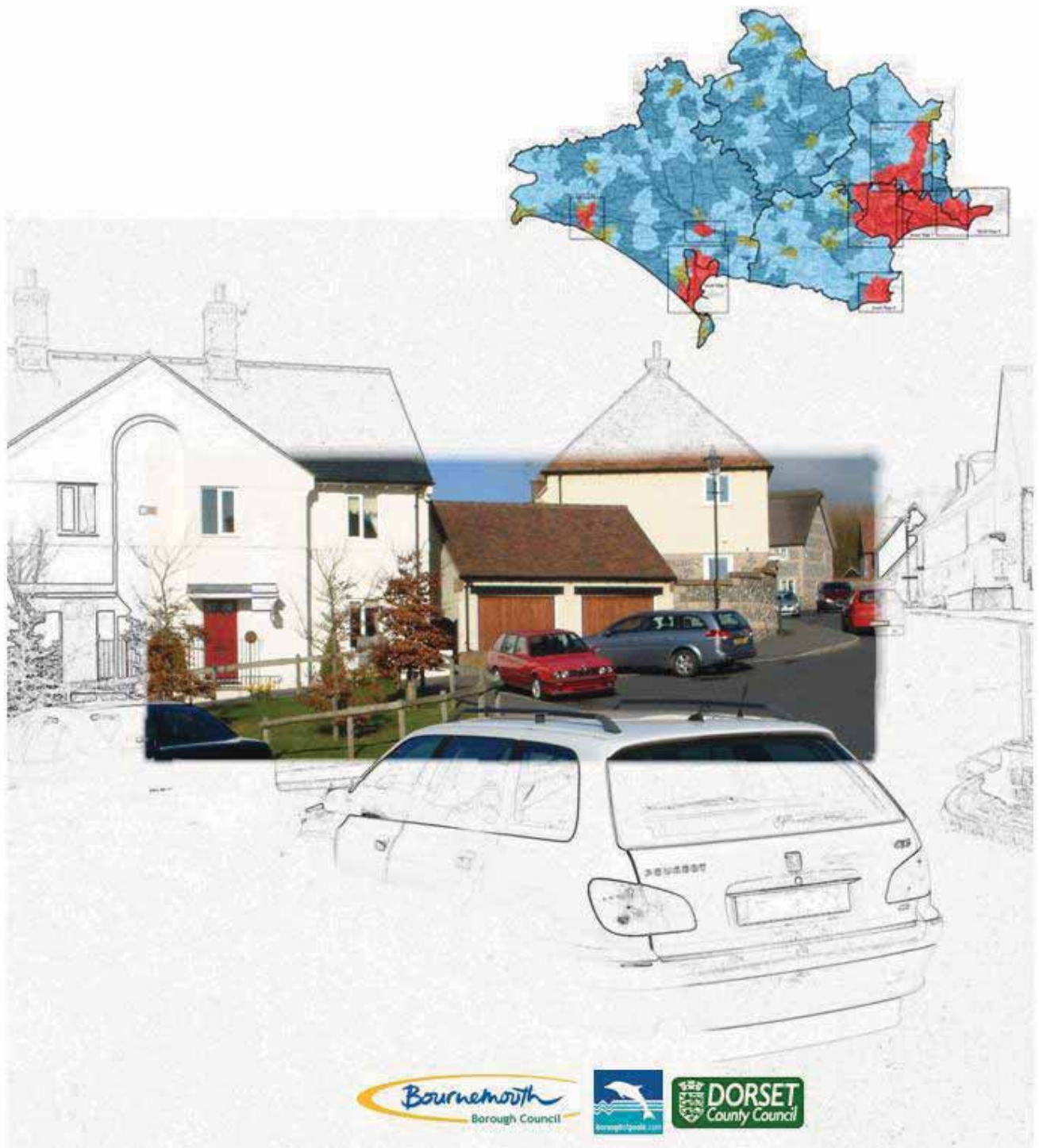


The Survey Methodology and Data



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1.0 Introduction & Scope

- 1.1** This document is the second of three published in association with the Bournemouth, Poole and Dorset Residential Car Parking Study (BPDRPCS). The first document is the Interim Guidance that has emerged from the study and the third is an illustration of the survey sites. This volume examines the background to the study before outlining the methodology followed.
- 1.2** The policy base for this Study is paragraph 51, Planning Policy Statement 3 Housing (PPS3), November 2006, which states that:
- “Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership.”
- 1.3** Clear advice on parking that reflects PPS3 is included in section 8.3 of Manual for Streets (MfS) March 2007 DfT/DCLG.
- 1.4** MfS also references to “Car Parking; What Works Where” English Partnerships/Design for Homes, at paragraph 8.3.34, which referred to a methodology developed by Alan Young WSP Ltd and Phil Jones of Phil Jones Associates
- 1.5** This methodology was given further weight as a means of responding to paragraph 51 PPS3 with its publication by DCLG under the title “Residential Car Parking Research” May 2007.

The document is caveated:

“Although this research was commissioned by Communities and Local Government, the findings and recommendations in this report are those of the author and DO NOT necessarily represent the views of Communities and local government”

However, it does nevertheless put the methodology more firmly in the public domain. The published research was undertaken by WSP Ltd in association with Phil Jones associates, TRL and David Lock Associates. It considered expected levels of car ownership and the factors that have a significant influence on car ownership and car parking demand including;

- Dwelling size, type and tenure;
- Dwelling location;
- Availability of allocated and unallocated parking spaces;
- Availability of on and off-street parking;
- Availability of visitor parking and
- Availability of garage parking.

1.6 The BPDRPCS is the combined response to paragraph 51 of PPS3 of 4 District Local Planning Authorities, 2 Borough Local Planning Authorities, the County Local Highway Authority and two unitary Borough Authorities working in partnership with 3 private sector developers. WSP Ltd was commissioned, in association with Phil Jones Associates, to apply the methodology identified in paragraph 1.4 to Dorset.



1.7 This research has provided a set of documents for all of the Local Planning Authority partners to embrace into their respective processes as well as research evidence that will inform and influence Core Strategy and Area Action Plan proposals.

1.8 In addition, it will provide all partners with current, applicable and local character data that will inform better quality residential design solutions throughout Dorset in response to PPS1 and PPS3.

1.9 The commissioning partners were:

- Borough of Poole,
- Bournemouth Borough Council,
- C G Fry & Sons Ltd.,
- Christchurch Borough Council,
- Dorset County Council,
- Duchy of Cornwall,
- East Dorset District Council,
- Morrish Builders (Poole) Ltd, .
- North Dorset District Council
- Purbeck District Council,
- West Dorset District Council,
- Weymouth & Portland Borough Council

1.10 The BDPRPCS also responds to policy in both the South East Dorset Local Transport Plan (2006-2011) and the Dorset (excluding South East Dorset) Local Transport Plan 2006 -2011.

1.11 The two different Local Transport Plans are, in transport planning terms, a reflection of the split between the ostensibly rural nature of the north, west and centre of the county and the urban influenced south east. Figure 1 shows the relative areas covered by the two plans.

Figure 1 Boundaries of LTP areas



1.12 The South East Dorset Local Transport Plan (2006-2011) contains the following Objectives in Table 2.4, Quality of Life Shared Priority:

- *“Reduce the Impact of transport and travel on the natural, built and cultural environment”*
- *“Design transport improvements that complement SE Dorset’s high environmental quality and improve the public realm”*

1.13 The Dorset (excluding South East Dorset) Local Transport Plan 2006-2011, Chapter 7, includes the following objective:

“to protect and enhance the richness and diversity of Dorset’s natural and built environment and cultural heritage through:-

- *Guiding development to complement Dorset’s high environmental quality and improve the public realm in ways that respond to the local context.”*

This local policy includes the Key Action:

- *“The County Council will ensure that development designs and transport improvements are an appropriate response to the local context and create or reinforce local distinctiveness.”*

1.14 Chapter 7 of the Dorset (excluding South East Dorset) LTP 2006-2011 supports this objective and Key action with paragraphs of text including the following:

“7.25 Two elements of the strategy relate strongly to design considerations. Dorset is recognised nationally, indeed internationally, as an English County in which some of the leading examples of new development, implemented with high quality urban form, are to be found. This Local Transport Plan reaffirms Dorset’s commitment to encouraging and promoting such development as well as promoting the broader application of the lessons learnt with high quality urban and village expansion development to the broader county wide applications in the rural setting.

- *Guiding development: Dorset will guide development to complement Dorset’s high environmental quality and improve the public realm in ways that respond to the local context. Dorset will work in partnership with the Local Planning Authorities, developers and their consultants in the County to ensure that this is achieved.*

7.26 These will be achieved by publishing guidance and advice that will supplement Manual for Streets in respect of local context and local distinctiveness. This guidance and advice will emerge variously as part of the Local Development Document processes, a review of all existing County guidance documents and design manuals as well as through engagement in MasterPlans, Development Frameworks and Design Statements. In addition, they will be achieved through the process of scoping and considering Transport Assessments that are submitted as part of a planning application package. In addition Dorset will look to implement the advice contained in its guidance document on development related Travel Plans. Further guidance in these respects is anticipated through the LTP period from central government. This in turn may be supplemented by further local guidance and advice which will emerge variously as part of the Local Development Document processes.”

1.15 The BDPRCPS is firmly considered as the “encouragement and promotion” referred to in paragraph 7.25 above and as one of the emerging documents referred to in paragraph 7.26.

Importance of appropriate parking guidance

1.16 This Study has reaffirmed with evidence that the ownership of cars by households is, in several places in the county, at the top end of national statistic patterns. This underlines the fact that much of the county is rural in nature and, through comparative lack of any other alternative, substantially car dependant. This is illustrated in the figures 2 and 3.

- 1.17** Much experience now exists, as a result of over zealous application of paragraph 62 of Planning Policy Guidance 3 Housing (PPG3), 2000 (revised 2005), that underlines the negative impact of under provision of parking space on residential development.
- 1.18** The detrimental impact of car parking on urban design quality, public realm and highway functionality is exacerbated by an under provision of spaces. One of the most visible manifestations of under provision is indiscriminate and inappropriate parking of vehicles. These vehicles may impede, or even prevent, the reasonable accessing of a development by service vehicles and emergency service vehicles.
- 1.19** In reality, sustainable changes in transport mode patterns are linked to the adequate provision for car parking at the home. This is because most householders still aspire to own a vehicle. If they choose to use a more sustainable mode for some journeys they need the confidence that their vehicle can be safely left at or near to their home. ????

Highway function and high quality urban design.

- 1.20** Dorset has an enviable reputation as an area in which high quality urban design is realised in residential developments. The suggested guidance based on the methodology outlined in this document will assist in bringing forward further high quality design. Of equal importance is its impact on ensuring that sound and practical infrastructure functionality is achieved. In addition to MfS mentioned earlier, practical advice exists in documents such as the English Partnerships best practice Guide "Car Parking: What works where and CABE documents such as This Way to Better Residential Streets, 2009, advising designers on how best to provide for the levels of parking required in response to this study.
- 1.21** It is often observed about the success or otherwise of urban design that "the devil is in the detail". This is particularly relevant when considering the ergonomics of parking space location relative to front doors and other aspects of dwelling design and layout. Analysis of household movement patterns and aspirations can do much to inform the designers' understanding of the potential success or otherwise of a proposed parking arrangement. Such analysis is illustrated in feedback from the 2008 Dorset Citizens Panel survey seen in Tables 1 & 2.

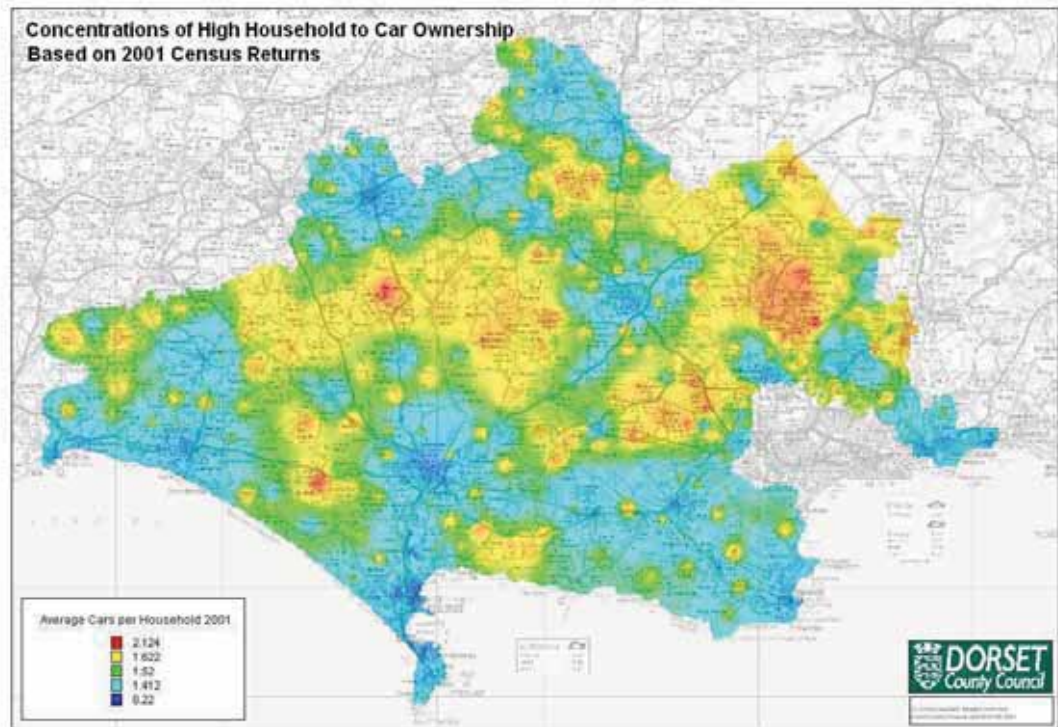


Figure 2 Car Ownership per household, based on 2001 Census Returns

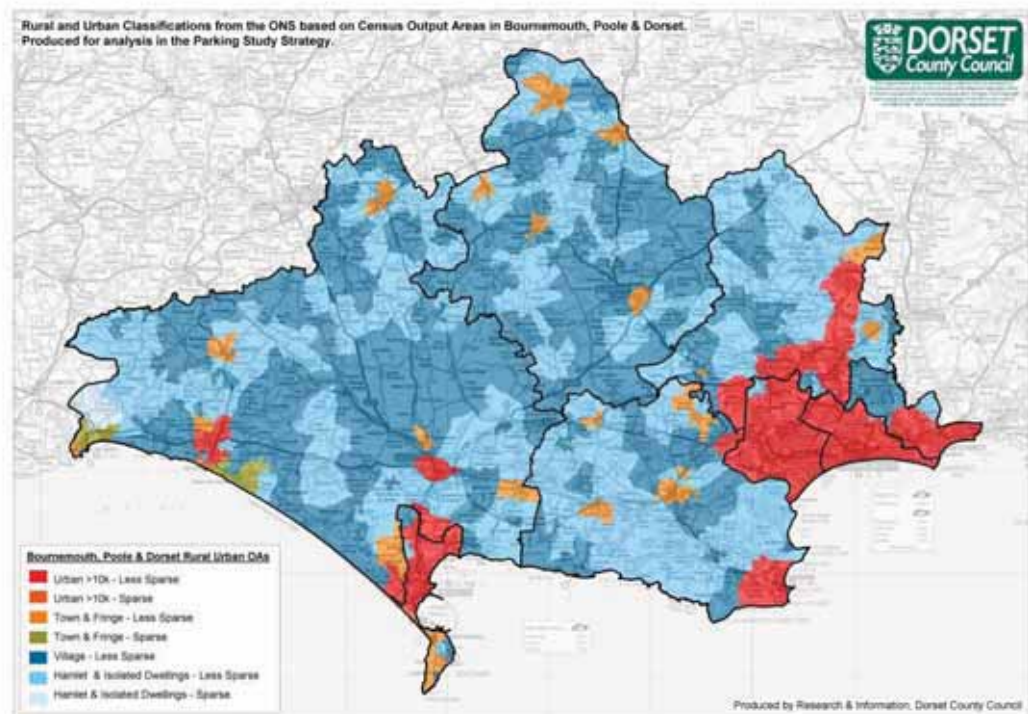


Figure 3 Rural and Urban Classifications from the Office of National Statistics based on Census Output Areas.

Table 1 and 2: Responses to questions 30 and 31 from the 2008 Dorset Citizens Panel survey –

Table 1. The relationship between where you park your car and where you live depends on a lot of factors. As a matter of general preference, would you rather
(please tick one option)

	FREQUENCY	%
Park as close as you can to your front door, 'on street' if necessary	233	14
Park in a parking place on land that you own or have a right to use	495	29
Park in a purpose designed covered area that you own or have a right to use	106	6
Park in a garage that you own or have a right to use	725	43
I do not have a car	130	8
Don't know/no option	9	1
TOTAL	1698	100
Missing	24	

Table 2. Councils are responsible for setting parking standards in Dorset. Which of the following options comes closest to your view of how councils should set parking standards in residential areas?
(Please tick one option)

	FREQUENCY	%
Set parking standards for residential development which provide well designed and restrained parking throughout Dorset, promoting good design and efficient use of land	336	25
Set parking standards for residential development which provide well designed and restrained parking throughout Dorset but varies across the county depending on accessibility to facilities and other forms of transport	685	51
Set parking standards for residential development that allow high amounts of parking, recognising that this will have an effect on the living environment, quality of design and the environment in general	331	25
TOTAL	1352	100
Missing	370	

- 1.22 Another aspect of parking in new residential developments that has long term implications is that of the establishment of 'habit parking' during the construction phases of a development. Two different case study evaluation visits to Charlton Down noted that a street scene feature of certain routes was vehicles parked partially on the footway (Llewellyn Davies Yeang, January 2005, for MfS and Urban Design skills, January 2008, for CABE). Whilst this is an issue far wider in its manifestation than that seen at Charlton Down, analysis of that development suggests that the reasons for the behaviour to become accepted as norm is two fold:
- 1.23 Initially, trades working on site would begin parking partially on footways in the face of regular delivery and construction plant movements and against a background of non-occupation of houses. As the streets became occupied, residents' parking patterns mirrored that of trades to avoid vehicle damage. The pattern however remains through habit, and is underpinned by lingering concerns about damage caused by occasional service vehicles.
- 1.24 Another influence that encourages this sort of defensive parking behaviour is that private vehicles are not only increasing in size but also in complexity and consequently replacement component cost. Many current external mirror fittings for instance are very costly to replace if damaged.
- 1.25 Designers therefore need to make appropriate accommodation for current vehicle dimensions, rather than stick to established norms founded in guidance given in the now replaced Design Bulletin DB32. Geometrical guidance is given in Volume 1, Appendix C to supplement that given in "*Manual for Streets*" and "*Car Parking: What works where*". Particular attention should be paid to the nature of the local character in which the development is set. Much of Dorset is still rural in terms of landscape and daily functionality. Agricultural vehicles and plant are also dramatically increasing in size and the interaction with residential developments and the domestic vehicles parked in connection with them should be considered in certain circumstances.





2.0 Background

2.0 Background

2.1 Dorset's review of residential parking guidance commenced in March 2006 prompted by awareness that:

- The existing 1995 guidance was becoming outdated.
- Planning and highway professionals were becoming concerned about the tensions being caused by design using low parking provision identified in paragraph 62, Planning Policy Guidance 3 (PPG3) Housing (2000).
- There would be a common need across Dorset for an evidence base to support LPAs in incorporating appropriate policy and guidance in their LDFs.
- There would be a need for reviewed guidance to be provided to support changes to national guidance on Transport Assessment, Travel Planning and the other processes involved in highway and transport considerations in the Development Management process.

2.2 Dorset enjoys a strong history of joint working between Authorities. Officer groups such as Dorset Development Planning Officer Panel (DPOP), Planning Policy Officer Group (PPOG), Local Development Officer Group (LDOG) (formerly the Local Plan Officer Group) and the Development Control Officer Group (DCOG) all meet on a regular basis drawing together all the authorities in the County to formulate common approaches and responses to national policy.

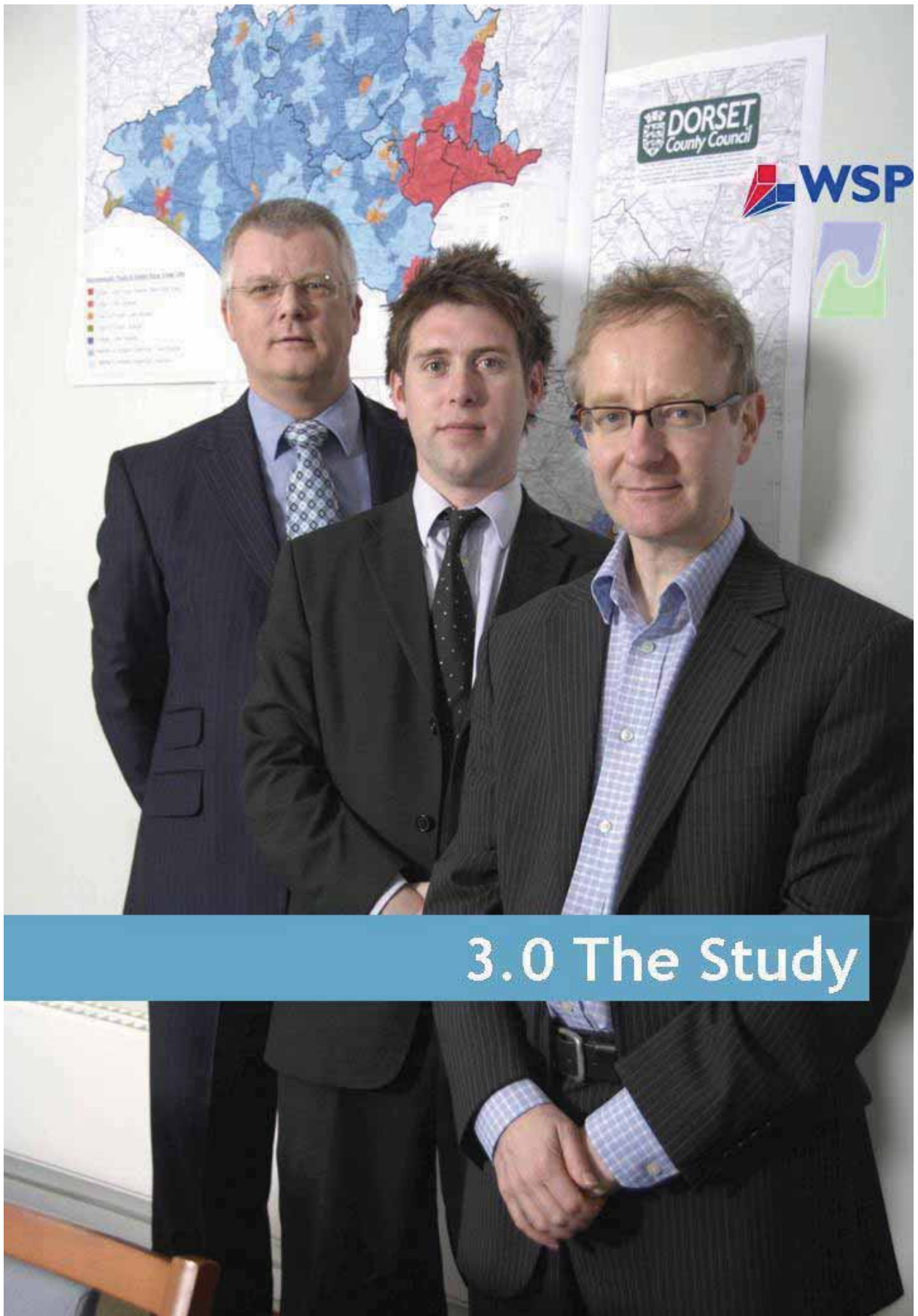
2.3 The Dorset Residential Parking Study progressed through an iterative process in consultation with these officer groups. In addition to this, and conscious of the extent of interest in exemplar development that happens within the County of Dorset, authority officers are regularly in touch with national initiatives by involvement in the regional and national conference circuits. They have, as a result, often become involved in emerging projects and initiatives. Examples of this include

- *"Places, Streets and Movement: A companion guide to Design Bulletin 32 - Residential Roads and Footpaths"* DETR (September 1998 (now withdrawn)),
- *"PAN 76 New Ways to New Streets"* Scottish Executive (November 2006), and
- *"Manual for Streets"* (MfS) DfT/DCLG March 2007

2.4 Key dates in the evolution of the Dorset Residential Parking Study were:

- March 2006 - Agreement of DCC Transport Policy group to embark on a study supported by LDOG and PPOG
- May 2006 - Presentation by Alan Young (WSP) at IHIE National Conference on the PPG3 review and Oxfordshire's early engagement in the evolving methodology of the work that he and Phil Jones, Phil Jones Associates, had developed.
- June 2006 – A meeting between all the Dorset Planning Officer Groups and WSP/Phil Jones Associates to explore application of the work disclosed at IHIE conference to Dorset.
- November 2006 – Publication of PPS3 Housing
- December 2006 – commissioning by all Dorset local planning and Highway authorities of WSP/Phil Jones Associates to undertake the Dorset (Residential) Parking Study
- March 2007 Publication of Manual for Streets
- May 2007 Publication of PPS3 Advice Note "Residential Car Parking Research"
- September 2007 Inclusion of three development industry partners into the commissioning partnership of Dorset.
- Winter 2007/08 - benchmarking of census data by site survey and further detailed work on classification areas sub division to produce the 8 inset maps.
- 2009 assembly of this consultation draft document.

2.5 The Highway Authority will use the evidence from the Dorset residential Car Parking Study in negotiations regarding residential developments, and in the making of responses to consultations on planning applications.



3.0 The Study



3.0 The Study

Methodology

- 3.1** WSP working alongside Phil Jones Associates (PJA) were commissioned in 2007 by Dorset County Council to analyse the relationship between car ownership, dwelling type, dwelling size and dwelling tenure in Greater Dorset (Dorset County, Bournemouth and Poole). The Study used a combination of 2001 Census data, regional growth models, regional mapping, survey data and consultation with the Steering Group. Using this information the parking Study was constructed in order to provide Dorset County Council with empirically based parking guidance, presenting a reliable indication of residential parking demand for the planning process.
- 3.2** WSP and PJA were originally commissioned by The Office of the Deputy Prime Minister (ODPM), now The Department for Communities, and Local Government (DCLG), to produce a national car ownership matrix from the 2001 Census data as part of the production of PPS3. Although the matrix was not included in PPS3, the methodology was included as a DCLG Research Paper, Residential Car Parking Research, May 2007.
- 3.3** The parking methodology used in this study is a modification of that included in Residential Car Parking Research, May 2007. It focuses in detail on Census Output Areas (COAs) (on average 125 dwellings) as well as the area characteristics of both the urban and rural areas in Greater Dorset.
- 3.4** Since publication of the DCLG research paper, a number of local authorities have accepted the methodology for creating their own residential parking guidance. Although the 2001 Census data is now somewhat dated, a combination of growth factors taken from TEMPRO and survey data from residential developments in Greater Dorset assisted in modernising and validating the data.

Data Collection

- 3.5** Following consultation with the steering group, WSP commissioned the Office of National Statistics (ONS) to produce a data set from the 2001 Census. The data set showed the number of cars owned against number of habitable rooms¹ for all households in Greater Dorset. It was grouped into Lower Layer Super Output Areas (LLSOAs) (clusters of 5 or more COAs) and further grouped by household type (house or flat) and household tenure (owner occupied or shared/rented). Table 3 below details the format of the Census data.

¹ The Census defines number of habitable rooms as follows:

The count of the number of habitable rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted. If two rooms have been converted into one they are counted as one room. Rooms shared between households, for example a shared kitchen, are not counted

Table 3: Format of LLSOA 2001 Census Data (Example Shows all Households in Dorset County)

		Number of cars					
		Total	None	One	Two	Three	Four or more
OWNER OCCUPIED HOUSES	Total	274135	15357	106717	113567	27882	10612
	< 3 rooms	3279	569	1827	740	98	45
	4 rooms	29552	4111	16738	7481	996	226
	5 rooms	72609	5485	34876	25853	4914	1481
	6 rooms	65019	3428	26778	26726	6149	1938
	7 rooms	42557	1008	13626	20758	5224	1941
	8+ rooms	61119	756	12872	32009	10501	4981
SHARED OWNERSHIP AND RENTED HOUSES	Total	60282	11091	29770	15399	3148	874
	< 3 rooms	3152	1360	1426	318	39	9
	4 rooms	12462	2986	6724	2381	307	64
	5 rooms	23682	4063	12207	6031	1111	270
	6 rooms	12638	1932	6009	3794	747	156
	7 rooms	4577	517	2073	1396	427	164
	8+ rooms	3771	233	1331	1479	517	211
OWNER OCCUPIED FLATS	Total	13869	3429	7417	2443	432	148
	< 3 rooms	3505	1301	1767	384	44	9
	4 rooms	7058	1782	3964	1092	179	41
	5+ rooms	3306	346	1686	967	209	98
SHARED OWNERSHIP AND RENTED FLATS	Total	20855	9171	8986	2295	318	85
	< 3 rooms	8914	4869	3349	620	67	9
	4 rooms	8416	3221	3997	1061	110	27
	5+ rooms	3525	1081	1640	614	141	49

- 3.6** The relatively small number of dwellings in LLSOAs dictated the format of the table as ONS required a level of disclosure that would not allow individual properties to be identified from the data.
- 3.7** It has been found in some parts of the country that some new residential developments have higher levels of car ownership than predicted by the Census model with relevant local growth factors applied (from TEMPRO). It is hypothesised that the demographic group who are attracted to new residential developments own more cars than the national average. A survey of residential developments in Greater Dorset built and occupied since the 2001 Census was undertaken to establish whether a 'new build factor' is present in Dorset.
- 3.8** Following consultation with the Steering Group, a single page postal survey questionnaire form, shown in figure 4, was sent to residential developments in Greater Dorset. A list of the developments can be found in Table 4.

3.9 From previous survey experience, it was expected that approximately 20% of residents would complete and return the questionnaire form. In reality 15% were received.

Figure 4 Dorset Postal Survey Form

BOURNEMOUTH, DORSET and POOLE

RESIDENTIAL PARKING GUIDELINES RESEARCH 2008

Post No. (Office use only)

(Results of this survey will help establish the amount of parking to be provided in future housing developments)

The local authorities across Dorset are undertaking research to help revise our car parking standards for new housing. All information is confidential and none will be made available to any other party. If you have any questions about this survey please call 0121 352 4738

Please take a few moments to complete this questionnaire. When you have done this, moisten around the edge and fold it so that the answers are on the inside and return it to the FREEPOST address overleaf.

The closing date is **29th February 2008**

Please insert contact details if you wish to be entered into the prize draw _____

1: What type of property do you live in? (please circle one)
Terraced house Semi-detached house Detached house Flat / Maisonette

2: Please give details of ownership (please circle one)
Owner occupied Privately Rented Council / Housing Association Rented Shared Equity

3: How many people live here? (please circle one of each - Children are defined as aged 16 or under)
Adults 0 1 2 3 4 5 6 7 Children 0 1 2 3 4 5 6 7

4: How many of the adults have full driving licences? (please circle one) 1 2 3 4 5 6 7

5: How many vehicles used by residents are normally parked here? (please circle one from each category)
Cars 0 1 2 3 4 5 6 7 Vans / Goods Vehicles 0 1 2 3 4
Bicycles 0 1 2 3 4 5 6 7 Motorbikes / Scooters 0 1 2 3 4

6: How many rooms do you have in your property? Do not count bathrooms, toilets, halls or landings, or rooms that can only be used for storage. Do count all other rooms, for example kitchens, living rooms, bedrooms, utility rooms and studies. If two rooms have been converted into one, count them as one room)
(please circle one) 1 2 3 4 5 6 7 8 9 10 11 12 More than 12

7: How many of these are bedrooms? (please circle one) 1 2 3 4 5 6 More than 6

8: Do you have a garage? (please circle one) Yes / NO If yes is it (please circle one) integral / attached or detached?
Where is it located? (please circle one) Front Rear Garage Courtyard Other

9: If so how many cars can it hold (when empty)? (please circle one) N/A 1 2 3 More than 3

10: How many cars do you normally park in your garage? (please circle one) 0 1 2 3 More than 3

11: If this is less than its capacity, what prevents you from using it or parking more vehicles in it?
(please circle one) Required for General Storage Too Small Other.....

12: How many off-street parking spaces (not including garages) do you have that only your household can use?
(please circle one) N/A 0 1 2 3 4 5 More than 5

13: How many cars do you normally park in your off street parking spaces?
(please circle one) 0 1 2 3 4 5 More than 5

14: Do you park elsewhere, if so where? (please circle one) Yes / No
If yes, is it (Please circle one) On-street Public Car Park Parking Court Other

15: Please give details of the number of cars (excluding any trade or service vehicles) that visited your individual property recently and were left unoccupied for 5minutes or longer

	No. of Visitors' Cars	Arrival Times	Departure Times
On the previous Weekday			
Last Saturday			
Last Sunday			

Thank you for completing the questionnaire – now please moisten around the edges, fold and return by post.

Table 4. Residential developments that received the postal questionnaire.

Development	No. of dwellings
Wren Gardens, Alderholt	19
Potterne Meadows, Verwood	170
Wic Ferry Holiday Park, Christchurch	69
Former Stanpit Depot, Christchurch	24
Stoborough Meadow, Stoborough	60
Land between Thompson Close & Dorchester Road, Puddletown	9
The Prince of Wales Inn, Puddletown	16
Land at Sherrings Green Close, Puddletown	9
Land at 17/19 Main Road, Tolpuddle	4
Land at East Farm and Long Cowleaze, Tolpuddle	12
Central Farm, Tolpuddle	11
Land at Herrison Hospital, Charlton Down	543
Land at 17/19 Main Road, Tolpuddle	4
Saxonfield, Stratton	91
Poundbury, Dorchester, Phase 2 Sections A-D	202
Poundbury, Dorchester, Phase 1, Section A	38
Poundbury, Dorchester, Phase 1, Section B	54
Poundbury, Dorchester, Phase 1, Section C	77
Land at Honeymead, Sturminster Newton	75
Cranborne Park/Eastgate Place, Sturminster Newton	185
White Pit Farm, Shillingstone	52
Fosters Field, Sherbourne	96
Land to the West of Peacemarsh, Gillingham	257
Kingscourt Meadows, Gillingham	283
South of Orchard Mead, Broadwindsor	21
Burton Road, Bridport	164
Glebe Close, Abbotsbury	22
Land off Reap Lane, Southwell	41
Land between Reap Lane and Sweethill Lane, Southwell	77
Milborne St Andrew First School, Chapel Street	34
Weymouth College Site (North), Newstead Road	43
Weymouth College Newstead Road (South)	120
Badbury Heights, Shaftesbury Lane, Blandford Forum	169
Bryanston Hills, Blandford Forum	158
Little Shilling, Shaftesbury	154

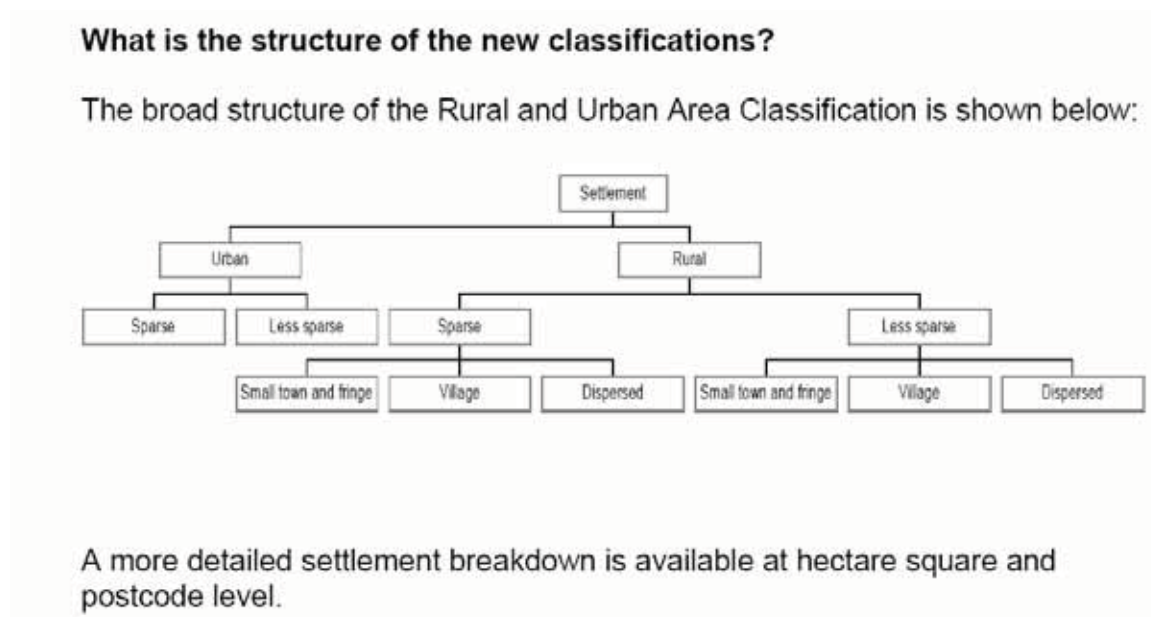
- 3.10** Poole and Bournemouth Unitary Authorities undertook surveys of new residential developments in 2005 and 2007 respectively. Permission has been given for car ownership figures from the results of these surveys to be used alongside the new questionnaire data. The three sources of information combined were able to give statistically significant results and high levels of confidence to conclusions on any 'new build factors' in Greater Dorset. To achieve these statistically significant results, the car ownership from Bournemouth and Poole was combined, acknowledging the effective operation of those areas as a single entity.

DEFRA Classification

- 3.11** During the late 1990s it became clear that the lack of a consistent and comprehensive government definition of rural areas hindered aspects of rural policy making. The publication of the urban and rural white papers in 2000 led to a review of existing definitions. A joint government initiative was set up to identify the various definitions of 'urban' and 'rural' in use, to assess their strengths and weaknesses in relation to policy needs and to make recommendations for any necessary definitional changes.
- 3.12** The need for a new classification was identified during this earlier work. It made clear that the current definitions had limited use as they were based on different criteria. In particular, rural definitions based on socio-economic characteristics were seen as unsuitable so this new classification adopts a settlement-based approach
- 3.13** The ONS launched the new rural and urban definition in 2004. The new definition has been produced for England and Wales based on hectare grid squares. Two measurement criteria were used in the creation of the new definitions, they are:
- Settlement form – each hectare grid square is associated with a particular settlement type: dispersed dwellings, hamlet, village, small town, urban fringe and urban (>10k population).
 - Sparsity – each hectare grid square is given a sparsity score based on the number of households in surrounding hectare squares up to a distance of 30km.
- 3.14** Having classified the hectare grid squares, it was then necessary to apply the classification to administrative and statistical units to enable it to be used with a number of readily available datasets. Census output areas were used as the base unit for this purpose as they are the smallest standard statistical geography available.
- 3.15** Eight classes of output areas were created; four settlement types (urban, town and fringe, village and hamlet and dispersed) in either sparse or less sparse regional settings (see Figure 5).

3.16 A key feature of the classification is its flexibility. The different settlement types and contexts allows for rich and diverse analysis of rural issues. An important feature of the classification, and one that is particularly pertinent for the parking study, is that it can be used with a very wide range of existing data. The classification can be used with any data that can produce results at the output area, super output area and ward level. Census data relating to household size, tenure and car ownership levels from the 2001 census was used for the purposes of this study.

Figure 5 Diagram of new structure



3.17 The classification does not attempt to provide all the answers to urban and rural issues. As with all statistical tools there are some things it does well and some uses for which it is less appropriate.

3.18 As explained above, the Department for Environment, Food and Local Affairs (DEFRA), in partnership with ONS, classified every COA in England and Wales as one of eight categories. The Steering Group opted for the DEFRA classification after considering emerging methodologies elsewhere that attempt to define areas by various means, primarily based on local knowledge, and the potential of the DEFRA system. A major consideration in this decision was that, by developing the methodology linked to a national classification system, the Dorset study may provide a helpful model to other organisations interested in adapting this work. The Census analysis will thus provide parking data specifically relating to the DEFRA classifications, grouped by District/Unitary area.

3.19 Initially all COAs were classified using the DEFRA land classification as in Figure 5. However, during the initial DEFRA COA classification process, concerns were voiced that the DEFRA classification system did not provide a sufficiently fine grain of detail within urban areas (>10,000 population). As a result a Technical Working Group formed from Steering Group members, in consultation with the urban local authorities, developed a local classification system to be applied within areas covered by the DEFRA urban classification including some market towns. This included the following COA classifications.

Transport/Link Corridor	In urban areas in close proximity to major transport links including roads, bus routes and rail links.
Town Centre + 400m	Outside of the Transport/Link corridors but within 400m of the urban centre.
Suburban	Within the DEFRA Urban classification but not falling within either of the two subdivisions above.

3.20 Following the completion of this revised classification of all of Greater Dorset, a new customised Census cross-tabulated table was ordered from ONS. The new table included groups of COAs per District/Unitary with either a DEFRA or Urban classification. It defined area classifications for urban and rural Dorset and the car ownership patterns for each area

3.21 At the same time the Steering Group took the decision that, given the lack of differences in data between the DEFRA “sparse” and “less sparse” data sets, for the purpose of the study, there should be rationalisation by the merging of appropriate data. The result is that the Dorset Study is firmly based on the DEFRA eight category classification system. Rural areas of Dorset have been classified by using the DEFRA classification, rationalised by merging the “sparse” and “less sparse” data sets. Areas classified as urban under the DEFRA classification have been further split into the three subdivisions outlined above.

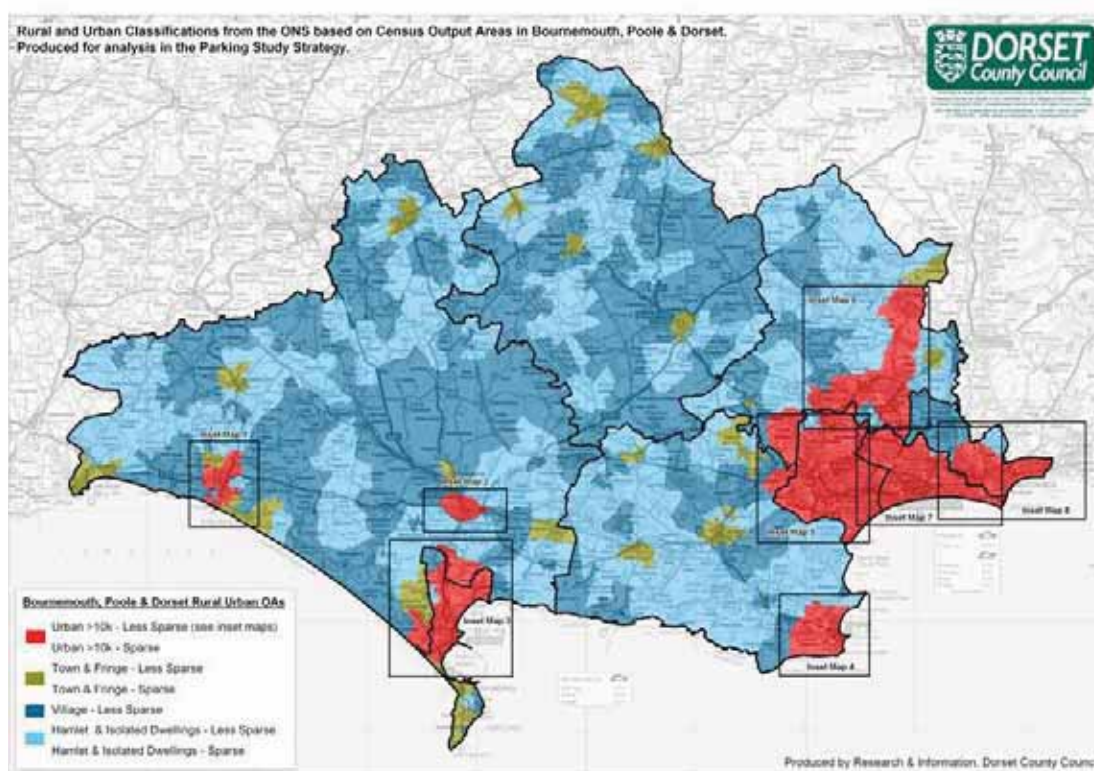
3.22 In some instances the area classification applied to a specific area in the Study may not appear to relate to the character of that area in reality. This is often due to the boundaries of data areas used within the study. The inset maps for Bridport, Swanage and Weymouth have been adjusted to take account of this. This issue can be resolved by the application of evidence provided by Local Planning Authorities during the Study, and the suggested standards derived from it. The study mapping base boundaries inform but do not prescribe to the Local Planning Authority. The information provided by the Study is intended to be interpreted and translated into boundaries that will reflect the local context. For example an Area Action Plan may contain specific boundaries informed by the study but not explicitly corresponding to the study mapping base.

- 3.23** The Steering Group also considered occurrences where areas were represented by a classification category lower than that which was currently appropriate to them on account of demographic changes since the 2001 census. This particularly applied to some of the rural Market Towns. It may well be that since the 2001 census an area can be demonstrated to have experienced growth. Similarly an area may be shown to be predicted to grow through Local Development Framework responses to the Regional Spatial Strategy. In either case the study provides a flexible, informing, tool. If, for example, an area that is identified by the Study as falling into the "Village" classification has either grown since the 2001 census, or is projected to grow through the LDF process, into the "Town & Fringe" classification, then the suggested guidance applicable to the latter classification can be applied with confidence.
- 3.24** It is for each individual Local Planning Authority to demonstrate the connection between the finalised County Interim Guidance and its modified application in their Local Development Documents. There should be reasoned justification demonstrating how the study, and the suggested guidance derived from it, has been applied to a local context or specific area.
- 3.25** The key map showing the areas covered by the three merged rural classification categories as well as the areas of urban classification is illustrated in Figure 7 below. The outline oblongs overlying the Urban Classification Areas illustrate that a series of inset maps exist to define the three local sub divisions classifications contained in the urban areas. The Key and Inset Maps are reproduced at a map per page size in Appendix A.

Figure 6. Colour coding used in the parking study documents

	Colour Coding	
	Appendix A Key Map	All other maps
DEFRA classification areas		
Hamlet & Isolated Dwelling – Sparse	■	■
Hamlet & Isolated Dwelling – Less Sparse		
Village – Less Sparse	■	■
Town & Fringe – Sparse		
Town & Fringe – Less Sparse	■	■
Urban > 10k Sparse		
Urban > 10k Less Sparse		
Suburban		■
Local Centre /Public Transport Corridor	■	■
Town Centre +400m		■

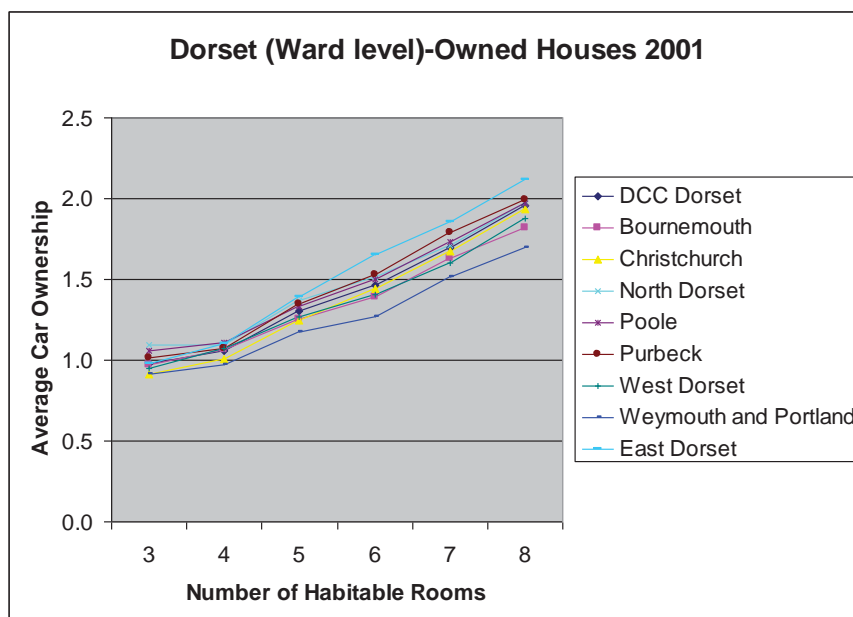
Figure 7. Rural and Urban classifications



Analysis

- 3.26** At the commencement of this project, the overall car ownership/dwelling size relationship for owner occupied houses in Greater Dorset was analysed using the parking methodology detailed in Section 3.1 and the ward level data sets for England and Wales used for the PPS3 addendum note.

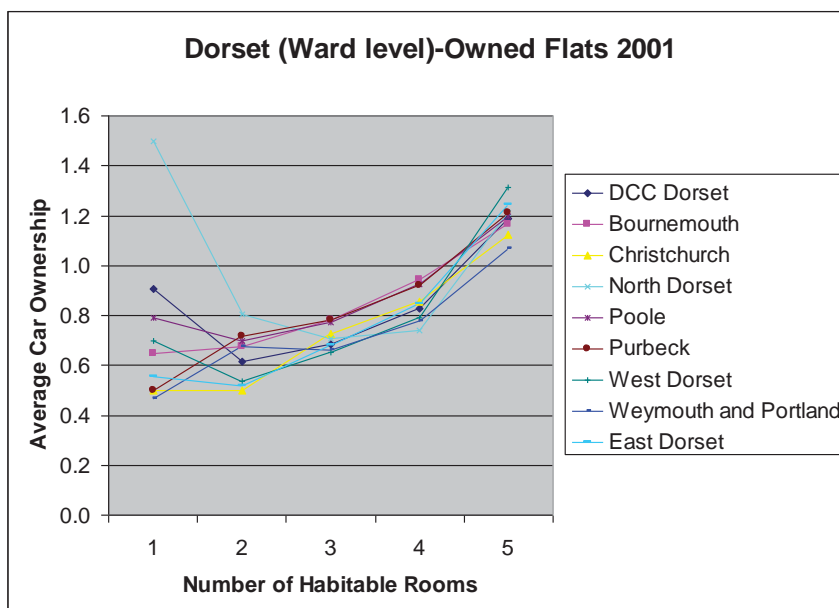
Graph 1: Owner Occupied Houses: Car Ownership levels in Greater Dorset



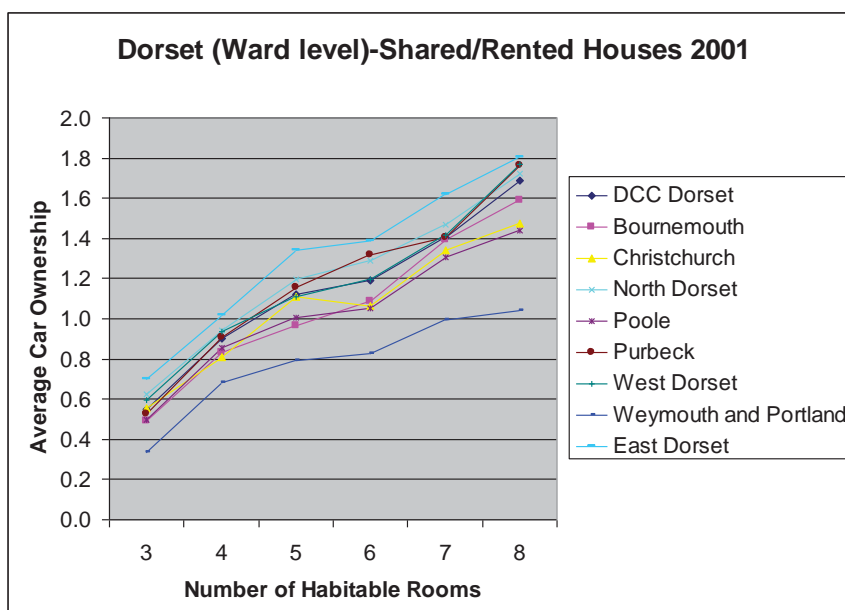
- 3.27** Graph 1 demonstrates that overall car ownership levels do not significantly differ per District or Unitary. There is approximately a 0.20 car difference for households with 3 or less habitable rooms and approximately a 0.45 car difference for households with 8 or more habitable rooms.

- 3.28** Graphs 2 to 4 below detail car ownership/habitable room relationships for owner occupied flats, shared/rented houses and shared rented flats in Greater Dorset (using data grouped by electoral ward).

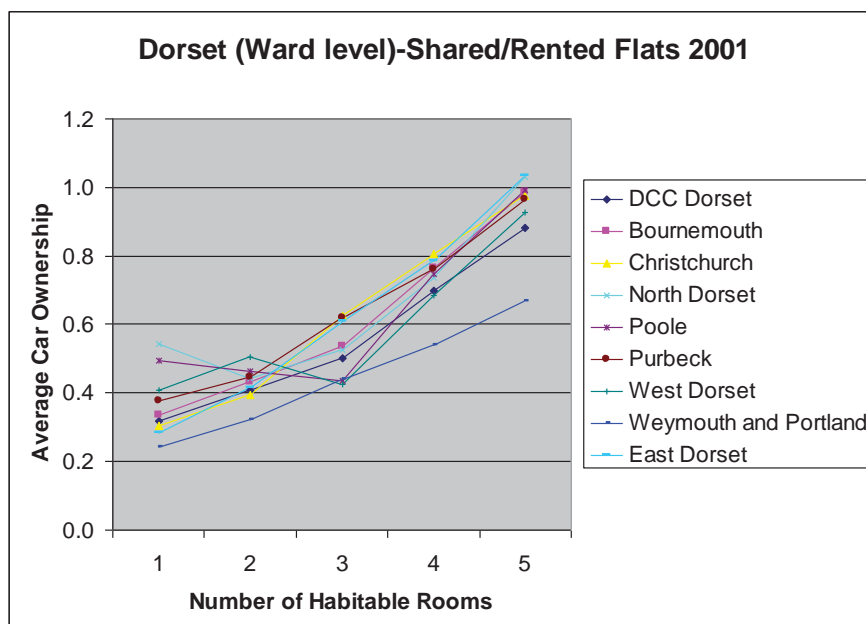
Graph 2: Owner Occupied Flats: Car Ownership levels in Greater Dorset



Graph 3: Shared/Rented Houses: Car Ownership levels in Greater Dorset



Graph 4: Shared/Rented Flats: Car Ownership levels in Greater Dorset



3.29 The results so far are consistent with previous parking research. Houses have a higher level of car ownership than flats and owner occupied properties own more cars than shared/rented properties. The results do not identify car ownership variations within District/Unitary Authorities and hence the DEFRA and Urban classifications have been undertaken to compare with the detailed survey work.

Revised Census Data

3.30 Following classification of the Census Output Areas (COAs) in Greater Dorset by the District Authorities, the cross-tabulated car ownership data set based on the DEFRA and Urban classifications was obtained from the Office of National Statistics. Some COA classifications were not viable due to the subsequent data sets being too small to pass the disclosure committee. These are shown in Table 5 below along with the COA category reclassifications.

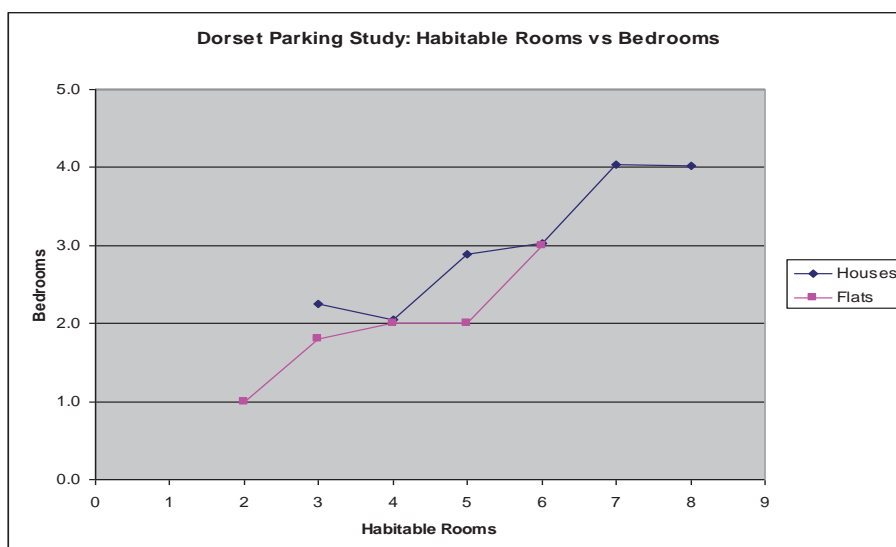
Table 5 - COA Reclassifications

Census Output Area Code	District	DEFRA Classification	Regrouped in the Following Category
19UCFL0015	Christchurch District	Hamlet & Isolated Dwellings	Suburban
19UCFU0012	Christchurch District	Village	Suburban
00HPNA0011	Poole	Hamlet & Isolated Dwellings	Suburban
19UJFU0001	Weymouth and Portland District	Hamlet & Isolated Dwellings	Village
19UJGC0007	Weymouth and Portland District	Hamlet & Isolated Dwellings	Village

Habitable Rooms to Bedrooms

3.31 Dwelling size in the 2001 Census car ownership data is represented by habitable rooms, as it appears on the Census questionnaire, however, for planning and development purposes it is much easier to work by 'number of bedrooms.' Therefore in order to establish a conversion factor, Graph 5 below details the average number of bedrooms for each habitable room increment for all dwellings (houses and flats) in the Dorset Parking Study survey.

Graph 5: Number of Habitable Rooms to Number of Bedrooms in the Dorset Parking Study Survey



3.32 There were no 2 habitable room houses or 7 and 8+ habitable room flats surveyed. Due to the similarities between the habitable room-bedroom relationship for both houses and flats it is proposed that, where data is missing, the alternative dwelling type habitable room-bedroom conversion is used. Table 6 below details the proposed habitable room to bedroom conversions for both houses and flats in greater Dorset.

Table 6: Habitable Room-Bedroom Conversions for Houses and Flats in Greater Dorset

Number of Habitable Rooms	Number of Bedrooms
2 or less	1
4	2
6	3
8 or more	4

3.33 The car ownership tables that will be proposed as the parking guidance for this Interim Guidance document will therefore be represented by number of bedrooms (using the above conversion).

Traffic Growth

3.34 The car ownership data from the 2001 Census was growthed from 2001 to 2026 using regional growth factors from TEMPRO (percentage increase in cars per household). These factors were calculated by obtaining the number of cars and households both recorded in 2001 and forecast for 2026 from TEMPRO. This allowed for the cars per household to be calculated for both years. The growth factor was calculated by dividing the cars per household in 2026 by the cars per household in 2001. Table 7 details the growth factors for each of the eight District/Unitary Authorities as percentage growth

Table 7: TEMPRO Growth 2001-2026

Area	Growth 2001-2026 (TEMPRO)
East Dorset	5.6%
North Dorset	11.6%
Purbeck	10.9%
West Dorset	11.2%
Weymouth and Portland	17.1%
Bournemouth	14.4%
Christchurch	14.3%
Poole	8.8%

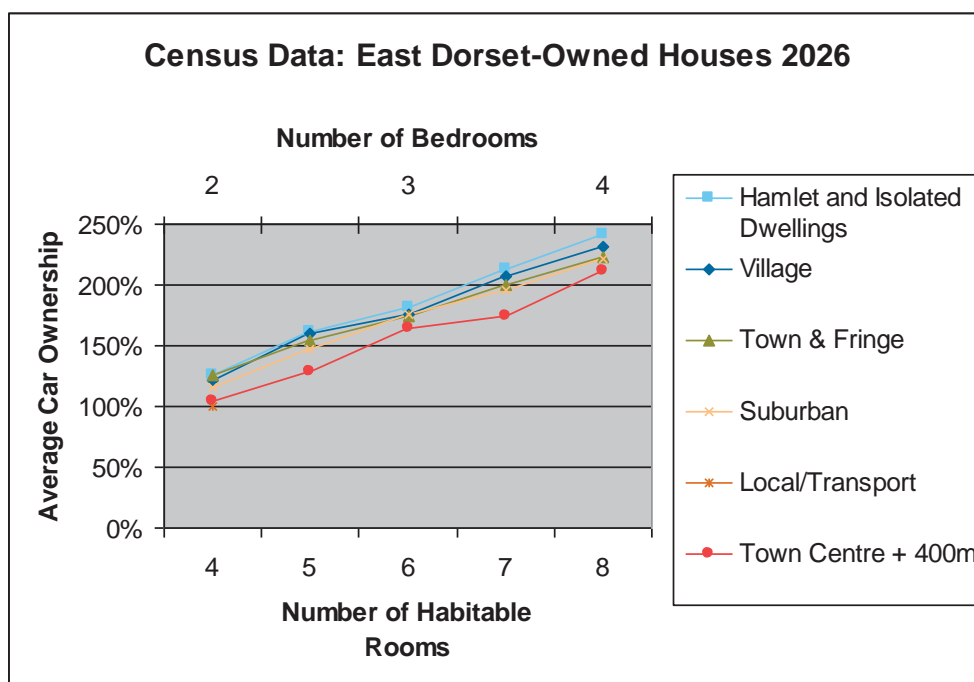
Initial results - Owned Houses

- 3.35 Graphs 6 - 13 and Tables 8 - 31 below detail the car ownership levels in the proposed design year of 2026 for all eight districts in Greater Dorset. They give details of car ownership per habitable room and bedroom and also include details of the number of dwellings from the 2001 Census contained in each category. The '3 or less' habitable room category for owned houses has very few dwellings across Greater Dorset and has therefore been amalgamated with the 4 habitable room category. For the graphs, car ownership is represented by a percentage (for instance 200% equates to an average of 2 cars per dwelling).

Table 8: East Dorset: Sample Sizes from the 2001 Census-East Dorset Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	128	365	341	313	592
Village	127	268	286	313	672
Town & Fringe	252	783	534	407	637
Suburban	3246	5511	3639	2584	3122
Local/Transport	0	0	0	0	0
Town Centre+400m	617	1025	743	485	782

Graph 6: Car Ownership in East Dorset in 2026



- All land use categories (except Local/Transport) have large enough sample sizes for conclusions to be drawn
- The graph shows Hamlet and Isolated Dwellings, Village, Town & Fringe and Suburban all have very similar levels of car ownership
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- Town Centre + 400m has a lower level of car ownership than the other land use categories-with up to a 0.25 cars per dwelling difference in places.

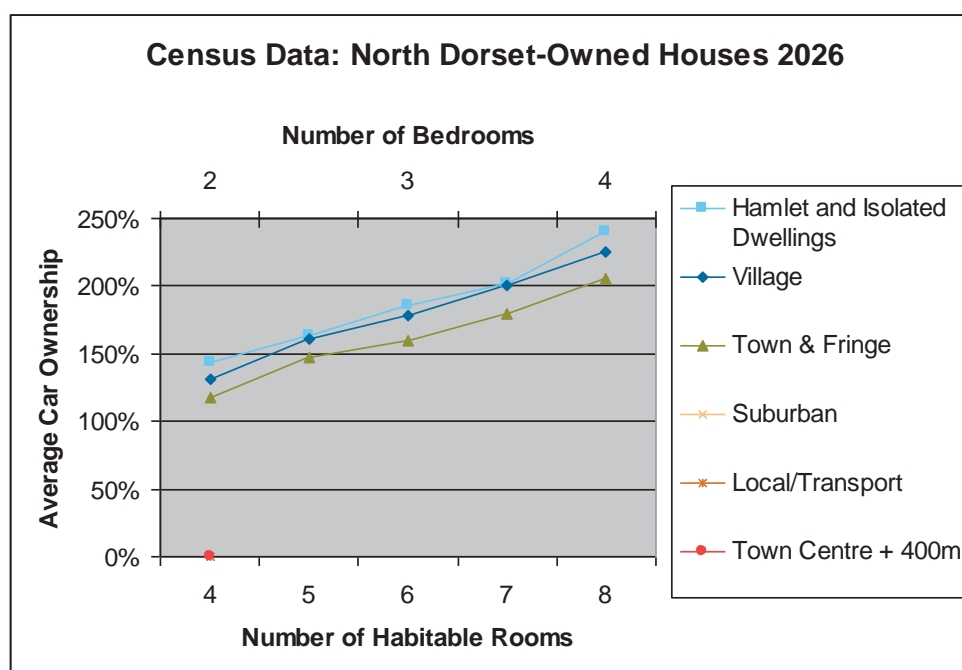
Table 9: Car Ownership in East Dorset in 2026: Owner Occupied Houses

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre +400m
2	1.26	1.21	1.25	1.16	1.04
3	1.81	1.76	1.74	1.76	1.64
4	2.41	2.31	2.23	2.22	2.12

Table 11: North Dorset: Sample Sizes from the 2001 Census-North Dorset Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	172	265	313	261	571
Village	734	1532	1556	1022	2126
Town & Fringe	1834	2770	1935	1148	1347
Suburban	0	0	0	0	0
Local/Transport	0	0	0	0	0
Town Centre + 400m	0	0	0	0	0

Graph 7: Car Ownership in North Dorset in 2026



- All land use categories (except the urban categories) have sufficient sample sizes for conclusions to be drawn;
- Hamlet and Isolated Dwellings and Village have very similar levels of car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and
- Town & Fringe has a consistently lower level of car ownership than the other land use categories, by approximately 0.25 cars per dwelling.

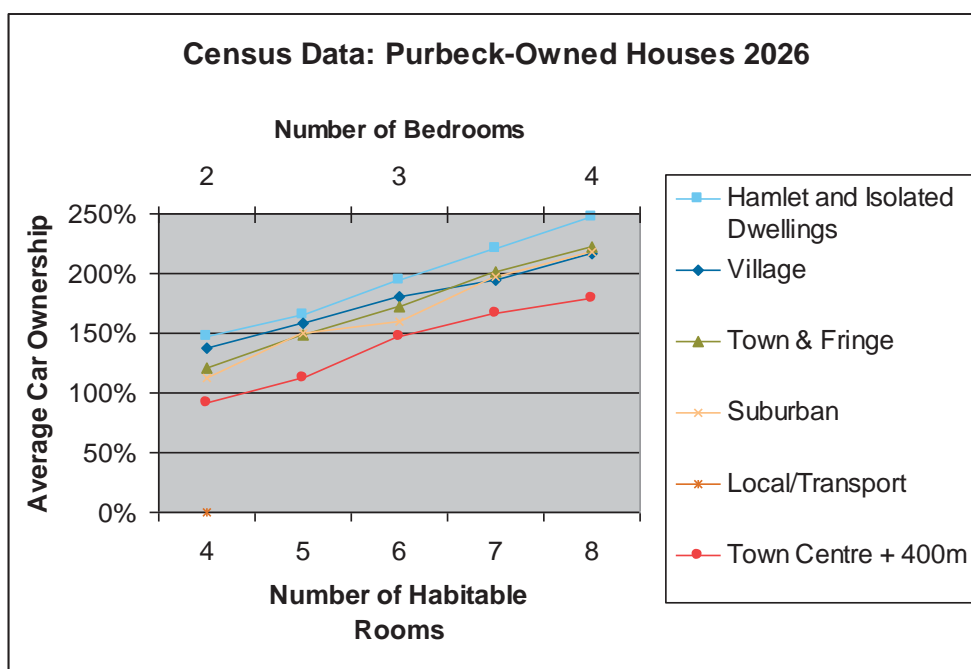
Table 12: Car Ownership in North Dorset in 2026: Owner Occupied Houses

Number of bedrooms	Average Car Ownership		
	Hamlet and Isolated	Village	Town and Fringe
2	1.43	1.31	1.18
3	1.85	1.78	1.60
4	2.39	2.25	2.05

Table 14: Purbeck: Sample Sizes from the 2001 Census-Purbeck Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	116	247	286	213	399
Village	211	433	426	334	494
Town & Fringe	638	1391	870	459	537
Suburban	894	1514	909	501	469
Local/Transport	0	0	0	0	0
Town Centre+400m	118	186	199	136	159

Graph 8: Car Ownership in Purbeck in 2026



- All land use categories (except Local/Transport) have sufficient sample sizes for conclusions to be drawn;
- Village, Town & Fringe and Suburban have very similar levels of car ownership, with Town Centre + 400m having the lowest level of car ownership and Hamlet and Isolated Dwellings having the highest level of car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- The car ownership for Hamlet and Isolated Dwellings is on average 0.6 cars per dwelling greater than for Town Centre + 400m.

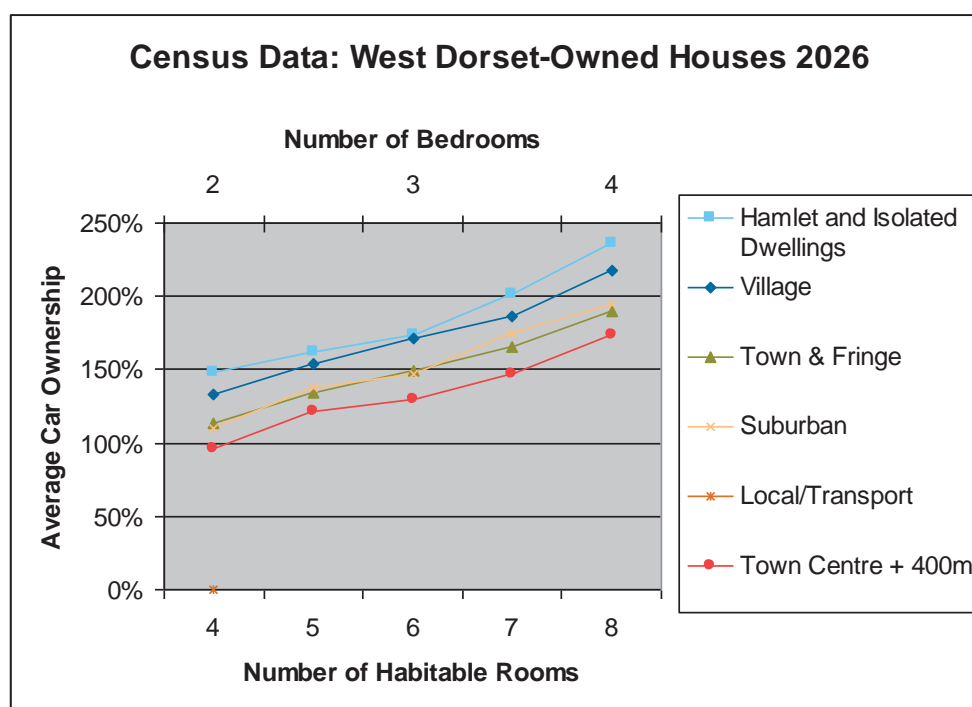
Table 15: Car Ownership in Purbeck in 2026 Owner Occupied Houses

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
2	1.47	1.37	1.21	1.13	0.91
3	1.95	1.80	1.72	1.60	1.47
4	2.47	2.16	2.22	2.19	1.79

Table 17 West Dorset: Sample Sizes from the 2001 Census-West Dorset Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	177	372	491	341	850
Village	1115	2032	2018	1361	2610
Town & Fringe	939	1559	1279	761	1025
Suburban	1432	2536	2062	1067	1013
Local/Transport	0	0	0	0	0
Town Centre+400m	408	538	453	255	315

Graph 9: Car Ownership in West Dorset in 2026



- All land use categories (except Local/Transport) have sufficient sample sizes for conclusions to be drawn;
- Town & Fringe and Suburban have very similar levels of car ownership, with Town Centre + 400m having the lowest level of car ownership and Hamlet and Isolated Dwellings having the highest level of car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- The car ownership for Hamlet and Isolated Dwellings is on average 0.5 cars per dwelling greater than for Town Centre + 400m.

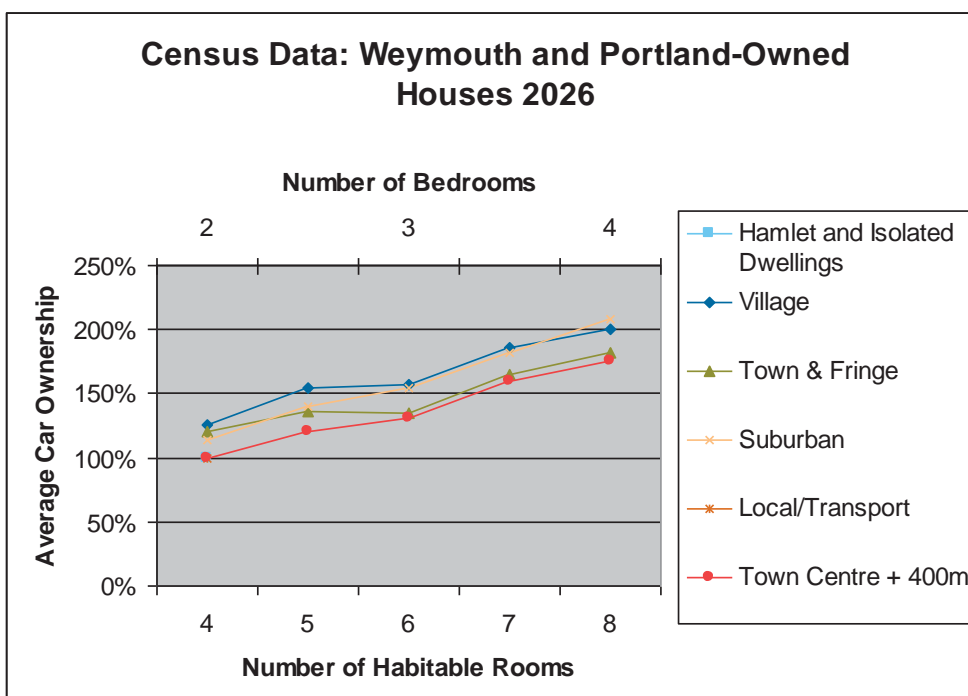
Table 18: Car Ownership in West Dorset in 2026 Owner Occupied Houses

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
2	1.48	1.33	1.14	1.10	0.96
3	1.74	1.71	1.49	1.47	1.30
4	2.37	2.17	1.90	1.95	1.74

Table 20: Weymouth and Portland: Sample Size from the 2001 Census- Weymouth and Portland Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0
Village	64	203	179	88	85
Town & Fringe	477	831	640	254	167
Suburban	1922	3377	3407	1819	1568
Local/Transport	0	0	0	0	0
Town Centre+400m	468	663	785	395	482

Graph 10: Car Ownership in Weymouth and Portland in 2026



- All land use categories (except Local/Transport and Hamlet and Isolated Dwellings) have sufficient sample sizes for conclusions to be drawn;
- For the 2 bedroom houses, Suburban and Town & Fringe car ownership levels are very similar. This pattern then changes for the larger houses where Suburban car ownership moves towards Village levels of car ownership and Town & Fringe moves towards Town Centre + 400m levels of car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- In general Hamlet and Isolated Dwellings has the highest levels of car ownership and Town Centre + 400m the lowest. The difference in car ownership levels between these two categories is on average 0.25 cars per dwelling.

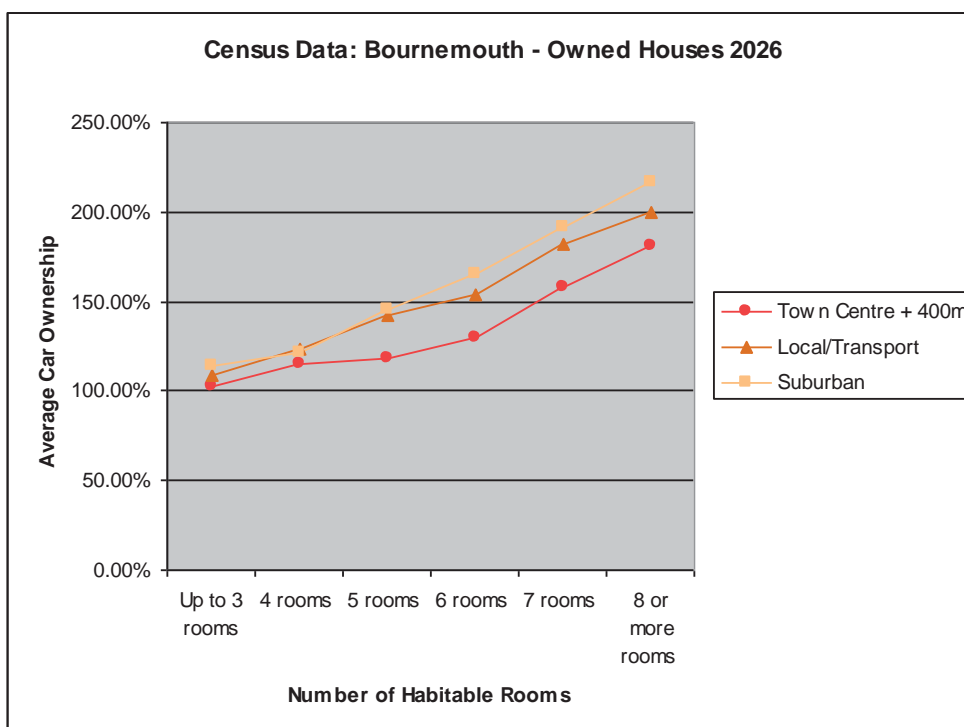
Table 21: Car Ownership in Weymouth and Portland in 2026 Owner Occupied Houses

Number of bedrooms	Average Car Ownership			
	Village	Town and Fringe	Suburban	Town Centre + 400m
2	1.26	1.20	1.14	1.00
3	1.57	1.34	1.54	1.31
4	2.00	1.82	2.08	1.76

Table 23: Bournemouth: Sample Size from the 2001 Census-Bournemouth Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0
Village	0	0	0	0	0
Town & Fringe	0	0	0	0	0
Suburban	3977	6106	6107	3222	3218
Local/Transport	1184	2221	3142	1801	1831
Town Centre+400m	198	402	635	354	539

Graph 11: Car Ownership in Bournemouth in 2026



- Only the urban land use categories were chosen for Bournemouth (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban and Local/Transport car ownership levels are very similar, suggesting that although public transport provision can reduce car trips, it may not reduce car ownership;

- All categories follow the standard pattern of car ownership increasing with dwelling size; and
- Town Centre + 400m has a lower level of car ownership than the other land use categories which is to be expected given the close proximity to services.

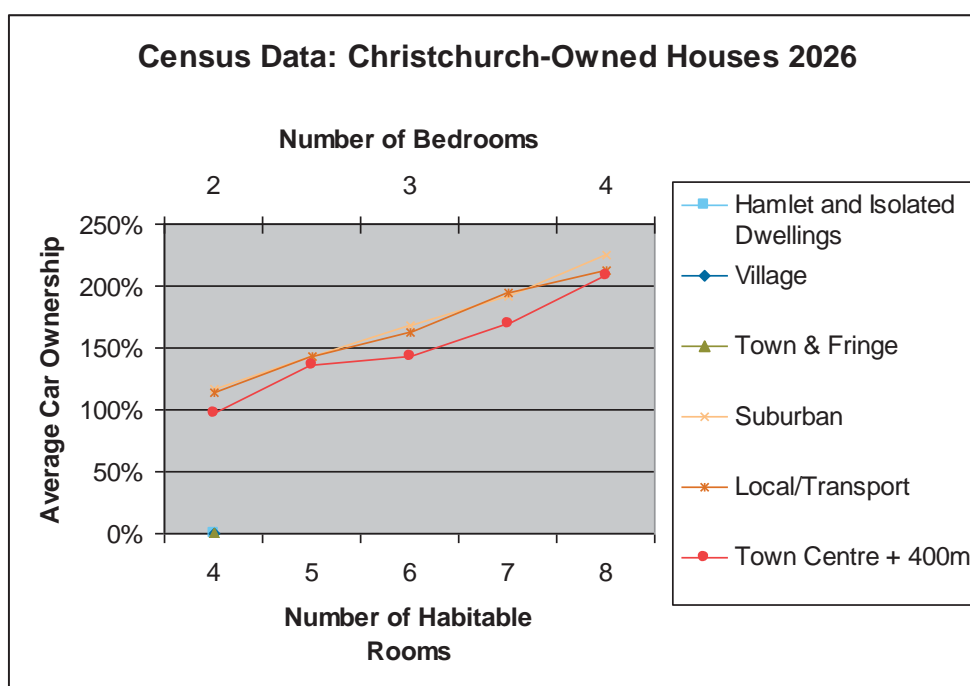
Table 24: Car Ownership in Bournemouth in 2026 Owner Occupied Houses

Number of bedrooms	Average Car Ownership		
	Suburban	Local/ Transport	Town Centre + 400m
2	1.21	1.24	1.14
3	1.65	1.54	1.30
4	2.17	2.00	1.81

Table 26: Christchurch: Sample Size from the 2001 Census-Christchurch Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0
Village	0	0	0	0	0
Town & Fringe	0	0	0	0	0
Suburban	2107	3404	2208	1039	1042
Local/Transport	585	1101	1019	469	347
Town Centre + 400m	132	247	264	111	111

Graph 12: Car Ownership in Christchurch in 2026



- Only the urban land use categories were chosen for Christchurch (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban and Local/Transport car ownership levels are very similar, suggesting that although public transport provision can reduce car trips, it may not reduce car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- Town Centre + 400m has a lower level of car ownership than the other land use categories which is to be expected given the close proximity to services.

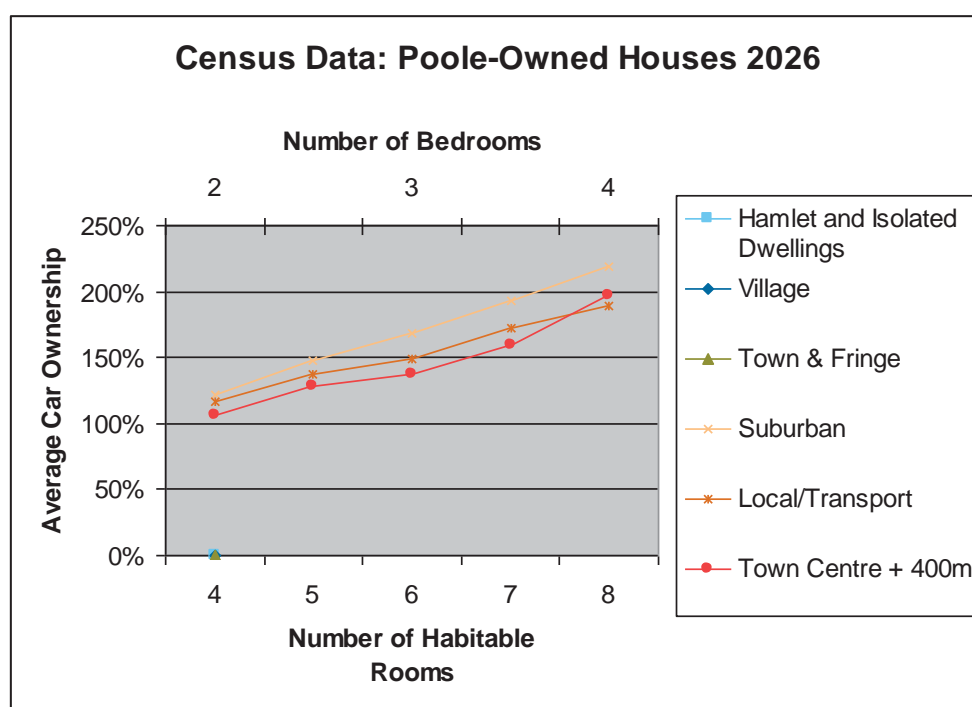
Table 27: Car Ownership in Christchurch in 2026 Owner Occupied Houses

Number of bedrooms	Average Car Ownership		
	Suburban	Local/ Transport	Town Centre + 400m
2	1.16	1.14	0.98
3	1.68	1.62	1.44
4	2.25	2.12	2.08

Table 29: Poole: Sample Size from the 2001 Census-Poole Owned Houses

Number of Habitable Rooms	4 or less	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0
Village	0	0	0	0	0
Town & Fringe	0	0	0	0	0
Suburban	6103	10348	7276	4134	4735
Local/Transport	464	1223	1414	603	551
Town Centre + 400m	408	673	812	377	295

Graph 13: Car Ownership in Poole in 2026



- Only the urban land use categories were chosen for Poole (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban has the highest levels of car ownership, followed by Local/Transport and then Town Centre + 400m;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- The graph indicates that public transport provision in Poole might be having an effect in reducing car ownership.

Table 30: Car Ownership in Poole in 2026 Owner Occupied Houses

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
2	1.22	1.17	1.07
3	1.68	1.49	1.38
4	2.19	1.89	1.97

- 3.8.1 For owned houses in Poole, the Census Output Areas (COAs) defined as Local/Transport by Poole are highly centralised (in comparison to those in Bournemouth and Christchurch which are more widely spread) and so low levels of car ownership are expected. Bournemouth and Poole also have defined transport corridors on lower classifications of roads than Poole and these areas may be served by a lower level of public transport.

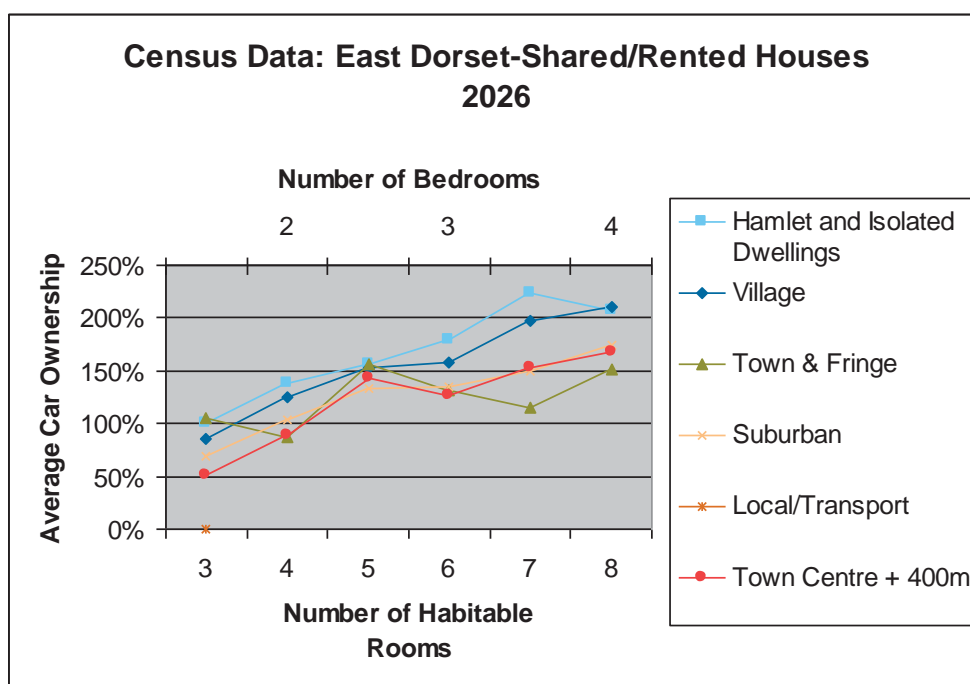
3.9 Initial results – Shared/Rented Houses

3.9.1 Graphs 14 - 21 and Tables 32 - 55 below detail the car ownership for all shared/rented houses in Greater Dorset (for individual and grouped land use categories). Unlike for the owned houses, there are sufficient dwellings with 3 or less habitable rooms to avoid amalgamation with the 4 habitable room dwelling category.

Table 32: East Dorset: Sample Size from the 2001 Census-East Dorset Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	20	96	190	115	44	57
Village	190	115	191	88	32	27
Town & Fringe	96	190	76	37	12	7
Suburban	115	44	732	88	98	72
Local/Transport	0	0	0	0	0	0
Town Centre+400m	44	57	104	240	98	17

Graph 14: Car Ownership in East Dorset in 2026



- All sample sizes are sufficiently large for conclusions to be drawn;
- Town Centre+ 400m and Suburban have very similar levels of car ownership. Hamlet and Isolated Dwelling has the highest levels of car ownership and on average Town & Fringe has the lowest; and
- All land use categories follow the general pattern of car ownership increasing with dwelling size. There is some scatter on the graph which relates to the sample sizes not being as large as for Owned Houses (which has less scattered relationships).

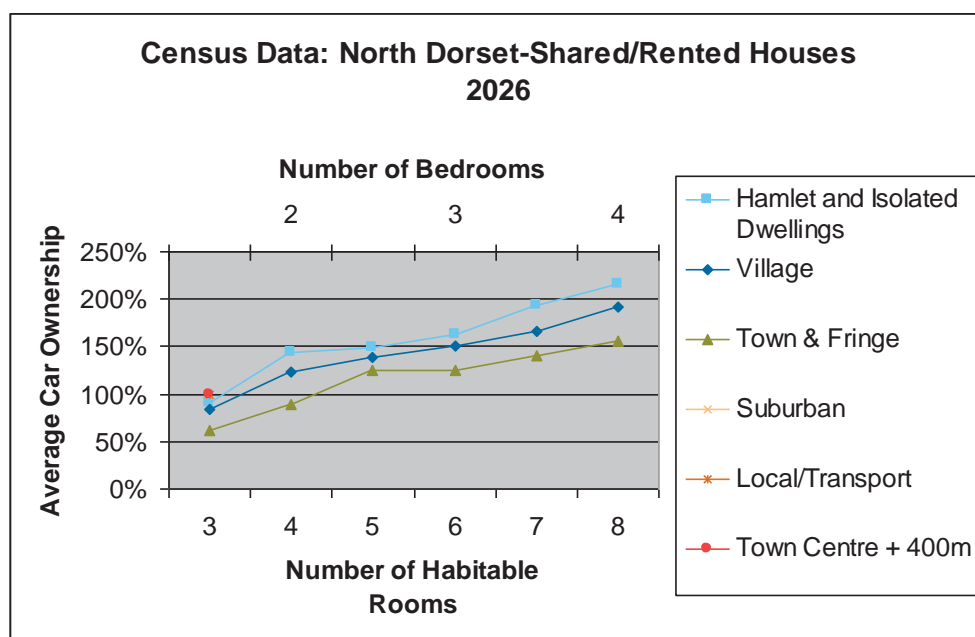
Table 33: Car Ownership in East Dorset in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
Less than 2	1.00	0.86	1.06	0.70	0.51
2	1.38	1.25	0.88	1.03	0.89
3	1.80	1.57	1.31	1.35	1.26
4	2.08	2.11	1.51	1.75	1.68

Table 35 North Dorset: Sample Size from the 2001 Census-North Dorset Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	22	61	120	104	49	61
Village	172	499	725	408	173	156
Town & Fringe	254	686	605	281	80	48
Suburban	0	0	0	0	0	0
Local/Transport	0	0	0	0	0	0
Town Centre+400m	0	0	0	0	0	0

Graph 15: Car Ownership in North Dorset in 2026



- All sample sizes are sufficiently large for conclusions to be drawn (except Town Centre + 400m, Local/Transport and Suburban which were not defined);
- Hamlet and Isolated Dwellings has the highest levels of car ownership followed by Village and then Town & Fringe; and
- All land use categories follow the general pattern of car ownership increasing with dwelling size. Hamlet and Isolated Dwellings has on average 0.5 cars per dwelling more than Town & Fringe.

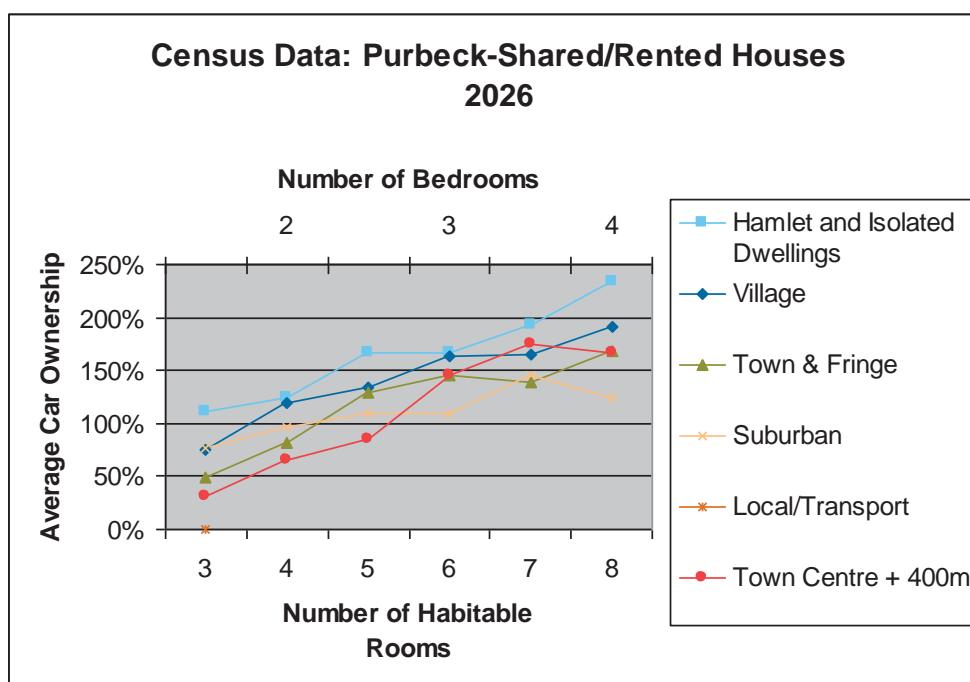
Table 36: Car Ownership in North Dorset in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership		
	Hamlet and Isolated	Village	Town and Fringe
Less than 2	0.91	0.83	0.62
3	1.45	1.23	0.89
4	1.62	1.50	1.26
5	2.16	1.92	1.56

Table 38 : Purbeck Sample Size from the 2001 Census-Purbeck Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	15	83	156	119	51	76
Village	56	245	270	184	95	82
Town & Fringe	118	292	322	186	63	29
Suburban	56	191	304	184	65	24
Local/Transport	0	0	0	0	0	0
Town Centre+400m	11	24	30	135	65	6

Graph 16: Car Ownership in Purbeck in 2026



- All sample sizes are sufficiently large for conclusions to be drawn;
- All categories have different levels of car ownership with Hamlet and Isolated Dwellings having the highest and Town Centre + 400m having the lowest for two bed dwellings and Suburban having the lowest for 3 and 4 bed dwellings; and
- All land use categories follow the general pattern of car ownership increasing with dwelling size. There is some scatter on the graph which relates to the

sample sizes not being as large as for Owned Houses (which has less scattered relationships).

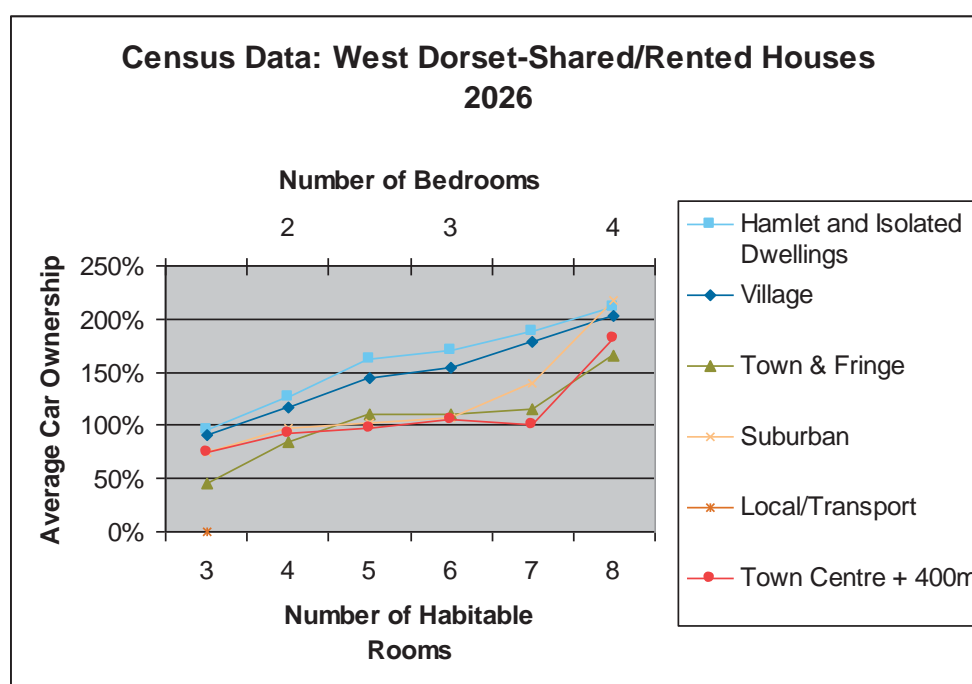
Table 39: Car Ownership in Purbeck in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
Less than 2	1.11	0.75	0.49	0.77	0.30
2	1.24	1.19	0.82	0.96	0.65
3	1.67	1.63	1.45	1.10	1.46
4	2.33	1.91	1.68	1.25	1.66

Table 41: West Dorset: Sample Size from the 2001 Census-West Dorset Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	44	131	260	208	81	126
Village	154	658	776	462	149	144
Town & Fringe	183	387	591	274	74	78
Suburban	142	381	586	462	52	26
Local/Transport	0	0	0	0	0	0
Town Centre+400m	84	142	244	332	52	19

Graph 17: Car Ownership in West Dorset in 2026



- All sample sizes are sufficiently large for conclusions to be drawn;
- All categories have different levels of car ownership with Hamlet and Isolated Dwellings having the highest followed by Village and Suburban. Town Centre + 400m has the lowest levels of car ownership for 3 and 4 bed dwellings and Town & Fringe has the lowest 2 bed dwellings; and
- All land use categories follow the general pattern of car ownership increasing with dwelling size.

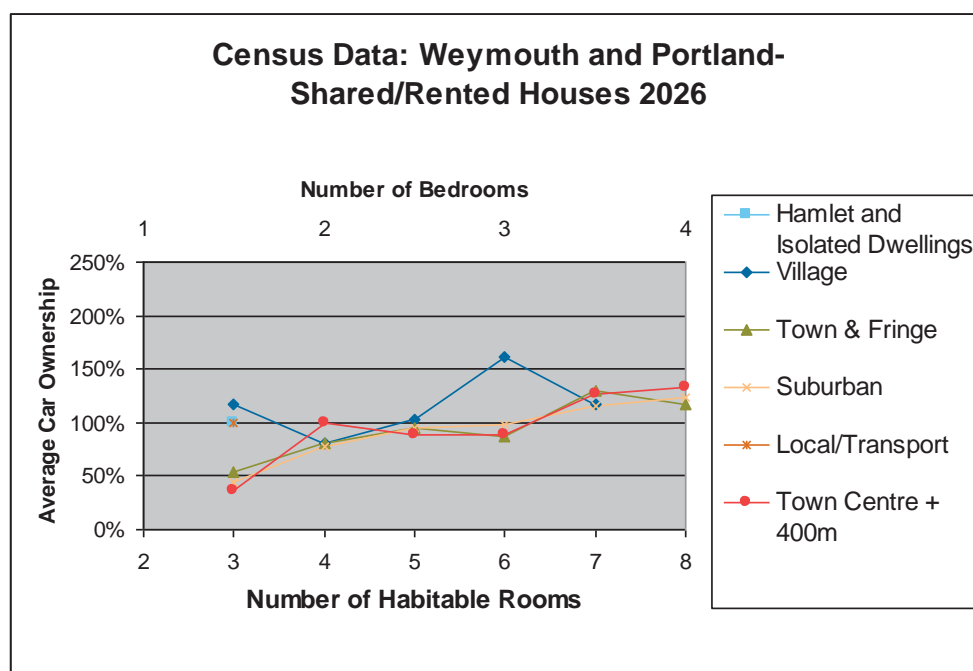
Table 42: Car Ownership in West Dorset in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership				
	Hamlet And Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
Less than 2	0.96	0.91	0.45	0.75	0.75
2	1.27	1.17	0.85	0.98	0.92
3	1.71	1.54	1.10	1.08	1.05
4	2.11	2.02	1.65	2.18	1.81

Table 44: Weymouth and Portland: Sample Size from the 2001 Census- Weymouth and Portland Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0	0
Village	3	13	42	8	3	0
Town & Fringe	11	83	125	79	28	3
Suburban	320	584	815	453	111	57
Local/Transport	0	0	0	0	0	0
Town Centre+400m	83	151	218	453	37	30

Graph 18: Car Ownership in Weymouth and Portland in 2026



- All sample sizes are sufficiently large for conclusions to be drawn;
- Town & Fringe, Suburban and Town Centre + 400m all have very similar levels of car ownership. Village has the highest level of car ownership but no 8 or more habitable room dwellings in Weymouth and Portland were recorded in the 2001 Census; and
- All land use categories follow the general pattern of car ownership increasing with dwelling size although there is some scatter for Village due to the relatively small sample size.

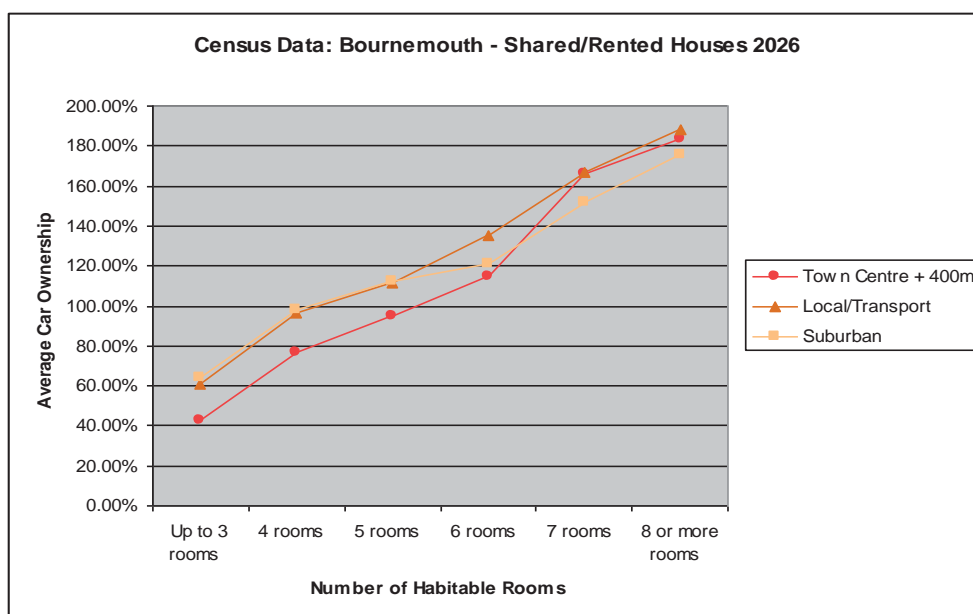
Table 45 : Car Ownership in Weymouth and Portland in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership			
	Village	Town and Fringe	Suburban	Town Centre + 400m
Less than 2	1.17	0.53	0.44	0.37
2	0.81	0.80	0.78	0.99
3	1.61	0.87	0.99	0.89
4	N/A	1.17	1.23	1.33

Table 47 Bournemouth: Sample Size from the 2001 Census-Bournemouth Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0	0
Village	0	0	0	0	0	0
Town & Fringe	0	0	0	0	0	0
Suburban	319	1049	1340	907	290	195
Local/Transport	164	429	533	482	240	187
Town Centre+400m	75	139	172	121	66	60

Graph 19: Car Ownership in Bournemouth in 2026



- Only the urban land use categories were chosen for Bournemouth (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban and Local/Transport car ownership levels are very similar, suggesting that although public transport provision can reduce car trips, it may not reduce car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and

- Town Centre + 400m has on average a lower level of car ownership than the other land use categories which is to be expected given the close proximity to services.

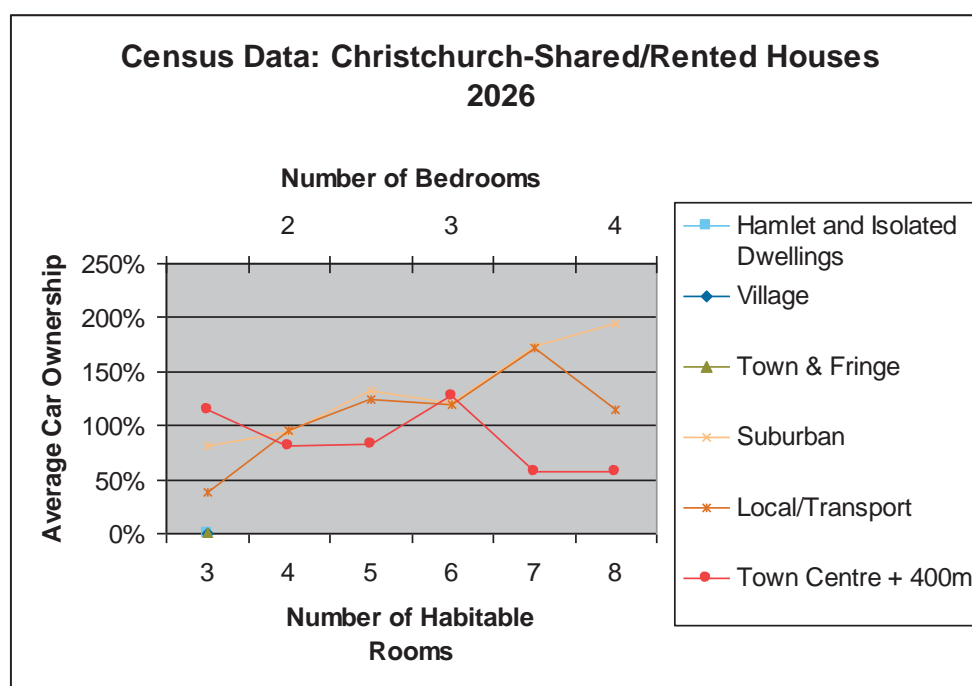
Table 48: Car Ownership in Bournemouth in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership		
	Suburban	Local/ Transport	Town Centre + 400m
Less than 2	1.14	1.09	1.02
2	1.21	1.24	1.15
3	1.65	1.54	1.30
4	2.17	2.00	1.81

Table 50 Christchurch: Sample Size from the 2001 Census-Christchurch Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0	0
Village	0	0	0	0	0	0
Town & Fringe	0	0	0	0	0	0
Suburban	138	403	538	251	52	40
Local/Transport	94	149	212	118	22	16
Town Centre + 400m	13	34	66	35	6	6

Graph 20: Car Ownership in Christchurch in 2026



- Only the urban land use categories were chosen for Christchurch (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban has the highest levels of car ownership, followed by Local/Transport and Town Centre + 400m;
- Only Suburban follows the standard pattern of car ownership increasing with dwelling size. Car ownership in Town Centre + 400m does not seem to increase with dwelling size, however this may be due to the low sample sizes for the 7 and 8 or more habitable room dwellings; and

- Town Centre + 400m has a lower level of car ownership than the other land use categories which is to be expected given the close proximity to services.

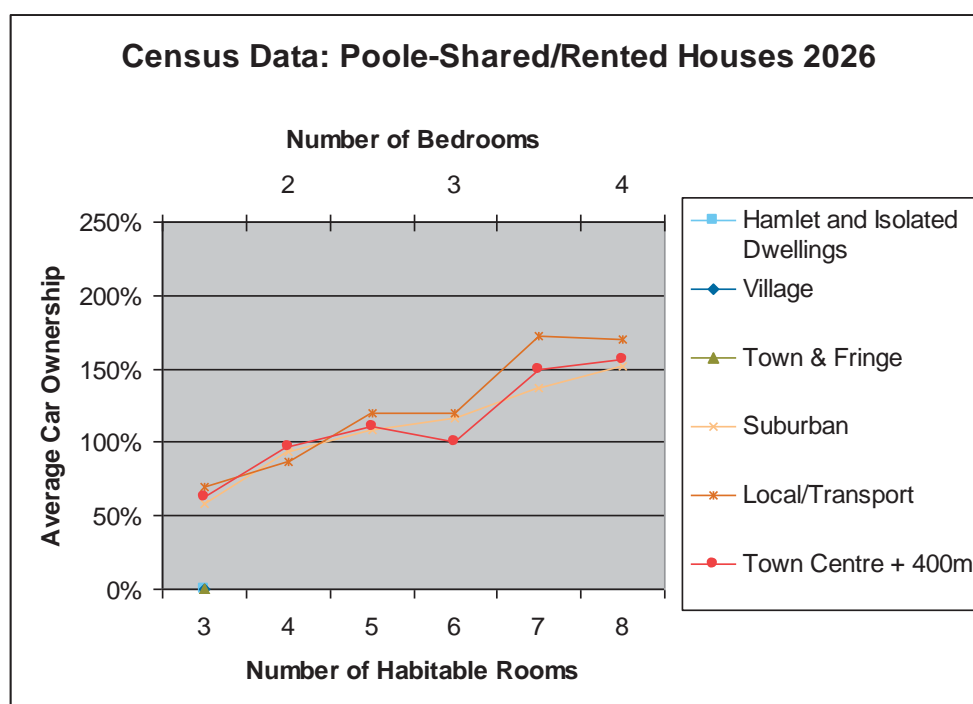
Table 51: Car Ownership in Christchurch in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership		
	Suburban	Local/ Transport	Town Centre + 400m
Less than 2	0.81	0.39	1.14
2	0.94	0.95	0.81
3	1.22	1.19	1.27
4	1.94	1.14	0.57

Table 53 Poole: Sample Size from the 2001 Census-Poole Shared/Rented Houses

Number of Habitable Rooms	3 or less	4	5	6	7	8 or more
Hamlet and Isolated Dwellings	0	0	0	0	0	0
Village	0	0	0	0	0	0
Town & Fringe	0	0	0	0	0	0
Suburban	393	1387	2006	763	266	198
Local/Transport	44	145	203	155	46	34
Town Centre+400m	57	141	164	111	37	23

Graph 21: Car Ownership in Poole in 2026



- Only the urban land use categories were chosen for Poole (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Local/Transport has the highest levels of car ownership, followed by Town Centre + 400m and then Suburban;

- All categories follow the standard pattern of car ownership increasing with dwelling size; and
- The graph indicates that for shared/rented houses, public transport provision in Poole does not have an effect in reducing car ownership and Town Centre + 400m has higher levels of car ownership than would be expected given the Suburban levels.

Table 54: Car Ownership in Poole in 2026 Shared/Rented Houses

Number of bedrooms	Average Car Ownership		
	Suburban	Local/ Transport	Town Centre + 400m
Less than 2	0.58	0.69	0.63
2	0.93	0.86	0.97
3	1.16	1.20	1.01
4	1.52	1.70	1.56

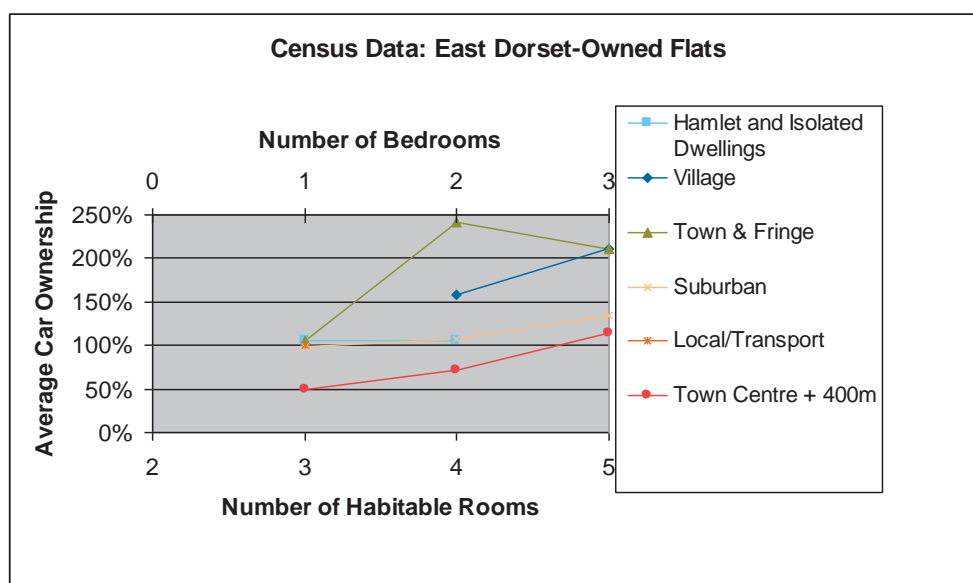
3.11 Initial Results – Owned Flats

3.11.1 Graphs 22 - 29 and Tables 56 - 79 below detail the car ownership for all owned flats in Greater Dorset. Due to the Census data containing the category 3 or less habitable rooms, this has been equated to a 1 bedroom flat. There are very few 6, 7 and 8 or more habitable room owner occupied flats in Greater Dorset and therefore these have been amalgamated into a 5 or more habitable room category which has been equated to a 3 bedroom flat.

Table 56: East Dorset: Sample Size from the 2001 Census-East Dorset Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	4	12	0
Village	0	12	6
Town & Fringe	3	7	3
Suburban	187	348	120
Local/Transport	0	0	0
Town Centre+400m	291	392	70

Graph 22: Car Ownership in East Dorset in 2026



- Hamlet and Isolated Dwellings, Village and Town & Fringe all have very low sample sizes and will therefore be amalgamated with their respective categories from other districts; and

- Ignoring the categories to be amalgamated (including Local/Transport which was not defined in East Dorset), Suburban has the highest car ownership levels followed by Town Centre + 400m, on average 0.3 cars per dwelling lower.

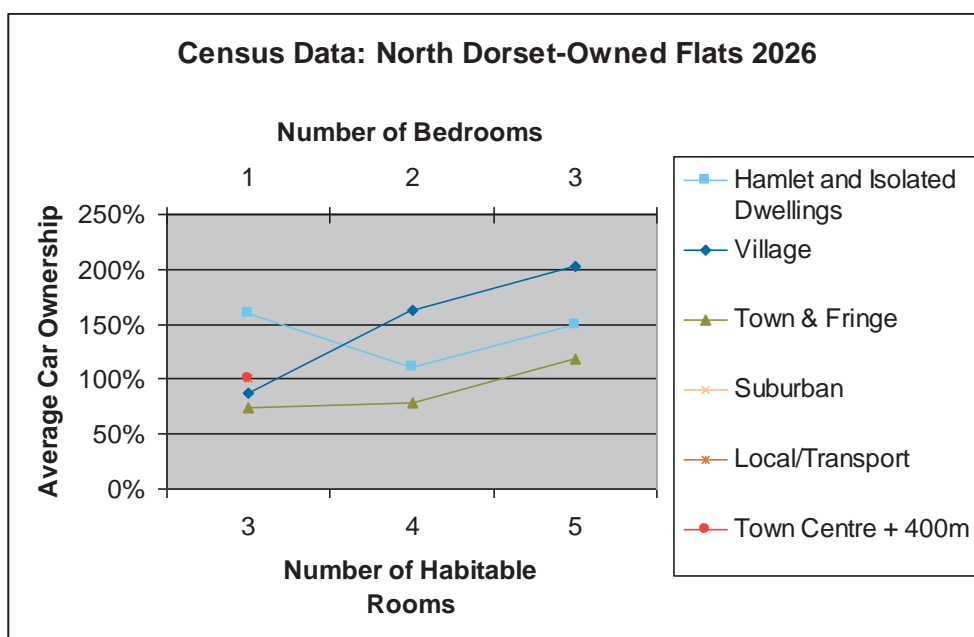
Table 57: Car Ownership in East Dorset in 2026 Owned Flats

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
1	1.06	N/A	1.06	0.98	0.50
2	1.06	1.58	2.41	1.08	0.72
3	N/A	2.11	2.11	1.35	1.15

Table 59: North Dorset: Sample Size from the 2001 Census-North Dorset Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	7	3	9
Village	14	13	38
Town & Fringe	265	270	110
Suburban	0	0	0
Local/Transport	0	0	0
Town Centre + 400m	0	0	0

Graph 23: Car Ownership in North Dorset in 2026



- Hamlet and Isolated Dwellings and Village have very low sample sizes and will therefore be amalgamated with their respective categories from other districts; and
- Ignoring the categories to be amalgamated (including the urban categories that were not defined in North Dorset), Town & Fringe has the highest car ownership levels.

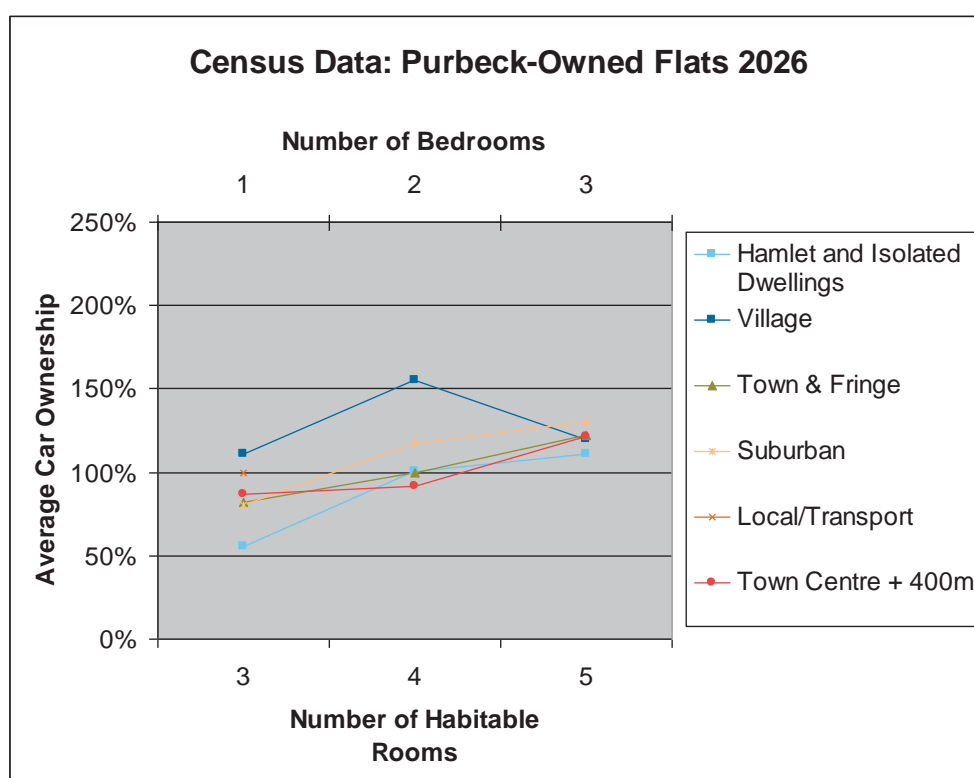
Table 60: Car Ownership in North Dorset in 2026 Owned Flats

Number of bedrooms	Average Car Ownership		
	Hamlet and Isolated	Village	Town and Fringe
1	1.59	0.88	0.74
2	1.12	1.63	0.78
3	1.49	2.03	1.19

Table 62: Purbeck: Sample Size from the 2001 Census-Purbeck Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	6	11	3
Village	7	43	13
Town & Fringe	69	142	38
Suburban	102	206	75
Local/Transport	0	0	0
Town Centre+400m	129	272	134

Graph 24: Car Ownership in Purbeck in 2026



- Hamlet and Isolated Dwellings and Village have very small sample sizes and have therefore been amalgamated with their respective categories from other districts. No Local/Transport Census Output Areas (COAs) were defined in Purbeck; and
- Ignoring the amalgamated categories and Local/Transport, Suburban has the highest car ownership levels followed by Town Centre + 400m and Town & Fringe which are very similar.

Table 63: Car Ownership in Purbeck in 2026 Owned Flats

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
1	0.55	1.11	0.82	0.75	1.28
2	1.01	1.55	1.00	0.82	1.33
3	1.11	1.19	1.23	1.44	1.79

3.11.4 For owned flats in Purbeck, two categories are proposed for the final tables; Town & Fringe/Town Centre + 400m and Suburban.

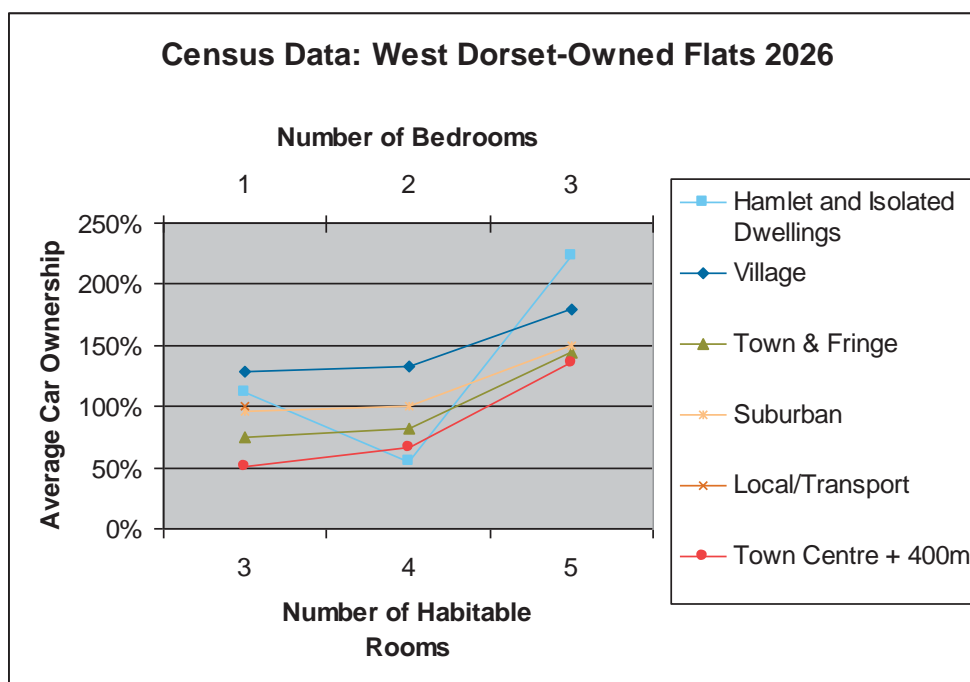
Table 64: Car Ownership in Purbeck in 2026: Owned Flats (Amalgamated Land Use Categories)

Number of bedrooms	Average Car Ownership	
	Town & Fringe / Town Centre + 400m	Suburban
1	0.9	0.8
2	0.9	1.2
3	1.2	1.3

Table 65: West Dorset: Sample Size from the 2001 Census-West Dorset Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	6	6	21
Village	39	96	67
Town & Fringe	103	294	138
Suburban	138	191	47
Local/Transport	0	0	0
Town Centre+400m	258	313	120

Graph 25: Car Ownership in West Dorset in 2026



- Hamlet and Isolated Dwellings has a very small sample size and will therefore be amalgamated with its respective category from other districts;
- Discounting the amalgamated category, Village has the highest car ownership, followed by Suburban, then Town & Fringe and then Town Centre + 400m. Village has on average 0.6 cars per dwelling more than Town centre + 400m; and
- All categories (except Hamlet and Isolated Dwellings) follow the standard pattern of car ownership increasing with dwelling size.

Table 66: Car Ownership in West Dorset in 2026 Owned Flats

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
1	1.11	1.28	0.75	0.96	0.51
2	0.56	1.33	0.82	1.00	0.66
3	2.22	1.79	1.44	1.49	1.36

3.11.5 For owned flats in West Dorset, four categories are proposed for the final tables; Town & Fringe, Village, Suburban and Town Centre + 400m.

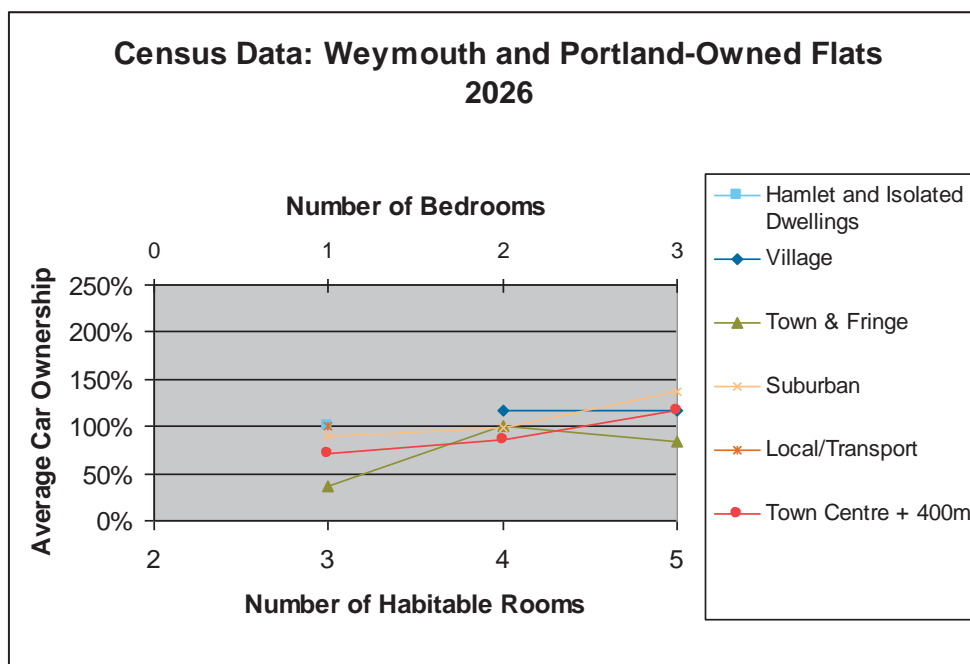
Table 67: Car Ownership in West Dorset in 2026: Owned Flats (Amalgamated Land Use Categories)

Number of bedrooms	Average Car Ownership			
	Village	Town & Fringe	Suburban	Town Centre +400m
1	1.3	0.7	1.0	0.5
2	1.3	0.8	1.0	0.7
3	1.8	1.4	1.5	1.4

**Table 68: Weymouth and Portland: Sample Size from the 2001 Census-
Weymouth and Portland Owned Flats**

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	11	13
Town & Fringe	16	67	25
Suburban	207	394	144
Local/Transport	0	0	0
Town Centre + 400m	383	466	225

Graph 26: Car Ownership in Weymouth and Portland in 2026



- Village and Town & Fringe have very small sample sizes and therefore have been amalgamated with their respective categories from other districts. No Local/Transport Census Output Areas (COAs) were defined in Weymouth and Portland; and
- Ignoring the amalgamated categories and Local/Transport, Suburban has the highest car ownership levels followed by Town Centre + 400m.

Table 69: Car Ownership in Weymouth and Portland in 2026 Owned Flats

Number of bedrooms	Average Car Ownership			
	Village	Town and Fringe	Suburban	Town Centre + 400m
1	N/A	0.37	0.89	0.72
2	1.17	1.00	0.99	0.85
3	1.17	0.84	1.37	1.16

3.11.6 For owned flats in Weymouth and Portland, two categories are proposed for the final tables; Suburban and Town Centre + 400m.

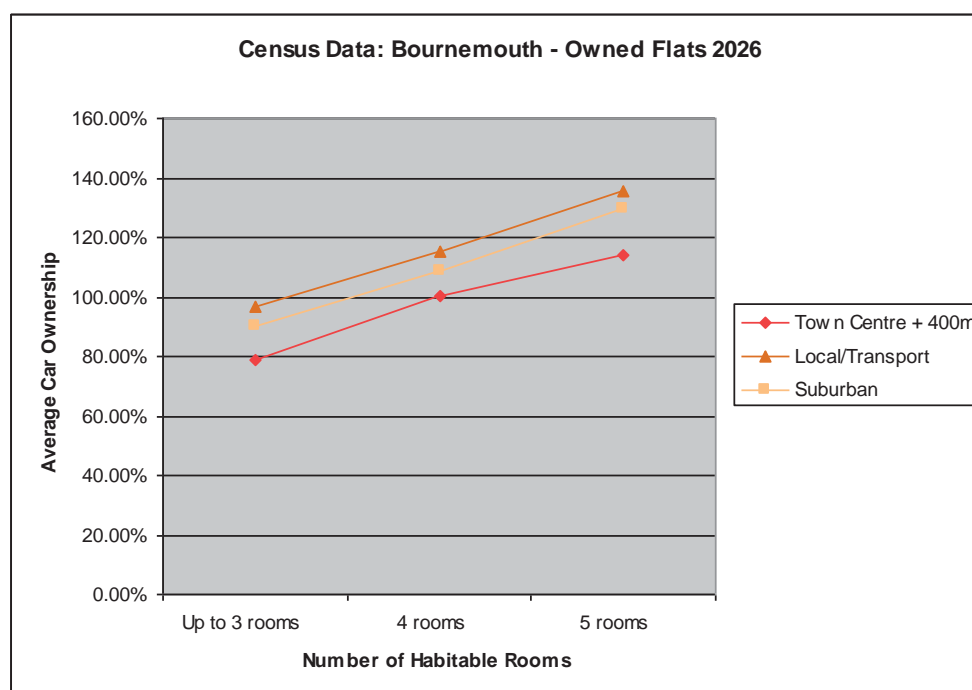
Table 70: Car Ownership in Weymouth and Portland in 2026: Owned Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership	
	Suburban	Town Centre + 400m
1	0.9	0.7
2	1.0	0.9
3	1.4	1.2

Table 71: Bournemouth: Sample Size from the 2001 Census-Bournemouth Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	0	0
Town & Fringe	0	0	0
Suburban	1501	3097	1408
Local/Transport	956	1804	705
Town Centre+400m	1662	2095	832

Graph 27: Car Ownership in Bournemouth in 2026



- Only the urban land use categories were chosen for Bournemouth (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban and Local/Transport car ownership levels are very similar, suggesting that although public transport provision can reduce car trips, it may not reduce car ownership;
- All categories follow the standard pattern of car ownership increasing with dwelling size; and
- Town Centre + 400m has a lower level of car ownership than the other land use categories which is to be expected given the close proximity to services.

Table 72: Car Ownership in Bournemouth in 2026 Owned Flats

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.90	0.97	0.79
2	1.09	1.15	0.91
3	1.34	1.41	1.22

3.11.7 For owned flats in Bournemouth two categories are proposed; Local/Transport/Suburban and Town Centre + 400m.

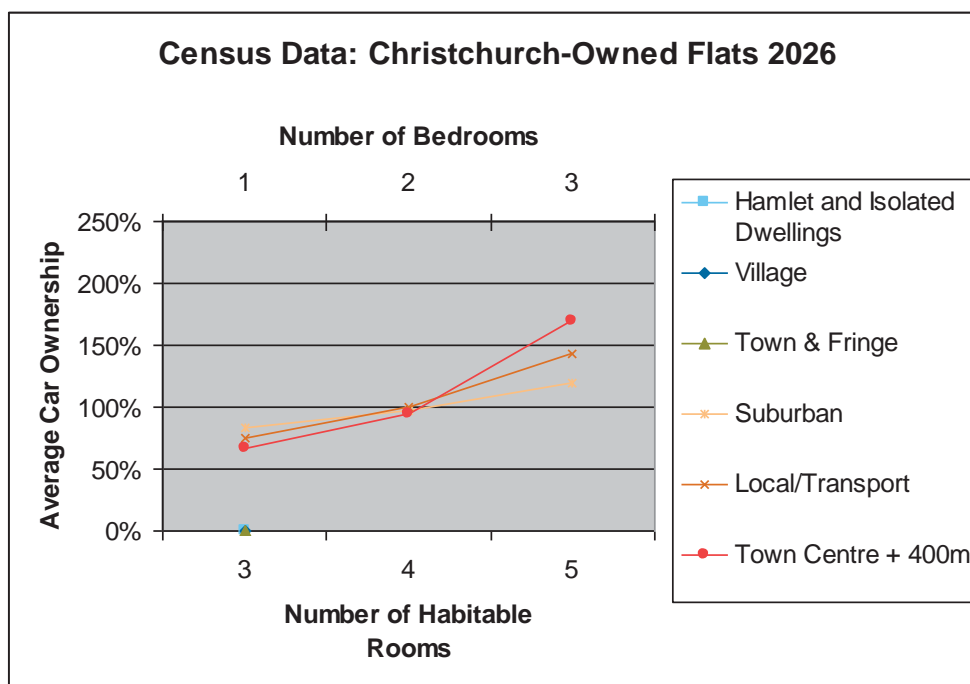
Table 73: Car Ownership in Bournemouth in 2026: Owned Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership	
	Suburban/Local Transport	Town Centre + 400m
1	0.9	0.8
2	1.1	1.0
3	1.4	1.2

Table 74: Christchurch: Sample Size from the 2001 Census-Christchurch Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	0	0
Town & Fringe	0	0	0
Suburban	205	646	151
Local/Transport	227	407	73
Town Centre+400m	79	117	27

Graph 28: Car Ownership in Christchurch in 2026



- Only the urban land use categories were chosen for Christchurch (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- All three categories have very similar levels of car ownership for 1 and 2 bedroom flats, with Town Centre + 400m having the highest level for 3 bedroom flats, followed by Local/Transport and then Suburban; and
- All categories follow the standard pattern of car ownership increasing with dwelling size.

Table 75: Car Ownership in Christchurch in 2026 Owned Flats

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.84	0.75	0.67
2	0.97	1.00	0.94
3	1.20	1.42	1.69

3.11.8 Three categories are proposed for owned flats in Christchurch; Local/Transport, Suburban and Town Centre + 400m.

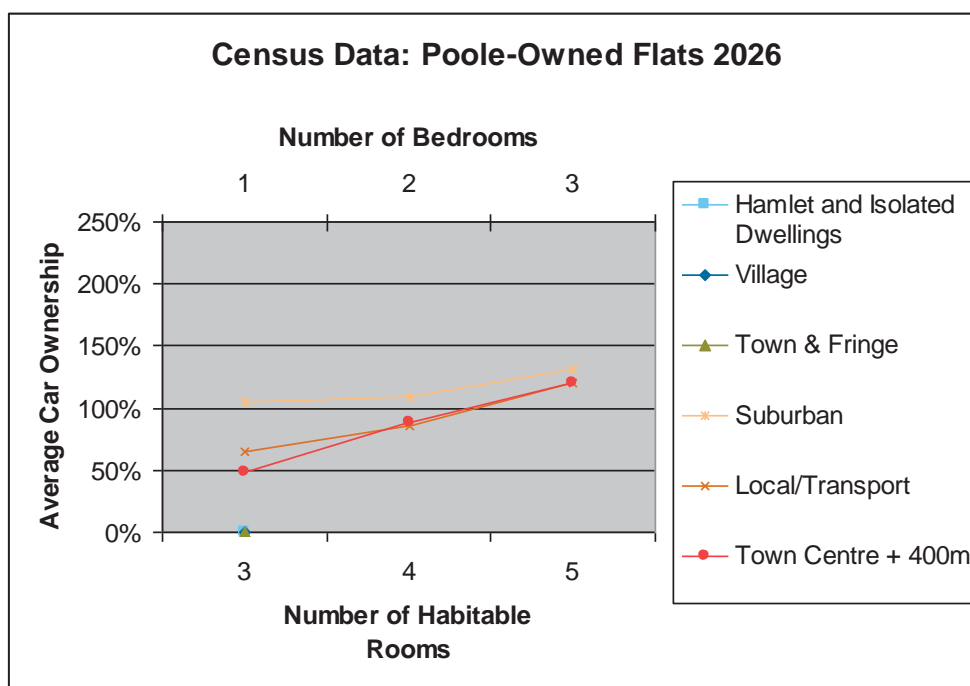
Table 76: Car Ownership in Christchurch in 2026: Owned Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.8	0.8	0.7
2	1.0	1.0	0.9
3	1.2	1.4	1.7

Table 77: Poole: Sample Size from the 2001 Census-Poole Owned Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	0	0
Town & Fringe	0	0	0
Suburban	820	2295	1378
Local/Transport	508	914	182
Town Centre + 400m	268	368	101

Graph 29: Car Ownership in Poole in 2026



- Only the urban land use categories were chosen for Poole (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Local/Transport and Town Centre + 400m have similar levels of car ownership for 2 and 3 bed flats but not for 1 bed flats with Local/Transport having higher levels and Suburban has the highest car ownership levels.
- This pattern of car ownership is similar to that from the owned house in Poole, suggesting that public transport provision does have an effect in reducing car

ownership in Poole. However, as with owned houses, the Local Transport COAs defined in Poole were much more centralised than those of Bournemouth and Christchurch suggesting it could be the location of these COAs and not the public transport provision that has an effect on car ownership; and

- All categories follow the standard pattern of car ownership increasing with dwelling size.

Table 78: Car Ownership in Poole in 2026 Owned Flats

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	1.06	0.65	0.48
2	1.09	0.85	0.88
3	1.32	1.21	1.21

3.11.9 Three categories are proposed for owned flats in Poole; Local/Transport, Suburban and Town Centre + 400m.

Table 79: Car Ownership in Poole in 2026: Owned Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	1.1	0.7	0.5
2	1.1	0.9	0.9
3	1.3	1.2	1.2

Owned Flats-Amalgamations

3.11.10 The following amalgamations are proposed for Owned Flats in Dorset, with the resultant car ownership levels presented in Tables 80 - 83 below:

- Hamlet and Isolated Dwellings; East Dorset, North Dorset, Purbeck and West Dorset.
- Village; East Dorset, North Dorset, Purbeck and Weymouth and Portland.
- Town & Fringe; East Dorset and Weymouth and Portland.

Table 80: Car Ownership in East Dorset, North Dorset, Purbeck and West Dorset-Hamlet and Isolated Dwellings in 2026 Owned Flats

Number of Bedrooms	Average Car Ownership
	Hamlet and Isolated Dwellings
1	1.1
2	1.0
3	1.9

Table 81: Car Ownership in East Dorset and Weymouth and Portland-Town & Fringe in 2026 Owned Flats

Number of Bedrooms	Average Car Ownership
	Village
1	1.0
2	1.5
3	1.7

Table 82: Car Ownership in East Dorset, North Dorset, Purbeck and Weymouth and Portland-Village in 2026 Owned Flats

Number of Bedrooms	Average Car Ownership
	Town & Fringe
1	0.5
2	1.1
3	1.0

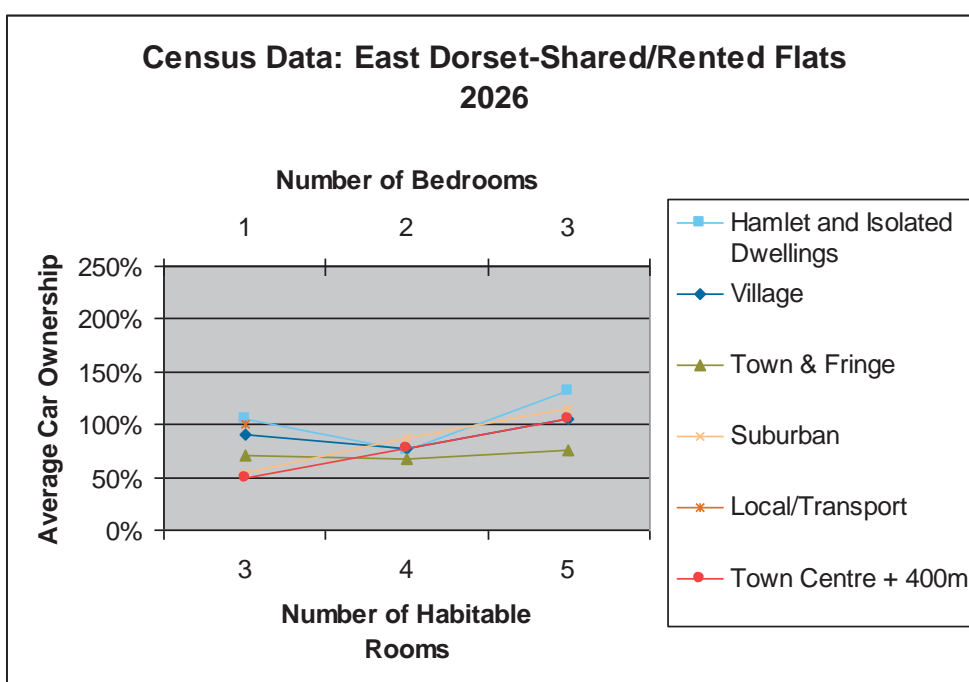
3.12 INITIAL RESULTS-SHARED/RENTED FLATS

3.12.1 Graphs 30 - 37 and Tables 83 - 105 below, detail the car ownership for all shared/rented flats in Greater Dorset. Due to the Census data containing the category 3 or less habitable rooms, this has been equated to a 1 bedroom flat. There are very few 6, 7 and 8 or more habitable room shared/rented flats in Greater Dorset and therefore these have been amalgamated into a 5 or more habitable room category which has been equated to a 3 bedroom flat.

Table 83: East Dorset: Sample Size from the 2001 Census-East Dorset Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	14	18	8
Village	34	19	6
Town & Fringe	9	31	14
Suburban	367	427	95
Local/Transport	0	0	0
Town Centre+400m	422	233	48

Graph 30: Car Ownership in East Dorset in 2026



- Hamlet and Isolated Dwellings, Village and Town & Fringe all have very low sample sizes and will therefore be amalgamated with their respective categories from other districts; and
- Ignoring the categories to be amalgamated (including Local/Transport which was not defined in East Dorset), Suburban has the highest car ownership levels but has very similar levels to Town Centre + 400m

Table 84: Car Ownership in East Dorset in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
1	1.06	0.90	0.70	0.54	0.49
2	0.76	0.78	0.68	0.87	0.78
3	1.32	1.06	0.75	1.16	1.06

3.12.2 For shared/rented flats in East Dorset, one category is proposed for the final tables; Suburban/Town Centre + 400m.

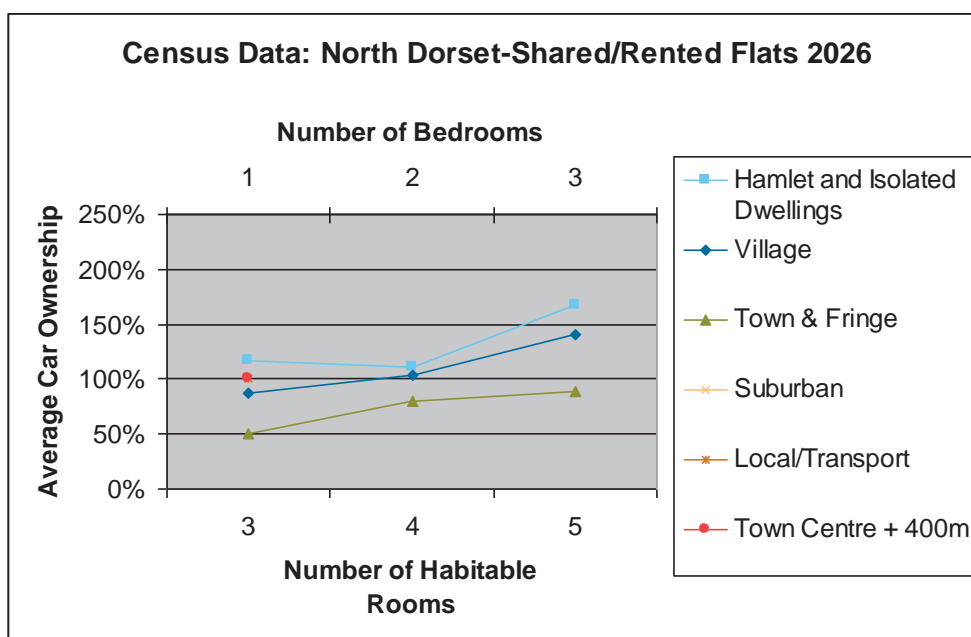
Table 85: Car Ownership in East Dorset in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership	
	Suburban/Town Centre + 400m	
1	0.5	
2	0.8	
3	1.1	

Table 86: North Dorset:_Sample Size from the 2001 Census-North Dorset Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	24	16	6
Village	133	57	51
Town & Fringe	787	408	115
Suburban	0	0	0
Local/Transport	0	0	0
Town Centre+400m	0	0	0

Graph 31: Car Ownership in North Dorset in 2026



- Hamlet and Isolated Dwellings has a very low sample size and will therefore be amalgamated with its respective categories from other districts; and
- Ignoring the categories to be amalgamated (including the urban categories that were not defined in North Dorset), Village has the highest levels of car ownership followed by Town & Fringe on average 0.4 cars per dwelling lower

Table 87: Car Ownership in North Dorset in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership		
	Hamlet and Isolated	Village	Town and Fringe
1	1.16	0.87	0.50
2	1.12	1.04	0.80
3	1.67	1.40	0.89

3.12.3 For shared/rented flats in North Dorset, two categories are proposed for the final tables; Town & Fringe and Village.

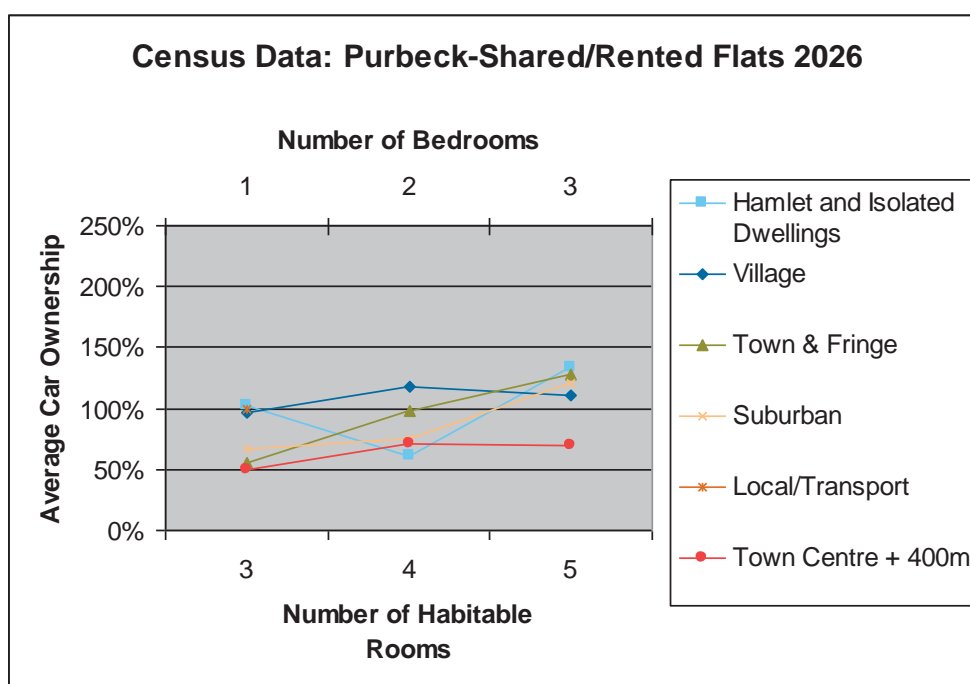
Table 88: Car Ownership in North Dorset in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership	
	Village	Town & Fringe
1	0.9	0.5
2	1.0	0.8
3	1.4	0.9

Table 89: Purbeck: Sample Size from the 2001 Census-Purbeck Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	13	9	15
Village	37	49	19
Town & Fringe	241	157	39
Suburban	132	104	35
Local/Transport	0	0	0
Town Centre+400m	152	159	66

Graph 32: Car Ownership in Purbeck in 2026



- Hamlet and Isolated Dwellings and Village have very small sample sizes and have therefore been amalgamated with their respective categories from other districts. No Local/Transport Census Output Areas (COAs) were defined in Purbeck; and
- Ignoring the amalgamated categories and Local/Transport, Town & Fringe has the highest car ownership levels followed by Suburban and then Town Centre + 400m

- Car ownership patterns are as expected with car ownership increasing with dwelling size for all three categories and car ownership decreasing with proximity to urban centres

Table 89: Car Ownership in Purbeck in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre + 400m
1	1.02	0.96	0.56	0.66	0.50
2	0.62	1.18	0.98	0.75	0.70
3	1.33	1.11	1.28	1.20	0.69

3.12.4 For shared/rented flats in Purbeck, three categories are proposed for the final tables; Town & Fringe, Town Centre + 400m and Suburban.

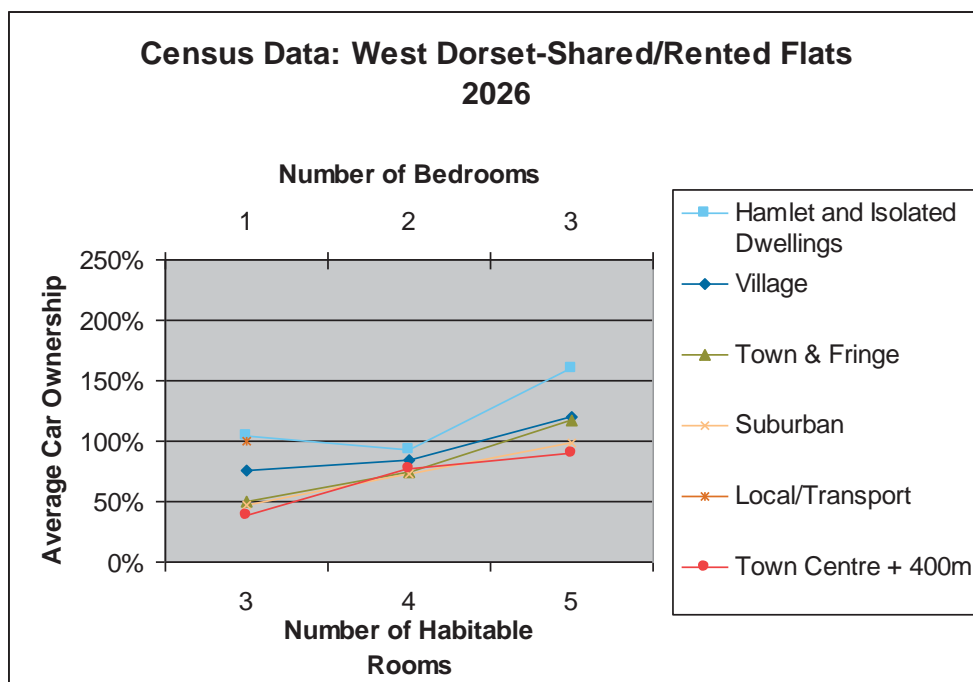
Table 90: Car Ownership in Purbeck in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership		
	Town & Fringe	Suburban	Town Centre + 400m
1	0.6	0.7	0.5
2	1.0	0.7	0.7
3	1.3	1.2	0.7

Table 91: West Dorset: Sample Size from the 2001 Census-West Dorset Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	35	30	27
Village	178	139	51
Town & Fringe	461	330	104
Suburban	358	236	54
Local/Transport	0	0	0
Town Centre+400m	674	314	128

Graph 33: Car Ownership in West Dorset in 2026



- Hamlet and Isolated Dwellings has a very small sample size and will therefore be amalgamated with its respective category from other districts;
- Discounting the amalgamated category, Village has the highest car ownership levels, followed by Town & Fringe and then Suburban and Town

Centre + 400m which both have very similar car ownership levels. Village has on average 0.3 cars per dwelling more than Town Centre + 400m and Suburban;

- All categories (except Hamlet and Isolated Dwellings) follow the standard pattern of car ownership increasing with dwelling size

Table 92: Car Ownership in West Dorset in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership				
	Hamlet and Isolated	Village	Town and Fringe	Suburban	Town Centre +400m
1	1.05	0.76	0.50	0.47	0.39
2	0.93	0.85	0.75	0.74	0.77
3	1.61	1.20	1.17	0.99	0.90

3.12.5 For shared/rented flats in West Dorset, three categories are proposed for the final tables; Town & Fringe, Village and Suburban/Town Centre + 400m.

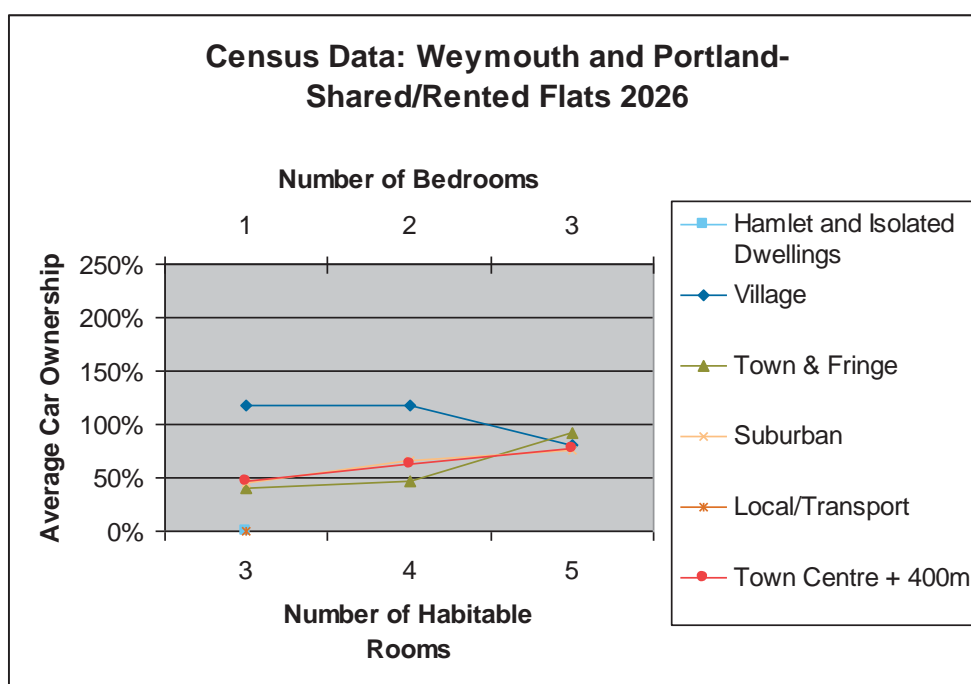
Table 93: Car Ownership in West Dorset in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership		
	Village	Town & Fringe	Suburban/ Town Centre +400m
1	0.8	0.5	0.4
2	0.8	0.7	0.8
3	1.2	1.2	0.9

Table 94: Weymouth and Portland: Sample Size from the 2001 Census- Weymouth and Portland Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	4	4	13
Town & Fringe	89	114	42
Suburban	759	536	147
Local/Transport	0	0	0
Town Centre+400m	962	519	242

Graph 34: Car Ownership in Weymouth and Portland in 2026



- Village has a very small sample size and Town & Fringe has a relatively small sample size and therefore these categories have been amalgamated with their respective categories from other districts. No Local/Transport Census Output Areas (COAs) were defined in Weymouth and Portland; and
- Ignoring the amalgamated categories and Local/Transport, Suburban and Town Centre + 400m both have very similar levels of car ownership

**Table 95: Car Ownership in Weymouth and Portland in 2026
Shared/Rented Flats**

Number of bedrooms	Average Car Ownership			
	Village	Town and Fringe	Suburban	Town Centre + 400m
1	1.17	0.41	0.45	0.46
2	1.17	0.47	0.67	0.63
3	0.81	0.92	0.76	0.77

3.12.6 For shared flats in Weymouth and Portland, one category is proposed for the final tables; Suburban/Town Centre + 400m.

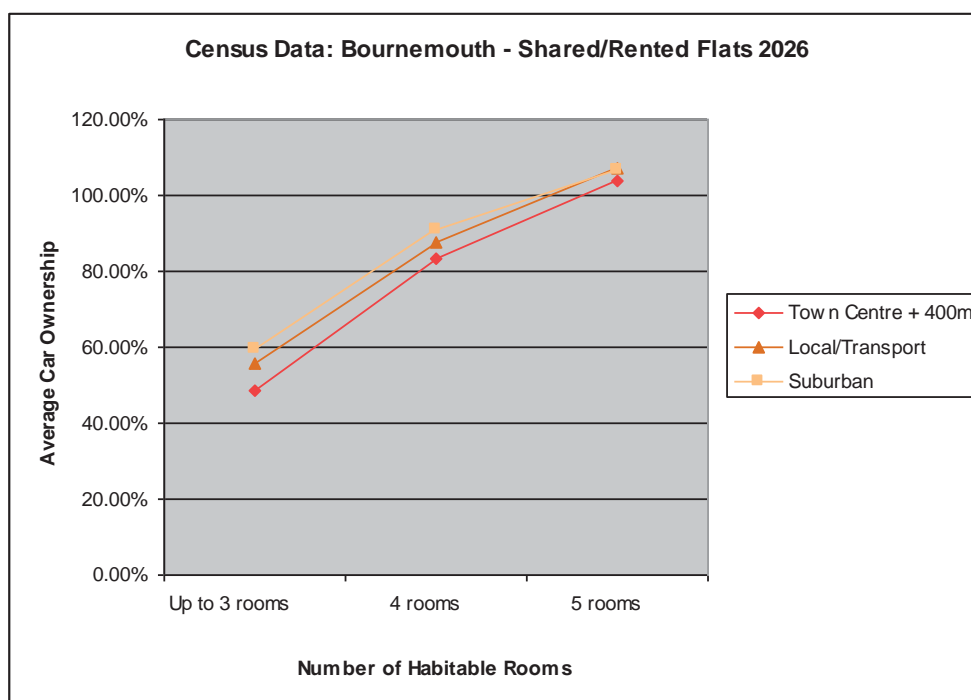
**Table 96: Car Ownership in Weymouth and Portland in 2026:
Shared/Rented Flats (Amalgamated Land Use Categories)**

Number of Bedrooms	Average Car Ownership	
	Suburban/Town Centre + 400m	
1	0.5	
2	0.6	
3	0.8	

Table 97: Bournemouth: Sample Size from the 2001 Census-Bournemouth Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	0	0
Town & Fringe	0	0	0
Suburban	2731	1913	536
Local/Transport	2115	1365	594
Town Centre+400m	3364	1540	615

Graph 35: Car Ownership in Bournemouth in 2026



- Only the urban land use categories were chosen for Bournemouth (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban and Town Centre + 400m car ownership levels are very similar and are slightly higher than the Local/Transport car ownership levels; and
- All categories follow the standard pattern of car ownership increasing with dwelling size.

Table 98: Car Ownership in Bournemouth in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.49	0.56	0.60
2	0.83	0.87	0.91
3	1.09	1.04	1.09

3.12.7 Two categories are proposed for shared/rented flats in Bournemouth; Local/Transport and Suburban/Town Centre + 400m.

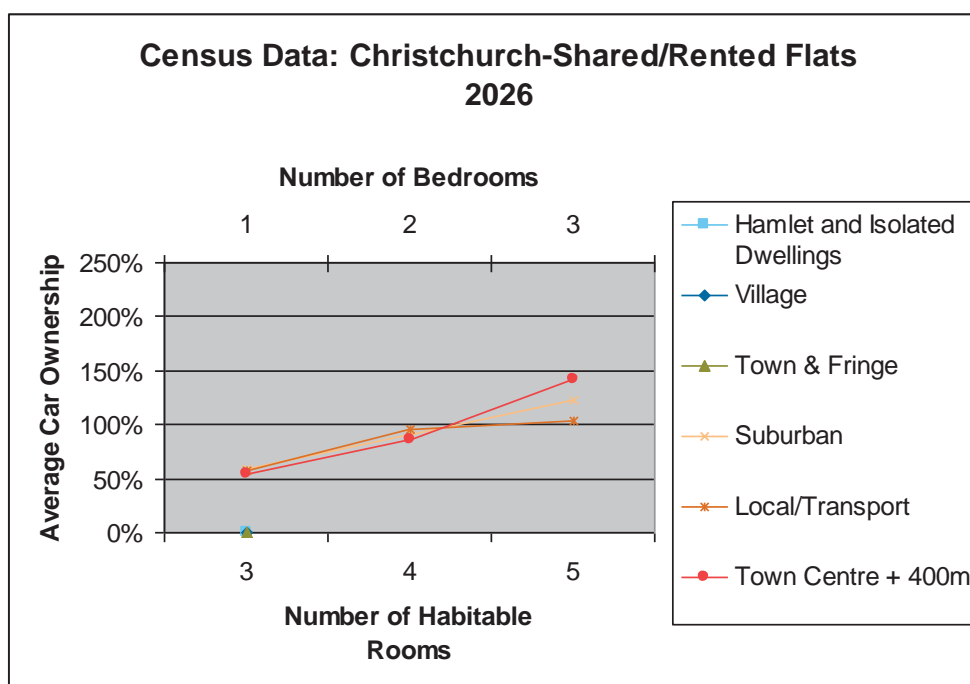
Table 99: Car Ownership in Bournemouth in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership	
	Suburban/Town Centre + 400m	Local/Transport
1	0.5	0.6
2	0.9	0.9
3	1.1	1.0

Table 100: Christchurch: Sample Size from the 2001 Census-Christchurch Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	0	0
Town & Fringe	0	0	0
Suburban	473	302	73
Local/Transport	442	246	85
Town Centre+400m	162	84	42

Graph 36: Car Ownership in Christchurch in 2026



- Only the urban land use categories were chosen for Christchurch (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- All three categories have very similar levels of car ownership for 1 and 2 bedroom flats, with Town Centre + 400m having the highest level for 3 bedroom flats, followed by Suburban and then Local/Transport; and

- All categories follow the standard pattern of car ownership increasing with dwelling size.

Table 101: Car Ownership in Christchurch in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.59	0.58	0.54
2	0.91	0.95	0.86
3	1.22	1.04	1.42

3.12.8 Three categories are proposed for shared/rented flats in Christchurch; Local/Transport, Suburban and Town Centre + 400m.

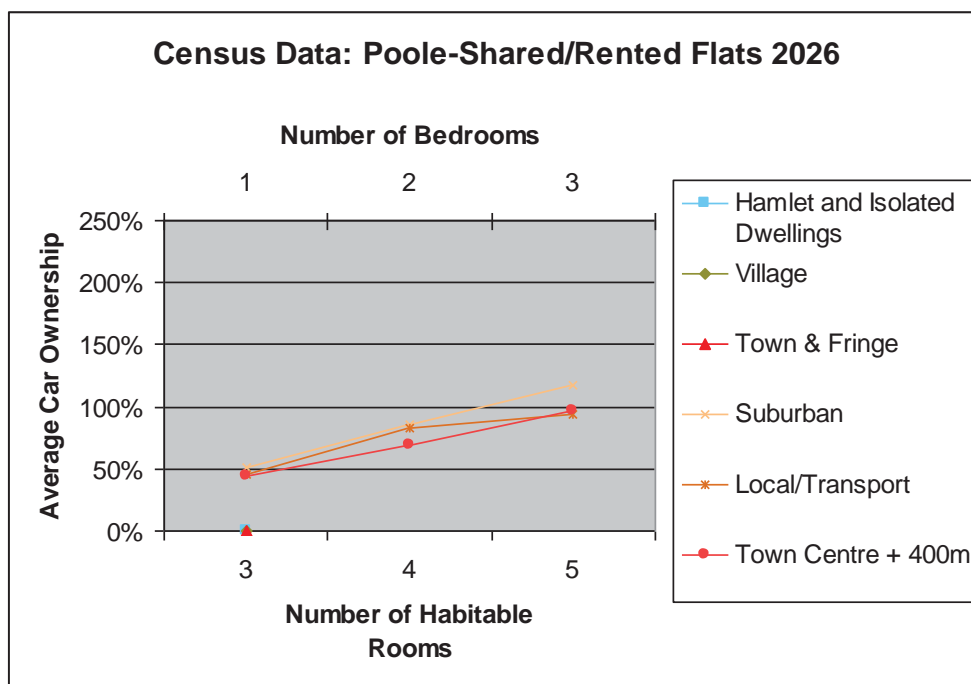
Table 102: Car Ownership in Christchurch in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.6	0.6	0.5
2	0.9	1.0	0.9
3	1.2	1.0	1.4

Table 103: Poole: Sample Size from the 2001 Census-Poole Shared/Rented Flats

Number of Habitable Rooms	3 or less	4	5 or more
Hamlet and Isolated Dwellings	0	0	0
Village	0	0	0
Town & Fringe	0	0	0
Suburban	1545	1141	388
Local/Transport	952	587	146
Town Centre+400m	461	448	124

Graph 37: Car Ownership in Poole in 2026



- Only the urban land use categories were chosen for Poole (Suburban, Local/Transport and Town Centre + 400m) and all have sufficient sample sizes for conclusions to be drawn;
- Suburban has the highest levels of car ownership followed by Local/Transport and then Town Centre + 400m;

- This pattern of car ownership is similar to that from the owned house in Poole, suggesting that public transport provision does have an effect in reducing car ownership in Poole. However, as with owned houses, the Local Transport COAs defined in Poole were much more centralised than those of Bournemouth and Christchurch suggesting it could be the location of these COAs and not the public transport provision that has an effect on car ownership; and
- All categories follow the standard pattern of car ownership increasing with dwelling size.

Table 104: Car Ownership in Poole in 2026 Shared/Rented Flats

Number of bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.51	0.46	0.44
2	0.86	0.83	0.70
3	1.17	0.94	0.97

3.12.8 Three categories are proposed for shared/rented flats in Poole; Local/Transport, Suburban and Town Centre + 400m.

Table 105: Car Ownership in Poole in 2026: Shared/Rented Flats (Amalgamated Land Use Categories)

Number of Bedrooms	Average Car Ownership		
	Suburban	Local/Transport	Town Centre + 400m
1	0.5	0.5	0.4
2	0.9	0.8	0.7
3	1.2	0.9	1.0

Shared/Rented Flats-Amalgamations

3.12.9 The following amalgamations are proposed for Shared/Rented Flats in Dorset, with the resultant car ownership levels presented in Tables 106 - 109:

- Hamlet and Isolated Dwellings; East Dorset, North Dorset, Purbeck and West Dorset
- Village; East Dorset, Purbeck and Weymouth and Portland
- Town & Fringe; East Dorset and Weymouth and Portland

Table 106: Car Ownership in East Dorset, North Dorset, Purbeck and West Dorset-Hamlet and Isolated Dwellings in 2026 Shared/Rented Flats

Number of Bedrooms	Average Car Ownership
	Hamlet and Isolated Dwellings
1	1.1
2	0.9
3	1.5

Table 107: Car Ownership in East Dorset, Purbeck and Weymouth and Portland-Hamlet and Village in 2026 Shared/Rented Flats

Number of Bedrooms	Average Car Ownership
	Village
1	1.0
2	0.9
3	0.9

Table 108: Car Ownership in East Dorset and Weymouth and Portland-Hamlet and Town & Fringe in 2026 Shared/Rented Flats

Number of Bedrooms	Average Car Ownership
	Town & Fringe
1	0.5
2	0.8
3	1.0

Greater Dorset Average Car Ownership Levels

3.12.10 Tables 109 - 114 below detail the average car ownership across Greater Dorset for private/affordable (owner occupied or shared/rented) houses (2,3 and 4 bed) and flats (1,2 and 3 bed) in 2026. Tables 115 - 120 detail the car ownership in 2001

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.26	1.43	1.47	1.48				
		Shared/Rented	1.38	1.45	1.24	1.27				
Village		Owned	1.21	1.31	1.37	1.33	1.26			
		Shared/Rented	1.25	1.23	1.19	1.17	0.81			
Town & Fringe		Owned	1.25	1.18	1.21	1.14	1.20			
		Shared/Rented	0.88	0.89	0.82	0.85	0.80			
Suburban		Owned	1.16		1.13	1.10	1.14	1.21	1.16	1.22
		Shared/Rented	1.03		0.96	0.98	0.78	0.98	0.94	0.93
Local/Transport		Owned						1.24	1.14	1.17
		Shared/Rented						0.97	0.95	0.86
Town Centre + 400m		Owned	1.04		0.91	0.96	1.00	1.15	0.98	1.07
		Shared/Rented	0.89		0.65	0.92	0.99	0.77	0.81	0.97

Table 110: Greater Dorset Average Car Ownership-Three Bed Houses (2026)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.81	1.85	1.95	1.74				
		Shared/Rented	1.80	1.62	1.67	1.71				
Village		Owned	1.76	1.78	1.80	1.87	1.57			
		Shared/Rented	1.57	1.50	1.63	1.54	1.61			
Town & Fringe		Owned	1.74	1.60	1.72	1.66	1.34			
		Shared/Rented	1.31	1.26	1.45	1.10	0.87			
Suburban		Owned	1.76		1.60	1.75	1.54	1.65	1.68	1.68
		Shared/Rented	1.35		1.10	1.08	0.99	1.21	1.22	1.16
Local/Transport		Owned						1.54	1.62	1.49
		Shared/Rented						1.35	1.19	1.20
Town Centre + 400m		Owned	1.64		1.47	1.47	1.31	1.30	1.44	1.38
		Shared/Rented	1.26		1.46	1.05	0.89	1.14	1.27	1.01

Table 111: Greater Dorset Average Car Ownership-Four Bed Houses (2026)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	2.41	2.39	2.47	2.37				
		Shared/Rented	2.08	2.16	2.33	2.11				
Village		Owned	2.31	2.25	2.16	2.17	2.00			
		Shared/Rented	2.11	1.92	1.91	2.02	N/A			
Town & Fringe		Owned	2.23	2.05	2.22	1.90	1.82			
		Shared/Rented	1.51	1.56	1.68	1.65	1.17			
Suburban		Owned	2.22		2.19	1.95	2.08	2.11	2.25	2.19
		Shared/Rented	1.75		1.25	2.18	1.23	1.88	1.94	1.52
Local/Transport		Owned						2.00	2.12	1.89
		Shared/Rented						1.67	1.14	1.70
Town Centre + 400m		Owned	2.10		1.79	1.74	1.76	1.79	2.08	1.97
		Shared/Rented	1.68		1.66	1.81	1.33	1.79	0.57	1.56

Table 112: Greater Dorset Average Car Ownership-One Bed Flats (2026)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.06	1.59	0.55	1.11				
		Shared/Rented	1.06	1.16	1.02	1.05				
Village		Owned	N/A	0.88	1.11	1.28	N/A			
		Shared/Rented	0.90	0.87	0.96	0.76	1.17			
Town & Fringe		Owned	1.06	0.74	0.82	0.75	0.37			
		Shared/Rented	0.70	0.50	0.56	0.50	0.41			
Suburban		Owned	0.98		0.75	0.96	0.89	0.90	0.84	1.06
		Shared/Rented	0.54		0.66	0.47	0.45	0.60	0.59	0.51
Local/Transport		Owned						0.97	0.75	0.65
		Shared/Rented						0.56	0.58	0.46
Town Centre + 400m		Owned	0.50		1.28	0.51	0.72	0.79	0.67	0.48
		Shared/Rented	0.49		0.50	0.39	0.46	0.49	0.54	0.44

Table 113: Greater Dorset Average Car Ownership-Two Bed Flats (2026)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.06	1.12	1.01	0.56				
		Shared/Rented	0.76	1.12	0.62	0.93				
Village		Owned	1.58	1.63	0.56	1.33	1.17			
		Shared/Rented	0.78	1.01	1.18	0.85	1.17			
Town & Fringe		Owned	2.41	0.78	1.00	0.82	1.00			
		Shared/Rented	0.68	0.80	0.98	0.75	0.47			
Suburban		Owned	1.08		0.82	1.00	0.99	1.10	0.97	1.09
		Shared/Rented	0.87		0.75	0.74	0.97	0.91	0.91	0.86
Local/Transport		Owned						1.12	1.00	0.85
		Shared/Rented						0.87	0.95	0.83
Town Centre + 400m		Owned	0.72		1.33	0.66	0.85	1.01	0.94	0.88
		Shared/Rented	0.78		0.70	0.77	0.63	0.83	0.86	0.70

Table 114: Greater Dorset Average Car Ownership-Three Bed Flats (2026)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	N/A	1.49	1.11	2.22				
		Shared/Rented	1.32	1.27	1.33	1.61				
Village		Owned	2.11	2.03	2.22	1.79	1.17			
		Shared/Rented	1.06	1.40	1.11	1.20	0.81			
Town & Fringe		Owned	2.11	1.19	1.23	1.44	0.84			
		Shared/Rented	0.75	0.89	1.28	1.17	0.92			
Suburban		Owned	1.35		1.44	1.49	1.37	1.30	1.20	1.32
		Shared/Rented	1.16		1.20	0.99	0.76	1.07	1.22	1.17
Local/Transport		Owned						1.35	1.42	1.21
		Shared/Rented						1.07	1.04	0.94
Town Centre + 400m		Owned	1.15		1.79	1.36	1.16	1.18	1.69	1.21
		Shared/Rented	1.06		0.69	0.90	0.77	0.94	1.42	0.97

Table 115: Greater Dorset Average Car Ownership-Two Bed Houses (2001)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.19	1.28	1.33	1.33				
		Shared/Rented	1.31	1.30	1.12	1.14				
Village		Owned	1.15	1.17	1.24	1.20	1.08			
		Shared/Rented	1.18	1.10	1.07	1.05	0.69			
Town & Fringe		Owned	1.18	1.06	1.09	1.03	1.02			
		Shared/Rented	0.83	0.80	0.74	0.76	0.68			
Suburban		Owned	1.10		1.02	0.99	0.97	1.06	1.01	1.12
		Shared/Rented	0.98		0.87	0.88	0.67	0.86	0.82	0.85
Local/Transport		Owned						1.08	1.00	1.08
		Shared/Rented						0.85	0.83	0.79
Town Centre + 400m		Owned	0.98		0.82	0.86	0.85	1.01	0.86	0.98
		Shared/Rented	0.84		0.59	0.83	0.85	0.67	0.71	0.89

Table 116: Greater Dorset Average Car Ownership-Three Bed Houses (2001)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.71	1.66	1.76	1.56				
		Shared/Rented	1.70	1.45	1.51	1.54				
Village		Owned	1.67	1.59	1.62	1.68	1.34			
		Shared/Rented	1.49	1.34	1.47	1.38	1.37			
Town & Fringe		Owned	1.65	1.43	1.55	1.49	1.14			
		Shared/Rented	1.24	1.13	1.31	0.99	0.74			
Suburban		Owned	1.67		1.44	1.57	1.32	1.44	1.47	1.54
		Shared/Rented	1.28		0.99	0.97	0.85	1.06	1.07	1.07
Local/Transport		Owned						1.34	1.42	1.37
		Shared/Rented						1.18	1.04	1.10
Town Centre + 400m		Owned	1.55		1.33	1.32	1.12	1.14	1.26	1.27
		Shared/Rented	1.19		1.32	0.94	0.76	1.00	1.11	0.93

Table 117: Greater Dorset Average Car Ownership-Four Bed Houses (2001)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	2.28	2.14	2.23	2.13				
		Shared/Rented	1.97	1.94	2.10	1.90				
Village		Owned	2.19	2.02	1.95	1.95	1.71			
		Shared/Rented	2.00	1.72	1.72	1.82	N/A			
Town & Fringe		Owned	2.11	1.84	2.00	1.71	1.55			
		Shared/Rented	1.43	1.40	1.51	1.48	1.00			
Suburban		Owned	2.10		1.97	1.75	1.78	1.67	1.97	2.01
		Shared/Rented	1.66		1.13	1.96	1.05	1.02	1.70	1.40
Local/Transport		Owned						1.59	1.85	1.74
		Shared/Rented						1.46	1.00	1.56
Town Centre + 400m		Owned	1.99		1.61	1.56	1.50	1.38	1.82	1.81
		Shared/Rented	1.59		1.50	1.63	1.14	1.45	0.50	1.43

Table 118: Greater Dorset Average Car Ownership-One Bed Flats (2001)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.00	1.42	0.50	1.00				
		Shared/Rented	1.00	1.04	0.92	0.94				
Village		Owned	N/A	0.79	1.00	1.15	N/A			
		Shared/Rented	0.85	0.78	0.87	0.68	1.00			
Town & Fringe		Owned	1.00	0.66	0.74	0.67	0.32			
		Shared/Rented	0.66	0.45	0.50	0.45	0.35			
Suburban		Owned	0.93		0.68	0.86	0.76	0.79	0.73	0.97
		Shared/Rented	0.51		0.60	0.42	0.38	0.52	0.52	0.47
Local/Transport		Owned						0.84	0.66	0.60
		Shared/Rented						0.49	0.51	0.42
Town Centre + 400m		Owned	0.47		1.15	0.46	0.61	0.69	0.59	0.44
		Shared/Rented	0.46		0.45	0.35	0.39	0.43	0.47	0.40

Table 119: Greater Dorset Average Car Ownership-Two Bed Flats (2001)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	1.00	1.00	0.91	0.50				
		Shared/Rented	0.72	1.00	0.56	0.84				
Village		Owned	1.50	1.46	0.50	1.20	1.00			
		Shared/Rented	0.74	0.91	1.06	0.76	1.00			
Town & Fringe		Owned	2.28	0.70	0.90	0.74	0.85			
		Shared/Rented	0.64	0.72	0.88	0.67	0.40			
Suburban		Owned	1.02		0.74	0.90	0.85	0.95	0.85	1.00
		Shared/Rented	0.82		0.68	0.67	0.83	0.79	0.80	0.79
Local/Transport		Owned						1.01	0.87	0.78
		Shared/Rented						0.76	0.83	0.76
Town Centre + 400m		Owned	0.68		1.20	0.59	0.73	0.88	0.82	0.81
		Shared/Rented	0.74		0.63	0.69	0.54	0.73	0.75	0.64

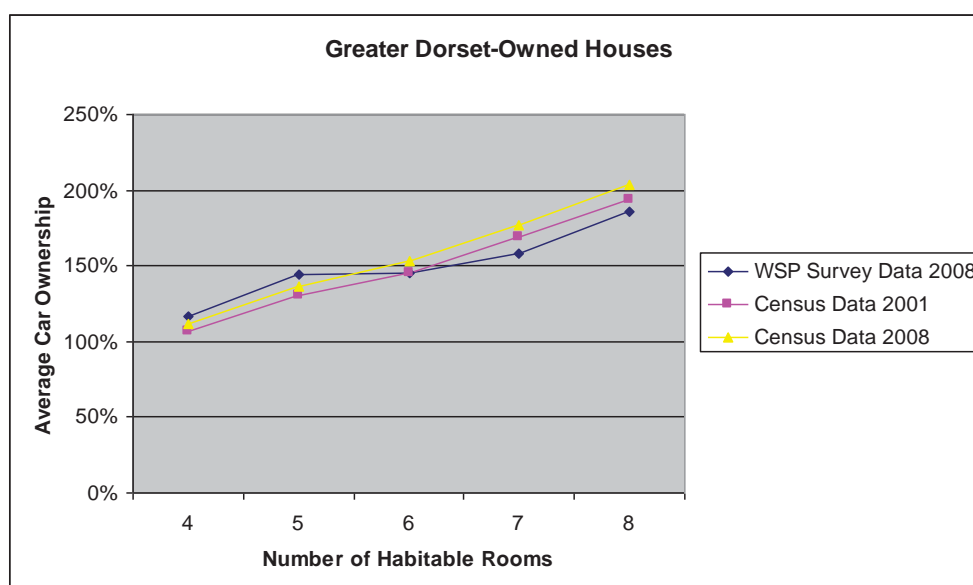
Table 120: Greater Dorset Average Car Ownership-Three Bed Flats (2001)

Classification		Tenure	East Dorset	North Dorset	Purbeck	West Dorset	Weymouth and Portland	Bournemouth	Christchurch	Poole
Hamlet and Isolated Dwellings		Owned	N/A	1.34	1.00	2.00				
		Shared/Rented	1.25	1.14	1.20	1.45				
Village		Owned	2.00	1.82	2.00	1.61	1.00			
		Shared/Rented	1.00	1.25	1.00	1.08	0.69			
Town & Fringe		Owned	2.00	1.07	1.11	1.29	0.72			
		Shared/Rented	0.71	0.80	1.15	1.05	0.79			
Suburban		Owned	1.28		1.30	1.34	1.17	1.21	1.05	1.21
		Shared/Rented	1.10		1.08	0.89	0.65	1.01	1.07	1.08
Local/Transport		Owned						1.23	1.24	1.11
		Shared/Rented						0.95	0.91	0.86
Town Centre + 400m		Owned	1.09		1.61	1.22	0.99	1.03	1.48	1.11
		Shared/Rented	1.00		0.62	0.81	0.66	1.02	1.24	0.89

3.13 Survey Results

3.13.1 The Dorset Parking Study Survey was undertaken in order to establish whether the Census data (2001) was still appropriate in predicting car ownership levels in residential developments built and occupied since 2001. Graph 38 below details the car ownership levels for all owned houses surveyed in Greater Dorset in 2008 against the 2001 Census data for Greater Dorset and the 2008 Census data (2001 data growthed using TEMPRO). The owned houses sample was by far the largest sample and also represents the most common dwelling type in new developments.

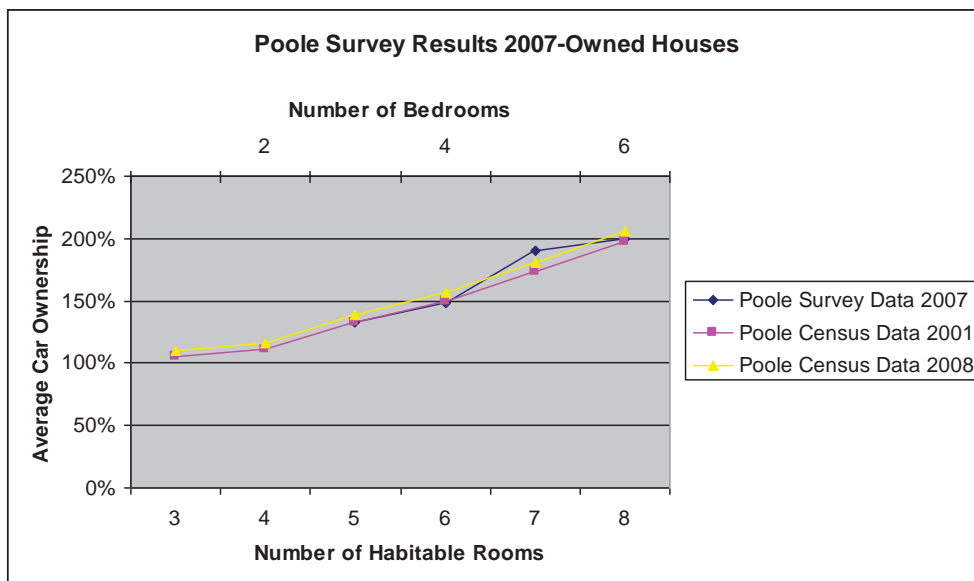
Graph 38: Survey Data against Census Data-Owned Houses in Greater Dorset



3.13.2 Insufficient numbers of survey results from shared/rented houses, owned flats and shared/rented flats were returned for a similar comparison with Census data to be undertaken for these dwelling types. 554 of the 644 replies were from owned houses and with the 2001 Census recording 348,476 owned houses in Greater Dorset, if the assumption is made that patterns haven't changed since 2001, we can be 99% sure our survey data is within 6% of the total population car ownership levels. This is then further supported by Graph 38 which clearly shows the survey data correlating closely with the Census data, confirming that it is appropriate to use the Census data to predict parking demand in new residential developments.

3.13.3 In 2007, Borough of Poole Council undertook a demographics survey. The ownership/dwelling size relationship for owned houses from the survey is plotted on Graph 39 below and is compared with the Census car ownership data for owned houses in Poole (2001 and growthed to 2008 using TEMPRO).

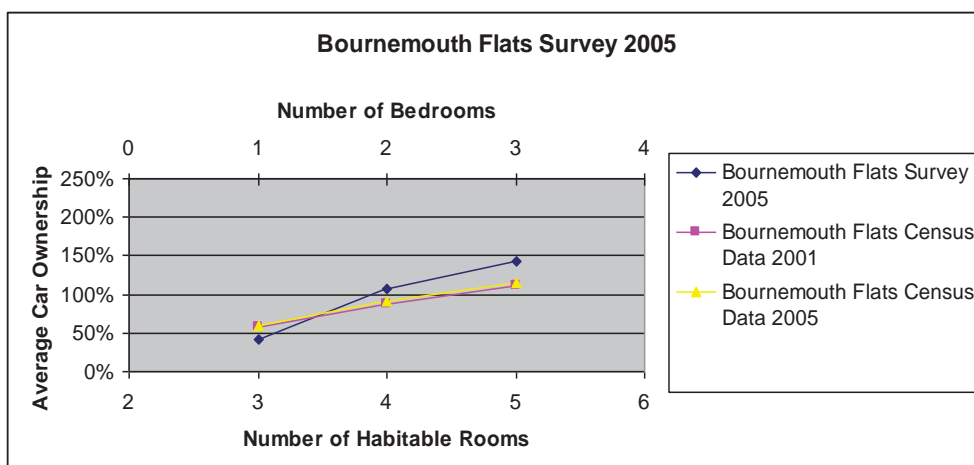
Graph 39: Poole Survey Data 2007 against Census Data-Owned Houses in Poole



3.13.4 Graph 39 shows how the car ownership data from the 2007 Poole survey matches very well with the Census data, supporting the conclusions from Graph 38 that it is appropriate to use the Census data to predict future car ownership levels in Greater Dorset.

3.13.5 Graph 40 below shows the car ownership/dwelling size relationship for owned and shared/rented flats in Bournemouth. Bournemouth Borough Council undertook a demographics survey of new flats in Bournemouth occupied between April 2003 and March 2005. Graph 40 compares the car ownership pattern with that from the Bournemouth Census data for owned/shared/rented flats.

Graph 40: Bournemouth Survey Data 2005 against Bournemouth Census Data for Owned/Shared/Rented Flats

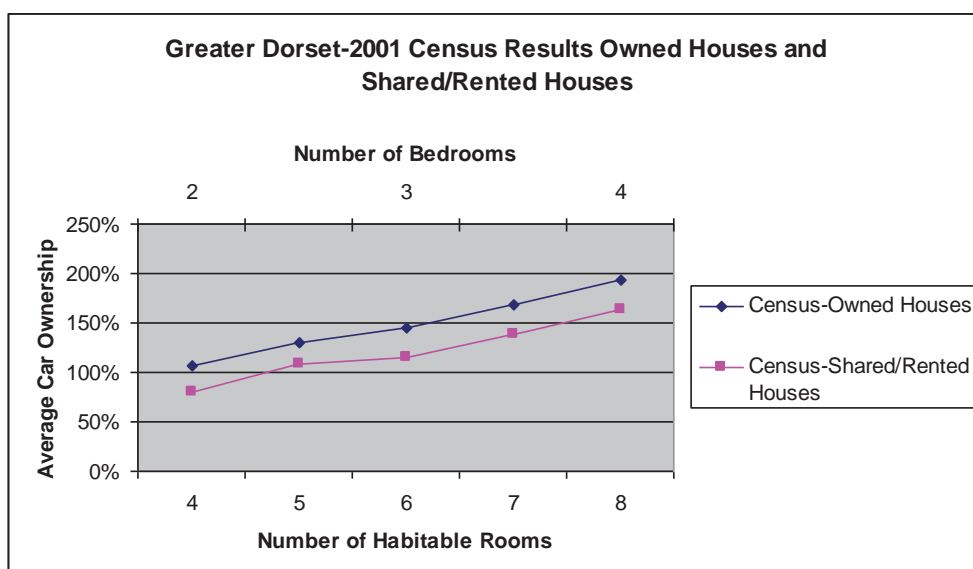


3.13.5 As with Graphs 38 and 39, Graph 40 supports the application of Census data to predict car ownership levels, with the Bournemouth new flats 2005 survey data correlating well with the Census data.

3.14 Private/Affordable Housing

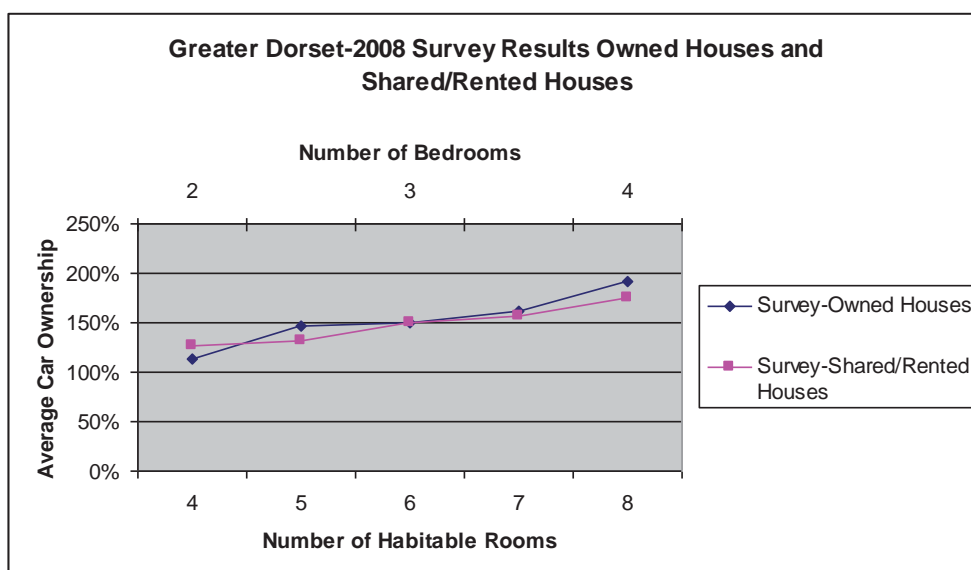
3.14.1 Some local authorities may wish to only apply the private housing (owned) car ownership levels to predict parking demand at residential developments, due to aspirations to treat private and affordable housing equally. Graph 41 below details the 2001 car ownership levels for owned houses and shared/rented houses in Greater Dorset.

Graph 41: Car Ownership for Owned Houses and Shared/Rented Houses in Greater Dorset-2001 Census



3.14.2 It can be seen from Graph 41 that across Greater Dorset in 2001, shared/rented houses owned approximately 0.3 cars per dwelling less than the owned houses. Graph 42 below details the car ownership levels for owned and shared/rented houses in Greater Dorset from the 2008 Dorset Parking Study survey.

Graph 42: Car Ownership for Owned Houses and Shared/Rented Houses in Greater Dorset-2008 Dorset Parking Study Survey



3.14.3 It can be seen from Graph .42 above that the survey indicates that car ownership for shared/rented houses in Greater Dorset has somewhat caught up with the car ownership for owned houses. However, it should be noted that only 39 shared/rented houses were recorded in the survey compared to 435 owned houses and therefore the results can not be viewed as statistically significant. What the results do show is that local authorities could apply the private housing car ownership levels to all tenure types to predict parking demand. In an evolving housing market where affordable housing may eventually be purchased and converted to private housing, applying private housing car ownership levels to all tenures types is likely to produce a worst case scenario (i.e. maximum) parking demand forecast.

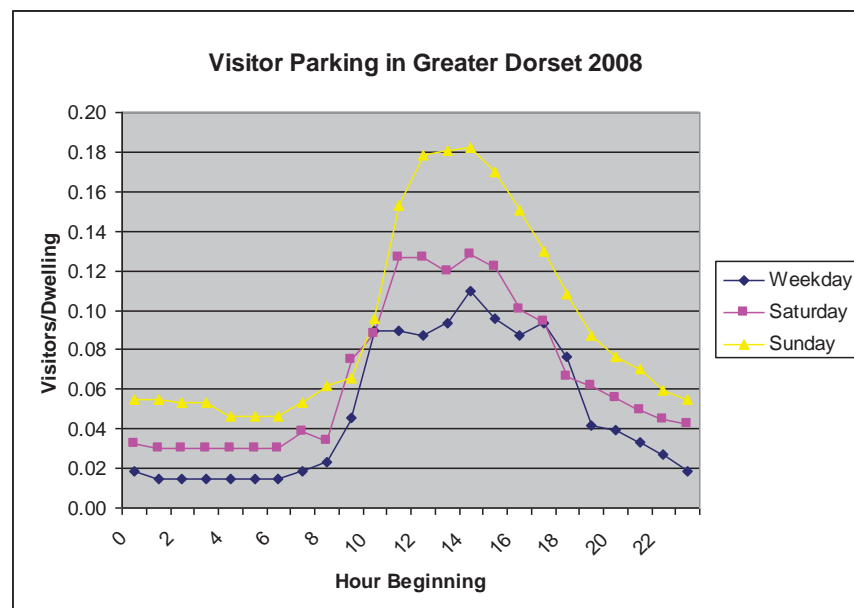
3.15 Allocated Parking

3.15.1 Where dwellings have allocated parking spaces (parking spaces in which only the vehicles belonging to that specific dwelling/visitors to that dwelling can park), this can have an adverse impact on the efficiency of parking provision. Where dwellings on residential developments have two allocated parking spaces each, for instance, a certain proportion will remain empty (unless the development has extremely high levels of car ownership) as some properties may only have one car. Unallocated parking will still be required, however, in the cases where dwellings have three or more cars. Therefore, more parking is required (allocated and unallocated) than if only unallocated parking were provided.

3.16 Visitor Parking

3.16.1 Visitor parking is most likely to be an issue in evenings and at weekends. The Dorset Parking Study survey of residential developments in Greater Dorset (built and occupied post 2001) included questions relating to visitor parking. Graph 43 below details the visitors per dwelling on a weekday and the weekend for all dwellings surveyed for the study.

Graph 43 Visitor Parking Patterns in Greater Dorset



3.16.2 Graph 43 indicates that in Greater Dorset, Sunday is the day most likely to have the largest number of visitors to residential developments, peaking at just under 0.2 visitor cars per dwelling between 2.00pm and 4.00pm in the afternoon. This figure of 0.2 visitor cars per dwelling ties in neatly with the research undertaken by John Noble and Mike Jenks (School of Architecture, Oxford Brookes University) in their research paper entitled; Parking: Demand and Provision in Private Sector Housing Developments (March 1996). Jenks and Noble concluded that for each dwelling on a residential development, if the allocated parking provision was greater than the unallocated parking demand, 0.2 of a visitor parking space should be provided for that dwelling. If the unallocated parking demand were greater than the allocated parking provision for that dwelling, no visitor space would be required.

3.17 Renting of parking spaces

3.17.1 Where it is proposed that tenants within a residential development will rent parking spaces (as in some flatted developments), enough parking should be provided to suit the car ownership levels. If necessary, visitor parking should then be provided in addition, as the

parking spaces effectively become allocated spaces once they have been rented. If treating the spaces as allocated, it would not be necessary to provide for any additional unallocated demand (except visitor parking) as those dwellings with more/less cars than the average could simply rent more/less spaces.

3.18 Garage Parking

3.18.1 A question that often arises in relation to residential parking is whether a garage should be counted as an allocated parking space. Table 121 below, details whether the dwellings from the Dorset parking Study survey used their garage(s) for parking or not.

Table 121: Garage Usage in Greater Dorset

Total Number of Dwellings	Number of Cars Parked in the Garage				
	0	1	2	3	4
Garage Space for 1 Car	147	122	0	0	0
Garage Space for 2 Cars	39	74	25	0	0
Garage Space for 3 Cars	0	1	0	0	0
Garage Space for 4 Cars	0	1	0	0	0

3.18.2 The average garage usage taken from table 121 equates to approximately 46%, the evidence therefore is that approximately 46% of garage parking spaces in Greater Dorset are used for parking. This 0.46 factoring should therefore be taken into account when calculating allocated demand. The tabulation format used in the worked examples shown in Residential Parking Provision for Dorset includes a column headed effective garage where only a % of the designed allocated provision of the garage is recognised in the demand calculations. A pragmatic approach is suggested through the suggested interim guidance that the evidenced 46% is considered as a 0.5 factoring in the calculation. In other words that 50% of the provided, allocated, garages will be used for car parking.

3.18.3 Geometric guidance for garages is given in xxxx and recommends internal dimensions of 6m by 3m, in order to guarantee all sizes of cars can be parked within the garage. A garage with these dimensions is also likely to have room left over (once the car is parked) for a bicycle and other miscellaneous storage. It is therefore the recommendation of this Interim Guidance that if a proposed garage is

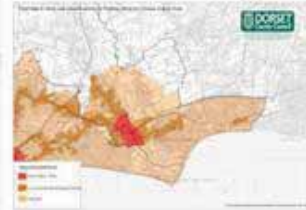
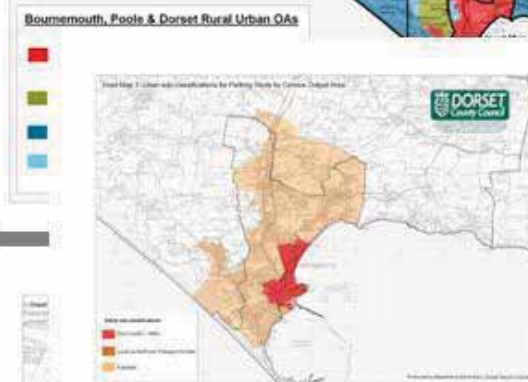
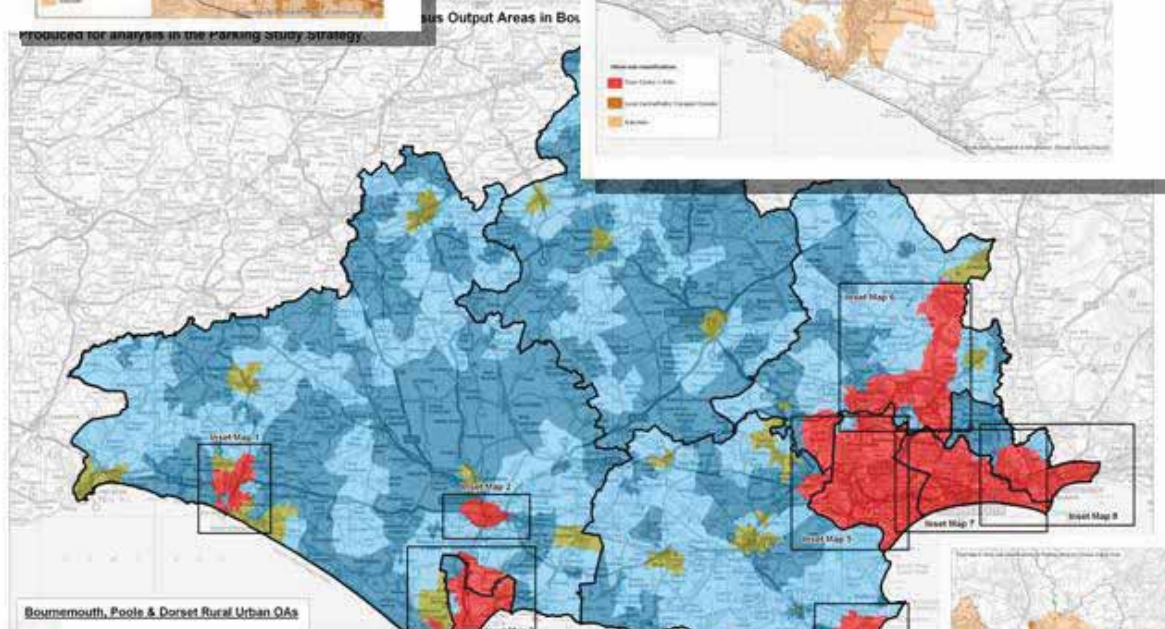
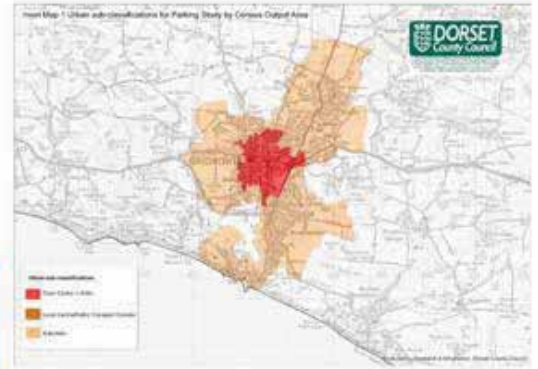
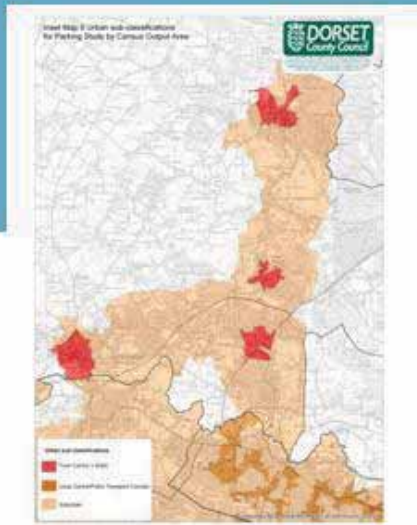
of the dimensions detailed above, it should be counted as an allocated parking space. If the proposed garage has substandard dimensions then it should not be counted as an allocated parking space.

- 3.18.4 Use of garages for regular use as car parking is however complex and affected by a number of factors. These include prevailing weather, car age, purpose and value, convenience of on-street parking, convenience of access to and into the garage itself, and any other uses the householder may make of the garage.

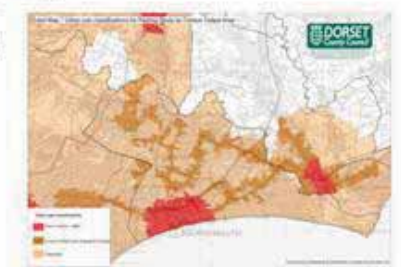
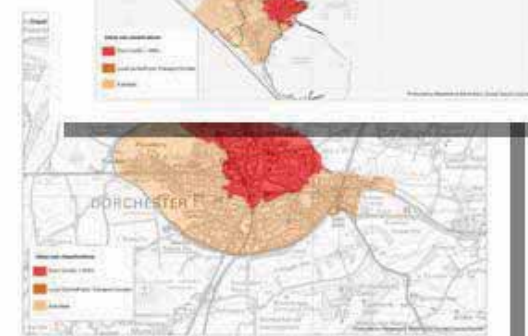
3.19 Application of the Suggested Interim Guidance.

- 3.19.1 Suggested application methods using the data collected in the Dorset Residential Parking Study are given in xxxx.

Appendix A. Key & Inset Maps



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Key and Inset Maps illustrating the Rural and Urban Classification areas and Inset Maps illustrating the Urban sub-division areas as referred to in sections 5.5 and 5.4

Inset Map 1: Bridport

Inset Map 2: Dorchester

Inset Map 3: Weymouth

Inset Map 4: Swanage

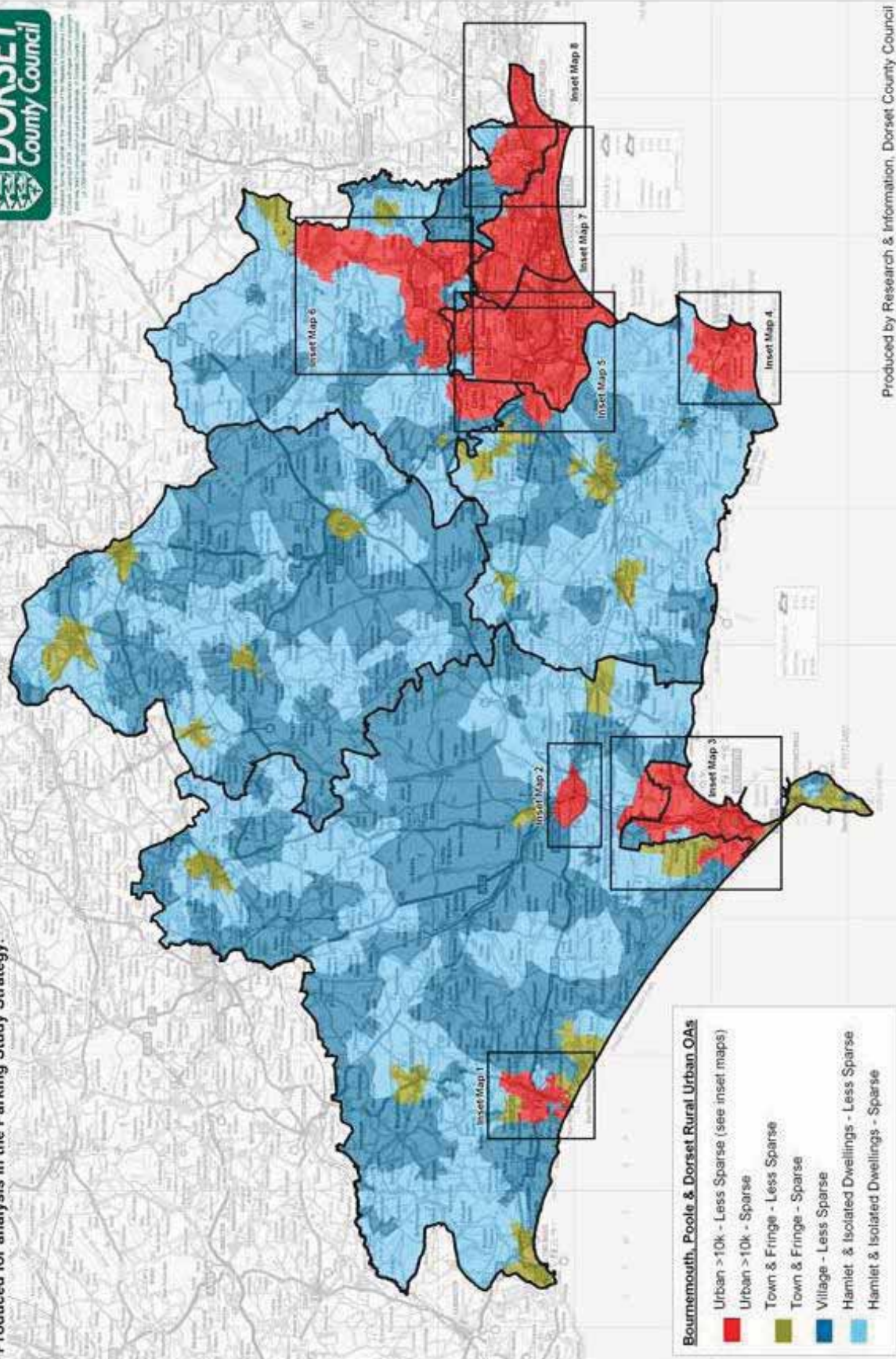
Inset Map 5: Poole

Inset Map 6: East Dorset (part)

Inset Map 7: Bournemouth

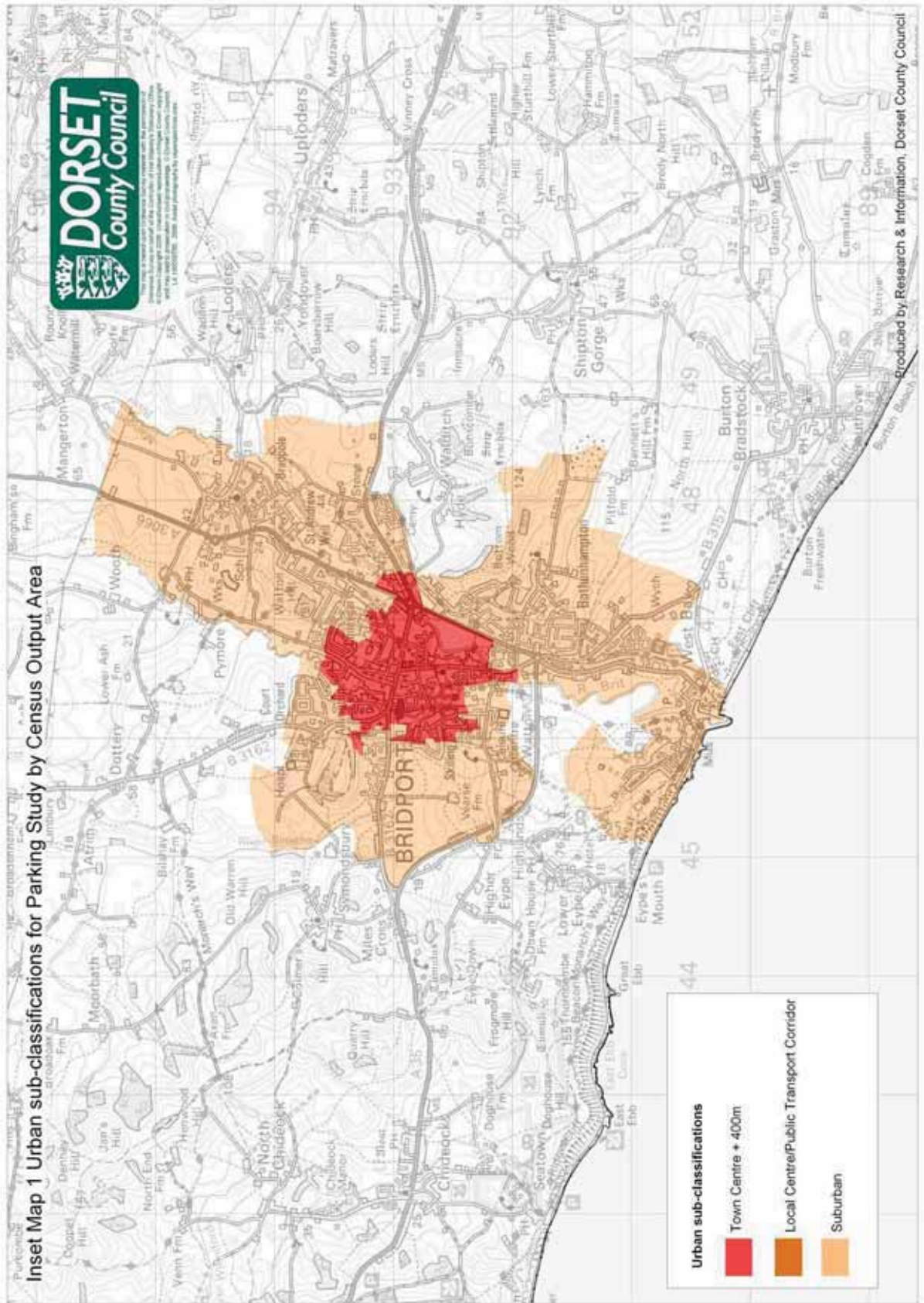
Inset Map 8: Christchurch

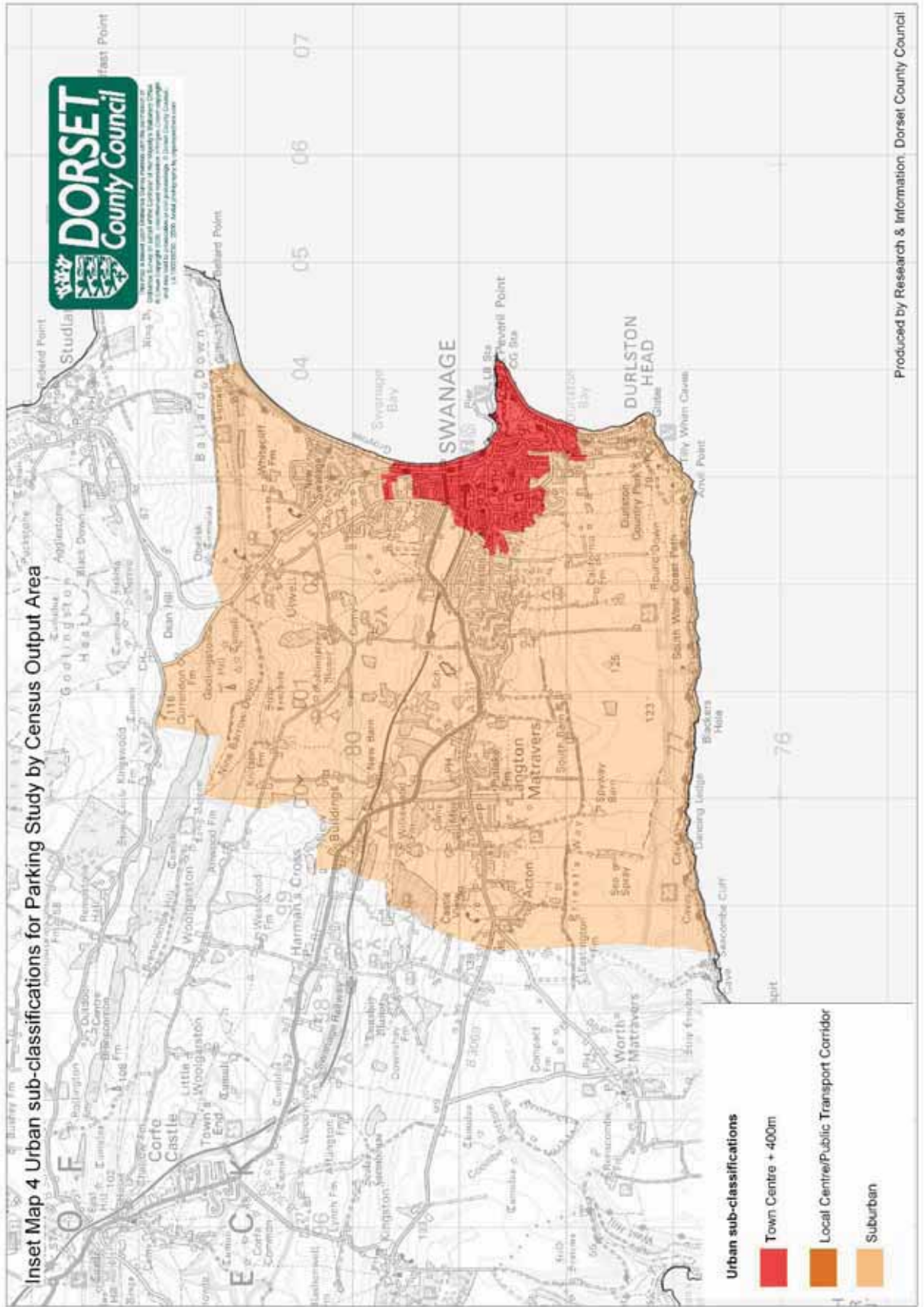
Rural and Urban Classifications from the ONS based on Census Output Areas in Bournemouth, Poole & Dorset.
Produced for analysis in the Parking Study Strategy.

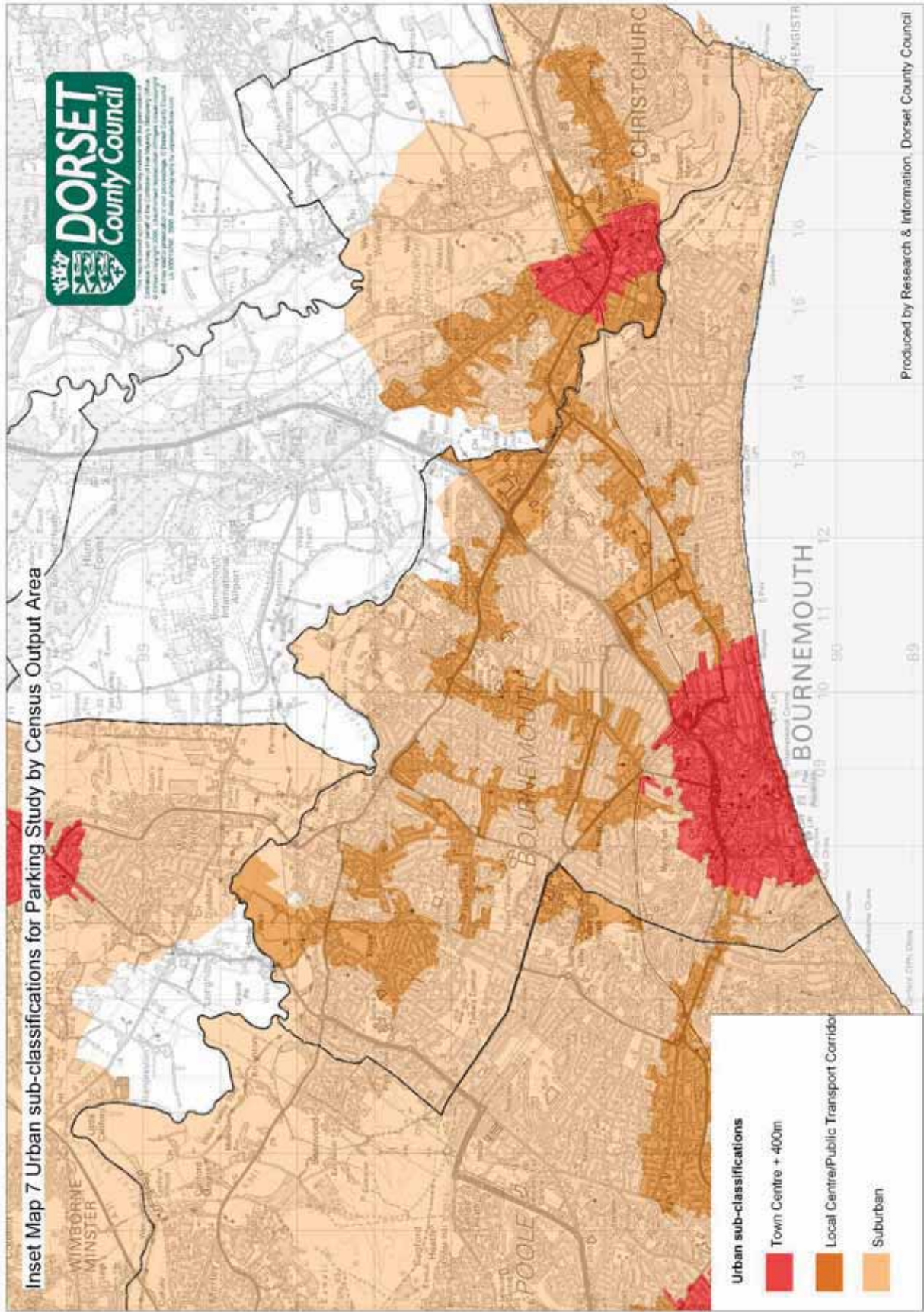


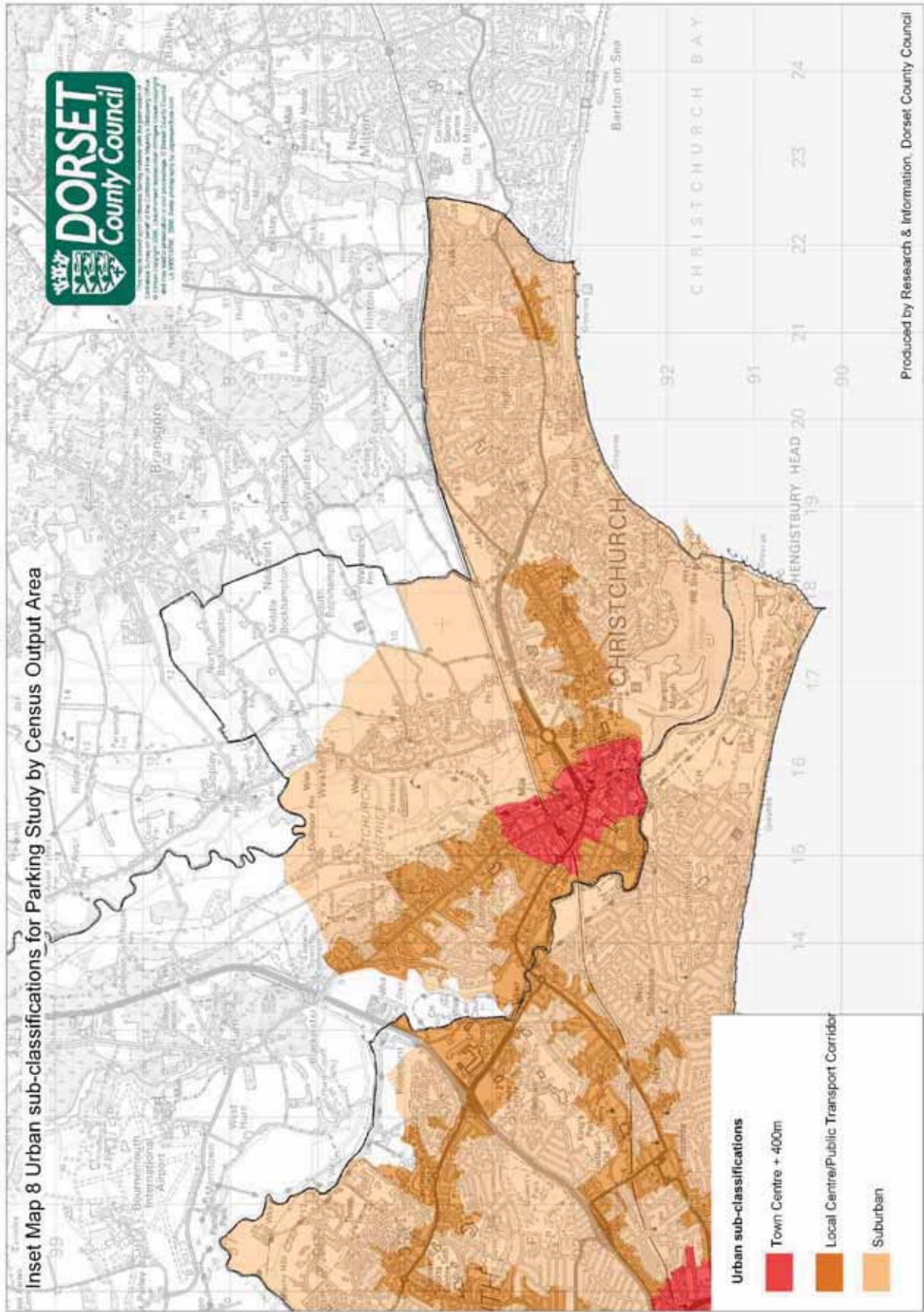
- Bournemouth, Poole & Dorset Rural Urban OAs**
- Urban >10k - Less Sparse (see inset maps)
 - Urban >10k - Sparse
 - Town & Fringe - Less Sparse
 - Town & Fringe - Sparse
 - Village - Less Sparse
 - Hamlet & Isolated Dwellings - Less Sparse
 - Hamlet & Isolated Dwellings - Sparse

Produced by Research & Information, Dorset County Council









Appendix B. Steering & Technical Groups



Photographs contained in this document reflect only some of the professionals who have contributed to the Dorset Residential Parking Study. The following therefore is a list of individuals who have contributed to the Steering and Technical Working Groups of the study:



Commissioning Partners:

Borough of Poole: Emma Cockburn^{1 2}, Chris Francombe,
Helen Jackson

Bournemouth Borough Council: Mike Campkin, Lawrence Harrell

C G Fry & Sons Ltd.,: Phillip Fry, David Lohfink

Christchurch Borough Council: Giles Moir, George Whalley

Dorset County Council:

Andrew Bradley, David Brown³, Emma Cockburn^{1 2}, Stephen Hardy^{Project Lead}, Peter Jackson¹,
Ian Madgwick³, Joseph (Joel) Rose², Steve Savage³, Andy Shaw, Terry Sneller¹, Wayne Sayers^{2 4},
Barbara Talbott^{2 5}, Guy Tetley³, Kate Tunks, Steve Williams, Paul Willis²,

Duchy of Cornwall: Peter James

East Dorset District Council: Richard Henshaw, George Smith

Morrish Builders (Poole) Ltd.,: Alex Maylen

North Dorset District Council: Nicola Laszlo², Judy Windwood

Purbeck District Council: Margaret Cheetham²

West Dorset District Council: Alison Eldergill, Malcolm Woodward

Weymouth & Portland Borough Council: Bob Dean¹, Andrew Galpin

Consultants to the Study:

WSP: Thomas Thornley^{1 2}, Alan Young^{1 2}

Phil Jones Associates: Phil Jones^{1 2}

Special Assistance & support:

CABE Space Enabling: Louise Duggan; Stuart Reid (mva Consultancy)

Critical Friend Peer Review:

Wiltshire County Council: Sam Howell, Rob Murphy

The following, in addition to participating in the Steering Group gave particular assistance with:

- ① work of the technical working group
- ② the assembly and editing of this document
- ③ work on the suggested geometric guidance
- ④ developing the spreadsheet calculator

Photographs: Stephen Paul Hardy, Nicola Laszlo, Barbara Talbott, Moonfleet Photography

The illustrative photographs were all taken within Dorset on the developments that, the survey of which, informed the study.

References

CLG (Communities & Local Government) (2006) **Planning Policy Statement 3** (PPS3) '*Housing*' (November 2006)

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English Partnerships (2006) "**Car Parking; What Works Where**"; ISBN 0-9550885-1-8; **English Partnerships/Design for Homes**,

DCLG (2007) "**Residential Car Parking Research**" May 2007.

ODPM/DfT (2003) '**Better Streets, Better Places**' (July 2003); ISBN 1 85112 653; ODPM/DfT

The partners in the Dorset Residential Parking Study are:

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.



Weymouth & Portland Borough Council



The Consultants to the Study are:



WSP Development and Transportation
Phil Jones Associates

