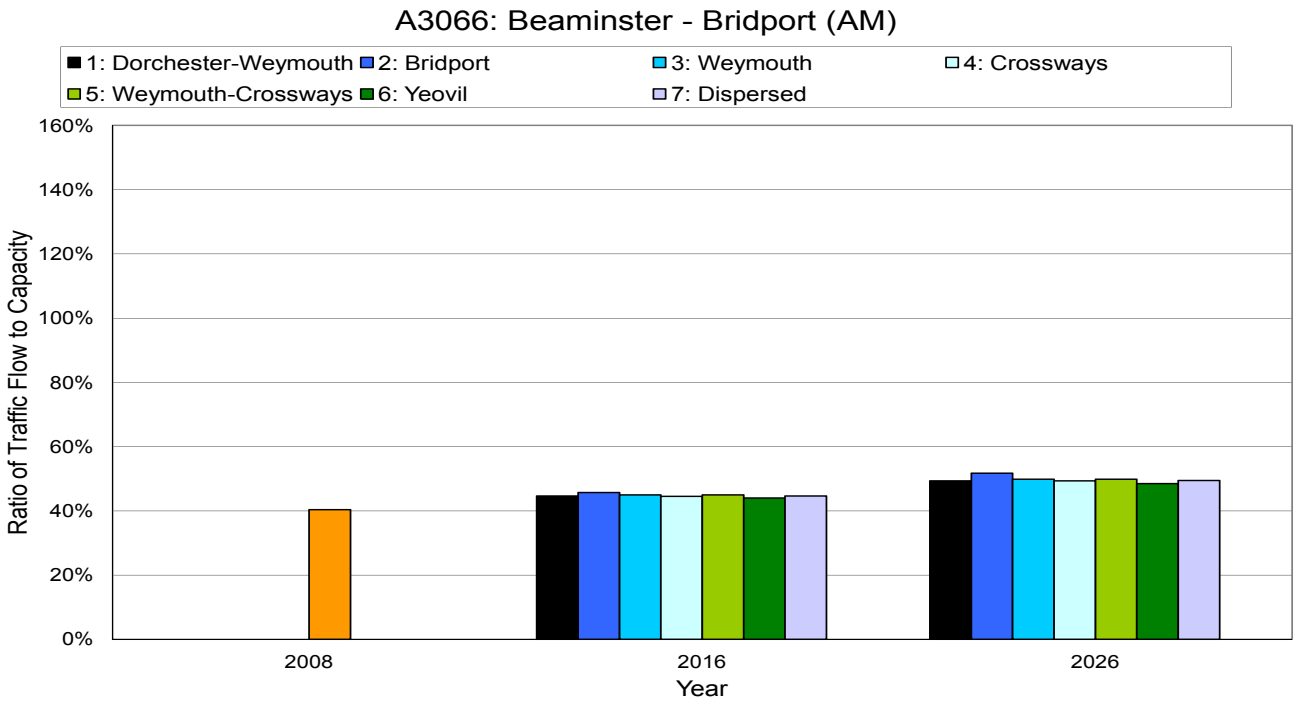


Figure 5-27 *A3066 AM*

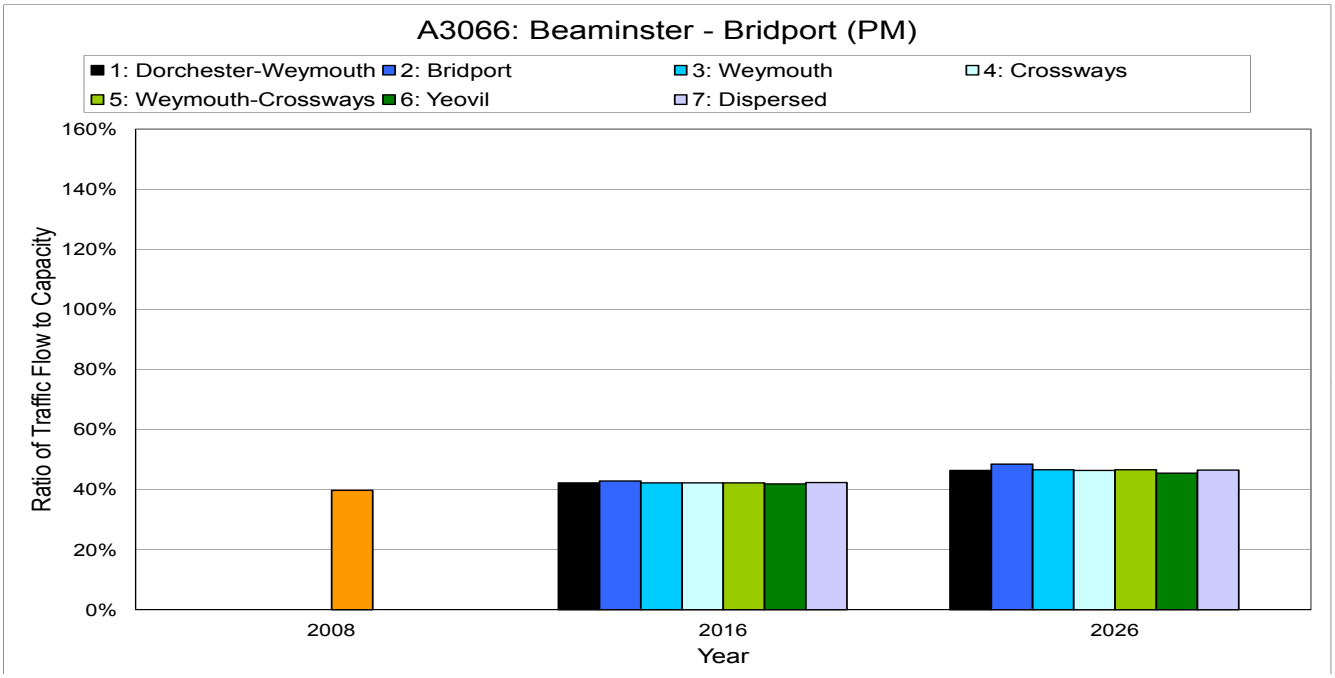


Figure 5-28 *A3066 PM*

North Dorset and north-East Dorset

5.11

Modelling of the North Dorset area was undertaken by adding traffic onto the network to reflect development proposals potentially brought forward through the North and north East Dorset LDF processes, and then comparing the traffic demand to the amount of road space available. The pinch point capacity was used as the measure of available highway capacity for consistancy.

Trunk Road Network

A31 Corridor

5.12

The A31 Corridor covers Bere Regis, Wimborne, Puddletown and Dorchester. The predicted flows on the A31 Corridor were extracted from the traffic model, and are reported in Figure 5-29 and 5-30 as the RFC's.

5.13

The model predicts existing and steadily increasing congestion on the Puddletown Dorchester roads in both AM and PM Peaks.

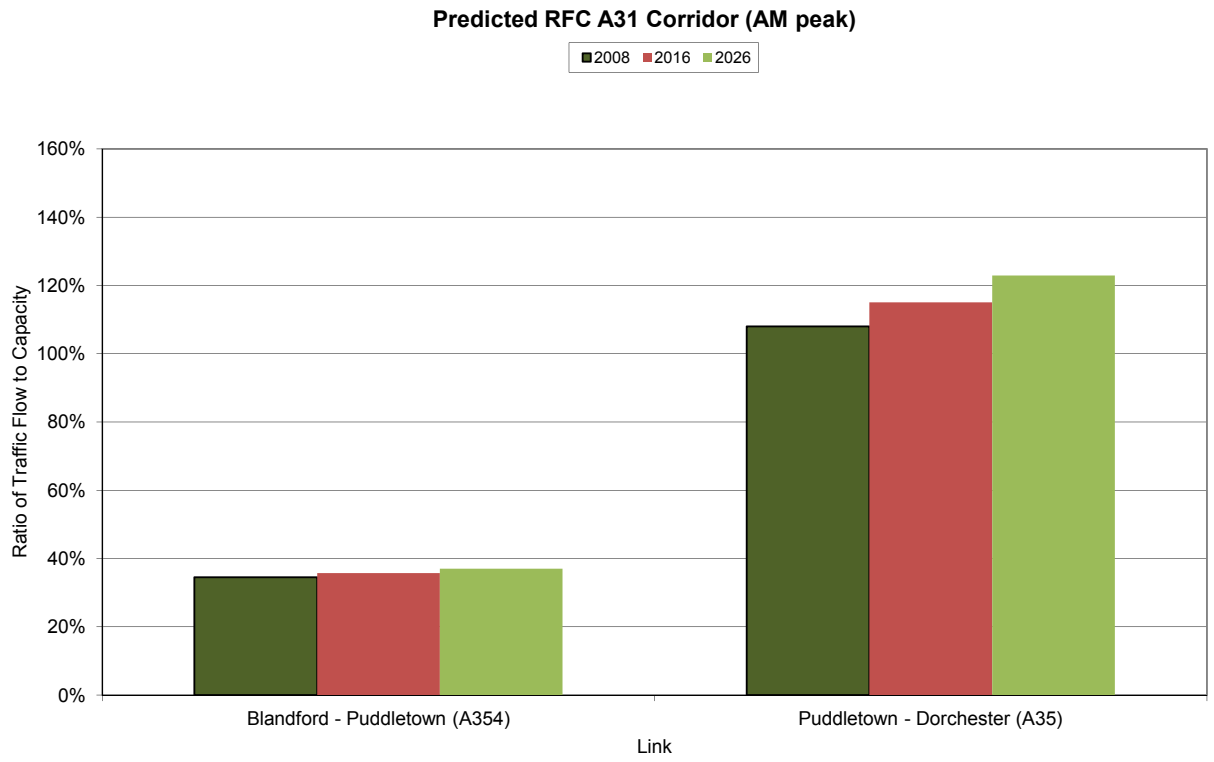


Figure 5-29 *A31 AM*

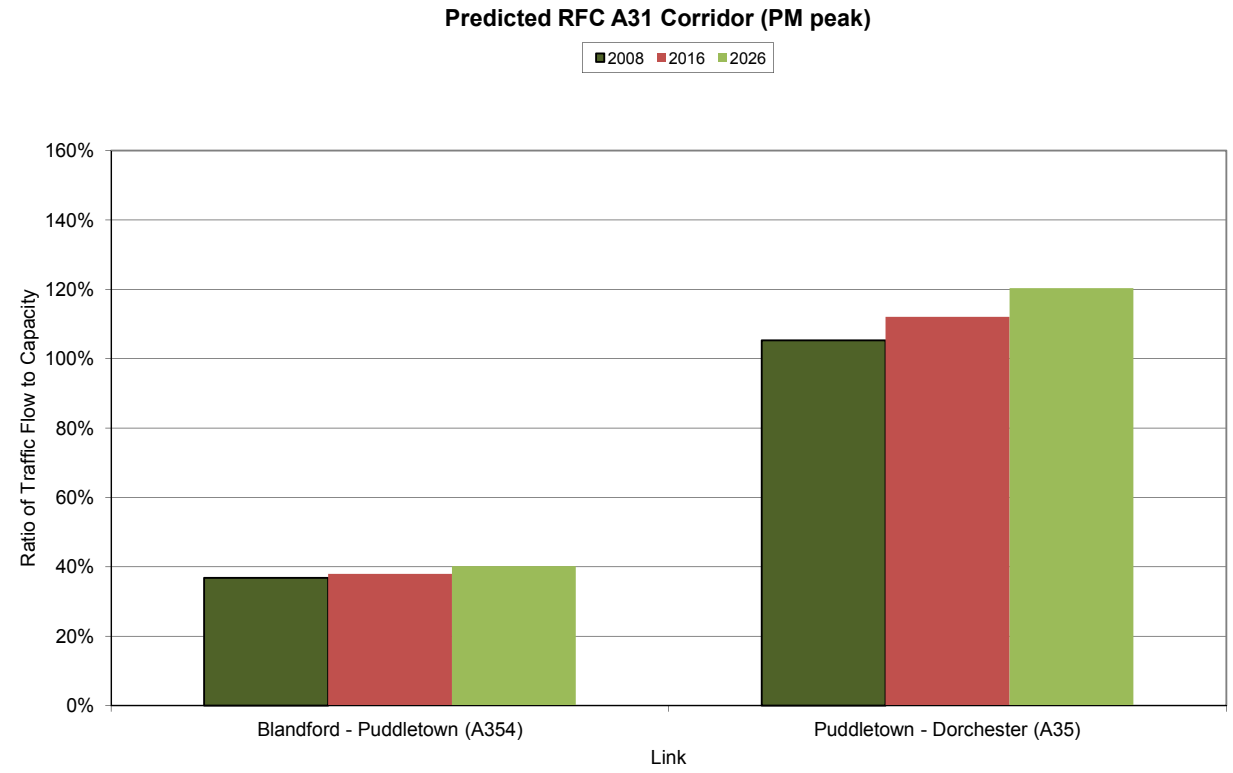


Figure 5-30 *A31 PM*

A303 Corridor

5.14

The A303 Corridor covers Gillingham, Wincanton, Mere, Shaftesbury, and Salisbury and includes sections of the B3081, B3092 and A30. The predicted flows on the A303 Corridor were extracted from the traffic model, and reported in Figure 5-31 and 5-32 as the ratio between the predicted supply of road space and the demand caused by road users. The modelling predicts that there will be congestion on the link between Gillingham and Shaftesbury in 2026, else where the road network operates within capacity.

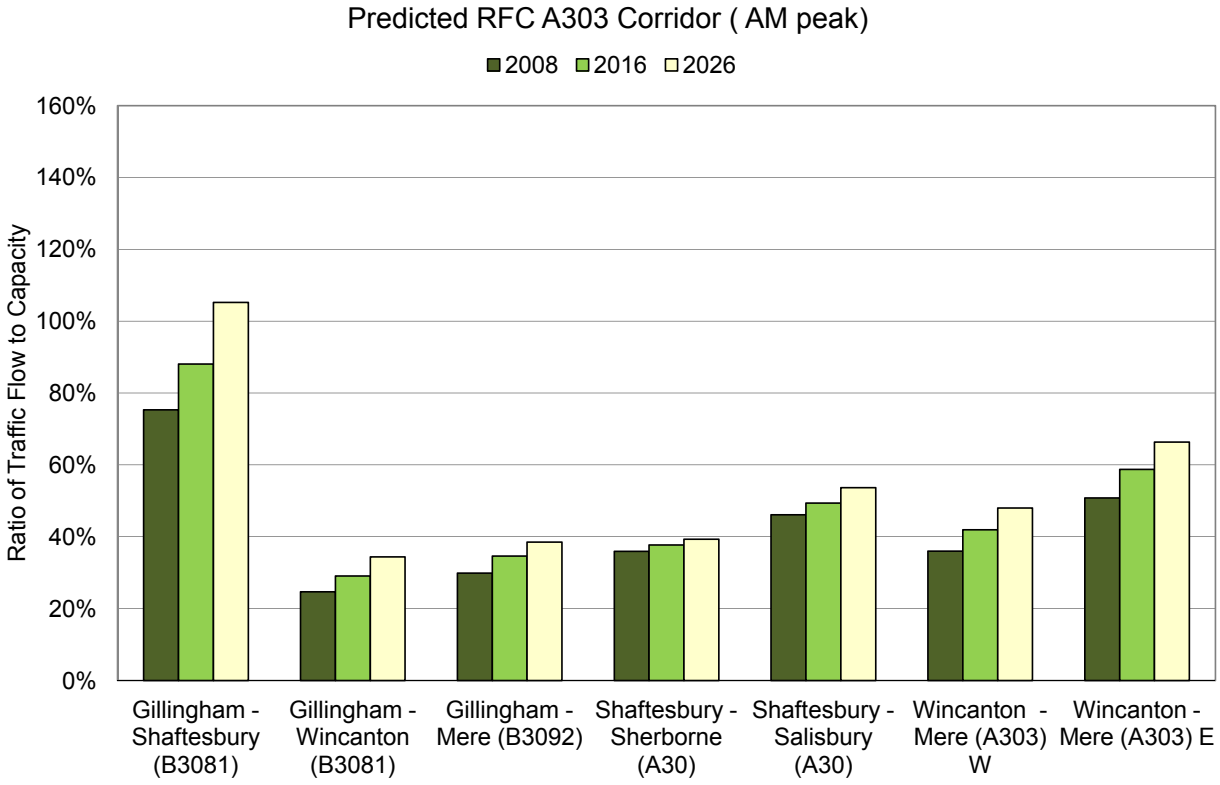


Figure 5-31 *A303 AM*

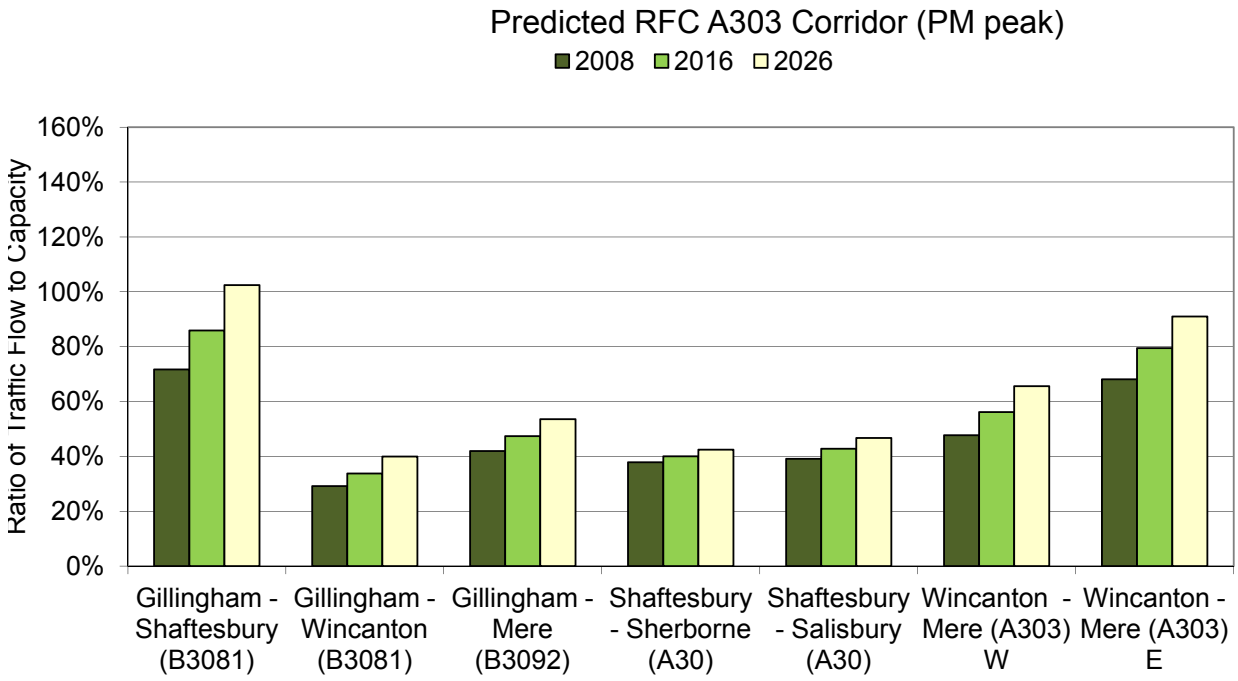


Figure 5-32 *A303 PM*

County Road Network
A350/A357 Corridor

5.15

The A350/A357 Corridor covers Shaftesbury, Blandford Forum, Poole, Wimborne Minster andincludes sections of the C13 and B3082. The predicted RFC's are reported below. The modelling predicts that these roads will remain free of congestion through to 2026.

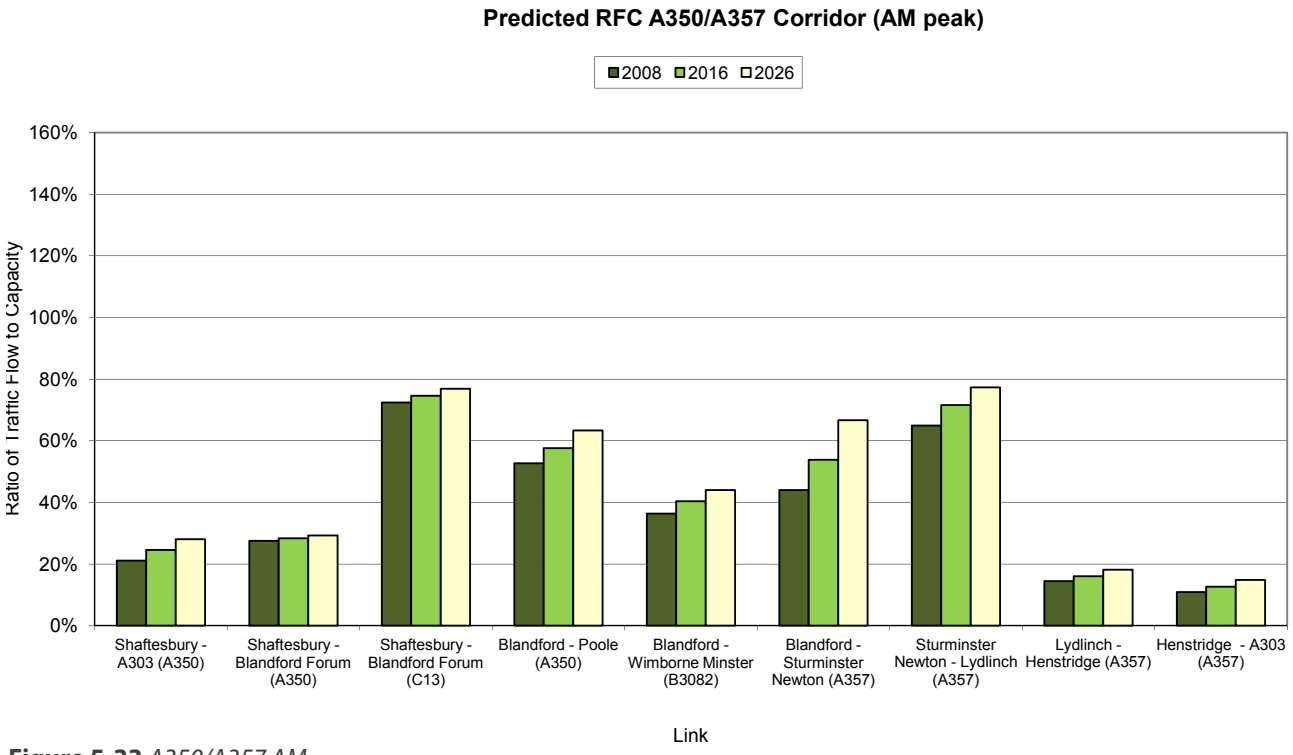


Figure 5-33 *A350/A357 AM*

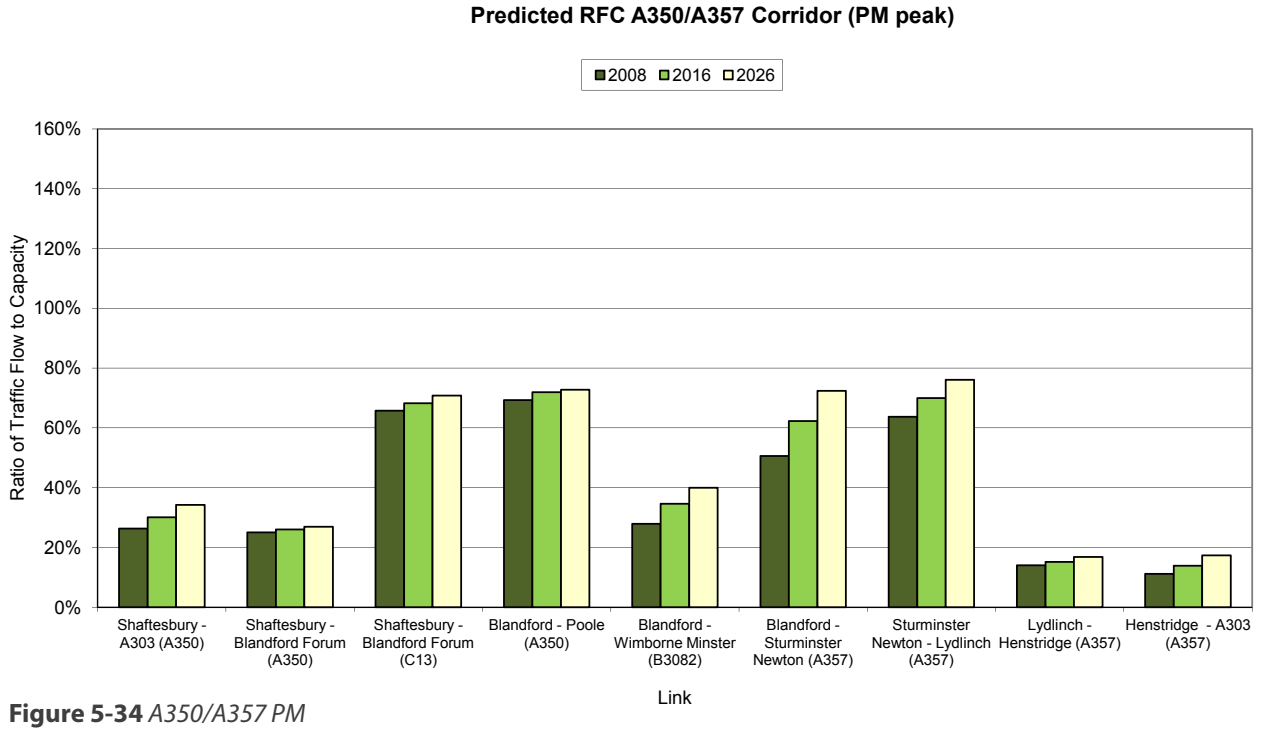


Figure 5-34 *A350/A357 PM*

Cross border Network

5.16

The A303 and A31 will be subject to additional pressure as a result of strategic traffic growth outside of the study area. The traffic model used for this assessment is limited in its ability to model the strategic road network accurately but it does indicate that the A31 and A35 will suffer significant congestion prior to 2026.

5.17

Figure 5.36 shows the results of the modelling, in this case for the year 2026 which includes growth and development traffic

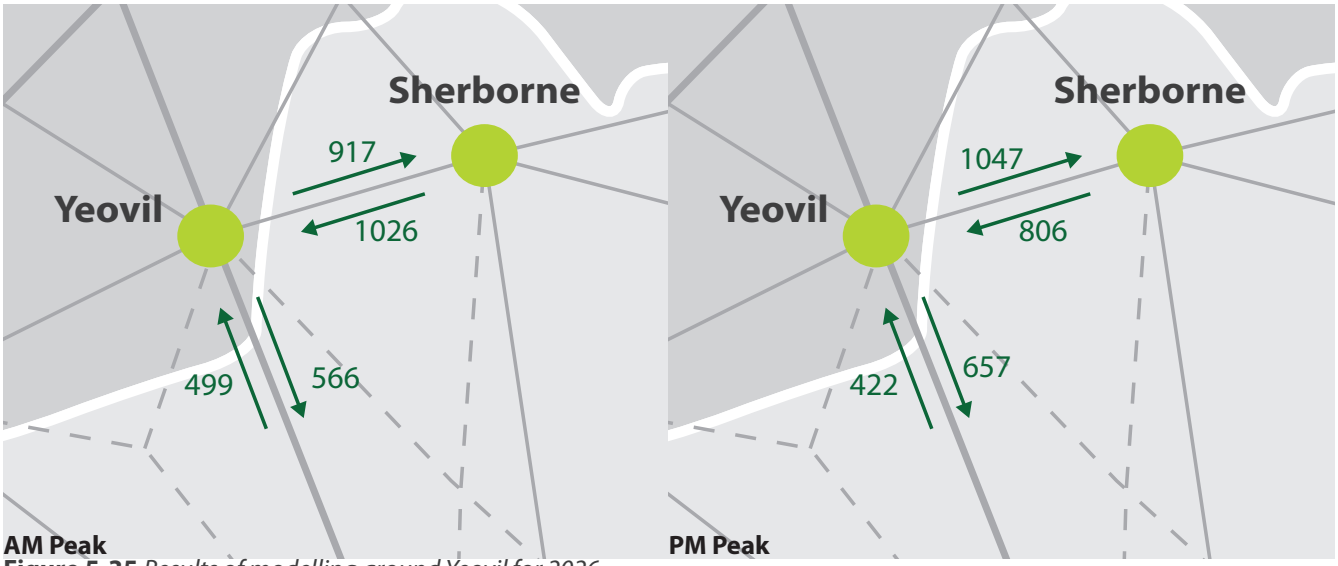


Figure 5-35 *Results of modelling around Yeovil for 2026*

6 Specific Transport Studies

6.1

A number of specific transport studies were identified by the Transport Study process and were carried out in parallel. The specific study results were in turn used to inform the Transport Studies outputs. A synopsis of these specific studies is provided below.

Gillingham Capacity Study

6.2

Gillingham is a town in the North Dorset District and was identified by the County as having the potential to support growth above and beyond its regional allocation due to its existing employment base, and its mainline railway station. A detailed study was commisioned with the aim of identifying the long term potential for sustainable growth in Gillingham.

6.3

The capacity study indentified that the potential for the town to expand significantly was constrained by the existing traffic congestion. The town could support a relatively high volume of development but the upper limits would require highway infrastructure improvements to mitigate the predicted increase in town centre congestion. A possible solution identified by the study was a southern link road.

Crossways Transportation Capacity Study

6.4

Crossways is located in the West Dorset District, 9km east of Dorchester where many of its residents work. The County sought to determine if Crossways was suitable (from a Transportation perspective) for accommodating an increased housing and employment allocation, due to its proximity to the employment centre of Dorchester and to Moreton Railway Station. Currently Crossways has a very small amount of employment but there is sufficient residential critical mass to engender a good level of self containment in the future.

6.5

Analysis of walking times to Moreton Station from Crossways identified that the distance was too great to make commuting to Dorchester by rail feasible.

Improvements to the road network to support cycling between Crossways and Dorchester were identified, but cycling improvements in isolation would be insufficient to support a significant increase in development.

Dorchester, Weymouth and Portland Mass Rapid Transit

6.6

The Weymouth and Portland traffic modelling reported a significant increase in trips along the Dorchester - Weymouth-Portland corridor over the next twenty years as a result of the proposed growth. The growth, despite the significant investment in highway infrastructure and better land-use planning, will cause significant traffic congestion in the town.

6.7

An identified measure for mitigating the reported traffic congestion was mass rapid transit. A high level, pre-feasibility study, examined the possibility of providing either an improved rail service or a new busway along the corridor. The study illustrated a number of opportunities for bus priority measures for consideration along the corridor.

Community Travel Exchanges

6.8

Overall the Dorset wide traffic modelling identified only a limited number of locations where highway infrastructure improvements were necessary in the short term. Equally there are limited mechanisms for intervention for travel to work due to the absence of viable alternatives in a rural County.

6.9

The Community Travel Exchange concept builds on the "Rural Reach" work completed for the Dorset Area of Outstanding Natural Beauty by Addison Associates. The Community Travel Exchange or "Dorset to You" concept looks to increase travel choice and enable people to move, and goods and services to be delivered more sustainably in rural areas.

6.10

Dorset to You aims to reduce the need to travel and distance travelled in rural areas by providing more opportunities locally. The concept looks to reinforce traditional village centres by reinstating services which were traditionally provided locally and providing better access to non-local services. The services would be provided at, or accessed from a single location known as a Community Travel Exchange. Ideally this will be:

- Centrally located within the Community
- Good access to the public right of way network, cycle network and the highway network
- Able to accommodate car and cycle parking
- Accommodate large vehicles e.g. Mobile Library

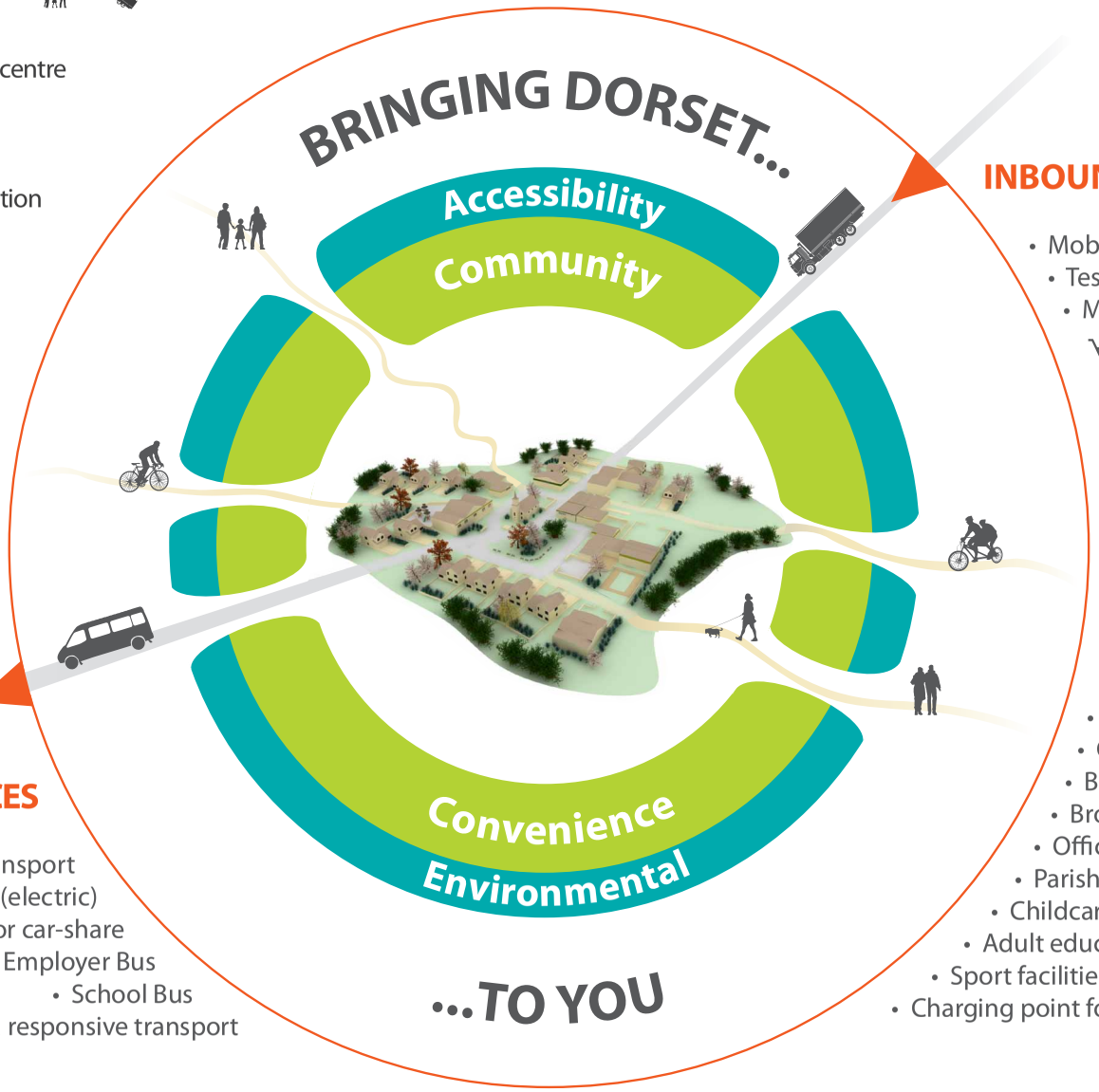
The concept is illustrated in Figure 6-1.

Figure 6-1 *Community Travel Exchanges*

DORSET TO YOU - **THE EXCHANGE**

- Rural travel consolidation centre
  One-stop-shop
- Extended opening hours
- Community run
- Travel and emission reduction

Buro Happold



INBOUND SERVICES

- Mobile NHS walk in Centre
- Tesco grocery van
- Mobile Library

RESIDENT SERVICES

- Post Office
- Collection point for parcels
- Banking
- Broadband
- Office space
- Parish customer service centre
- Childcare
- Adult education classes
- Sport facilities
- Charging point for electric cars

OUTBOUND SERVICES

- Public Transport
- Car Club (electric)
- Car park for car-share
- Employer Bus
- School Bus
- Demand responsive transport

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7 Emerging Transport Strategy

Introduction

7.1

This section gives a high level outline of the proposed strategy for each study area. Further details can be found in the relevant strategy report for each area.

Recommendations from the Transport Studies that informed Local Transport Plan 3

7.2

The headlines of the Proposed Strategy for Weymouth and Portland General Measures are:

- Up to 2016, a strategy is adopted focussing upon tangible deliverables such as infrastructure improvements and travel demand management measures.
- Post 2016, a step-change in travel needs to be embraced and within the context of this strategy this includes conceptual schemes that set out the direction for future strategy development.
- Landuse measures, to encourage the use of public transport, cycling and walking, shorter journeys, and less frequent travel.These measures include higher densities, public transport orientated development, mixed-use development, development located to achieve the full utilisation of the highway network and travel planning
- Information provision, including conventional direction signing, coordinated public transport information, signage for cyclists and pedestrians, and variable message signing.

The specific Walking and cycling measures include:

Improvements on the following routes:

- Wessex Route; Granby Way to Chafey's Roundabout, linking up with the existing cycleway at Radipole Lake
- Marsh Route; along Chickerell Road and through the Marsh recreational ground, linking Budmouth College to the Rodwell Trail (via the Newstead Road bridge).
- Portland Beach Road; improvements to the existing cycleway to make it wider.
- Redlands Route; Upwey Railway Station to Wey Valley School and Manor Roundabout and ending by linking in with cycleways at the bottom of Monmouth Avenue.
- Eastern Route; linking Radipole Park Drive cycleway to Preston Beach Road cycleway via Alexander Footbridge, Westbourne Road and Cranford Avenue.
- Connect 2 funding is committed for the construction of a pedestrian and cycle bridge on the Rodwell Trail over Newstead Road.

Some of these routes are now complete or partially complete.

Other Measures include:

- Reductions in car parking (there is currently an oversupply)
- Rationalisation of bus stopping areas
- Improvements to the town centre bus shuttle loop
- Possible road enhancements
- A new Dorchester-Chickerell-Portland bus route to support development in Chickerell, Wyke Regis and Portland.
- Improvements to Upwey Railway Station
- Improved public transport priority
- Investigate the potential of Mass Rapid Transit scheme between Dorchester and Weymouth
- Investigate the potential of water-borne public transport services
- Improvements to walking and cycling facilities, including increased cycle parking.

7.3

The headlines of the Proposed Strategy for West Dorset General Measures

- Dorset County Council to assess the feasibility of providing a network of Community Travel Exchange Centres in village communities across West Dorset. In the short term opportunities to secure funding for innovative schemes from Goverment should be pursued.
- West Dorset District Council to ensure that the Local Development Framework contains polices that align spatial and transport planning objectives.
- Dorset County Council to continue to resource and fund the school travel planning programme in line with the target set by Local Transport Plan 3.
- West Dorset District Council to review the travel plan policy contained within the West Dorset District Local Plan to enable it to respond to developing pressures on the transport network.
- Dorset County Council to pursue area based community travel plan process identified by the Rural Reach Study.
- Agree and adopt (as Policy) a Residential and Public Parking Strategy.
- Dorset County Council to improve cycle parking facilities within close proximity of key services including food shops, schools and employment sites.
- Dorset County Council to undertake a Freight Management Study to maximise the efficient movement of goods vehicles on the existing road network.
- Dorset County Council to continue to commit finance and resources to the establishment of a network management centre to provide users of the A35/A31 corridor with accurate travel information.
- Dorset County Council to assesses the feasibility of providing real time passenger information at bus stops throughout West Dorset, particularly where new development is located.
- Dorset County Council to consult on the feasibility of wider public transport integrated ticketing/ SMART card technology
- Produce and maintain a definitive database of public rights of way schemes.

Transport corridor Specific Measures Dorchester to Weymouth (A354) Corridor include:

- A pedestrian route audit is undertaken on routes between the two Dorchester rail stations to determine the safest and most direct route. Pedestrian signage should be provided marking this route.
- A feasibility study of options for a Dorchester Park and Ride should be completed.
- Dorset County Council to improve cycle link between Dorchester and Crossways.
- Further detailed work be undertaken to establish whether a sound 'business case' exists and necessary infrastructure can be provided to deliver the concept of Mass Rapid Transit.
- That a bus route, linking Dorchester, Chickerell and Portland, be pursued.

The Lyme Regis to Dorchester (A35) Corridor recommendations:

- Dorset County Council to improve the cycle link between Bridport and Beaminster.
- West Dorset District Council to assess the feasibility of utilising surplus car parking spaces at Holmbush Road and Charmouth Road car parks in Lyme Regis, and West Street car park in Bridport for park and ride, using existing bus services.
- Dorset County Council as the Highway Authority to review the Lyme Regis Traffic Study to assess feasibility of implementing the recommended improvements.
- Dorset County Council and West Dorset to take a leading role in establishing a Working Group to further assess feasibility of providing a waterborne passenger transport service that incorporates key settlements along the West Dorset Coast. The aims of the Working Group will be defined by the Dorset and East Devon Waterborne Transport Scoping Study.

The Sherborne to Yeovil (A30) Corridor recommendations:

- Dorset County Council to improve cycle connections between Sherborne and Yeovil, in consideration of the options presented.
- Dorset County Council work in partnership with South Somerset District Council to develop interchange improvements in Yeovil to assist passenger interchange between rail services operating on the South West Main Line and the Heart of Wessex Line.

7.4

North and north East Dorset

The headlines of the Proposed Strategy for North and north East Dorset Public Transport are:

- Provision of real time bus passenger information at Policy B and C settlements
- Consult on the feasibility of wider integrated public transport integrated ticketing
- Dorset County Council to work with local bus operators to develop a public transport strategy for the area to accommodate growth
- The long term feasibility of a rail link between Yeovil Junction and Yeovil Penn Mill stations be assessed
- Seek to maximise the opportunity for development around Gillingham rail station
- Expand the Demand Responsive Transport networ between Weymouth and Dorset

The Walking and Cycling measures include:

- Comprehensive audit of signs between main transport nodes and services be undertaken
- Produce and maintain a definitive database of public rights of way
- Implement walking and cycling improvements in identified Development Policy B and C settlements

The Demand Management measures include:

- Prioritise development that reduces the need to travel and maximise the opportunity for sustainable travel
- Review and update existing policy in respect of Travel Planning
- Assess the feasibility of providing a network of Community Travel Exchange Centres in village communities across North and north East Dorset
- Agree and adopt (as Policy) a Residential and Public Parking Strategy

The Highway Network measures include:

- Produce and adopt (as Policy) a Freight Management Strategy
- Review all existing highway schemes in the Local Plans and Local Transport Plan to assess their likelihood of being delivered in the current Policy and financial climate
- Identify further Route Management Strategy initiatives for the A350, A30/ B3081/ B3092 corridors
- Study the extent and implications of traffic diverting onto local roads due to congestion on the A31 around Wimborne Minster
- Representation be made to the Highways Agency to review the A30/ A31/ A35 Route Management Strategy

Annex A: Transport Strategy Issue Sheets

Weymouth and Portland Transport Study Document Issue Sheet		
Report Name	**Issue Date**	**Issue Number**
Inception Report	04/04/2008	0
Inception Report	14/04/2008	1
Inception Report	16/04/2008	2
Inception Report	25/07/2008	3
Policy Review	28/07/2008	0
Draft Advice on the RSS	21/08/2008	0
Inception Report	04/09/2008	4
Policy Review	09/09/2008	2
Policy Review	09/09/2008	3
Inception Report	30/09/2008	5
Proposed Development	10/02/2009	0
Final Inception Report	**23/02/2009**	**6**
Existing Conditions	10/03/2009	0
Transport Strategy	23/03/2009	0
Technical Note on Highway Infrastructure Schemes	09/04/2009	0
Technical Note on Car Parking Restraint	09/04/2009	0
Scheme Drawings for Public Consultation	30/04/2009	0
Final Policy Review	**27/05/2009**	**4**
Existing Conditions	28/05/2009	1
Final Existing Conditions	**29/05/2009**	**2**
Final Transport Modelling	**02/06/2009**	**0**
Final Transport Strategy	**04/06/2009**	**1**
Technical Note on Western Route Modelling	13/11/2009	0
Technical Note on Bus Rapid Transit	07/01/2010	0
Technical Note on Bus Rapid Transit Route Appraisal	25/02/2010	0
Technical Note on Response to Public Objection	08/06/2010	0

West Dorset Transport Study Document Issue Sheet		
Report Name	**Issue Date**	**Issue Number**
Policy Review	30/11/2007	0
Inception	09/01/2008	0
Stakeholder Consultation	01/05/2008	0
Issues and Problems	06/07/2008	0
Inception	30/07/2008	1
Community Travel Exchange	02/01/2009	0
Existing Conditions	01/04/2009	0
Final Existing Conditions	**13/05/2009**	**1**
Technical Note on Available Traffic Models	13/07/2009	0
Draft Advice on the RSS	15/08/2009	0
Transport Modelling	07/09/2009	1
Technical Note on Crossways	30/09/2009	0
Community Travel Exchange	02/10/2009	1
Final Policy Review	**09/10/2009**	**1**
Transport Modelling	09/10/2009	0
Community Travel Exchange	22/10/2009	2
Transport Strategy	04/12/2009	2
Community Travel Exchange	15/02/2010	3
Final Transport Modelling	**01/04/2010**	**2**
Final Transport Strategy	**28/04/2010**	**3**

North and north-east Dorset Transport Study Document Issue Sheet		
Report Name	**Issue Date**	**Issue Number**
Inception Report	30/10/2007	0
Policy Review	29/11/2007	0
Technical Note Issues Paper	06/02/2008	0
Existing Conditions	01/04/2008	0
Existing Conditions	01/05/2008	1
Stakeholder Consultation	20/05/2008	0
Stakeholder Consultation	15/07/2008	1
Technical Note on Gillingham Railway Station	13/08/2008	1
Technical Note on Gillingham Railway Station	16/09/2008	2
Gillingham Town Profile and Strategy	19/11/2008	0
Shaftesbury Town Profile and Strategy	21/11/2008	0
Blandford Town Profile and Strategy	21/11/2008	0
Shaftesbury Town Profile and Strategy	25/11/2008	1
Blandford Town Profile and Strategy	25/11/2008	1
Transport Strategy	01/01/2009	0
Policy Review	29/01/2009	1
Gillingham Town Profile and Strategy	04/02/2009	1
Final Inception Report	**13/02/2009**	**1**
Transport Strategy	01/04/2009	1
Dorset Saturn Model	21/04/2009	0
Existing Conditions	01/05/2009	2
Dorset Saturn Model	14/05/2009	1
Transport Modelling	01/06/2009	0
Transport Strategy	01/07/2009	2
Existing Conditions	01/07/2009	3
Transport Strategy	01/08/2009	3
Transport Strategy	01/10/2009	4
Final Transport Strategy	**01/03/2010**	**5**
Final Transport Modelling	**01/03/2010**	**1**
Final Existing Conditions	**01/03/2010**	**4**

Annex B: Strategy Commonality Tables

	Source Document								
	ECR - Existing Conditions Report.								
	TMR - Transport Modelling Report.								
	WT-Working Towards a Transport Strategy								
subject	W&PTS			WTS			N&nETS		
	Report	Page	Paragraph	Report	Page	Paragraph	Report	Page	Paragraph
Access to goods and services	ECR	50	4.8	ECR	91	5.3 -5.6	ECR	16	2.2-2.5
	TMR	15	3, 4	WT	37	4			
Area of Outstanding Natural Beauty				ECR	39	3.6	ECR	19	2.7
Community Travel Exchange				WT	50	5.3	WT	80	6.2.3
Cycling	ECR	61	5.3 - 5.4	ECR	105	6.1-6.6	ECR	125	9.3
	WT	32	4.3.1	WT	57	5.7	WT	90	6.2.10
	WT	65	4.4.5	WT	71	5.19	WT	102	6.5
				WT	76	5.22			
Environmental Capacity (of routes)									
Existing Movement Patterns	ECR	128	12, 13	ECR	35	3.4	ECR	29	4.1-4.6
	TMR	62	6, 7,8		47	4.1- 4.5			
					215	13			
				TMR	15	3			
Existing Self Containment				ECR	37	3.5	TMR	15	3.1-3.6
Freight	ECR	92	7.4.5	ECR	229	14	WT	86	6.2.5
	ECR	98	9	WT	57	5.8			
Future Movement Patterns	TMR	64	9	TMR	29	4	TMR	27	4.1 - 4.4
	WT	17	3	WT	19	3	WT	41	5.1 - 5.18
Transport Network	ECR	65	6.1 - 6.5	ECR	22	2.2	ECR	55	6.4 - 6.19
	ECR	178	15	ECR	121	8.2	WT	93	6.4.1.2
	WT	31	4.3.1	ECR	143	8.7	WT	102	6.6
				ECR	179	10.1 - 10.8	WT	110	6.7.2.1
				WT	62	5.14 - 5.15			
				WT	82	5.24			
Link Capacity							ECR	49	6.1 - 6.3.1
Marine Transport	ECR	93	8	ECR	119	7.1			
	WT	63	4.4.4						
Park and Ride	ECR	92	7.4.2	WT	67	5.18			
	WT	32	4.3.2	WT	78	5.23			
Parking	ECR	82	7.4 -7.4.3	ECR	235	15	ECR	73	7.1-7.7
	ECR	124	11	WT	56	5.6	WT	83	6.2.4
	WT	32	4.3.2						
Public Transport	ECR	100	10	ECR	145	8.8 - 9.9	ECR	83	8.1-8.8
	WT	31	4.3.1 -4.3. 2	WT	60	5.10 - 5.11	WT	90	6.2.8-6.2.9
	WT	53	4.4 - 4.4.3	WT	73	5.20 -5.21	WT	93	6.4.2.2-3
				WT	85	5.26	WT	103	6.6.2.3 -6.6.3.1
							WT	110	6.7.2.2
Road Safety	ECR	167	14	ECR	124	8.3 -8.6	ECR	41	5.1-5.5
				ECR	195	12	WT	93	6.4.2.1
							WT	109	6.7.1.2
Rurailty				ECR	25	3.2			
Signage							WT	89	6.2.7
Stakeholder Engagement	ECR	29	3	ECR	263	16	ECR	23	3.1 - 3.19
Travel planning	ECR	183	16	ECR	187	11.1 -11.4.1	WT	79	6.2.2
	WT	28	4.2.1	WT	55	5.5	WT	89	6.2.6
				WT	59	5.9			
Walking	ECR	59	5.2	ECR	83	5	ECR	95	9.2.1-9.2
	ECR	82	7.2	WT	61	5.12	WT	91	6.2.11
				WT	63	5.16 -5.17	WT	100	6.4.2.4

Annex C: DCC Spatial Portrait –Transport in the Rural Character Areas of Dorset

Bournemouth, Poole and Dorset LTP3 2o11 – 2o26

Transport in the Rural Character Areas of Dorset

(Draft – TiRCAD v.13a 2o11 o1o6)

Contents:

Document status caveat:

This document has been prepared as a draft working paper for internal circulation within Dorset County Council to inform and contribute to the preparation of the **Consultation Draft *Bournemouth, Poole and Dorset LTP3 (2o11-2o26)***. The commentary and suggested strategies that it contains are therefore not necessarily the position or policy of the County Council on any matter included in the paper.

Reference must be made to that consultation draft *LTP3* when it is released for public consultation during January – February 2o11 for confirmation of which matters have been taken forward from this working paper into the LTP process.

2o1o 1123

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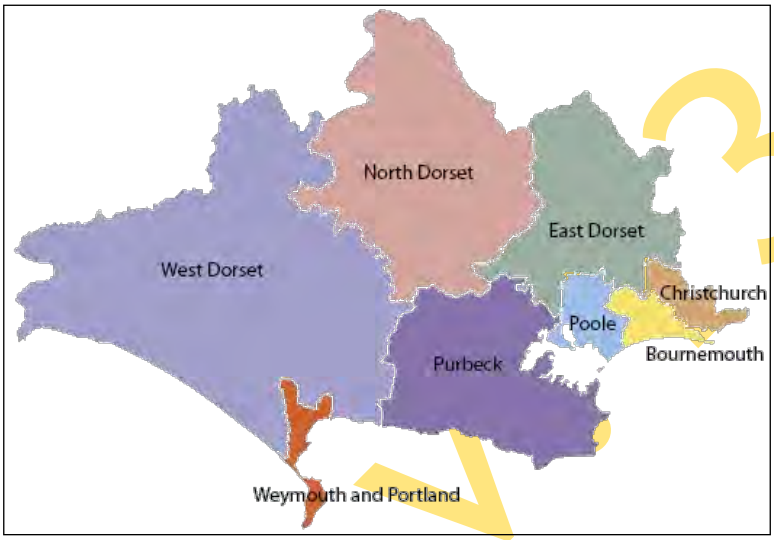
1. Introduction & background

Introduction

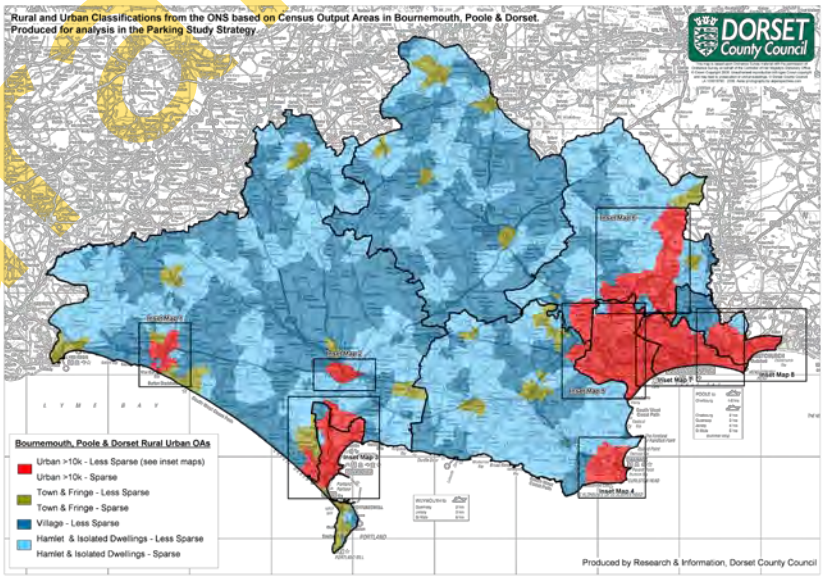
Dorset in its widest context – that is the combined local government administrative areas of the unitary Boroughs of Bournemouth and Poole together with the two tier area embraced within the boundary of Dorset County Council (Fig.00) covers two distinct character types of settlement pattern.

Fig.00.



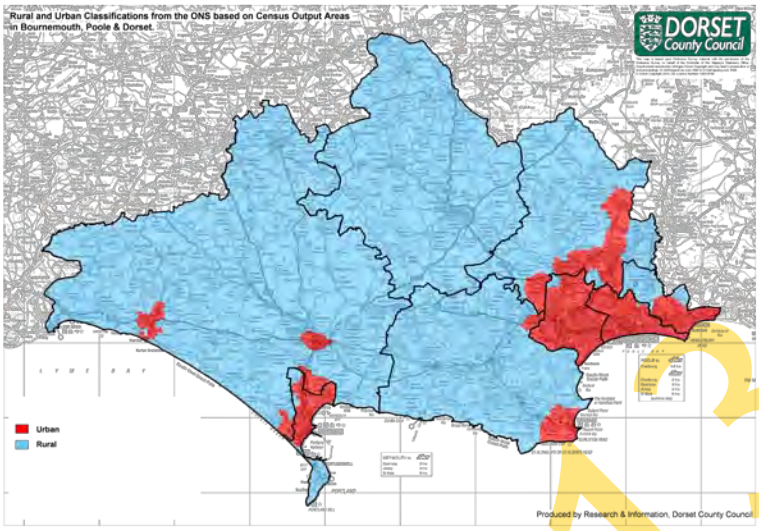
A map prepared for the BP&D Residential Car Parking Study (Fig.01.) (Chapter xxxx) that defines the local context of areas according to a DEFRA classification system illustrates these two broad character areas – urban (red) and rural (blues/green).

Fig.01a.



This map has been simplified (Fig.01b.) and adjusted to give a clearer definition of how Dorset is divided into the two

Fig.01b.



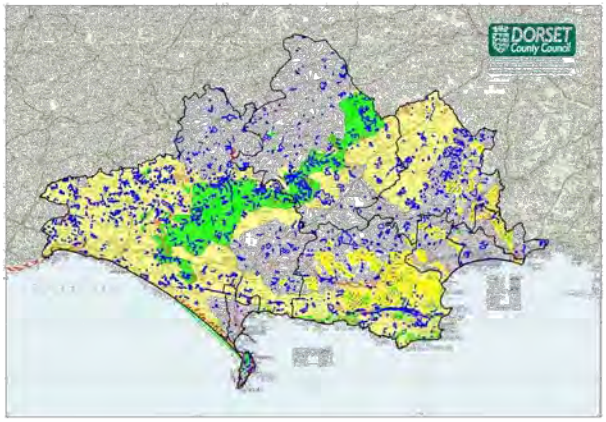
The map clearly illustrates a grouping of urban character as the strong context in South East Dorset (SED) comprising of Bournemouth, Poole, Christchurch, parts of East Dorset and parts of Purbeck. This area correlates to the area covered by the previous SED LTP2.

The functionality of this SED sector is very much that of an urban conurbation with its associated distinctive urban/suburban services infrastructure focusing towards the central areas of Bournemouth and Poole.

Surrounding this SED sector is the significantly larger mass of Dorset county which is predominantly rural in character (? % urban/rural). The functionality of the rural character area remains largely based on a historic market town and hinterland structure of settlements and communities with hamlets and villages looking towards the local market towns as service and provisions centres. These in turn, in hierarchical fashion, look to the county town of Dorchester or to over-border equivalents such as Yeovil and Salisbury. Weymouth is a partial exception to this structure for several reasons discussed later. The rural character area sweeps clockwise from Purbeck's conurbation influenced eastern edge, westwards through Purbeck District, West Dorset District and Weymouth & Portland Borough and northwards through North Dorset District and eastwards to include the rural northern part of East Dorset District. Whilst this character area does include areas that are by DEFRA definition urban (Bridport, Gillingham, Dorchester, and Weymouth) they, for the purposes of this section of LTP3 are embraced within the overall Rural Character Area

The rural character area is very heavily constrained by international habitat designations and is substantially covered by two designated areas of outstanding natural beauty – the Dorset AONB and the Cranborne Chase and West Wiltshire Downs AONB.

Fig.02.



In a regional or national context these two character areas sit below a third and final character type which is the intensification of the urban character but of distinct influencing type – that of the city. These 3 sit together in a historically consolidated relationship hierarchy. Whilst Dorset does not have any city character areas within its boundaries the city' attitudes and influences impact on Dorset in several ways. These include at times a seemingly lack of appreciation of rurality issues by some areas of central government policy and guidance. Fig 3 shows the urban character type in red and rationalises the rural character types by grouping them together

Fig.03.

Bournemouth, Poole and Dorset have, in their capacities of local highway authorities been supporting Dorset's Local Planning Authorities with highways and transportation advice in the transition from land use planning through the former Local Plans into the spatial planning era of Local Development Frameworks process introduced by the Planning Act 2004. This support is currently being focused through a series of Transport Studies leading to transportation infrastructure delivery through policies and implementation plans included in this LTP3.

These transport studies are:

(Correlating to the South East Dorset Urban Character Area)

- The South East Dorset Multi Modal Transport Study (SEDMMTS) undertaken by ATKINS for a partnership that includes of the three local highway authorities for the study area and the Highways Agency

(Correlating to the Rural Character Area)

- The Weymouth & Portland Transport Study (**W&PTS**) 2008-2010 undertaken by Buro Happold, commissioned by Dorset County Council and overseen by Steering Group that drew representation from various County Council disciplines, Weymouth & Portland Borough Council, the Highways Agency, Dorset AONB and DAPTC.
- The West Dorset Transport Study (**WTS**) 2008-2010 undertaken by Buro Happold, commissioned by Dorset County Council and overseen by Steering Group that drew representation from various County Council disciplines, West Dorset District Council, the Highways Agency, Dorset AONB and DAPTC.
- The North and north East Dorset Transport Study (**N&nETS**) 2008-2010 undertaken by Buro Happold, commissioned by Dorset County Council and overseen by Steering Group that drew representation from various County Council disciplines, North Dorset District Council, East Dorset District Council, the Highways Agency, Cranborne Chase and West Wiltshire Downs AONB, Dorset AONB and DAPTC.

These three transport studies provided Transportation Evidence into the respective LDF processes of East, North and West Dorset District and Weymouth & Portland Borough Council's up to the point of interjections into the planning process by the Coalition Government after the General Election of 6th May 2010. They refer to the Regional Spatial Strategy (RSS) for the South West revoked by government in July 2010 and to

infrastructure proposals and aspirations that in the light of Government curbing of Public Sector finances in October 2010 appear undeliverable within the plan periods of the respective Local Development Frameworks (of any more locally orientated, replacement, processes). Given the amount of development proposed in each LDF a view has been taken on the basis of direct proportional impact about what transportation developer contributions can realistically be carried by that development.

Section 5 of this part of the Local Transport Plan therefore outlines both implementation policy and initial implementation plans to support based on the evidenced of the W&PTS, WTS and N&nETS.

- The Purbeck Transport Study (PTS) undertaken by Buro Happold, commissioned by Dorset County Council and overseen by Steering Group that drew representation from various County Council disciplines, Purbeck District Council and Dorset AONB originally completed in 2004 and is supported by an adopted developer contributions policy. The PTS is now being revised and that work also feeds into this LTP

In addition further studies relevant to this section of the LTP and included as documentation within the LTP suite of documents are:

- **The Waterborne Transport Scoping (2009) Study** undertaken by Fisher Associates commissioned by Dorset AONB in association with Jurassic Coast Team and overseen by a Steering Group that drew representation from Dorset AONB, Jurassic Coast Team, Devon and Dorset Country Councils, and Coast Forum Group interests.

- **The Waterborne Transport Feasibility (2010) Study** undertaken by Fisher Associates commissioned by Dorset AONB, funded equally by Devon and Dorset LTP funding and overseen by a Steering Group that drew representation from Dorset AONB, Jurassic Coast Team, Devon and Dorset Country Councils, Marine and Coastguard Agency and Coast Forum Group interests.

- The Bournemouth, Poole and Dorset Residential Car Parking Study undertaken by WSP in association with Phil Jones Associates commission by Dorset County Council and jointly funded and Steered by a public – private partnership of Borough of Poole, Bournemouth Borough Council, C G Fry & Sons Ltd., Christchurch Borough Council, Dorset County Council, The Duchy of Cornwall, East Dorset District Council, Morrish Builders (Poole) Ltd,. North Dorset District Council, Purbeck District Council, West Dorset District Council and Weymouth & Portland Borough Council

The revocation of the RSS has, at the time of preparation of this draft LTP3, left a policy vacuum. Predecessors to the RSS – Regional Planning Guidance for the South West (September 2001) (RPG10) and the Bournemouth, Dorset and Poole Structure Plan CSP28 (February 2001) had plan period to 2016 and 2011 respectively. Policies from the latter were saved until either replaced by policy in the adopted RSS or appropriate LDF. In default of neither having happened by expiry of the Structure Plan period in 2011 this LTP3 has become the base for carrying some of the saved the policies forward or abandoning them as appropriate in Section 5 of this part of the Local Transport Plan.

In addition to PRG10 and CSP28 regard has been given in preparing this section of LTP3 to work undertaken on the abandoned "Bournemouth, Dorset and Poole Structure Plan (Replacement Structure Plan Deposit Plan) CSPR3 (July 2004) and the Buro Happold *Review of major highway schemes* that informed it.

Background

Historically much of this rural character area and its functionality was, and remains, predominantly mixed agricultural. In past centauries the distinctiveness of the rural landscape was witness to substantial flocks of sheep grazing on the chalk downlands and dairy herds grazing low pastures and water meadows flanking the numerous rivers and streams that meander towards the sea.

Communication routes have been, therefore, largely influenced by market town and hinterland settlement relationships and their needs in an agricultural rurality. Longer journey routes were defined by the cross region drove routes as much as anything else.

These routes which people travel have been a formative influence on our ever-changing landscape for as long as all the other marks of human habitation: the patterns of cultivation and of dwelling-place clustering.

They have evolved into a formalised structure that includes motorways (with the exception in Dorset), roads, streets, lanes and tracks. All of them have been witness to the technical, cultural and social developments in our ability to travel greater distances, ever faster. A tension can exist between settlements and routes: the reconciling of place and movement and the different considerations between

- a route between places (A to B) (a road) (a motorway between cities or equally a lane between villages)
- a route through places where the route function takes precedence over the place function (through A, through B)(a road) (a trunk road through a hamlet)
- a route through places where the place function takes precedence over the route function (at A, at B)(a street) (a high street, a city street, a town street, a village street)

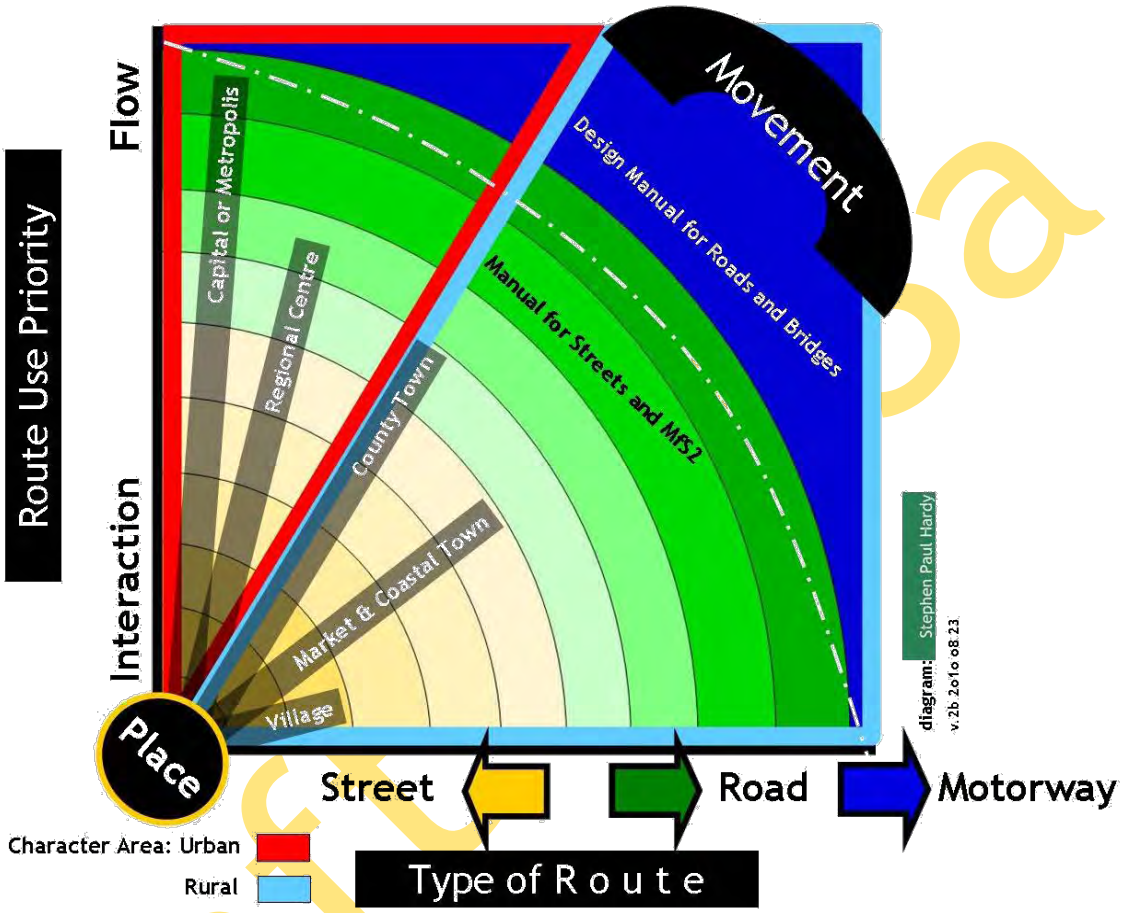
So the routes and the places they connect have a relationship. Roads provide for the journey between places. Streets serve the needs of the multiple interactive routes within those places. Tensions arise when a route in a place evolves, as a through route, to be more significant or important than the place itself. The street becomes a road: the route becomes dominant, the place becomes subservient.

Subsequently the engineered measures that support that dominant function of a route to the detriment of the place have become more and more intrusive in the streetscape of the built environment and the landscape of the natural environment. Such measures include route signs, advisory signs, warning signs and lighting to make navigation at night almost as easy as in

daylight……to the point that highway corridors became seemingly disconnected from the environments in which they were set.

By nature of the character area functions which they run through the range of considerations between urban roads and streets are different from rural counterparts

Fig.04



Dorset has no motorway routes passing through its boundaries and only two east-west trunk routes – the A.303 minimally encroaching in the north of the county and the A.31/35 traversing across the lower waist of the county connecting south east England with destinations in deeper south west England. Much of even this trunk road is single carriageway and bears very visible seasonal traffic flows. Two route corridors cross the county on the north – south axis. In the west the A.37 from Bristol connecting with the A.354 to Weymouth & Portland and in the east the A.350 connecting the port at Poole to, ultimately, the midlands. The alignment of the A.350 is illustratative of the fact that highway infrastructure in the rural part of Dorset is largely unimproved and follows pretty closely the routes laid down centauries before with little more "improvement" than surfacing and widening with successive carpets of bituminous macadam material.

Historically rural roads in Dorset had the following historic functions

a) Roads which support a variety of transportation methods – foot, horse, bicycle.
b) Roads in their form, appearance and function which differed little from the wider network of bridleways and footpaths. This pattern continued in many areas into the 1950s.

c) Dominance of local movement over wider travel – with the possible exception of toll roads and carriage roads which even then were likely to support a greater percentage of local rather than cross regional travel
d) Routes which form a variety of functions rather than merely providing nodes between different scale settlements for example providing access to resources fuel or stone or land types fields or woodlands

The increasing urbanisation of a road and increases in car numbers tends to have the following effects on the historic function of the routeways:

a) The increasing domination of motorised transportation over other transportation methods – pedestrians, horse, bicycle, horse and cart. High car numbers means that road users are either forced to use pavements and verges, or are in the worse case scenario are unable to use the route at all.
b) Roads which appear visually different, including increasingly urbanisation, and function differently to the network of rights of way surrounding them.
c) Dominance of cross travel over local movement
d) Severance of the wider network of routes – paths, bridleways, tracks

This means that due to the high % of rural roads in Dorset, there are a high survival of routeways with the following once much more widespread functions

a) Roads where horses, bikes and people coexist alongside cars
b) Roads where local movement predominates over wider travel
c) Roads which maintain their functional linkages to woodlands, fields and resources
d) Roads which appear much more similar in character to tracks and bridleways and which maintain their functional linkages to this network.

This high survival of "historic function" exists alongside the related high survival of "historic characteristics" such as historic landscape context and setting, historic boundaries, and individual historic assets such as milestones as discussed in the study of the B3081.

What this means in policy terms therefore is that for any transportation strategy to be successful it needs to deal with the distinctive function and characteristics of these kinds of roads on their own terms.

Other influences that have shaped Dorset's rural character are it's:

- coastline and maritime connections
- military connections
- provision of building minerals – particularly the internationally recognised Purbeck and Portland stones

The Dorset's coastline has two well known historical connections; its contribution to Britain's role as a maritime power and its geological value. The maritime power connection was of particular importance through the Napoleonic era and later during two world wars with (until the mid 1990's) the significant Royal Navy presence at Portland. An comparatively short term but very intense maritime connection of international significance will happen in 2012 with the Olympic sailing events of that year taking place in Weymouth bay.

This maritime emphasis can be seen to have influenced not only Weymouth and Portland but the local context also of places such as Bridport. Reflecting their roles as ports Poole and Weymouth have evolved as a main terminal communications destination for highway and in Weymouth's case rail infrastructure. The role of both these urban character areas has important influencing impact on the nature of the rural character areas that they connect to.

The geological connection however whilst stretching back to pre-historic times came to fore in the Victorian era and international recocgnition with the designation of the Jurrasic Coast as a World Heritage site in December 2001. Today the Jurrasic coast , a visitor attraction in it's own right has increased the seasonal flow of tourist visitors accessing the wide range of natural and built heritage destinations on the coast and within the coastal hinterland.

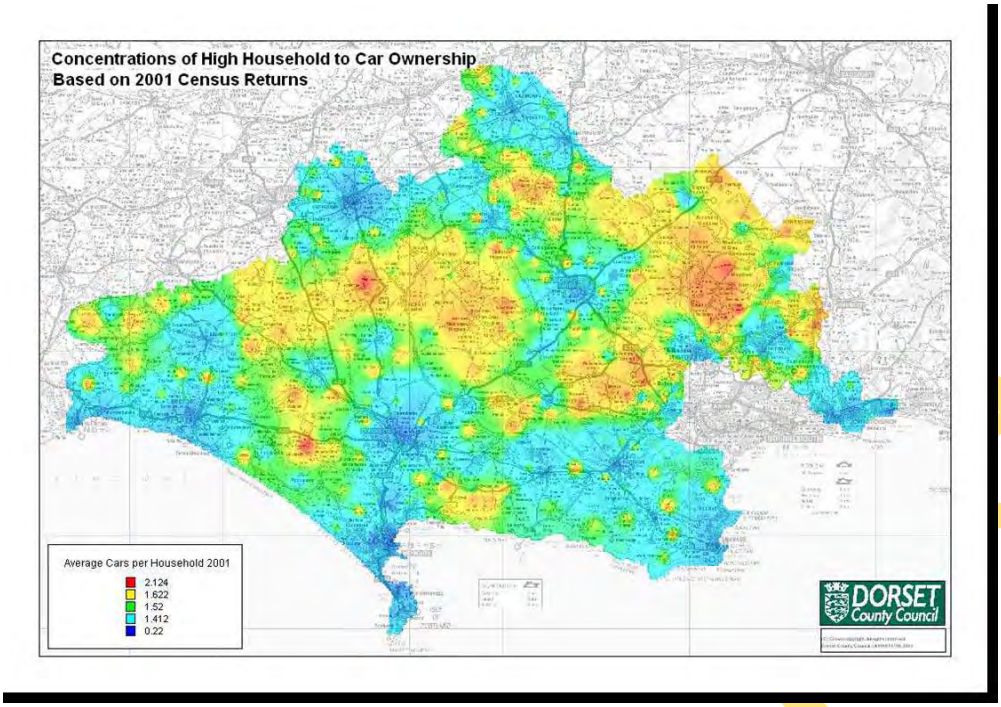
Significant military presence in Dorset during both world wars (in particular the second world war during the preparations for and delivery of the D-day invasion of occupied France) have left lingering legacies on the character of county. Particularly relevant is the presence of the Royal Armoured Corps at Bovington Camp with their associated training grounds restricting access to extensive areas of land in Purbeck (as well as adjacent offshore firing ranges). The proximity of Bovington Camp and the Royal Signals Corps presence Blandford to military presence on Wiltshire's Salisbury plain mean the movements of tracked armoured vehicles travelling at lowish speeds are a particular local distinctiveness aspects of Dorset highway networks in the eastern half of the county.

Mineral extraction to satisfy a variety of construction industry needs continues to add HGV movements into Dorset's local highway network including lories laden with quarried Purbeck and Portland building stone. In the case of Portland stone for example this entails heavily laden HGV's negotiating the steep and winding route of the A.354 off the isle through the village of Fortuneswell with no prospect of the provision of an alternative public highway route.

These all contribute to the overall attributes of the local distinctiveness of the highway network in the rural character area being:

- substantial seasonal traffic encouraged by Dorset's attraction as a visitor destination,
- commercial through traffic, including HGV movements, travelling from the edge of, or from outside of, Dorset to destinations elsewhere. These through movements may be regional, national or international journeys,
- Movements of relatively slow moving military vehicles often on training excercises,
- very visible amounts of agricultural vehicle movements and
- home-work tidal flows of commuter journeys between the rural and urban character areas.

Given the rurality of this larger area of the county (much of it comparatively sparsely populated) and the way its functional use has evolved the predominant, and often only, mode available to inhabitants is private motor transport. Consequently car ownership in Dorset has one of the highest average county average ownership profiles in the country.
Fig.05.



Despite vigorous initiatives by Dorset Passenger Transport with services such as Door to Dorset and by other services such as NORDCAT, passenger transport services fail to provide enough coverage of the rural character area to enable significant modal shift from private car use.

Rail networks bring main line services across the south of the county from Waterloo to the urban conurbations and onwards to Dorchester and finally Weymouth. Western networks bring services across the north of the county to Bristol and elsewhere in the South West via Gillingham. The network is completed with lines connecting down through the west of the county via Yeovil also with routes that terminate at Weymouth. Yeovil and Sherborne both provide convenient interchange points for localised journeys to both east and west directions of travel. A historical legacy of these differing routes to Weymouth leaves Dorchester with both a South and West station set within a few minutes walking distance of each other but unconnected for rail use. Another historical legacy leaves the active heritage rail lines from Corfe Castle to Swanage disconnected from the mainline to Waterloo in a part of the county in much need of more capacity for travel choice alternatives to the car.

Financial climates aside the ability to make any significant improvements to highway route infrastructure within the rural character area are substantially constrained by the extent of environmentally designated land within the county on account of its, in national terms, very high natural and built environment qualities. This underlies one of the main reasons why Dorset is an area so attractive to visitors and as a retirement destination. An inescapable fact of Dorset rurality is that with every year that passes the impact and extent of these protected habitats consolidates and in some cases spreads.

Despite the rural county route infrastructure being largely unimproved it has – despite strong local perceptions to the contrary – been shown to be generally under capacity in technical design terms. The exception to this is the national Trunk Road network routes that has some clearly documented capacity issues along its length and some of the county primary routes close to that network such as the A.351 at Sandford. Notable for example are the tensions that exist between capacity, traffic flow, the living environment in the village of Chideock and the impact of the villages setting within the Dorset AONB and the World Heritage Jurassic Coast.

Local distinctiveness in human terms can be applied to the rural character area by referencing several trends; one already mentioned is the volume of visitors to the county, another is the demographic trend more pronounced than in some other areas of the UK by Dorset being seen as a desirable retirement destination. This aging/aged population has an impact in transportation terms in several ways. The most significant being that residents still have need to travel to access to services after they have reached an age when they give up driving. A contributory tension also exists in the County's road safety record where contributory factors include average ages of an aged driver population and influxes of visitors unfamiliar with both the rurality and largely unimproved nature of the county's infrastructure…

Predictions of the impact of climate change suggest that the rise in sea level, rise in temperatures and increasing severity/intensity of weather will in the long term exacerbate the problems of infrastructure connectivity by loss through coastline shift, flooding and general erosion.

Whilst 2010 has seen a dramatic impetus in the automotive industry towards the development of electric powered cars long term scenario planning suggests that we may not be able to rely on the same level of certainty of being able to access personal motorised transport in the future that we currently enjoy. Couple this with the need to seriously respond to health agendas – particularly that of obesity level reversion – and the effects of climate change and the need to lay the foundations for alternative ways to make journeys is now necessary.

Scenario planning for long term survival of communities in a market town / hinterland framework suggest that functional living needs to be much less dependant on motorised transport and that access to services and essential provisions should be more possible by pedestrian, cycle and equestrian means. Coupled with this potential for return to greater use of localised journeys along the coast as alternative to the car needs exploring and is the subject of the WTFS work. Waterborne transport also has a potential for greater, and more sustainable, movement of visitors on the Jurassic Coast. Lyme Regis for example is not only stressed by the traffic volumes accessing it during high season but also by the visual and environmental impact of the vehicles. A readily available potential is to mange visors to locations where the demand can be better managed and impact less damaging and then access the town direct to its visitor heart by sea. The tougher strand to this "back to the future" network strategy is to bring back into functional use (for realistic journey times/distances) parts of the Public rights of way network and upgrading were appropriately in context sympathetic materials etc upgrading of direct routes to enable use by a greater range of modes (footpath >bridleway to allow pedestrian and cycle usage)

Another pattern in the change in local distinctiveness in human terms is that of aspiration and levels of expectation about the form of built environment and its setting.

Rural Dorset has long been, and is probably increasingly, both a destination for retirement and a working population dormitory at the end of increasingly longer distance commuting trips. Often new inhabitants to the county have either retired or relocated from urban or suburban locations such as London and the Home Counties where their experience hitherto has been of environments that, in the main, carried the hallmarks of such locations. A perspective on a subject area can easily be influenced or "coloured" by a mindset that is steeped with the experiences of a long term experience of a certain living environment. A city' view of Fig.06 would be that it illustrates a comparatively insignificant single direction flow of traffic on an A class road. An urban view would be that it illustrates a light single direction flow on an A class road. A deeply rural' Dorset view may well express that it illustrates grid locking congestion that severs the community. Conversely a clear or cold sighted professional view looking to optimise the asset may suggest that the asset is significantly underutilised.

Fig.06

Imported expectations mirror the imported desire for solutions to issues inappropriate to the setting of the perceived problem and based on previous experience in a city or urban setting. A good illustration of this is seen in the clamour through parish or local pressure group representation for urban solutions to be implemented in a rural situation. In highways and transportation terms perhaps the most obvious manifestation of this has been pressure by various communities on the County Council to implement traffic management/calming in a rural location with standardised / traditional highway engineered use of over dominant road signs and road markings to the detriment of the character of the setting.

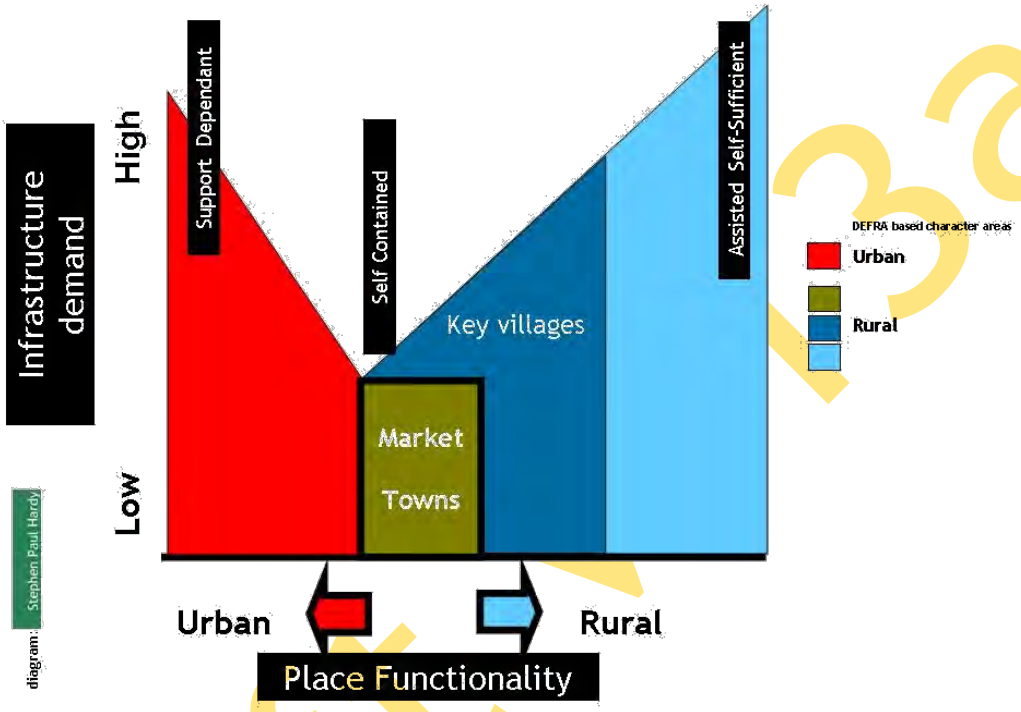
Experience has shown that this is often because agitators for these solutions have only had experience of urban solutions and living rather than alternative ones that have their foundations in the understanding of a place and its context of setting. Local political pressure to accede to such clamour can some times be overbearing and lead to unwarranted urbanisation by traffic signs and markings. Such solutions are not only contrary to good design practice but clearly contrary to DfT intentions. A similar trend can be applied to general expectation about frequency and availability of public transport and other services leading to the desiring of the convenience of urban living in a rural location.

Conversely there is within Dorset evidence of local views from the established native population about severity of things like traffic delay and what constitutes congestion. It is not infrequent that local views are expressed over journey times or traffic volumes that are seen to constitute local “gridlock” but which when compared with national averages are in fact light or effectively non existent actual delays. This situation is witness to the levels of resident population that make few journeys outside the rural area of the county and probably belie a population sector comfortable and content with localised living in a particularly good quality of life environment.

These trends in human local distinctiveness need positive expectation management during the LTP3 plan period. This must include clear policy statements of aspiration and expectation to the effect that if a Dorset residents aspires to convenience and service provision commensurate with that of urban infrastructure they must choose to live in the urban character areas of Dorset. Choosing to live in the rural character environment must be understood to bring with it making a choice that has a greater emphasis on self sufficiency, This should also underpin the policy approach to strategy in that the (red) urban character areas we may aspire to corridor provision

of high frequency public transport with associated inducements to modal shift. Living in rural character areas (blue) areas means a strategy of publicly assisted self help and self sufficiency with for transport interchange / hub facilities. In the middle ground – the market towns (green) the strategy should be looking towards bolstering public transport interconnection between settlements/transport interchange to ease modal shift for commuting/educational access etc. that support the self-containment of those settlements and the hinterlands they serve.

Fig.07



This strategic approach should be underpinned with stringent asset management of the underused existing highway network routes so that they are more effectively and efficiently used.

This should include asset rationalisation and managed retreat from the most uneconomic parts of the network. Implicit in this must be a frank honesty that the underused assets as exist need to be maintained and cannot be "improved" (or added to) in any significant way. The reality of general under capacity, increasing constraint by environment / habitat designation and long term lack of major public financing means that all old "on the books" and Local Plan highway construction schemes in the rural character area Dorset need to be abandoned and that a vigorous, positive, new approach to management of the asset as it currently exists be implemented to overcome the issues a "build-our-way-out-of-it-with-a-by-pass" approach were aiming to resolve.

This new approach must encourage more use of the asset through Smarter Choice (Travel Choice) options and provision of real Travel Choice as an alternative to single occupancy motor vehicle journeys.

This new era of highway network asset management must be brought forward with a clear and all discipline embracing series of route management strategies for the essential links of the network.

These links being, in order, "Primary Route Function, market town interconnectivity and finally market town and hinterland reliance connections. The asset management must have strategies for managing visitor access to rural Dorset and its coastline via sustainable transport access interchanges and only to visitor locations in such visitor numbers that are within the carrying capacity of the destination and its service infrastructure. This holistic asset management must include appropriate sustainable maintenance, freight network management and traffic management regimes that all respect and respond to the adopted Rural Roads Protocol, assist reinforcing the role of places over route and positively contribute to conserving and enhancing the individual distinctiveness and context of each individual locality or place in rural Dorset.

Work emerging out of the Department for Transport's (DfT) Traffic Sign Policy Review (TSPR) suggests that one of the contributory factors in highway matters contributing positively to the Localism agenda is that local highway authorities should be adopting a streetscape policy that includes specific policies related to aspects of traffic signing, such as tourist destination signing, temporary signing and direction signing. This policy suite would underpin a network hierarchy and its management as well as underpinning the adopted local Rural Roads policy.

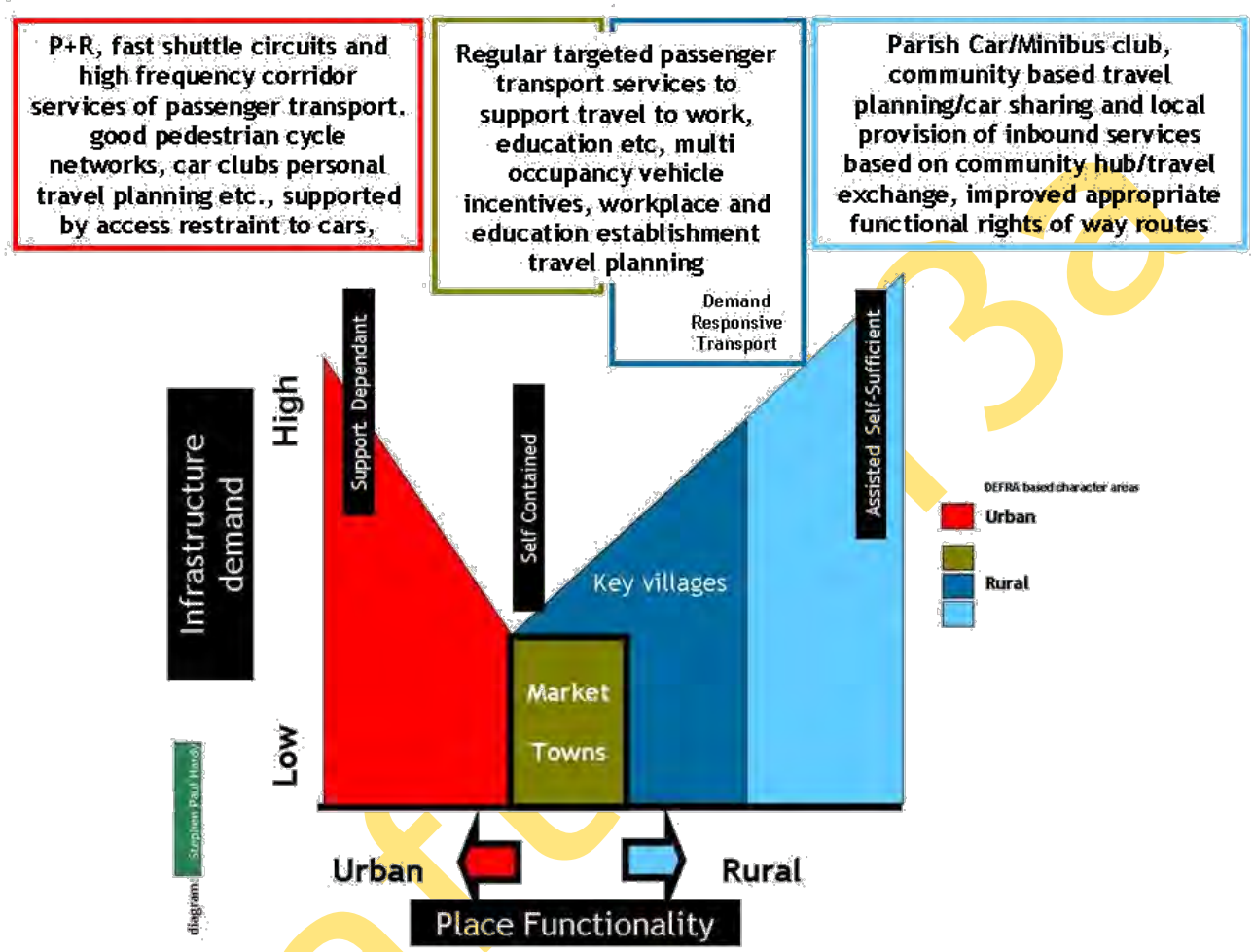
As shown in Fig.04 design guidance now exists at national level to cover the complete route type hierarchy from motorway down to smallest country lane with Manual for Streets (March 2007), Manual for Streets2 (September 2010) and the Design Manual for Roads and Bridges.
These are /will be supplemented at local level with

Text on design / local context /distinctiveness etc from LTP2

2 This is where we want to be

Travel patterns commensurate with settlement structure and character areas as follows:

Fig.10



RPG 10, Annex A, Table 3 Suggested Interim Criteria for Ideal Frequencies to Ensure Maximum Accessibility By Public Transport as follows:

(the 3 columns correlate well to Fig.10 above)

	PUAs	Other Urban Areas	Other areas
Mon – Sat 07.00 – 19.00	15 minutes	30 minutes	60 minutes
Evening and Sundays	30inutes	60 minutes	120 minutes

3 This is where we are now

Despite concerted initiatives such as "Door to Dorset" residents of the rural character areas of the county continue to rely heavily on single occupancy car journeys for functional travel.

There are significant commuting flows between the rural character areas and the urban character areas, and service provision also relates heavily to being accessed at those urban character areas. Consequently the self containment of market town and hinterland relationships is being eroded.

Seasonal flows on some highway routes give rise to road congestion and delay during fairly well defined windows

4 These are the key challenges we face

The rural character area:

- Contains two designated areas of outstanding natural beauty and extensive areas of ecological value – both within and outside of formal designation boundaries and as such is particularly constrained from the point of view of development and physical infrastructure improvement.
- Has a coastline that includes an internationally designated World Heritage Site
- Is largely still an area of rural and agricultural functionality with consequent very visible amounts of agricultural vehicle movements
- Is served by a largely unimproved rural highway network that, apart from seasonal trunk road flows and commercial through traffic, including HGV movements, is largely under-capacity
- Is a very popular tourist destination with consequent seasonal tensions of balancing demand and capacity in both natural and built environment terms that include the issues associated with substantial season influx of traffic.
- Has significant home-work tidal flows of commuter journeys between its rural and urban character areas.
- Hosts movements of relatively slow moving military vehicles often on training exercises,
- Is for many regional, national and international traffic movements neither an origin or destination.
- Is home to a population demographic weighted heavily towards older ages by being an attractive retirement destination and as a result is the home of increasing urban and city perception occupancy.
- Is home to strong perceptions and expectations regarding design capacity of the rural highway network
- Is as a consequence of several of the above the subject of a range of accessibility tensions.
- Is as a consequence of previous budget focus favouring it and now of severely limited, indeed declining, public finances for the foreseeable future likely to see funding directed away from it in favour of the South East Dorset urban character areas.

Annex D: DCC Draft Area Strategies

This Appendix contains three sequential versions of a draft implementation strategy document that contributed to the Bournemouth, Poole and Dorset Local Transport Plan (LTP3) 2011-2026 drafting process during the winter of 2010-2011. These are:

Dorset Local Rural Character Area Transport Strategies (Draft – v.3 2011 0106)

Dorset Local Rural Character Area Transport Strategies (Draft – v.4 2011 0209)

Dorset Local Rural Character Area Transport Strategies (Draft – v.5 2011 0210)

The LTP3 consultation process during January and February 2011 and subsequent Elected Member descisions revised and altered Strategy Measures contained in the above three drafts. In particular proposed Strategy Measure P for the abandonment of previous Development Plan road building projects that were no longer identified in LDF evidence studies as infrastructure needed to deliver growth or that had become undeliverable because of environmental or other constraints was deleted from the finalised version LTP3 2011-2026 as published May 2011.

The purpose of including these three drafts in this overview report is provide an audit trail record that illustrates how the evidence base of the Weymouth & Portland, West Dorset and North & north East Dorset Transport Studies were embraced by LTP3 drafting process and influenced the finalised, adopted LTP3.

Bournemouth, Poole and Dorset LTP3 2o11-2o26

Dorset Local Rural Character Area Transport Strategies

(Draft - v.3 2o11 o1o6)

Contents:

Document status caveat:

This document has been prepared as a draft working paper for internal circulation within Dorset County Council to inform and contribute to the preparation of the **Consultation Draft *Bournemouth, Poole and Dorset LTP3 (2o11-2o26)***. The commentary and suggested strategies that it contains are therefore not necessarily the position or policy of the County Council on any matter included in the paper.

Reference must be made to that consultation draft *LTP3* when it is released for public consultation during January – February 2o11 for confirmation of which matters have been taken forward from this working paper into the LTP process.

2o11 o1o6

Fig.1 Strategy elements applicable to the whole rural character area

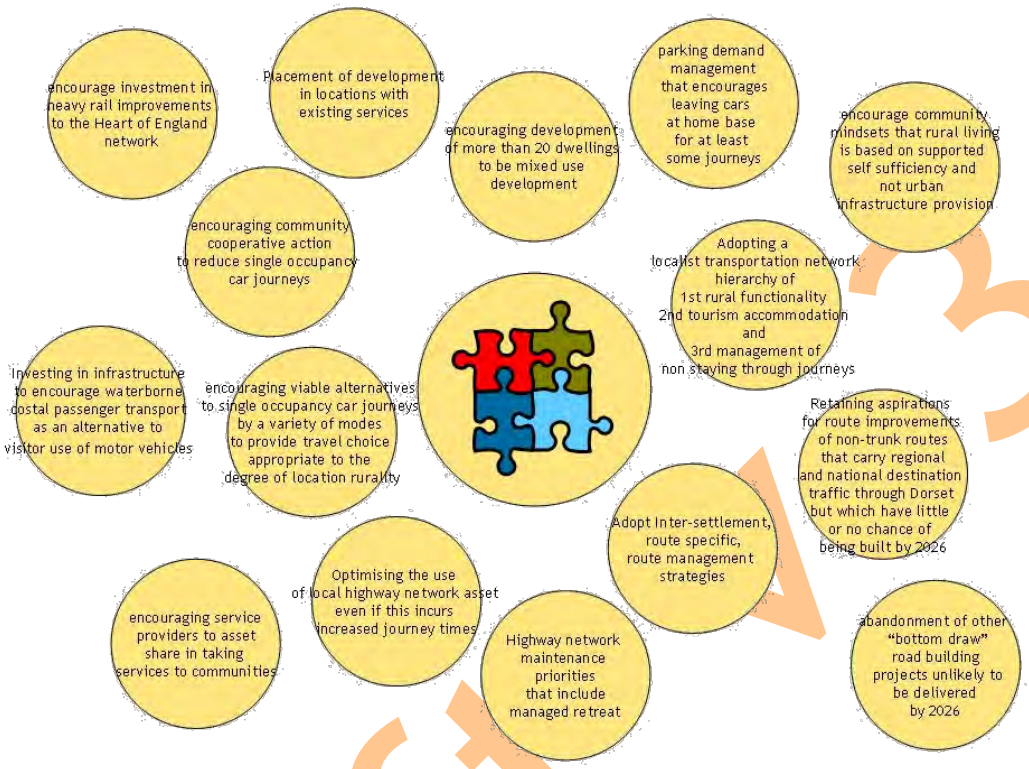
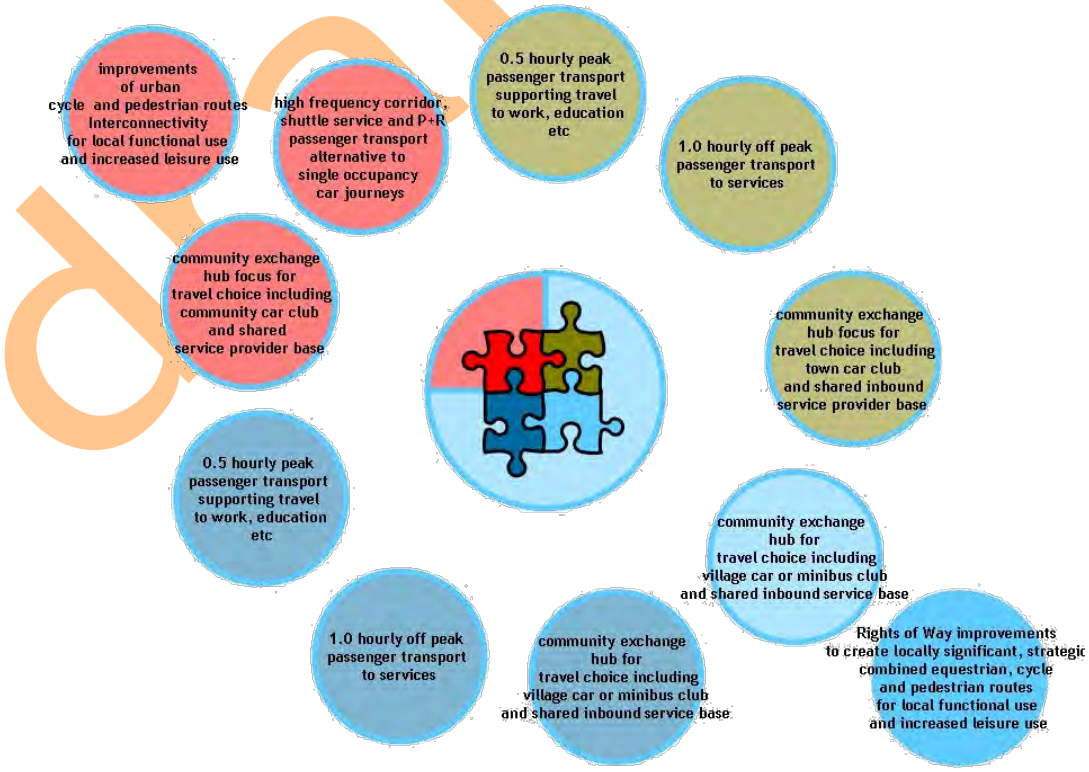


Fig.2 Strategy elements applicable to the specific parts of the rural character area



The Local Area Transport Strategy Elements:

Applicable across the whole Rural Character Area

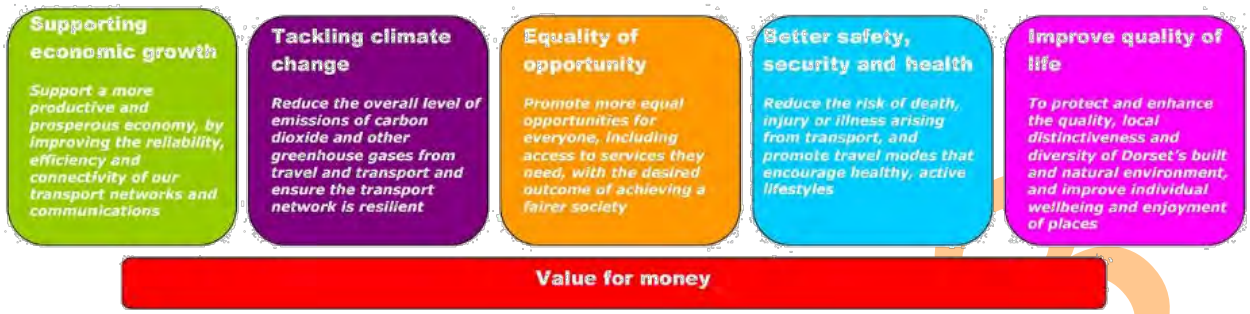
a. Placement of development in locations with existing services
b. encouraging development of more than 20 dwellings to be mixed use development
c. parking demand management that encourages leaving cars at home base for at least some journeys
d. encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision
e. Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation and 3rd management of non staying through journeys
f. Adopt Inter-settlement, route specific, route management strategies
g. Optimising the use of local highway network asset even if this incurs increased journey times
h. Highway network maintenance priorities that include managed retreat
i. encouraging service providers to asset share in taking services to communities
j. encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality
k. encouraging community cooperative action to reduce single occupancy car journeys
l. Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles
m. encourage investment in heavy rail improvements serving the whole Rural Character Area
n. Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset but which have little or no chance of being built by 2026
o. abandonment of other "bottom draw" road building projects unlikely to be delivered by 2026

Applicable to specific area types within the Rural Character Area

i. high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys
ii. community exchange hub focus for travel choice including community car club and shared service provider base
iii. improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use
iv. 0.5 hourly peak passenger transport supporting travel to work, education etc
v. hourly off peak passenger transport to services
vi. community exchange hub focus for travel choice including town car club and shared inbound service provider base
vii. 0.5 hourly peak passenger transport supporting travel to work, education etc
viii. hourly off peak passenger transport to services
ix. community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base
x. community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base
xi. Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use

How the Local Area Transport Strategy Elements contribute to the LTP3 goals:

Figure 3.1 The LTP3 goals



Overarching Strategy Element		which contributes to these LTP3 goals:				
		Supporting economic growth	Tackling climate change	Equality of opportunity	Better safety, security and health	Improve Quality of Life
a	Placement of development in locations with existing services		■	■	■	■
b	encouraging development of more than 20 dwellings to be mixed use development	■	■	■	■	■
c	parking demand management that encourages leaving cars at home base for at least some journeys	■	■		■	■
d	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision		■			■
e	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	■	■	■	■	■
f	Adopt Inter-settlement, route specific, route management strategies	■	■	■	■	■
g	Optimising the use of local highway network asset even if this incurs increased journey times	■	■	■	■	■
h	Highway network maintenance priorities that include managed retreat	■	■			■
i	encouraging service providers to asset share in taking services to communities	■	■	■	■	■
j	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality	■	■	■	■	■
k	encouraging community cooperative action to reduce single occupancy car journeys	■	■	■	■	■
l	Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles	■	■	■	■	■
m	encourage investment in heavy rail improvements serving the whole Rural Character Area	■	■	■	■	■
n	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset but which have little or no chance of being built by 2026	■	■	■	■	■
o	abandonment of other "bottom draw" road building projects unlikely to be delivered by 2026		■	■	■	■

Local Area Specific Strategy Element		which contributes to these LTP3 goals:				
		Supporting economic growth	Tackling climate change	Equality of opportunity	Better safety, security and health	Improve Quality of Life
I.	high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys	■	■	■	■	■
ii.	community exchange hub focus for travel choice including community car club and shared service provider base	■	■	■	■	■
iii.	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use	■	■	■	■	■
iv.	0.5 hourly peak passenger transport supporting travel to work, education etc	■	■	■	■	■
v.	hourly off peak passenger transport to services	■	■	■	■	■
vi.	community exchange hub focus for travel choice including town car club and shared inbound service provider base	■	■	■	■	■
vii.	0.5 hourly peak passenger transport supporting travel to work, education etc	■	■	■	■	■
viii.	hourly off peak passenger transport to services	■	■	■	■	■
ix.	community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base	■	■	■	■	■
x.	community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base	■	■	■	■	■
xi.	Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use	■	■	■	■	■

The 6 Local Area Strategies that follow each comprise of up to 12 appropriate overarching strategy elements drawn from the set of 15 above supported by appropriate area relevant elements drawn from the set of 11 above.

By virtue of the fact that the Local Area Strategies comprise of elements from these sources all 6 Local Area Strategies each contribute to all 5 LTP3 priority goals.

1.0 Purbeck Local Area Strategy

Ref	Overarching Strategy Element	Specific Local Area Application	timescale [1]			
			i	s	m	l
1.1	Locating development in the most accessible locations to promote use of alternatives to the car. New development must be located sustainably and encourage low carbon travel to reduce transport's impact on climate change.	As identified through the LDF Core Strategy development will be focussed in the main towns and villages particularly those located along the A351 corridor.	●	●	●	●
1.2	Parking management that encourages people to use alternative to the cars where appropriate	Supported by the LTP public transport and parking management strategies.	●	●	●	●
1.3	Investing in bus service enhancements to provide viable alternatives to the car for all. Widening people's travel choice will enable reduced single occupancy car use.	Improved summer bus services for tourists to help reduce congestion throughout Purbeck. Increased frequency of buses to reduce congestion along the A351 to half hourly. Improve public transport in rural areas where possible. Work with neighbourhoods to improve transport provision for rural communities.			●	●
1.4	Investing in traffic management will ensure appropriate routeing of trips as overall traffic levels rise due to new development. Demand management, rising fuel prices, changing travel patterns will help to reduce the number of unnecessary car trips in the peak.	The Weymouth relief road signing strategy will encourage traffic travelling from Poole – Weymouth to remain on the A35 and use the new A354 instead of the A351 / A352 / A353. Rail resignalling in 2012 will help to reduce the barrier down time at Wool level crossing therefore reducing traffic queues. Junction and online improvements eg Bakers Arms roundabout and A351.		●	●	●
1.5	Encouraging walking and cycling as viable alternatives instead of making certain single occupancy car journeys	Provision of infrastructure – cycleways and footways along the A351 corridor, within and between towns, villages and tourist attractions. Provision of signage, information, maps and cycle parking. Improvements to the Rights of Way for cycling, walking and equestrian use. Travel planning for existing communities, new residential and employment development, schools and tourist attractions.	●	●	●	●
1.6	Encouraging community action to reduce single occupancy car journeys					
1.7	Investing in improvements to travel interchanges and provision Park & Ride to help reduce car use for visitors and residents within the district, relieving congestion in tourist hotspots.	Improvements to Wareham, Wool, Swanage, Holton Heath rail station facilities and where possible P&R provision. Support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study for example linking Bournemouth / Poole to Swanage, Studland to alleviate congestion on the A351.			●	●
1.8	Investing in rail improvements and encouraging use of rail to remove traffic from Purbeck's road network	Re-connection of the Swanage branch line to the main line at Wareham to help reduce car trips on the A351. Continue to encourage export of minerals / aggregate materials using rail, eg sand from Wool station.			●	●
1.9	Road building projects unlikely to be delivered by 2026 will not be included within the Purbeck LDF or LTP3	The following major highway schemes previously included in the Purbeck Transportation Strategy (PTS) 2006 will not be delivered within the current plan period due to environmental and funding constraints: • Grade separated crossing of the railway at Wool – eg bypass, online bridging over existing rail crossing • SE Bere Regis bypass				

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

2.0 Weymouth & Portland Local Area Strategy

Ref	Overarching Strategy Element	Specific Local Area Application	timescale [1]			
			i	s	m	l
2.1	Placement of development in locations with existing services	As identified through the LDF Core Strategy	●	●	●	●
2.2	parking demand management that encourages leaving cars at home base for at least some journeys	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies	●	●	●	●
2.3	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	**Portland and Upway:** ● 0.5 hourly peak passenger transport supporting travel to work, education etc ● hourly off peak passenger transport to services ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base		●	●	●
2.4	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management strategies		●	●	●
2.5	Optimising the use of local highway network asset even if this incurs increased journey times					
2.6	Highway network maintenance priorities that include managed retreat					
2.7	encouraging service providers to asset share in taking services to communities	**Weymouth:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base in locations such as **Littlemoor, Chickerell, Southill** ● improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use		●	●	●
2.8	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality					
2.9	encouraging community cooperative action to reduce single occupancy car journeys					
2.10	Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles	Support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study			●	●
2.11	encourage investment in heavy rail improvements to the Heart of Wessex network	Support of regional initiatives that bring benefits to the Local Area			●	●
2.12	abandonment of other "bottom draw" road building projects unlikely to be delivered by 2026	The Following Major Highway Schemes included in CSP28 are abandoned ● CSP28 TRANSPORTATION POLICY X scheme – **A354 Portland Road Relief Road** (also known as the "Western Route") ● **CSP28 TRANSPORTATION POLICY Y scheme - A354 Underhill Relief Road**	●			

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2o11 (on adoption of LTP3)	2o11 – 2o14	2o14 – 2o17	2o17 – 2o2o	2o2o – 2o23	2o23 – 2o26

3.0 Weymouth to Dorchester Local Travel to Work Area Strategy

Ref	Overarching Strategy Element	Specific Local Area Application	timescale			
			i	s	m	l
3.1	parking demand management that encourages leaving cars at home base for at least some journeys	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●
3.2	Adopt Inter-settlement, route specific, route management strategies					
3.3	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management strategies		●	●	●
3.4	Optimising the use of local highway network asset even if this incurs increased journey times					
3.5	Highway network maintenance priorities that include managed retreat					
3.6	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality	**Weymouth and Dorchester:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base in locations that operate as satellites to the TWA P+R ● improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use that connect to the TWA P+R				
3.7	encouraging community cooperative action to reduce single occupancy car journeys			●	●	●
3.8	encourage investment in heavy rail improvements to the Heart of Wessex and Weymouth-Waterloo networks	Support of regional initiatives that bring benefits to the Local TWA Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations.			●	●

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

4.0 West Dorset Local Area Strategy

Ref	Overarching Strategy Element	Specific Local Area Application	timescale			
			i	s	m	l
4.1	Placement of development in locations with existing services	As identified through the LDF Core Strategy	●	●	●	●
4.2	parking demand management that encourages leaving cars at home base for at least some journeys	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies	●	●	●	●
4.3	Adopt Inter-settlement, route specific, route management strategies	Apply the adopted Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements: ● A.37 Dorchester – district border ● A.352/C12(?) Dorchester – Sherborne ● A.352 Broadmayne – Dorchester ● A.356 Frampton – South Perrott ● A.354 Dorchester northwards – district border ● A.3066 Bridport to district border ● A.30 within district ● A.3030 within district		●	●	●
4.4	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management strategies		●	●	●
4.5	Optimising the use of local highway network asset even if this incurs increased journey times					
4.6	Highway network maintenance priorities that include managed retreat					
4.7	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	**Dorchester:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base ● improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use				
4.8	encouraging service providers to asset share in taking services to communities	**Market Towns:** ● 0.5 hourly peak passenger transport supporting travel to work, education etc ● hourly off peak passenger transport to services community exchange hub focus for travel choice including town car club and shared inbound service provider base				
4.9	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality	**Villages:** ● 0.5 hourly peak passenger transport supporting travel to work, education etc ● hourly off peak passenger transport to services ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base		●	●	●
4.10	encouraging community cooperative action to reduce single occupancy car journeys	**Hamlets:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base ● Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use				

4.11	Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles	Support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study			●	●
4.12	encourage investment in heavy rail improvements to the Heart of Wessex network	Support of regional initiatives that bring benefits to the Local Area Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations.			●	●

[1] timescales

i - immediate	**s - short term**	**m - medium term**		**l - long term**	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

4.0 North and north East Dorset Local Area Strategy

Ref	Overarching Strategy Element	Specific Local Area Application	timescale			
			i	s	m	l
5.1	Placement of development in locations with existing services	As identified through the LDF Core Strategy	●	●	●	●
5.2	parking demand management that encourages leaving cars at home base for at least some journeys	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies	●	●	●	●
5.3	Adopt Inter-settlement, route specific, route management strategies	Apply the adopted Dorset Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements: ● CSP28 TRANSPORTATION POLICY X scheme – A350 Corridor Improvements byTraffic Management Measures to the existing A350 ● A.30 district border – Shaftesbury ● A.354 within distrci ● A.357 Blandford – district border ● A.3030 within district ● B.3091 Gillingham – Shaftesbury ● B.3092 Gillingham – A.357		●	●	●
5.4	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management strategies		●	●	●
5.5	Optimising the use of local highway network asset even if this incurs increased journey times					
5.6	Highway network maintenance priorities that include managed retreat					
5.7	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	**Gillingham:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base ● improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use				
5.8	encouraging service providers to asset share in taking services to communities	**Market Towns:** ● 0.5 hourly peak passenger transport supporting travel to work, education etc ● hourly off peak passenger transport to services community exchange hub focus for travel choice including town car club and shared inbound service provider base		●	●	●
5.9	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality	**Villages:** ● 0.5 hourly peak passenger transport supporting travel to work, education etc ● hourly off peak passenger transport to services ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base				
5.10	encouraging community cooperative action to reduce single occupancy car journeys	**Hamlets:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base ● Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local				

		functional use and increased leisure use				
5.11	encourage investment in heavy rail improvements on the Exeter-London line	Support of regional initiatives that bring benefits to the Local Area			●	●
5.12	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset but which have little or no chance of funding or of being built by 2026	POLICY 5e (@): The Following Major Highway Schemes included in CSP28 are retained as long term reservations in anticipation of their construction beyond 2026 and therefore outside the plan period of this LTP3 ● CSP28 TRANSPORTATION POLICY X scheme – A350 Corridor Improvements ● A350 Spetisbury,Charlton Marshall and Sturminster Marshall Bypass; ● Improvements to C13 between Blandford and Shaftesbury ● CSP28 TRANSPORTATION POLICY Y scheme – A350 Shaftesbury Bypass.	●	-	-	-

[1] timescales

i - immediate	**s - short term**	**m - medium term**		**l - long term**	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

6.0 Dorset Coast Local Area Strategy

Ref	Overarching Strategy Element	Specific Local Area Application	timescale i	s	m	l
6.1	Placement of development in locations with existing services	As identified through the LDF Core Strategy	●	●	●	●
6.2	parking demand management that encourages leaving cars at home base for at least some journeys	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies	●	●	●	●
6.3	Adopt Inter-settlement, route specific, route management strategies	Apply the adopted Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements. ● A.3052 Lyme Regis – A.35 ● B.3165 Lyme Regis – A.35 ● B.3157 West Bay - Bridport – Weymouth ● C.(?). Sea Hill Lane Seatown – Chideock ● C.(?). Eype Mouth – A.35 ● C.(?) Burton Beach – Burton Bradstock ● C.(?) beach – West Bexington - Swyre ● A.353 Weymouth – A.352 ● A.352 Broadmayne – Wareham ● A.351 Wareham – Swanage ● B.3071 Wool – West Lulworth ● B.3070 West Lulworth – A.352 The application will have particular regard to encouragement of sustainable visitor journeys and providing infrastructure opportunities for connected multi-mode "round trip" journeys inclusive of destination/attraction management car clubs, added value utalisation of functional infrastructure such as P+R, community exchange hubs, service provider asset share arrangements and Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use		●	●	●
6.4	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys					
6.5	encouraging service providers to asset share in taking services to communities					
6.6	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality					
6.7	encouraging community cooperative action to reduce single occupancy car journeys					
6.8	Optimising the use of local highway network asset even if this incurs increased journey times	Support of LDF Core Strategy objectives in respect of tourism with LTP network management strategies		●	●	●
6.9	Highway network maintenance priorities that include managed retreat					
6.10	Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles	Support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study			●	●
6.11	encourage investment in heavy rail improvements	Support of regional initiatives that bring benefits to the Local Area Support improvements to transport interchanges between rail and passenger transport services connecting to the Dorset Coast			●	●

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2o11 (on adoption of LTP3)	2o11 – 2o14	2o14 – 2o17	2o17 – 2o2o	2o2o – 2o23	2o23 – 2o26

Bournemouth, Poole and Dorset LTP3 2o11-2o26

Dorset Local Rural Character Area Transport Strategies

(transition document - v.4 2o11 o21o)

Contents:

transition tables: v.3 2o11 o1o6 to v.5 2o11 o21o

Document status caveat:

This document has been prepared as a draft working paper for internal circulation within Dorset County Council to inform and contribute to the preparation of the **Consultation Draft *Bournemouth, Poole and Dorset LTP3 (2o11-2o26)***. The commentary and suggested strategies that it contains are therefore not necessarily the position or policy of the County Council on any matter included in the paper.

Reference must be made to that consultation draft *LTP3* when it is released for public consultation during January – February 2o11 for confirmation of which matters have been taken forward from this working paper into the LTP process.

2o11 o21o

transition tables: v.3 2o11 o1o6 to v.5 2o11 o21o

v.3 2o11 o1o6 Overarching Strategy Element		v.5 2o11 o21o LTP3 Strategy Measure / Policy		
		Measure	Policy	LTP3 draft needs
a	Placement of development in locations with existing services	A	A1	
b	encouraging development of more than 20 dwellings to be mixed use development	A		
c	parking demand management that encourages leaving cars at home base for at least some journeys	N		Expand to include Travel Choice
d	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	H	New H3	New policy drafted
e	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	?		?
f	Adopt Inter-settlement, route specific, route management strategies	E		Strengthening
g	Optimising the use of local highway network asset even if this incurs increased journey times	E		Rewording of E needed if this Strategy Element is embraced in LTP3
h	Highway network maintenance priorities that include managed retreat			Strategy Element NOT embraced in LTP3
i	encouraging service providers to asset share in taking services to communities	B		Additional text needed
j	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality	J		Links to/ overlaps with Measure N. additional text needed ?
k	encouraging community cooperative action to reduce single occupancy car journeys	J		Links to/ overlaps with Measure N. additional text needed ?
l	Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles	F	New F6	Links to/ overlaps with Measure J. additional text needed
m	encourage investment in heavy rail improvements serving the whole Rural Character Area	F	F5	Review/strengthen wording F5
n	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset but which have little or no chance of being built by 2026	New O	New O	Additions needed
o	abandonment of other "bottom draw" road building projects unlikely to be delivered by 2026	New P	New P	Additions needed

v.3 2o11 o1o6 **Local Area Specific Strategy Element**		v.5 2o11 o21o **LTP3 Strategy Measure / Policy**		
		Measure	Policy	LTP3 draft needs
I.	high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys	**F**		**Check that Rural opportunities such as Weymouth Town cordon included**
ii.	community exchange hub focus for travel choice including community car club and shared service provider base	**B**		
iii.	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use	**I**	**I1**	
iv.	0.5 hourly peak passenger transport supporting travel to work, education etc			**abandoned**
v.	hourly off peak passenger transport to services			**abandoned**
vi.	community exchange hub focus for travel choice including town car club and shared inbound service provider base	**B**		
vii.	0.5 hourly peak passenger transport supporting travel to work, education etc			**abandoned**
viii.	hourly off peak passenger transport to services			**abandoned**
ix.	community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base	**B**		
x.	community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base	**B**		
xi.	Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use	**I**	**New I7**	New policy drafted

Bournemouth, Poole and Dorset LTP3 2o11-2o26

Dorset Local Rural Character Area Transport Strategies

(draft LTP3 syncronised - v.5 2o11 o21o)

Contents:

Document status caveat:

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2o11 o21o

0.0 Generic Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
0.1	A	Influence the location and design of new development so that people can meet their day to day A needs with less overall need to travel, and in sustainable ways					
0.2	B	Supporting the local availability of services to reduce the need to travel					
0.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth					
0.4	D	Keeping transport infrastructure well-maintained, safe and resilient for all users					
0.5	E	Making better use of the sub-region's transport network to maximise it's capacity and efficiency					
0.6	F	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services					
0.7	G	Developing a well integrated public transport system which is easier for everyone to use					
0.8	H	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.					
0.9	I	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure					
0.10	J	Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology					
0.11	K	Creating attractive public realms and streetscapes					
0.12	L	Applying engineering, education and enforcement solutions to create safer travelling environments					
0.13	M	Community safety and security					
0.14	N	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist					
0.15	O	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset **that contributes to delivering growth** but which have little or no chance of being built by 2026					
0.16	P	**Abandonment of other previous Development Plan road building projects that are no longer identified in LDF evidence studies as infrastructure needed to deliver growth or have become undeliverable because of environmental or other constraints**					

1.0 v.5 Purbeck Local Area Strategy

Ref	Strategy Measure applicable to Purbeck rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
1.1	A	Influence the location and design of new development so that people can meet their day to day A needs with less overall need to travel, and in sustainable ways	As identified through the LDF Core Strategy development will be focussed in the main towns and villages particularly those located along the A351 corridor.	●			
1.2	B	Supporting the local availability of services to reduce the need to travel	The County and District will work together to achieve this as far as possible in the face of funding cuts in the short – medium term.		●		
1.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	The following major highway schemes previously included in the Purbeck Transportation Strategy (PTS) 2006 will not be delivered within the current plan period due to environmental and funding constraints: • Grade separated crossing of the railway at Wool – eg bypass, online bridging over existing rail crossing • SE Bere Regis bypass				
			Re-connection of the Swanage branch line to the main line at Wareham to help reduce car trips on the A351.		●		
1.4	D E	Keeping transport infrastructure well-maintained, safe and resilient for all users **AND** Making better use of the sub-region's transport network to maximise it's capacity and efficiency .	The Weymouth relief road signing strategy will encourage traffic travelling from Poole – Weymouth to remain on the A35 and use the new A354 instead of the A351 / A352 / A353		●		
			Additionally changes in signing will encourage traffic from Poole/Bournemouth travelling to the Wool/Lulworth area away from the A351 and on to the A35/C6. Online safety improvements along C6 through Bere Regis.			●	
			Rail resignalling in 2012 will help to reduce the barrier down time at Wool level crossing therefore reducing traffic queues		●		
			Junction and online improvements eg Bakers Arms roundabout and A351 route management			●	
1.5	F G	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services **AND** Developing a well integrated public transport system which is easier for everyone to use	Improve summer bus services for tourists to help reduce congestion throughout Purbeck.	●			
			Increase frequency of buses to reduce congestion along the A351 to half hourly.		●		
			Improve public transport in rural areas where possible.			●	
			Work with neighbourhoods to improve transport provision for rural communities.			●	
			Improvements to Wareham, Wool, Swanage, Holton Heath rail station facilities and where possible P&R provision.				●
1.6	H	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	Creation of car clubs, promotion of car sharing, other community based initatives.			●	
1.7	I	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	Travel planning for existing communities, new residential and employment development, schools and tourist attractions.	●			
			Provision of infrastructure – cycleways and footways along the A351 corridor, within and between towns, villages and tourist attractions.		●		
			Provision of signage, information, maps and cycle parking.		●		
			Improvements to the Rights of Way for cycling, walking and equestrian use.			●	

1.8	**J**	Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology	Support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study for example linking Bournemouth / Poole to Swanage, Studland to alleviate congestion on the A351 and to promote sustainable tourism			●	
1.9	**K**	Creating attractive public realms and streetscapes	All new development should contribute to this aim and will do so through the development management process.	●			
1.10	**L**	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●			
1.11	**M**	Community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.				
1.12	**N**	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	Parking management that encourages people to use alternatives to the car where appropriate. To be delivered through the LTP public transport and parking strategies.			●	
1.14	**O**	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset **that contributes to delivering growth** but which have little or no chance of being built by 2026	Road building projects unlikely to be delivered by 2026 will not be included within the Purbeck LDF or LTP3 The following major highway schemes previously included in the Purbeck Transportation Strategy (PTS) 2006 will not be delivered within the current plan period due to environmental and funding constraints: • Grade separated crossing of the railway at Wool – eg bypass, online bridging over existing rail crossing SE Bere Regis bypass				
1.15	**P**	**Abandonment of other previous Development Plan road building projects that are no longer identified in LDF evidence studies as infrastructure needed to deliver growth or have become undeliverable because of environmental or other constraints**					

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

2.0 v.5 Weymouth & Portland Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
2.1	A	Influence the location and design of new development so that people can meet their day to day needs with less overall need to travel, and in sustainable ways	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
2.2	B	Supporting the local availability of services to reduce the need to travel	community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base encouraging service providers to asset share in taking services to communities	●	●	●	●
2.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
2.4	D	Keeping transport infrastructure well-maintained, safe and resilient for all users					
2.5	E	Making better use of the sub-region's transport network to maximise it's capacity and efficiency					
2.6	F	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services	Investing in high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles that includes support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study encourage investment in heavy rail improvements to the Heart of Wessex network Support of regional initiatives that bring benefits to the Local Area		●	●	●
2.7	G	Developing a well integrated public transport system which is easier for everyone to use					
2.8	H	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
2.9	I	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use		●	●	●
2.10	J	Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys **Weymouth:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base in locations such as **Littlemoor, Chickerell, Southill** improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use			●	●
2.11	K	Creating attractive public realms and streetscapes	Strong support for LPA Design SPD that guides new	●	●	●	●

			development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.				
2.12	**L**	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
2.13	**M**	Community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●
2.14	**N**	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●
2.16	**P**	**Abandonment of other previous Development Plan road building projects that are no longer identified in LDF evidence studies as infrastructure needed to deliver growth or have become undeliverable because of environmental or other constraints**	The Following Major Highway Schemes included in CSP28 are abandoned ● CSP28 TRANSPORTATION POLICY X scheme – **A354 Portland Road Relief Road** (also known as the "Western Route") **CSP28 TRANSPORTATION POLICY Y scheme - A354 Underhill Relief Road**	●			

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

3.0 v.5 Weymouth to Dorchester Local Travel to Work Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
3.1	A	Influence the location and design of new development so that people can meet their day to day A needs with less overall need to travel, and in sustainable ways	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
3.2	B	Supporting the local availability of services to reduce the need to travel	community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base encouraging service providers to asset share in taking services to communities	●	●	●	●
3.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
3.4	D	Keeping transport infrastructure well-maintained, safe and resilient for all users					
3.5	E	Making better use of the sub-region's transport network to maximise it's capacity and efficiency					
3.6	F	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services	high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys encourage investment in heavy rail improvements to the Heart of Wessex network Support of regional initiatives that bring benefits to the Local TWA Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations. encourage investment in heavy rail improvements on the Exeter-London line Support of regional initiatives that bring benefits to the Local Area		●	●	●
3.7	G	Developing a well integrated public transport system which is easier for everyone to use					
3.8	H	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
3.9	I	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use		●	●	●
3.10	J	Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys **Weymouth and Dorchester:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base in locations that operate as satellites to the TWA P+R improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use that connect to the TWA			●	●

			P+R				
3.11	K	Creating attractive public realms and streetscapes	Strong support for LPA Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.	●	●	●	●
3.12	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
3.13	M	Community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●
3.14	N	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●

[1] timescales

i - immediate	**s - short term**	**m - medium term**		**l - long term**	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

4.0 v.5 West Dorset Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
4.1	A	Influence the location and design of new development so that people can meet their day to day A needs with less overall need to travel, and in sustainable ways	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
4.2	B	Supporting the local availability of services to reduce the need to travel	community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base encouraging service providers to asset share in taking services to communities	●	●	●	●
4.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R Apply the adopted Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements: ● A.37 Dorchester – district border ● A.352/C12(?) Dorchester – Sherborne ● A.352 Broadmayne – Dorchester ● A.356 Frampton – South Perrott ● A.354 Dorchester northwards – district border ● A.3066 Bridport to district border ● A.30 within district A.3030 within district	●	●	●	●
4.4	D	Keeping transport infrastructure well-maintained, safe and resilient for all users					
4.5	E	Making better use of the sub-region's transport network to maximise it's capacity and efficiency					
4.6	F	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services	Investing in high frequency corridor, shuttle service Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles that includes support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study encourage investment in heavy rail improvements to the Heart of Wessex network Support of regional initiatives that bring benefits to the Local Area Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations. encourage investment in heavy rail improvements on the Exeter-London line Support of regional initiatives that bring benefits to the Local Area Support improvements to transport interchanges between rail and passenger transport services connecting to the Dorset Coast		●	●	●
4.7	G	Developing a well integrated public transport system which is easier for everyone to use					
4.8	H	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
4.9	I	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use		●	●	●
4.10	J	Encourage modal transfer and low carbon	encouraging viable alternatives to single occupancy			●	●

		travel behaviour through smarter choices and supporting low carbon technology	car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys **Dorchester:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base ● improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use **Market Towns:** community exchange hub focus for travel choice including town car club and shared inbound service provider base **Villages:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base **Hamlets:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use				
4.11	K	Creating attractive public realms and streetscapes	Strong support for LPA Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.	●	●	●	●
4.12	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
4.13	M	Community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●
4.14	N	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

5.0 v.5 North and north East Dorset Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
5.1	A	Influence the location and design of new development so that people can meet their day to day A needs with less overall need to travel, and in sustainable ways	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with Local Area P+R	●	●	●	●
5.2	B	Supporting the local availability of services to reduce the need to travel	community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base encouraging service providers to asset share in taking services to communities	●	●	●	●
5.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with Local Area P+R Apply the adopted Dorset Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements: ● CSP28 TRANSPORTATION POLICY X scheme – A350 Corridor Improvements byTraffic Management Measures to the existing A350 ● A.30 district border – Shaftesbury ● A.354 within distrci ● A.357 Blandford – district border ● A.3030 within district ● B.3091 Gillingham – Shaftesbury B.3092 Gillingham – A.357	●	●	●	●
5.4	D	Keeping transport infrastructure well-maintained, safe and resilient for all users					
5.5	E	Making better use of the sub-region's transport network to maximise it's capacity and efficiency					
5.6	F	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services	passenger transport and community travel alternative to single occupancy car journeys encourage investment in heavy rail improvements on the Exeter-London line Support of regional initiatives that bring benefits to the Local Area		●	●	●
5.7	G	Developing a well integrated public transport system which is easier for everyone to use					
5.8	H	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
5.9	I	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use		●	●	●
5.10	J	Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys **Gillingham:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base ● improvements of urban cycle and pedestrian			●	●

			routes Interconnectivity for local functional use and increased leisure use **Market Towns:** ● community exchange hub focus for travel choice including town car club and shared inbound service provider base **Villages:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base **Hamlets:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased				
5.11	**K**	Creating attractive public realms and streetscapes	Strong support for LPA Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.	●	●	●	●
5.12	**L**	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
5.13	**M**	Community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●
5.14	**N**	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●
5.15	**O**	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset **that contributes to delivering growth** but which have little or no chance of being built by 2026	POLICY 5e (@): The Following Major Highway Schemes included in CSP28 are retained as long term reservations in anticipation of their construction beyond 2026 and therefore outside the plan period of this LTP3 ● CSP28 TRANSPORTATION POLICY X scheme – A350 Corridor Improvements ● A350 Spetisbury,Charlton Marshall and Sturminster Marshall Bypass; ● Improvements to C13 between Blandford and Shaftesbury CSP28 TRANSPORTATION POLICY Y scheme – A350 Shaftesbury Bypass	●	●	●	●

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

6.0 v.5 Dorset Coast Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale [1]			
				i	s	m	l
6.1	A	Influence the location and design of new development so that people can meet their day to day A needs with less overall need to travel, and in sustainable ways	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with Local Area P+R	●	●	●	●
6.2	B	Supporting the local availability of services to reduce the need to travel	community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base encouraging service providers to asset share in taking services to communities	●	●	●	●
6.3	C	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R Apply the adopted Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements. ● A.3052 Lyme Regis – A.35 ● B.3165 Lyme Regis – A.35 ● B.3157 West Bay - Bridport – Weymouth ● C.(?). Sea Hill Lane Seatown – Chideock ● C.(?). Eype Mouth – A.35 ● C.(?) Burton Beach – Burton Bradstock ● C.(?) beach – West Bexington - Swyre ● A.353 Weymouth – A.352 ● A.352 Broadmayne – Wareham ● A.351 Wareham – Swanage ● B.3071 Wool – West Lulworth ● B.3070 West Lulworth – A.352 The application will have particular regard to encouragement of sustainable visitor journeys and providing infrastructure opportunities for connected multi-mode “round trip” journeys inclusive of destination/attraction management car clubs, added value utalisation of functional infrastructure such as P+R, community exchange hubs, service provider asset share arrangements and Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use				
6.4	D	Keeping transport infrastructure well-maintained, safe and resilient for all users					
6.5	E	Making better use of the sub-region’s transport network to maximise it’s capacity and efficiency		●	●	●	●
6.6	F	Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services	Investing in high frequency corridor, shuttle service Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles that includes support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study encourage investment in heavy rail improvements to the Heart of Wessex network Support of regional initiatives that bring benefits to the Local Area Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations. encourage investment in heavy rail improvements on the Exeter-London line Support of regional		●	●	●
6.7	G	Developing a well integrated public transport system which is easier for everyone to use					

			initiatives that bring benefits to the Local Area Support improvements to transport interchanges between rail and passenger transport services connecting to the Dorset Coast				
6.8	**H**	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
6.9	**I**	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use		●	●	●
6.10	**J**	Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys **Weymouth and Dorchester:** ● high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys ● community exchange hub focus for travel choice including community car club and shared service provider base ● improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use **Coastal and Market Towns:** community exchange hub focus for travel choice including town car club and shared inbound service provider base **Villages:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base **Hamlets:** ● community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use			●	●
6.11	**K**	Creating attractive public realms and streetscapes	Strong support for LPA Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.	●	●	●	●
6.12	**L**	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
6.13	**M**	Community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●
6.14	**N**	Influencing the cost and convenience of	As identified through the LDF Core Strategy	●	●	●	●

		private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	supported by LTP public transport and parking management strategies with inter Local Area P+R				

[1] timescales

i - immediate	s - short term	m - medium term		l - long term	
2011 (on adoption of LTP3)	2011 – 2014	2014 – 2017	2017 – 2020	2020 – 2023	2023 – 2026

Annex E: Cross referencing tables between the 3 studies and the draft Area Strategies.

	v.3 2o11 o1o6 Overarching Strategy Element	v.5 2o11 o21o LTP3 Strategy Measure	Which have their origins in the Buro Happold "Working Towards a Transport Strategy" Documents: W&PTS paragraph	W&PTS page	WTS paragraph	WTS page	N&nETS paragraph	N&nETS page
a	Placement of development in locations with existing services	A	4.2.1	26	5.4.1	53	6.2.1	78
b	encouraging development of more than 20 dwellings to be mixed use development	A						
c	parking demand management that encourages leaving cars at home base for at least some journeys	N	4.3.2	32	5.6	56	6.2.4	83
d	encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	H	4.2.1	26	5.3	50	6.2.3	80
e	Adopting a localist transportation network hierarchy of 1st rural functionality 2nd tourism accommodation 3rd management of non staying through journeys	?	N/R					
f	Adopt Inter-settlement, route specific, route management strategies	E						
g	Optimising the use of local highway network asset even if this incurs increased journey times	E	4.2.1	26				
h	Highway network maintenance priorities that include managed retreat		4.2.1	26				
i	encouraging service providers to asset share in taking services to communities	B			5.3	50		
j	encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality	J	4.2-4.4	26 - 53	5	49	6	73
k	encouraging community cooperative action to reduce single occupancy car journeys	J	4.2.1	26	5.3	50	6.2.3	80
l	Investing in infrastructure to encourage waterborne costal passenger transport as an alternative to visitor use of motor vehicles	F	4.4.4	63	5.17	63		
m	encourage investment in heavy rail improvements serving the whole Rural Character Area	F	4.3.4	48	5.26	85	6.3	92
n	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset but which have little or no chance of being built by 2026	New O	4.3.3	41			6.4	92
o	abandonment of other "bottom draw" road building projects unlikely to be delivered by 2026	New P	4.3.3	41				

v.3 2o11 o1o6 Local Area Specific Strategy Element	v.5 2o11 o21o LTP3 Strategy Measure	Which have their origins in the Buro Happold "Working Towards a Transport Strategy" Documents:					
		W&PTS		WTS		N&nETS	
		paragraph	page	paragraph	page	paragraph	page
high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys	F	4.2.1	39	5.3	50	6.3	92
community exchange hub focus for travel choice including community car club and shared service provider base	B	4.2, 4.3, 4.4	37, 41, 43	5.3	50	6.2.3	80
improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use	I	4.2.1	39	5.3	50	6	73
0.5 hourly peak passenger transport supporting travel to work, education etc							
hourly off peak passenger transport to services							
community exchange hub focus for travel choice including town car club and shared inbound service provider base	B						
0.5 hourly peak passenger transport supporting travel to work, education etc		4.2.1	39				
hourly off peak passenger transport to services							
community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base	B						
community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base	B			5.3	50	6.2.3	80
Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use	I					6	73

Annex F: CD containing (in pdf format):

- all Annex A documents
- all Study Steering Group minutes and supporting PowerPoint presentations

Weymouth and Portland Transport Study					
Meeting Date	**Meeting Type**	**Agenda**	**Progress Note**	**Presentation**	**Minutes**
08/04/2008	Weymouth and Portland Steering Group Minutes				●
15/04/2008	Progress Note Weymouth and Portland		●		
02/05/2008	Weymouth and Portland Steering Group Minutes				●
05/06/2008	Progress Note Weymouth and Portland		●		
09/06/2008	Weymouth and Portland Steering Group Presentation			●	
09/06/2008	Progress Note Weymouth and Portland		●		
17/06/2008	Presentation to Members			●	
17/06/2008	Opportunities and Threats Presentation			●	
29/07/2008	Progress Note Weymouth and Portland		●		
09/09/2008	Progress Note Weymouth and Portland		●		
11/12/2008	Progress Note Weymouth and Portland		●		
12/12/2008	Weymouth and Portland Steering Group Presentation			●	
15/12/2008	Weymouth and Portland Steering Group Minutes				●
20/01/2009	Weymouth and Portland Steering Group Presentation			●	
21/01/2009	Progress Note Weymouth and Portland		●		
21/01/2009	Weymouth and Portland Steering Group Minutes				●
11/05/2009	Progress Note Weymouth and Portland		●		
08/06/2009	Weymouth and Portland Steering Group Presentation			●	
08/06/2009	Progress Note Weymouth and Portland		●		
20/07/2009	Weymouth and Portland Steering Group Presentation			●	
21/08/2009	Weymouth and Portland Steering Group Meeting Agenda	●			
07/09/2009	Weymouth and Portland Workshop Presentation			●	
07/09/2009	Weymouth and Portland Workshop Agenda	●			
08/09/2009	Weymouth and Portland Steering Group Minutes				●
07/10/2009	Passenger Transport Workshop Presentation			●	
27/10/2009	Weymouth and Portland Steering Group Presentation			●	
27/10/2009	Network Rail Workshop Presentation			●	
29/10/2009	Network Rail Workshop Minutes				●
04/11/2009	Park and Ride Workshop Minutes				●
04/12/2009	Progress Note Weymouth and Portland		●		
08/12/2009	Weymouth and Portland Steering Group Meeting Agenda	●			
09/12/2009	Weymouth and Portland Steering Group Minutes				●
03/02/2010	Weymouth and Portland Steering Group Meeting Agenda	●			
27/04/2010	Weymouth and Portland Steering Group Meeting Agenda	●			
26/05/2010	Weymouth and Portland Steering Group Meeting Agenda	●			

West Dorset Transport Study					
Meeting Date	**Meeting Type**	**Agenda**	**Progress Note**	**Presentation**	**Minutes**
19/11/2007	AONB Meeting Minutes				●
23/11/2007	Passenger Transport Minutes				●
23/11/2007	West Dorset Steering Group Presentation			●	
03/12/2007	STAG Meeting Minutes				●
03/12/2007	WATAG Meeting Minutes				●
12/02/2008	Progress Note West Dorset		●		
12/02/2008	West Dorset Steering Group Meeting Minutes				●
08/03/2008	Progress Note West Dorset		●		
11/03/2008	West Dorset Steering Group Meeting Minutes				●
14/04/2008	West Dorset Steering Group Presentation			●	
15/04/2008	Progress Note West Dorset		●		
15/04/2008	West Dorset Steering Group Meeting Minutes				●
23/04/2008	West Dorset Presentation to Members			●	
28/04/2008	WDDC Members Meeting Minutes				●
30/04/2008	Telephone Consultation Network Manager				●
06/06/2008	Progress Note West Dorset		●		
10/06/2008	West Dorset Steering Group Meeting Minutes				●
21/07/2008	West Dorset Parish Council Minutes				●
29/07/2008	Progress Note West Dorset		●		
05/09/2008	Progress Note West Dorset		●		
10/02/2009	West Dorset Steering Group Meeting Minutes				●
12/05/2009	Progress Note West Dorset		●		
12/05/2009	West Dorset Steering Group Meeting Minutes				●
21/05/2009	West Dorset Steering Group Agenda	●			
08/06/2009	Progress Note West Dorset		●		
08/06/2009	West Dorset Steering Group Presentation			●	
09/06/2009	West Dorset Steering Group Meeting Minutes				●
07/07/2009	West Dorset Steering Group Agenda	●			
21/07/2009	West Dorset Steering Group Presentation			●	
21/07/2009	West Dorset Steering Group Agenda	●			
08/09/2009	Progress Note West Dorset		●		
04/10/2009	West Dorset Steering Group Presentation			●	
30/10/2009	Progress Note West Dorset		●		
30/10/2009	West Dorset Steering Group Presentation			●	
08/11/2009	West Dorset Steering Group Presentation			●	
04/12/2009	Progress Note West Dorset		●		
08/12/2009	West Dorset Steering Group Agenda	●			
09/12/2009	West Dorset Steering Group Meeting Minutes				●
03/02/2010	West Dorset Steering Group Agenda	●			
27/04/2010	West Dorset Steering Group Agenda	●			
26/05/2010	West Dorset Steering Group Agenda	●			
10/06/2010	West Dorset Steering Group Agenda	●			

North and north-East Dorset Transport Study					
Meeting Date	**Meeting Type**	**Agenda**	**Progress Note**	**Presentation**	**Minutes**
19/11/2007	AONB Meeting Minutes				●
23/11/2007	Passenger Transport			●	
23/11/2007	West Dorset Steering Group Presentation			●	
03/12/2007	STAG Meeting Minutes				●
03/12/2007	WATAG Meeting Minutes				●
12/02/2008	Progress Note West Dorset		●		
12/02/2008	West Dorset Steering Group Meeting Minutes				●
08/03/2008	Progress Note West Dorset		●		
11/03/2008	West Dorset Steering Group Meeting Minutes				●
14/04/2008	West Dorset Steering Group Presentation			●	
15/04/2008	Progress Note West Dorset		●		
15/04/2008	West Dorset Steering Group Meeting Minutes				●
23/04/2008	West Dorset Presentation to Members			●	
28/04/2008	WDDC Members Meeting Minutes				●
30/04/2008	Telephone Consultation Network Manager				●
06/06/2008	Progress Note West Dorset		●		
10/06/2008	West Dorset Steering Group Meeting Minutes				●
21/07/2008	West Dorset Parish Council Minutes				●
29/07/2008	Progress Note West Dorset		●		
05/09/2008	Progress Note West Dorset		●		
10/02/2009	West Dorset Steering Group Meeting Minutes				●
12/05/2009	Progress Note West Dorset		●		
13/05/2009	West Dorset Steering Group Meeting Minutes				●
08/06/2009	Progress Note West Dorset		●		
08/06/2009	West Dorset Steering Group Presentation			●	
09/06/2009	West Dorset Steering Group Meeting Minutes				●
21/07/2009	West Dorset Steering Group Presentation			●	
08/09/2009	Progress Note West Dorset		●		
04/10/2009	West Dorset Steering Group Presentation			●	
30/10/2009	Progress Note West Dorset		●		
08/11/2009	West Dorset Steering Group Presentation			●	
04/12/2009	Progress Note West Dorset		●		
09/12/2009	West Dorset Steering Group Meeting Minutes				●

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