

Bournemouth, Poole and Dorset Local Transport Plan 3

April 2011

Strategy Document - Appendices



Bournemouth Borough Council
Borough of Poole
Dorset County Council

Local Transport Plan 3
Strategy Document 2011-2026 - Appendices
April 2011

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Bournemouth, Poole and Dorset LTP3 2011 - 2026

Strategy Document - Appendices

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Appendix A - Summary of LTP2 progress

The following provides a simple SWOT analysis of the position of the authorities at the end of LTP2:-

<p style="text-align: center;"><u>STRENGTHS</u></p> <ul style="list-style-type: none"> • Strong growth in public transport patronage in urban areas, particularly in SE Dorset • Delivery of the Weymouth Relief Road and commencement of the Weymouth Olympic Transport Package and Twin Sails Bridge • Strong growth in cycling within urban areas • Strong and developing partnership between the authorities (well established Multi-Area Agreement with links to businesses and Highways Agency) • Robust and current evidence base for SE Dorset through the recent South East Dorset Transport Study • Strong foundation in carbon reduction work through the Local Carbon Framework 	<p style="text-align: center;"><u>WEAKNESSES</u></p> <ul style="list-style-type: none"> • Casualties are not declining as quickly as hoped • Air quality remains at unacceptable levels at 4 Air Quality Management Areas • Reduction in accessibility levels in some rural areas and outlying areas of the conurbation • Car use for school trips remains high • Poor strategic infrastructure to the north and west • Backlog in structural maintenance of the Highway Network
<p style="text-align: center;"><u>OPPORTUNITIES</u></p> <ul style="list-style-type: none"> • Enhancing joint working between the authorities and the private sector on strategic transport needs - the role of the MAA, and potential LEP • The Localism Agenda - increased involvement of the voluntary sector and local communities and increased freedoms for authorities to meet local transport needs • Strong evidence base provided by the South East Dorset Transport Study to inform LTP3 / bids for funding • Maximising benefits from the Olympic Legacy 	<p style="text-align: center;"><u>THREATS</u></p> <ul style="list-style-type: none"> • Significant impacts of funding cuts • Changes in central government policy • Uncertainty over the future role of a Local Enterprise Partnership • Government policies on education / health not supporting local transport policies • Uncertainty in the level of housing growth with the abolition of the Regional Spatial Strategy • Traffic impacts of new development, particularly the cumulative impacts in the SE Dorset conurbation

Performance Indicator	RAG status	Notes	Key Achievements during LTP2 (2005/6 to 2010/11)
Public Transport			
The number of rail passengers boarding and alighting at local rail stations.		Substantial year on year increases - Dorset only target	SW Trains has increased frequency of rail service on Poole to Weymouth Route and Salisbury – Gillingham – Exeter. Both sets of improvements were aspirations of LTP2. Improved Bus/Rail interchange at Gillingham station.
Bus punctuality – Proportion of scheduled services were within defined times		All three authorities did not meet the target	Quality Bus Partnership renewed, covering affordability, availability & accessibility
Bus punctuality – Average excess waiting time on frequent service routes		Bournemouth & Poole target only, Poole not on track	
The number of passenger journeys made annually on local buses.		Bournemouth & Poole vastly exceeded target, Dorset has increased but not by enough to meet target.	<p>Introduction (summer only) of Swanage to Weymouth Jurassic Bus service.</p> <p>A major programme of bus stop infrastructure upgrades in advance of 2012 Games; including provision of real time information.</p> <p>Growth in part due to introduction of concessionary fares scheme</p> <p>Improved facilities at bus stops, over 400 raised bus stops. Bus operators provided modern low emission, low floor buses providing improved access for wheelchairs</p> <p>Expansion of Real Time Information (RTI), including SMS text to mobile phone.</p> <p>Electronic displays in 250 bus shelters, plus supermarkets, Council buildings and Leisure centres. Internet based Transport Information Screens at Libraries, Sports Centres</p> <p>Tourist Information bureau, Bus station and town centre.</p>
Satisfaction with local bus services.		Surveys undertaken every three years - last survey 2009 Place Survey	Improved public transport information – increase in frequency and quality of publications
Number of passenger Journeys on community and demand responsive services.			Delivered in July 2008, the Bournemouth Accessible Transport Bus (BAT Bus) is funded by Bournemouth Council as part of the 'Getting About' initiative. The bus is operated by Bournemouth Community Transport providing the elderly or those with mobility problems access to shopping facilities and local hospitals. Extension of Demand Responsive bus services to areas of Purbeck and West Dorset.

% of rural households with access to a community or demand responsive bus service on at least one day per week.		Dorset only target	Dorset County Council has converted routes in West Dorset, Purbeck, and East Dorset to flexible demand responsive operations. Booking and service routing are undertaken in a dedicated call centre using bespoke computer systems. Revenue subsidies have been reduced by using capital funds to finance new buses which are placed with operators. This approach ensures service quality and encourages more operators to compete for contracts as they are not required to invest immediately in new vehicles.
The number of households within 30 minutes of a GP surgery by public transport.		Poole has made considerable improvement and exceeded target, Dorset has improved but not by enough to meet stretched target, Bournemouth has experienced considerable deterioration.	
Percentage of households without access to a car within 30 minutes of a hospital by public transport		Poole target only	
Traveline Data Completeness and Accuracy Measurement, to Timing Point level			Quality Bus Partnership renewed, covering affordability, availability & accessibility
Traveline Data Completeness and Accuracy Measurement, to All Stop level.			Subsidised bus services to peripheral residential areas to offset rationalisation of services by bus operators on more direct services
Verified Traveline Data.			
Road Safety			
The number of persons killed and seriously injured (KSI).		SED conurbation on target, rural area not on track	Formation of Dorset Safety Camera Partnership led to reduction in KSI's at major road traffic collision sites. In rural Dorset – Route management approach to A37 and A35 - Integrated approach to improving safety through a combination of engineering, enforcement and education measures.
The number of child KSI's.		Poole and Dorset on target, Bournemouth not. Numbers are very small so one additional KSI represents a high percentage increase	"No Excuses" campaign is a Dorset Road Safe partnership campaign aimed at reducing the number of people killed or seriously injured on Dorset's roads. The casualty figures for 2010 have shown show a remarkable turnaround in performance with Dorset County Council's area showing a big fall in the number of people killed and seriously injured (KSI).
The number of slight casualties.			The campaign is considered to be a great success.
The number of drivers on driving training courses.		Dorset only target	

Sustainable Transport			
The percentage of workforce covered by travel plans.			<p>Route ONE service has been expanded to include peak hour operation linking to Poole Hospitals Travel Plan. Further extensions to the service are proposed.</p> <p>Route ONE circular bus service in Poole funded by residential Travel Plan linking rail/bus stations to new development.</p> <p>Package to improve access to Bournemouth Airport & neighbouring aviation park, incorporating subsidised bus route from Christchurch, cycleway & area travel plan</p>
The number of cycle trips as measured at 10 key monitoring sites over a three week period		There has been substantial growth in SE Dorset with target exceeded	<p>Upgrading & expansion of network of cycle routes, including secure cycle parking. Released a revised & updated cycle map.</p> <p>Provision of improved footway and cycleway routes into Blandford Town Centre from outlying communities and army base.</p> <p>Improved cycling infrastructure serving Bournemouth Airport from Christchurch and West Parley</p> <p>Further development of Borough Cycle networks in Weymouth and Portland in advance of the Olympics and with additional funding through CONNECT2.</p> <p>Working with North Dorset District Council on the development of a cycleway/trailway along the disused railway track between Sturminster Newton and Stourpaine, as part of NCN Route 25.</p>
The percentage of pupils travelling to school by car.		Bournemouth and Dorset on target, Poole behind	Completion of various Safe Routes to School initiatives
The numbers of schools with effective travel plans (STPs).		Dorset only target - unlikely that final target will be achieved	School Travel Plan programme broadly completed. Completion of identified safer route to school schemes at schools with travel plans, including Bere Regis, Blandford Forum, Corfe Mullen, Lytchett Minster, Sturminster Newton, Weymouth and Wimborne.
Air Quality			
CO2 reduction from Local Authority operations.		Not exclusively a transport target - Data provided by Dorset CC only	
Per capita CO2 emissions from the LA area		Not exclusively a transport target - Data provided by Dorset CC only	
Pollutant concentrations within Air Quality Management Areas		Bournemouth only one to set target - data collection method being revised	

The number and percentage of nitrogen dioxide monitoring sites within Government target levels.		All sites monitored now within Government target levels - Rural Dorset only target	
Congestion			
Average Journey Time per mile during the morning peak.			In SE Dorset, increased number of cyclists and bus passengers has reduced the number of vehicles in the peak hour. Completion of the Chickereil Link Road to the west of Weymouth has improved access and peak hour journey times. Performance on this target may be linked to the economic downturn and rising fuel prices Urban Traffic Management & Control has helped to improve the reliability of traffic flows, particularly focussed on Prime Transport Corridors in SE Dorset. Weymouth Olympic Transport Package - improving the operational efficiency of the network Weymouth Relief Road, and associated cycle routes and Park and Ride Improvements to key junctions, eg. Along the A35 corridor, has helped to ease traffic flow
Change in area wide vehicle km		Dorset CC on track, Bournemouth and Poole not on target. There have been changes in the methods of data collection	
Changes in the number of peak period (7am to 10am) vehicles travelling to urban centres			Dorchester Park & Ride introduced Route ONE circular bus service in Poole funded by residential Travel Plan linking rail/bus stations to new development. Originally introduced in 2004 the service provides essential links in the central area & includes the bus & railway stations, the hospital, shopping areas & tourist attractions including Poole Park, Poole Quay (east) & Baiter Park. Over 70% of users are over 60 or younger disabled people, the majority of which had no access to any bus service before.
Mode share of peak time trips to urban centres.		Poole on target, Bournemouth not	
Increased proportion of short stay parking in Town centres			

Maintenance			
The condition of Principal A roads (Percentage overdue for treatment)			<p>Recent focus of the capital programme has been on highway maintenance</p> <p>HAMP written, Condition Surveys carried out, Inventory Register produced, Valuation of Assets carried out</p> <p>Major maintenance of Canford Bridge</p>
The condition of Non Principal B&C roads (% overdue for treatment)			
Condition of unclassified roads % overdue for strengthening.			
Condition of footways. Percentage where structural maintenance should be considered.			
The level of public satisfaction with highway maintenance.		Rural Dorset Target only	
The average number of days taken to repair a street lighting fault, which is under the control of the local Authority.		Rural Dorset Target only	
The average time taken to repair a street lighting fault, where response time is under the control of a DNO (Distribution Network Operators)		Rural Dorset Target only	

Appendix B - Links to other strategies and plans

Plan	Local priority	LTP Goal	Contribution of LTP3
Local Development Frameworks: <ul style="list-style-type: none"> Core Strategies AAPs Development Management DPDs 	<ul style="list-style-type: none"> Protect, respect and enhance the environment A thriving and prosperous economy Safer and stronger communities Inclusive neighbourhoods promoting equality of opportunity Enhanced quality of life and sense of place 	Support economic growth Equality of opportunity	Strategic transport infrastructure supporting growth Improved connectivity
BPD Local Investment Plan	<ul style="list-style-type: none"> A thriving and prosperous economy 	Support economic growth	Strategic transport infrastructure
BPD Multi Area Agreement	<ul style="list-style-type: none"> Protect, respect and enhance the environment A thriving and prosperous economy Improve health and wellbeing Meeting the needs of an aging population Safer and stronger communities Inclusive neighbourhoods promoting equality of opportunity 	Support economic growth Equality of opportunity Tackling climate change	Reducing congestion Better access to key employment sites Improved wider connectivity Strategic transport infrastructure supporting growth.
Local Economic Assessment and Economic Strategies	<ul style="list-style-type: none"> A thriving and prosperous economy 	Support economic growth	Removing barriers to economic growth
Highways Asset Management Plans and Transport Asset Management Plans	<ul style="list-style-type: none"> Protect, respect and enhance the environment A thriving and prosperous economy Enhanced quality of life and sense of place 	Support economic growth. Tackling climate change	Sustainable maintenance of the network
Bournemouth, Poole and Dorset Network Management Plan	<ul style="list-style-type: none"> Protect, respect and enhance the environment A thriving and prosperous economy Enhanced quality of life and sense of place 	Support economic growth	Intelligent Transport Systems Traffic management Freight management
Rights of Way Improvement Plan	<ul style="list-style-type: none"> Protect, respect and enhance the environment Enhanced quality of life and sense of place 	Quality of life	Improving access to natural assets Green infrastructure
South East Dorset Green Infrastructure Strategy	<ul style="list-style-type: none"> Protect, respect and enhance the environment Enhanced quality of life and sense of place 	Quality of life Better safety, security and health	Improving "green" walking and cycling links
Children & Young People's Plans	<ul style="list-style-type: none"> Meeting the needs of children and young people Improve health and wellbeing Inclusive neighbourhoods promoting equality of opportunity 	Equality of opportunity	Encouraging active travel Safety around schools More affordable transport

Obesity Action Plans	<ul style="list-style-type: none"> • Improve health and wellbeing 	<p>Better safety, security and health Better safety, security and health</p>	Encouraging active travel
AONB Management Plan	<ul style="list-style-type: none"> • Protect, respect and enhance the environment • Enhanced quality of life and sense of place 	<p>Quality of life Support economic growth</p>	Sustainable access to tourist destinations and leisure activities
Jurassic Coast Transport Strategy	<ul style="list-style-type: none"> • Protect, respect and enhance the environment • A thriving and prosperous economy 	<p>Quality of life Support economic growth</p>	<p>Sustainable access to coastal settlements Visitor Travel Plans Waterborne Transport</p>
Dorset Residential Parking Study	<ul style="list-style-type: none"> • Inclusive neighbourhoods promoting equality of opportunity • Enhanced quality of life and sense of place 	Quality of life	Encouraging parking policies based on accessibility levels
Strategy to Reduce Social and Health Inequalities	<ul style="list-style-type: none"> • Improve health and wellbeing • Meeting the needs of an aging population • Safer and stronger communities • Meeting the needs of children and young people • Inclusive neighbourhoods promoting equality of opportunity 	<p>Equality of opportunity Better safety, security and health</p>	<p>Improving access to facilities and services Active travel Home zones and attractive neighbourhoods Access to jobs</p>
Crime and Disorder Partnership	<ul style="list-style-type: none"> • Safer and stronger communities • Enhanced quality of life and sense of place 	<p>Better safety, security and health Quality of life</p>	Attractive, safe public realms and streetscapes
Dorset Age Partnership	<ul style="list-style-type: none"> • Meeting the needs of an aging population • Improve health and wellbeing • Inclusive neighbourhoods promoting equality of opportunity 	Better safety, security and health	Community transport and accessible services
Transforming Social Care	<ul style="list-style-type: none"> • Improve health and wellbeing • Meeting the needs of an aging population • Enhanced quality of life and sense of place 	Better safety, security and health	Improving accessibility
Housing Strategy	<ul style="list-style-type: none"> • Protect, respect and enhance the environment • Safer and stronger communities • Inclusive neighbourhoods promoting equality of opportunity 	Equality of opportunity	Delivering the transport needed

Appendix C - Complete list of LTP3 policies

General

<p>LTP GEN-1</p> <p>LTP3 Goals</p>	<p>The transport investment programmes of Bournemouth Borough Council, the Borough of Poole and Dorset County Council will seek to achieve the following outcomes, in line with the LTP3 goals:</p> <ul style="list-style-type: none"> i. Support a more productive and prosperous economy, with improved reliability, efficiency and connectivity of transport networks and communications ii. Reduce the overall level of emissions of carbon dioxide and other greenhouse gases from travel and transport and ensure the network is resilient iii. Promote more equal opportunities for everyone, including access to services they need, to create a fairer society iv. Reduce the risk of death, injury or illness arising from transport and promote travel modes that encourage healthy, active lifestyles v. Protect and enhance the quality, local distinctiveness and diversity of Dorset's built and natural environment, and improve individual well-being and enjoyment of places vi. Achieve value for money in all transport investment
<p>LTP GEN-2</p> <p>Integrated transport package</p>	<p>The authorities, together with their partners, will seek to influence travel demand through an integrated package of low cost, high value measures to reduce traffic growth, encourage sustainable travel patterns and increase the modal share of alternatives to the car, including:</p> <ul style="list-style-type: none"> i. Integration with land use planning policies and strategic spatial planning ii. Encouraging people and businesses to reduce the need to travel via virtual access and co-location of facilities through the land use planning process iii. Influencing travel behaviour through smarter choices, education and publicity iv. Providing, and promoting an enhanced range of alternatives to the car v. Applying balanced and proportionate parking controls and charges vi. Prioritising best use of the highway network
<p>LTP GEN-3</p>	<p>All transport policies and proposals supported through the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid direct and indirect negative impacts on the conservation objectives of environmental designations, including European (Natura 2000) sites. Any proposal that would be likely to have a significant effect on European sites, either alone or in combination with other plans and projects, will be subject to assessment under Part IV of the Habitats Regulations at project stage.</p>

1	REDUCING THE NEED TO TRAVEL
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A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes
LTP A-1 Land use and transport	<p>As far as possible, the LTP will support and encourage development and redevelopment proposals which minimise the impact of the private car by reducing the need to travel, as well as the distance travelled. Working with the Local Planning Authorities and Regeneration Agencies, the authorities will encourage Local Development Documents and regeneration and investment strategies to have regard to:</p> <ul style="list-style-type: none"> i. influencing the demand for travel ii. achieving a shift in transport modes to alternatives to the private car iii. making the best use of existing transport infrastructure and services iv. improving connectivity locally and in the wider area where appropriate, including the need for improvements to transport infrastructure v. providing high levels of accessibility for all to local services
LTP A-2 Major development	<p>Through achieving a step change in the quality and reliability of public transport services, policy within the LTP will support land use policy that encourages major development in the main urban areas and in centres along key public transport corridors and around transport hubs, to maximise the potential use of public transport. Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be encouraged to minimise use of the car.</p>
LTP A-3 Developer funding	<p>In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning process which:</p> <ul style="list-style-type: none"> i. Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development ii. Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include high quality, attractive links to walking, cycling and public transport networks iii. Make financial contributions towards existing tariff-based transport contribution schemes or (when introduced) a Community Infrastructure Levy, where appropriate. This shall provide for transport infrastructure identified as necessary to support planned growth and mitigate the proportionate cumulative impact of additional trips generated by their development on the wider transport network, in accordance with government guidance

B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns
LTP B-1 Accessibility planning	<p>Working closely with the Local Planning Authorities, the authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents. Service providers will continue to be encouraged to incorporate accessibility and sustainable travel considerations within their service delivery investment programmes, policies and locational decisions.</p>

2

MANAGING AND MAINTAINING THE EXISTING NETWORK MORE EFFICIENTLY

C	Keeping transport infrastructure well-maintained, safe, and resilient for all users
LTP C-1 Asset Management	<p>The authorities will maximise opportunities for collaborative working, including with neighbouring authorities, to ensure that the transport network and associated assets are adequately managed and maintained to an appropriate and safe condition through effective Asset Management, which:</p> <ul style="list-style-type: none"> i. focuses on the long term outcomes of providing a fully sustainable highway network with reduced costs and environmental impacts ii. incorporates maintenance programmes assessed against their impacts on waste, carbon emissions, noise and air quality, as well as the historic and natural environments iii. seeks to maintain current Levels of Service as a minimum
LTP C-2 Co-ordination of maintenance	Where feasible, maintenance schemes will be integrated with improvement schemes to minimise disruption to the network and ensure efficient use of resources.
LTP C-3 Works on the highway	Under current or new government guidance or powers, the authorities will ensure that works undertaken on the local network by third parties such as utility companies or developers are co-ordinated with other works, are completed to the highest standard within agreed timescales, and that the robustness of such works are monitored, with the third parties being required to take corrective action as necessary.
LTP C-4 Street lighting	The street lighting network will be managed and improved to increase energy efficiency, to minimise environmental impact and to enhance conservation areas and areas identified for public realm improvements. Alterations to street lighting should not compromise road safety or personal security.
LTP C-5 Adapting to climate change	In addition to seeking to mitigate climate change, the authorities will identify the most vulnerable parts of the transport network to it's potential impacts, seek to implement appropriate adaptation techniques, and develop contingency plans for the maintenance of travel during extreme weather or other events affecting the network.
D	Making better use of Dorset's transport network to maximise its efficiency for all forms of travel
LTP D-1 Efficiency of existing highway	<p>The efficiency of the existing highway network will, where appropriate, be enhanced by:</p> <ul style="list-style-type: none"> i. re-allocating road space to give priority to buses, cyclists and pedestrians; ii. improvements at critical junctions; iii. extension of Urban Traffic Control / Intelligent Transport Systems; iv. management of on and off street parking; v. provision of parking and travel information to motorists; vi. promoting neighbourhoods that support the needs of residents; vii. reviewing speed limits to regulate traffic flow and fuel efficiency of vehicles.

<p>LTP D-2</p> <p>Joint Traffic Control Centre</p>	<p>The authorities will seek to establish a Joint Traffic Control Centre (JTCC), operated by an organisation separate from, but accountable to, the three authorities and overseen by a single Traffic Manager. The priority function will be to improve co-ordination of expeditious traffic movement within and across the authorities' boundaries.</p>
<p>LTP D-3</p> <p>Traffic routing</p>	<p>Traffic should be encouraged to use the strategic or local road network as appropriate to enhance the overall efficiency of the highway network and minimise the congestion and environmental impacts arising from the use of less suitable routes. In conjunction with neighbouring authorities and the HA, east-west traffic through Dorset will be discouraged from using inappropriate routes by:</p> <ul style="list-style-type: none"> i. Direction signing targeting long distance traffic to use the A31 / A35 Trunk Roads, and local traffic to use the local road network ii. Better information for tourists iii. Promotion (and signing) of rail based Park & Ride iv. Working with satellite navigation companies to ensure data reflects appropriate routing v. Reviewing HGV routing
<p>LTP D-4</p> <p>Freight Quality Partnership</p>	<p>The authorities will work with freight generators, through the Freight Quality Partnership, to pursue the following strategic priorities for the management of freight movement within Dorset:</p> <ul style="list-style-type: none"> i. Support the sustainable and efficient movement of freight to, from and within the plan area ii. Support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry iii. Minimise impacts of noise, pollution and disturbance on other road users, local communities and the environment
<p>LTP D-5</p> <p>Freight routes and facilities</p>	<p>A Freight Route and Facilities Map will be established and be subject to review and update at each major LTP review. Information shall include recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and Ro-Ro ferries and major industrial estates.</p>
<p>LTP D-6</p> <p>Management of rural roads</p>	<p>For all decisions affecting Dorset's rural highways, the Dorset Rural Roads Protocol shall apply to ensure the conservation and enhancement of the outstanding quality of its landscape and settlements, while delivering a safe and convenient network for all modes of transport.</p>

3

ACTIVE TRAVEL AND “GREENER” TRAVEL CHOICES

E	Widening opportunities for healthy lifestyles through integrating active travel into people’s everyday lives and providing supporting infrastructure
<p>LTP E-1</p> <p>Promoting Active Travel</p>	<p>The authorities will prioritise and promote walking for trips under 2 km, and cycling for trips under 5 km, for people of all ages. In order to encourage modal shift from the car and improve local accessibility, this will be supported by:</p> <ul style="list-style-type: none"> i. maximising the role of walking and cycling as key transport modes by raising their status and promoting them as a healthy, economic, and energy efficient means of transport ii. improving the pedestrian and cyclist environment by giving them greater priority and reducing danger from the speed and volume of traffic iii. developing and maintaining safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking
<p>LTP E-2</p> <p>Walking & cycling in design</p>	<p>Highway and streetscape design, traffic management and provision of other facilities such as crossings should always take walking and cycling into account and seek to provide more permeable, attractive and safe walking and cycling environments.</p>
<p>LTP E-3</p> <p>Walking & Cycling infrastructure</p>	<p>Walking and cycling infrastructure investment will be targeted towards enhancing existing facilities and creating continuous, convenient and safe routes. These should be well signed and remove physical barriers. The design of networks should minimise the risk of crime. Cycle routes will be developed in line with prioritised Strategic Cycle Route Networks and should apply appropriate solutions following the hierarchy of cycling solutions.</p>
<p>LTP E-4</p> <p>Walking & cycling utility trips</p>	<p>Resources available for promoting walking and cycling, and making improvements to routes, will be prioritised towards utility trips (to access employment, education and services). When improving routes used purely for leisure and tourist purposes, the authorities will seek to work with other partners and identify alternative funding sources to supplement LTP funding.</p>
<p>LTP E-5</p> <p>Active travel in new development</p>	<p>New development should actively seek to be well integrated with, and not compromise, existing and proposed walking and cycling routes and facilities. The provision of appropriately located new footways and cycle routes, or improvements to existing facilities, will be expected in order to achieve this.</p>
<p>LTP E-6</p> <p>Cycle parking</p>	<p>Ample secure and convenient cycle storage facilities will be provided at key destinations such as town centres, schools, transport interchanges, retail centres, parks and tourist destinations. Businesses and other land owners will be encouraged to do the same. The authorities will ensure that appropriate cycle parking standards apply for all new development.</p>
<p>LTP E-7</p> <p>Walking / cycling and public transport</p>	<p>The authorities will work with LTP partners to increase opportunities for cyclists and pedestrians to integrate and interchange with public transport. This will be supported by:</p> <ul style="list-style-type: none"> i. enhanced direction signing, access and facilities for pedestrians and cyclists implemented at local rail, bus and coach stations ii. working with public transport operators to better accommodate the needs of cyclists, in particular on bus, train and ferry services iii. supporting the creation of cycle hire schemes (and particularly locally managed schemes) at stations, ferry terminals and at tourist / leisure locations

F	Applying smarter choices and supporting “green technology” to encourage modal transfer and low carbon travel behaviour
LTP F-1 Green travel behaviour	To encourage more sustainable travel patterns and modal shift to low carbon travel modes, a long term co-ordinated, integrated package of targeted Smarter Choices measures will be pursued. This will seek to inspire positive travel choices and raise travel awareness of public transport, active travel and smarter choices alternatives to car use, and their associated wider benefits to society including health and the environment.
LTP F-2 Transport Assessments and Travel Plans	Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents for all planning applications for development that may have significant impacts on the transport network. These should consider potential impacts on all modes of transport, including walking and cycling, the safety of all users, and impacts on the environment (including CO ₂ emissions). Travel Plans should clearly set out measures to reduce single occupancy car use, management arrangements, and quantitative targets and monitoring.
LTP F-3 Low carbon vehicle technology	The authorities will support the uptake of new low carbon vehicle technology, and support its development by local innovative businesses to stimulate the Green Knowledge Economy. Requirements for the installation of charging points and /or the allocation of car parking spaces for electric vehicles in new development will be encouraged in Local Development Documents.
LTP F-4 Sustainable tourism	Through enhanced alternatives to the car and information provision, sustainable access for tourism to, from and within Bournemouth, Poole and Dorset will be encouraged and supported with the aims of reducing carbon emissions, minimising the impact on the natural environment and supporting the local tourist industry. The management objectives of sites which are sensitive to increased recreational pressure, including Natura 2000 sites, should not be compromised and suitable mitigation and management plans will be applied as necessary.
LTP F-5 Air Quality and noise	The authorities will work with Environmental Health Officers to monitor, manage, and mitigate the impacts of noise and air pollution from transport, with a focus upon maintaining them within acceptable levels by: <ul style="list-style-type: none"> i. Ensuring effective Air Quality Action Plans are maintained for all Air Quality Management Areas ii. Addressing the First Priority Areas identified in the DEFRA Noise Action Plans

G	Creating attractive public realms and streetscapes
LTP G-1 Historic environment	Transport improvements promoted through the LTP should seek to protect, enhance and manage the rich diversity of the historic environment and landscape, including sites and features of architectural and archaeological value, and to maintain and strengthen local distinctiveness and sense of place in both urban and rural areas. This will include: <ul style="list-style-type: none"> i. seeking to ensure high standards of responsive design ii. mitigating the cumulative impact of small scale changes to the character and appearance of any designated landscape, historic area, or heritage asset and its setting
LTP G-2 Public realm and streetscapes	The authorities will aim to reduce street clutter and make streetscape improvements by seeking to use high-quality materials and street furniture to enhance the public realm and its accessibility, for all users, in ways that respond to the local context and strengthen local distinctiveness. Where feasible and cost effective, materials should be locally sourced, recycled, reused and contain low embodied carbon. The Dorset Rural Roads Protocol will be applied to minimise the impact of street furniture, signing and lining on the rural environment.

4

PUBLIC TRANSPORT ALTERNATIVES TO THE CAR

H	Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services
LTP H-1 Public transport	In close partnership with public transport operators, the authorities will seek to develop a high quality, sustainable, and accessible low carbon public transport system in Dorset which responds to current and forecast future demand, and the local needs of both residents and visitors. Enhanced co-ordination and promotion of public transport will be sought through a formalised partnership between the authorities to strengthen strategic joint governance arrangements.
LTP H-2 Bus provision	The authorities will actively seek to strengthen partnerships with the main bus operators, and further develop voluntary and statutory partnership agreements, with a focus on improving service levels and facilities, "greening" the bus fleet, and providing affordable access, for all, to key services.
LTP H-3 Quality Bus Corridors	In the urban areas, a network of priority Quality Bus Corridors will be developed. On Quality Bus Corridors, and other high frequency bus routes, priority will be given to the implementation of traffic management measures to improve the flow and reliability of buses, in the following order: signal improvements, junction improvements, bus lanes, parking / loading amendments, Traffic Orders.
LTP H-4 Park and ride	Strategic Park & Ride capacity will be developed at appropriate locations, where adequate demand exists, to assist sustainable transport movement to and from town centres. The implementation of individual sites will take into account impacts on the environment and the surrounding road and bus networks, in addition to financial sustainability. Implementation of new sites will be phased in conjunction with reviews of town centre car parking and measures to influence travel behaviour, particularly for commuter trips.
LTP H-5 Rail travel	The authorities will seek to increase the role of rail travel in Dorset, working closely with the Train Operating Companies, Network Rail and the government, including by: <ul style="list-style-type: none"> i. Improving rail stations to promote Park & Ride journeys by rail at suburban and rural stations with identified demand, and to act as a focus for other changes of transport mode ii. Seeking to improve the integration of rail with other modes of travel for both local and longer distance journeys, including connections to the wider national networks iii. Seeking to secure enhanced frequency, capacity, reliability and connectivity of the railway to meet passenger needs and enhance the role of rail freight iv. Continuing to improve access to, and facilities at, rail stations based on results of access audits, and through working with train operators to deliver Station Travel Plans
LTP H-6 Rapid transit	The authorities will promote the future development of rapid transit and develop proposals during the LTP3 period for a future Dorset Area Rapid Transit System operating in the South East Dorset conurbation.
LTP H-7 Waterborne transport	The authorities will promote and support the development of waterborne passenger transport services along the Jurassic Coast. Potential impacts on the marine and coastal environment will be avoided through mitigation and appropriate management.

I	Developing a fully integrated public transport system which is easier to use for everyone
LTP I-1 Equality	The authorities will work in partnership with relevant organisations to ensure the access needs of groups defined in the Equalities Act 2010 are met as far as practicable. This will include improving physical access to public transport services for elderly people, those with mobility impairments and families with children, and providing appropriate training to help people with disabilities to use public transport independently.
LTP I-2 Smartcards	A Smartcard based cross-modal fares system in Dorset will be developed, implemented and promoted to facilitate multi-operator, cross-modal travel and improve the attractiveness of public transport use.
LTP I-3 Travel information	In partnership with public transport operators, the authorities will ensure that high quality, accessible, and increasingly personalised travel information is available to all, covering end to end journeys involving public transport, and its integration with other modes. The type and level of information will be dependant on the context of the locality.
LTP I-4 Seamless travel	The authorities will work with LTP partners to develop seamless integration between all types of transport modes, with a focus on high quality public transport interchanges. New or improved interchanges / hubs will provide enhanced waiting facilities, information and security and will be well related to walking and cycling networks.

J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of Dorset
LTP J-1 Community transport	The authorities will seek to increase social inclusion by working in partnership with Community Transport Providers and the voluntary sector to develop a thriving community transport sector that delivers financially sustainable community based transport services for disadvantaged groups, which are well integrated with commercial public transport routes and hubs. Development of community transport across authority boundaries will be supported.
LTP J-2 Supported services	Subject to the availability of resources, and consideration of alternative solutions, the authorities will seek to support socially necessary local bus services to complement commercially provided services where necessary to maintain levels of accessibility. The performance of subsidised routes will be carefully monitored to ensure that support is appropriately targeted and value for money is achieved.

5

CAR PARKING MEASURES

K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips
<p>LTP K-1</p> <p>Parking control and charges</p>	<p>Complementary parking policies will support the vitality of the local economy but, through supply and pricing, will not undermine the use of public transport and low carbon forms of travel. Through supply and pricing mechanisms, parking policies in the urban areas and main towns will seek to:</p> <ul style="list-style-type: none"> i. reduce the attractiveness of commuter / long stay parking in the town centres ii. actively encourage the use of park and ride, public transport and other low carbon forms of travel to urban centres iii. support the wider LTP strategy and complement locational policies of development plans iv. reinforce the attractiveness and competitiveness of town centres v. take into account the needs of residents, tourists and those with mobility impairments
<p>LTP K-2</p> <p>Parking policies</p>	<p>Parking policies will, including through coordinated approaches where necessary, avoid prejudicing the strategic development aims of adjoining local authorities and have regard to the scale and nature of any competition between out-of-town developments with free parking and town centre policies.</p>
<p>LTP K-3</p> <p>Controlled parking zones</p>	<p>Controlled Parking Zones (CPZs) will be further developed as a means of effectively regulating and managing on-street parking. In and adjacent to CPZs, the following controls will be investigated and introduced where appropriate:</p> <ul style="list-style-type: none"> i. Preferential Residents Parking Schemes – including investigating the use of differential rates based on vehicle fuel efficiency and the number of vehicles within a household; ii. Pricing of on-street spaces; iii. Car parking restrictions to provide space for public transport, cycles or facilities for people with disabilities.
<p>LTP K-4</p> <p>Parking standards</p>	<p>Parking standards for new development, including for cycles, will be applied through Local Development Documents, having regard to accessibility by all transport modes, and the need to promote sustainable transport outcomes and protect highway safety.</p>

6	TRAVEL SAFETY MEASURES
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L	Applying engineering, education and enforcement solutions to create safer travelling environments
LTP L-1 Integrated road safety	An integrated approach to road safety will be adopted to reduce casualties which takes opportunities to support healthier lifestyles through promoting walking and cycling, tackle deprivation and enable neighbourhood renewal, and create quality public spaces and streetscapes.
LTP L-2 Road safety priorities	The authorities will continue to develop strategic partnership working co-ordinated through the Dorset Road Safe partnership to apply a holistic approach to casualty reduction and prevention through Engineering, Education and Enforcement, targeted towards the most vulnerable users as appropriate, and focusing upon: <ul style="list-style-type: none"> i. Pedestrian and cyclist casualties in urban areas ii. Protecting children and young people iii. Motorcycle (Powered Two Wheeler) casualties iv. Rural roads v. Poor road user behaviour vi. Illegal and inappropriate speed
LTP L-3 Prioritisation of safety initiatives	All road safety schemes will be identified based upon prioritisation of accident savings on routes, junctions, road lengths or speed limit sections, and a high priority will be given to integrating road safety within all highway maintenance schemes and schedules and other local improvement and regeneration projects.

M	Working with partners to improve community safety and security
LTP M-1 Safety and security	The authorities will work with partners, including the Police, public transport operators and Network Rail, to reduce actual and perceived safety and security concerns relating to the use of the transport network, and to reduce its vulnerability to terrorism and vandalism.

7

STRATEGIC INFRASTRUCTURE IMPROVEMENTS

N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth
<p>LTP N-1</p> <p>Strategic infrastructure priorities</p>	<p>The authorities will work together, and with relevant partners, towards the following priorities for strategic transport infrastructure in Dorset:</p> <ul style="list-style-type: none"> i. Ensuring that connections between Dorset and other parts of the UK, especially to Bristol, London, the Midlands and the North, are maintained, improved and resilient to incidents and disruption ii. Providing a step change in sustainable forms of movement within the main urban areas iii. Supporting regeneration at Poole town centre and Weymouth and Portland iv. Ensuring high quality surface access to Bournemouth Airport to support its sustainable development and expansion and promote its role as an international gateway v. Providing improved access to key employment sites vi. Providing reliable access to the ports at Poole, Weymouth and Portland and support growth in passenger and freight services vii. Supporting the role of local, national and international tourism in the sub-region, with a priority for sustainable tourism
<p>LTP N-2</p> <p>Freight connectivity</p>	<p>Working with partners, strategic network improvements will support the efficient and reliable movement of freight within Dorset whilst seeking to improve the environmental performance of the freight industry, including:</p> <ul style="list-style-type: none"> i. Supporting the role of the ports for water-based freight. The development of “hubs” in the distribution network will be sought to promote greater use of inland intermodal freight and to maintain efficient trading links with Europe ii. Maximising future opportunities to enhance the role of rail freight, including the development and expansion of rail freight terminals, particularly at the Port of Poole
<p>LTP N-3</p> <p>Funding for strategic infrastructure</p>	<p>Developer funding through pooled contribution schemes (such as the SE Dorset Transport Contributions Scheme and the Purbeck Interim Planning Framework) will be sought to contribute towards the strategic transport infrastructure identified as necessary to mitigate the cumulative impacts of planned growth in SE Dorset to 2026. This will complement other third party funding sources, including bids to central government.</p>
<p>LTP N-4</p> <p>Conditions of highway improvements</p>	<p>Major improvements to the highway network in Dorset will be progressed only if:</p> <ul style="list-style-type: none"> i. they are essential to meet the economic objectives of the plan ii. the highway scheme is demonstrated to be cost effective iii. there is no alternative proposal which could solve most of the problems at significantly less cost iv. they do not result in unacceptable impacts to the environment that can not be overcome by appropriate mitigation

<p>LTP N-5</p> <p>Working with the Highways Agency</p>	<p>The authorities will work with the Highways Agency to ensure maximal operational efficiency of the A31 / A35 / A303 trunk road network. In order to guide future development in Dorset so that its effects on the strategic highway network are minimised, the authorities will seek to ensure that the Highways Agency Memorandum of Understanding is a material consideration in the assessment of relevant planning applications and is reviewed and updated in line with new protocols.</p>
<p>LTP N-6</p> <p>Trunk road schemes</p>	<p>The authorities will work with the HA to encourage and support delivery of trunk road schemes which support LTP objectives, including through the collection of pooled developer contributions (or CIL) where appropriate. The following schemes are considered to be priorities for the LTP3 strategy:</p> <p>A31 Canford Bottom roundabout (hamburger) improvement A35 / A37 Monkeys Jump roundabout improvement (Dorchester) A31 westbound widening at Ringwood A31 Ameysford to Merley dualling</p>
<p>LTP N-7</p> <p>Major highway schemes</p>	<p>The authorities will prioritise delivery of the following major highway improvement schemes during LTP3 and funding will be sought from third parties, including pooled developer contributions (or CIL) and bids to central government:</p> <ul style="list-style-type: none"> • Poole Bridges Regeneration Initiative transport network- PBRI Core Scheme (including Twin Sails Bridge), plus associated network of gyratories and links • B3073 Parley Lane improvements (Bournemouth Airport Access)
<p>LTP N-8</p> <p>Design and construction of major infrastructure</p>	<p>Major infrastructure schemes will be subject to detailed environmental assessment at the project level including, where necessary, Habitats Regulations Assessment to consider potential impacts on Natura 2000 sites. Where schemes are acceptable, the design and construction will reflect the needs of all road users, maximise opportunities for alternative modes to the car and will minimise impacts on Dorset's high quality natural and built environment through suitable mitigation measures.</p>

Appendix D - Overview of the SE Dorset Transport Study

(This overview is the outcome of an independent study which has provided the technical evidence base for the LTP. Whilst the study's findings have been approved by each of the three authorities, the final LTP policies have been modified to reflect the concerns of local members on what is achievable up until 2026 given the current financial circumstances and the amount of developer contributions likely to be available.)

Background

The South East Dorset conurbation is the second largest centre of population in the South West, but historically it has not been the subject of the same level of strategic study which neighbouring areas have experienced. As a consequence, the evidence base and technical tools needed to secure major investments in the area's transport system have not been available. Atkins was appointed in June 2008 to undertake the South East Dorset Multi-Modal Transport Study (SEDMMTS) which was designed to identify the initiatives and interventions that would ensure the area has an excellent transport system in the future, and provide the evidence base to help secure the funding required.

The transport strategy developed within the SEDMMTS is the combination of a wide range of potential measures derived from a variety of sources. In preparing the strategy, the study has followed a step-by-step process in order to ensure that the strategy reflects the real issues across the South East Dorset area and examines the full range of potential measures before identifying and assessing an effective outcome.

The study was undertaken for , and with the active participation by the client partnership which included the breadth of organisations with a responsibility for, or an interest in, the operation of the transport network in the South East Dorset study area – the local authorities (the Borough of Poole, Bournemouth Borough Council and Dorset County Council), Highways Agency, regional bodies (Government Office for the South West, South West Regional Development Agency and South West Councils) and the Department for Transport.

Figure 1 – South East Dorset Study Area



The study worked closely with the joint team from the Borough of Poole, Bournemouth Borough Council and Dorset County Council which prepared the Local Transport Plan (LTP) for the combined South East Dorset and Dorset area for 2011 to 2026. The strategy developed by the SEDMMS forms the long term strategy for the LTP while the short term implementation plans for the two programmes were dove-tailed.

Although the study area for the strategy development has concentrated on South East Dorset, many of the issues and the resulting measures have a wider general applicability and hence are appropriate for the Dorset area as a whole and were therefore included within the wider LTP.

The seven stages within the strategy development process reflect the need to use a systematic approach to the identification of potential strategy measures which are designed to resolve the specific problems and issues identified for the area. At the same time, a strong evidence base was assembled during the study, predominantly through the development of a comprehensive strategic transport model, but also by preparing a baseline report which documented the principal characteristics of the transport network and its operation in the study area. The development of the transport model formed a significant element within the overall £2.3million budget for the study and therefore represents a major investment in an evidence base that would assist the South East Dorset local authorities in achieving funding from central government for transport improvements in the future, including through the Local Sustainable Transport Fund. The investment in the study must be seen in the context of the long term investment requirements for the area and the opportunities to secure significant levels of funding from central government. To achieve this, the transport model has been developed in line with the standards specified in the government WebTAG guidance for multi-modal models, with which it is fully compliant.

The SEDMMS transport model comprises a suite of modules which have been developed for the study with the principal components of:

- a highway model representing vehicle-based movements across the sub-region for a typical 2008 morning peak hour (0800 – 0900), an average inter-peak hour (1000 – 1600) and an evening peak hour (1700 – 1800);
- a public transport model representing bus and rail-based movements across the same area and for the morning and evening peak and inter-peak time periods; and
- a five-stage multi-modal incremental demand model that considers the impact on frequency choice, main mode choice, time period choice, destination choice, and sub-mode choice in response to changes in generalised costs across the 24-hour weekday period.

The transport model was developed following an extensive data collection and processing exercise, involving a survey programme was formulated to infill where required, namely:

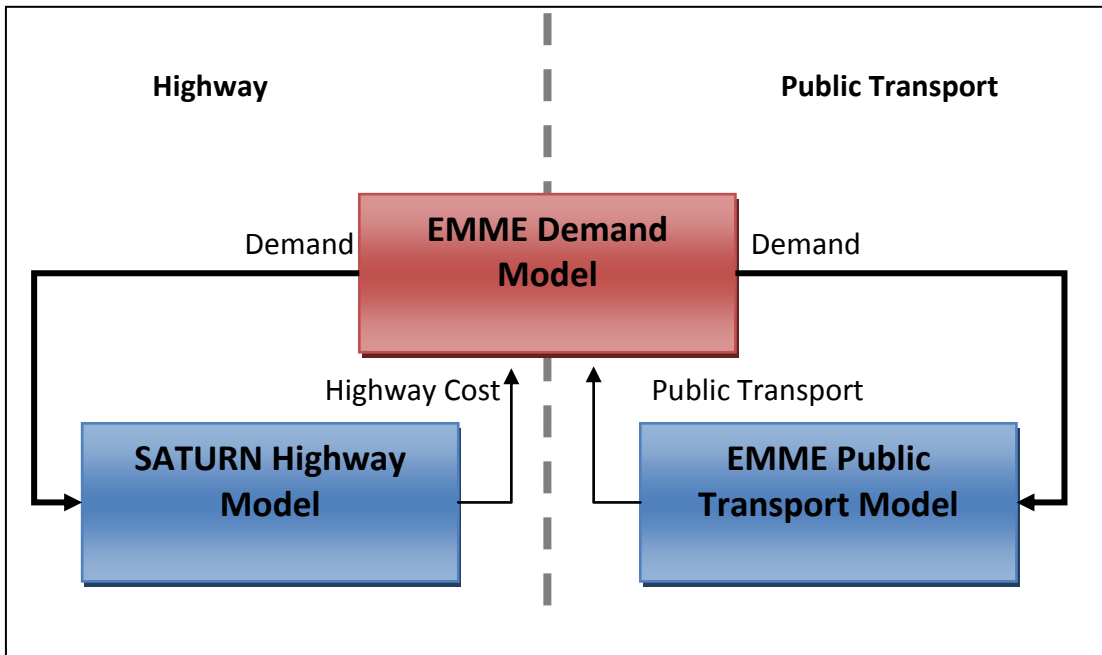
- roadside driver interviews (including automatic number plate recognition technology) and classified vehicle counts;
- journey time surveys;
- car park surveys;
- workplace interviews; and
- public transport surveys (bus and rail) and counts.

To minimise the number of new surveys, extensive use was made of existing data from a number of sources:

- school travel database;
- Wayfarer ticket data from bus operators;
- rail ticket sales data;
- earlier public transport passenger and car driver surveys; and
- bus real-time passenger information database – a dataset of actual bus travel times, provided for most services within the study area.

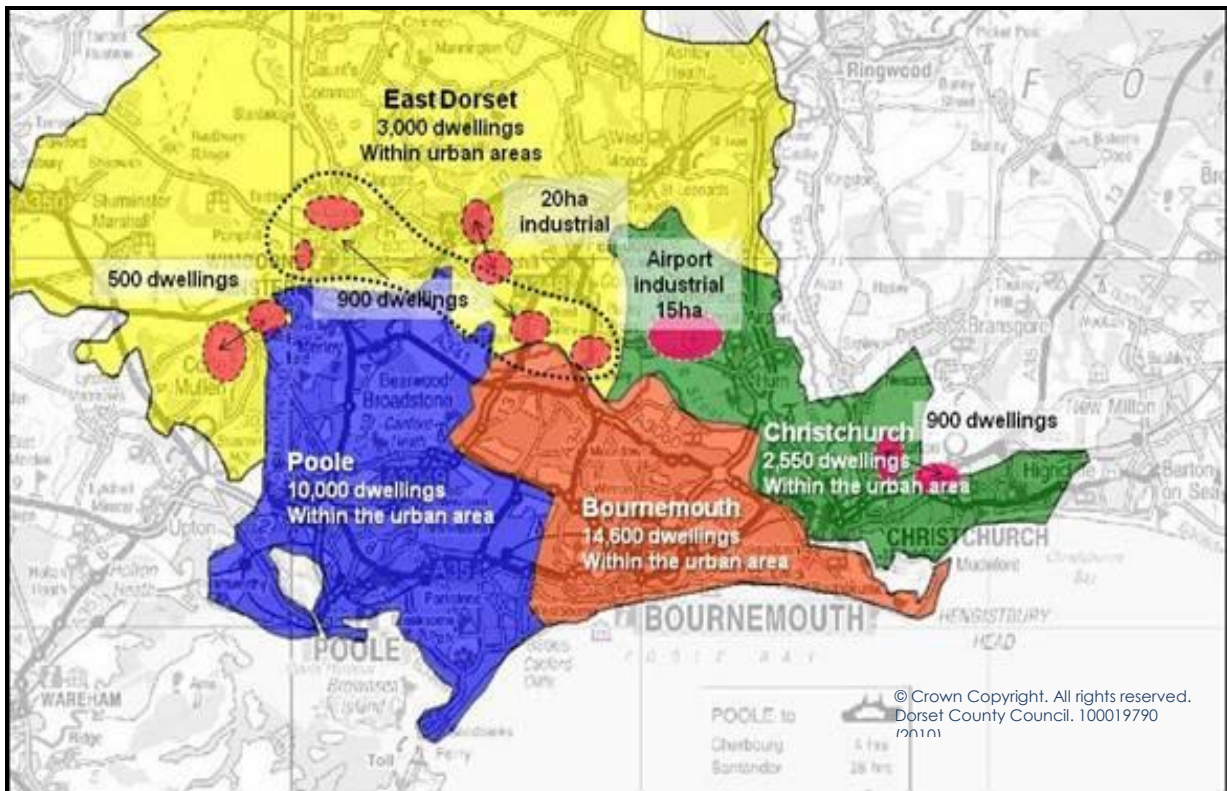
Particular care and attention to detail was followed in the amalgamation of the data from such a wide variety of sources in order to ensure that the strength and precision of each data source was retained.

Figure 2 – Transport Model Components



Although the base year for the model is 2008, its main function is to forecast future changes to the transport system by 2026 taking into account the projected increases in population and employment in the area. Figure 3 summarises the locations of the main growth in dwellings and employment to 2026

Figure 3 – Growth in Dwellings and Employment 2006 to 2026



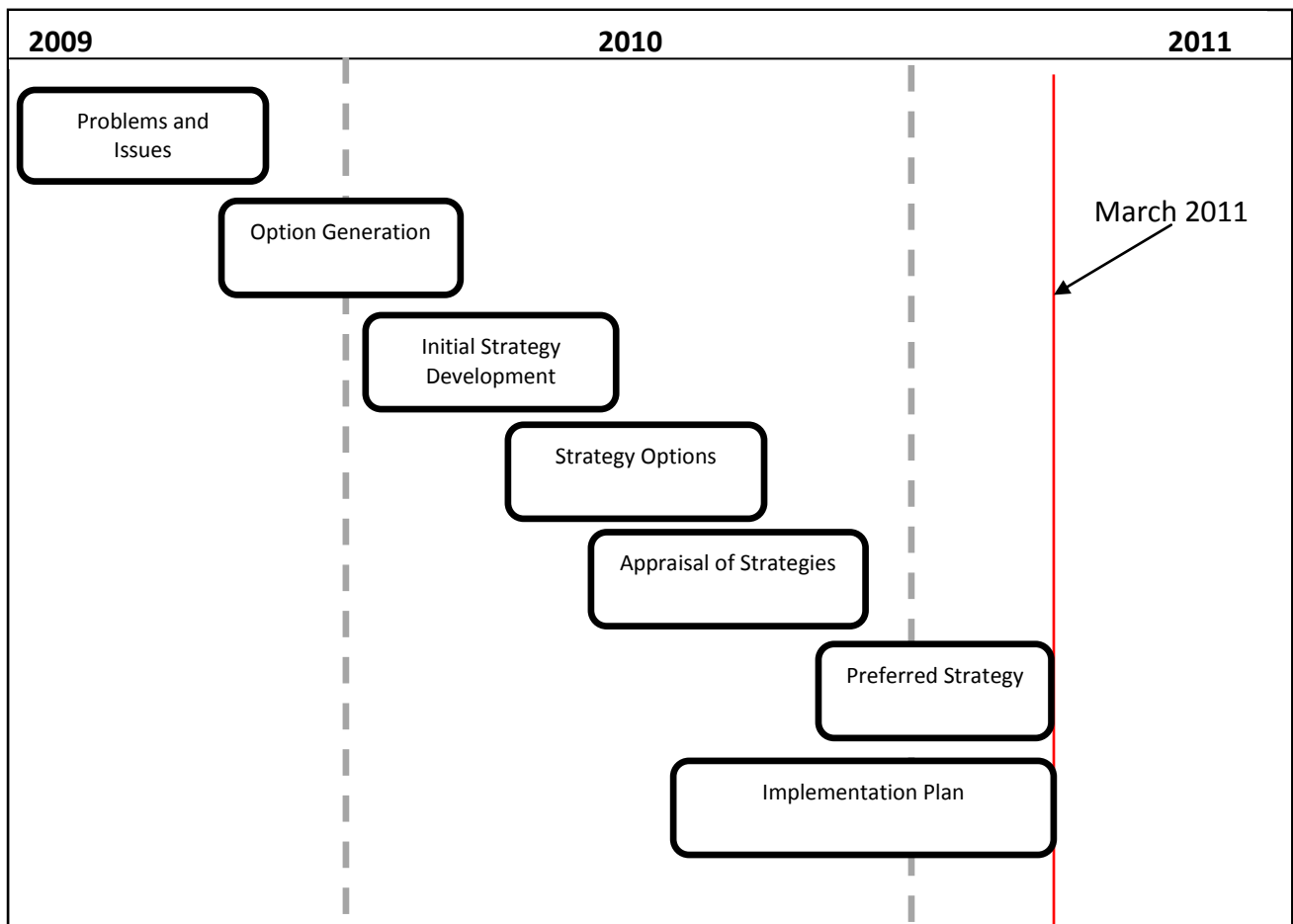
Development of the Transport Strategy

The development of the recommended transport strategy was directed towards achieving the strategy objectives, which may be summarised as:

- supporting national economic competitiveness and growth;
- tackling climate change;
- contributing to better safety, security and health;
- promoting greater equality of opportunity;
- improving the quality of life and promoting a healthy natural environment;
- being affordable; and
- being capable of implementation.

The transport strategy development process is shown in Figure 4, and consists of seven key stages.

Figure 4 – Outline of Transport Strategy Development Process



The seven stages in the study's strategy development process comprised:

- **Stage 1 (Problems and Issues)** – combined a review of current transport policy; a major consultation exercise involving local authority members and officers, the stakeholder group, local transport interest groups and the general public to understand the local perceptions of the problems and issues; and the application of the transport model to establish the forecast future travel demand and the location and magnitude of future problems and issues;

- **Stage 2 (Option Generation)** – the range of potential measures to resolve the problems and issues emerging from Stage 1 were identified from a range of sources, including: earlier studies; the results from the Stage 1 consultation; discussions with transport providers; research by the study team; and outputs from the transport model;
- **Stage 3 (Scenario Testing)** – explored the impact of potential components of the transport strategy by identifying a series of measures to be assessed using the transport model, with the measures being formed into a series of themes, each representing a different emphasis (committed schemes with a similar level of investment achieved in recent years; significant public transport improvements with extended greener choices; more ambitious public transport measures with greener choices; and extensions to the highway network with demand management);
- **Stage 4 (Strategy Options)** – used the transport model to assess the themes from Stage 3, followed by further consultation with local authority members and officers, the stakeholder group, local transport interest groups and the general public in order to establish their reactions to the potential measures;
- **Stage 5 (Appraisal of Strategies)** – the preferred strategy components from Stage 4 were assembled into four alternative strategies which were then assessed using the transport model to identify their performance against the study’s objectives, including the application of the Department for Transport’s Strategic Appraisal Framework to ensure that all relevant criteria were taken into account;
- **Stage 6 (Preferred Strategy)** – the preferred strategy emerged from a combination of the technical work undertaken in Stages 1 to 5, and represents a package of measures which form the basis for a further range of consultation prior to being finalised for formal adoption. While the strategy concentrates on a principal time horizon of 2026, in line with LTP3, the measures are disaggregated between short, medium and long term timescales; and
- **Stage 7 (Implementation Plan)** – running concurrently with Stage 6, the preparation of the implementation plan and programme included identifying the outline costs for the strategy components, with the potential funding sources, and developing an overall implementation programme for the schemes, with the short term measures feeding directly into the LTP3.

Consultation formed a major element within the strategy development process, with active engagement of local authority members and officers, key stakeholders and the general public. Major consultation events occurred in Stages 1, 4 and 6 and involved the preparation of a leaflet which outlined the aims of the particular stage of consultation and sought contributions through the completion of a carefully designed questionnaire. Copies of the leaflet were made available extensively across the area including in libraries, hospitals, public building, supermarkets, etc. In addition, throughout the duration of the study, a website was maintained where the consultation material was made available and the questionnaire could be completed on line. Specific meetings were held with the Strategy Advisory Group (formed by Partnership representatives, local authority members and officers) and the Wider Reference Group (comprising representatives of organisations with an interest in the operation of the transport network in the South East Dorset area). These meetings included detailed discussions of the issues associated with each stage of the consultation. The outcomes from the consultation played a direct role in the development of the study’s final strategy.

Content of the Transport Strategy

The development of the transport strategy inevitably represents a compromise between a range of competing alternative directions which influence the scale and content of the strategy (Figure 5), including:

- short and long term measures – although the overall horizon for the strategy development within the study looks forward as far as 2026, **there are problems across the transport system which exist at the moment and need to be resolved immediately;**

- containing a vision for the future which at the same time **includes practical measures designed to deal with specific issues;**
- taking into account the **short and long term changes to land uses**, particularly the planned significant new housing and industrial developments which could have a marked impact on the volume of travel demand within the vicinity of individual developments or perhaps, depending on the scale, further afield;
- reflecting the **current uncertainties about the economic climate** and the associated constraints on central and local government finance while taking a realistic position about the **likely availability of finance from a range of sources in the future;**
- with the recent change in central government, announcements by Ministers have indicated **likely changes to government policy**, particularly in relation to the availability of funding for measures, the types of scheme that are likely to receive support, the specific appraisal requirements and the scheme approval process – flexibility is therefore required in the contents of the strategy in order to **reflect the changing government requirements;**
- as well as existing government policy, the **strategy would be developed within the current legislative framework** and any elements should not require changes to legislation;
- taking into account that the need to travel is based on a complex range of circumstances and therefore the solutions to problems across the transport system may include **measures outside the transport sector** as well as within it;
- although the partnership group for the transport study includes the three local authorities within South East Dorset and the Highways Agency, which between them are the relevant transport authorities for the area, there are nevertheless **significant aspects of the transport system in South East Dorset which are outside their direct control**, e.g. elements of the bus and rail system; and
- the operation of the transport system within South East Dorset is influenced by the highway and public transport networks outside the area – the **connections to the west, north and east have an impact on travel within South East Dorset**, although there are limitations to the influence that the study partners can have on the network beyond their boundaries.

Many of these features highlight the need for the strategy to be flexible in being able to respond to possible changes in areas such as the policy framework, funding, and legislation that currently underpin its contents. To maintain the flexibility, there is merit in considering the strategy as a 'live' document which is regularly reviewed and updated to reflect the changing circumstances. In this way, the transport strategy would mirror the LTP3 itself.

Figure 5 – Influences on the Transport Strategy



The contents of the strategy developed during the study are summarised in Figure 6 (short and medium measures to 2020), Figure 7 (long term measures to 2026) and Figure 8 (measures beyond 2026). In considering the contents of the strategy, it is important to distinguish between those measures which are recommended for implementation and those which would be outside the responsibility of the client partnership and hence cannot be formally implemented by them; these measures are therefore supported by the study. For some measures, the allocation to short, medium or long term implementation is provided as a guide; an indicative implementation plan has been developed which will need to be refined as the individual measures are progressed, taking into account a range of factors not the least of which will be the availability of funding. Due to the uncertainties with the major scheme funding process, and hence the speed with which new major schemes may be progressed, together with the progress with housing and industrial developments, there is the possibility that the situation represented by the 2026 strategy may actually occur beyond that date. As a result, the full transport strategy should be considered to reflect a level of development rather than a specific year, and a distinction is made between measures likely to be achieved before 2026 (Figure 7) and those measures to be implemented after 2026 (Figure 8).

Figure 7 – Strategy Long Term Measures to 2026

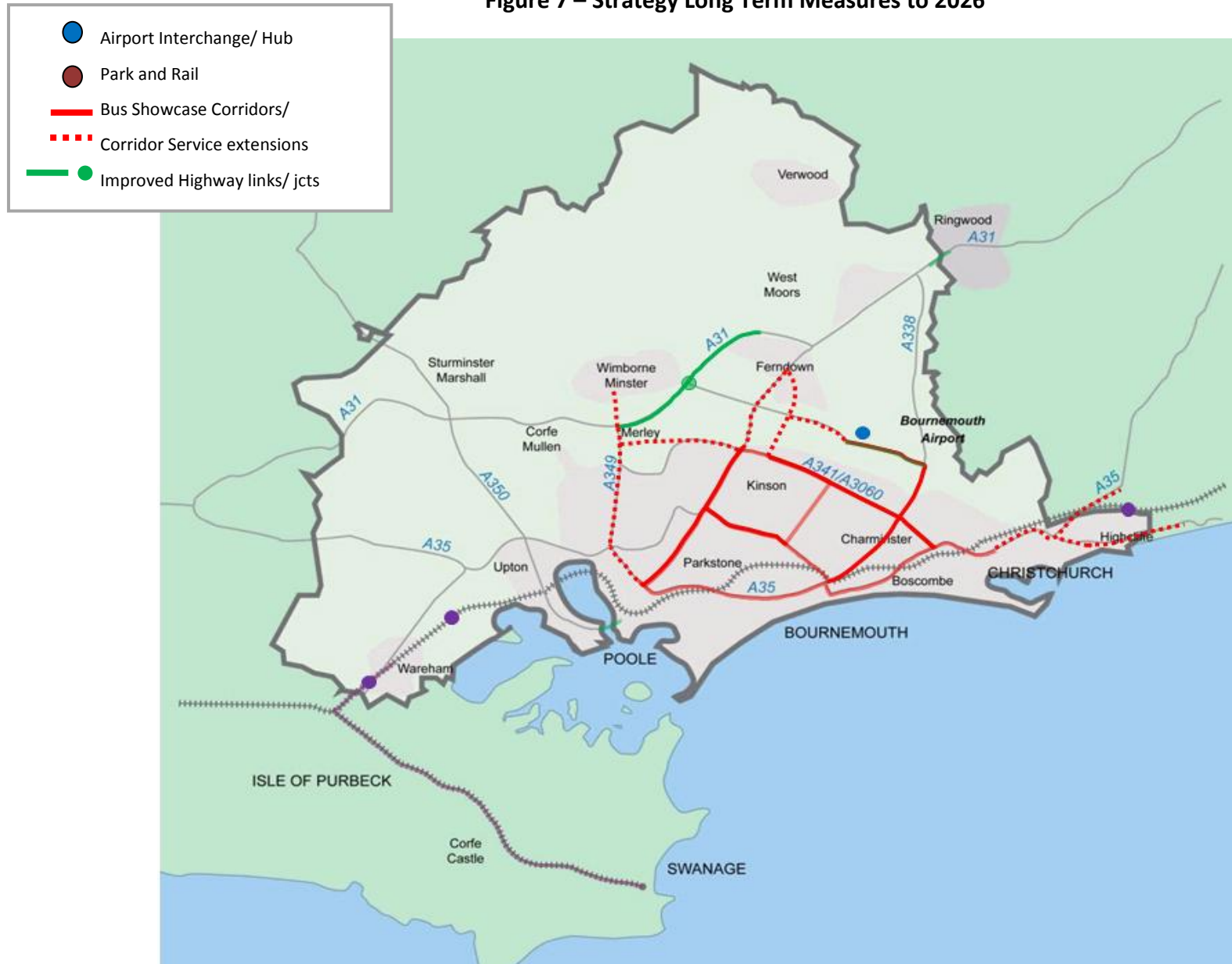
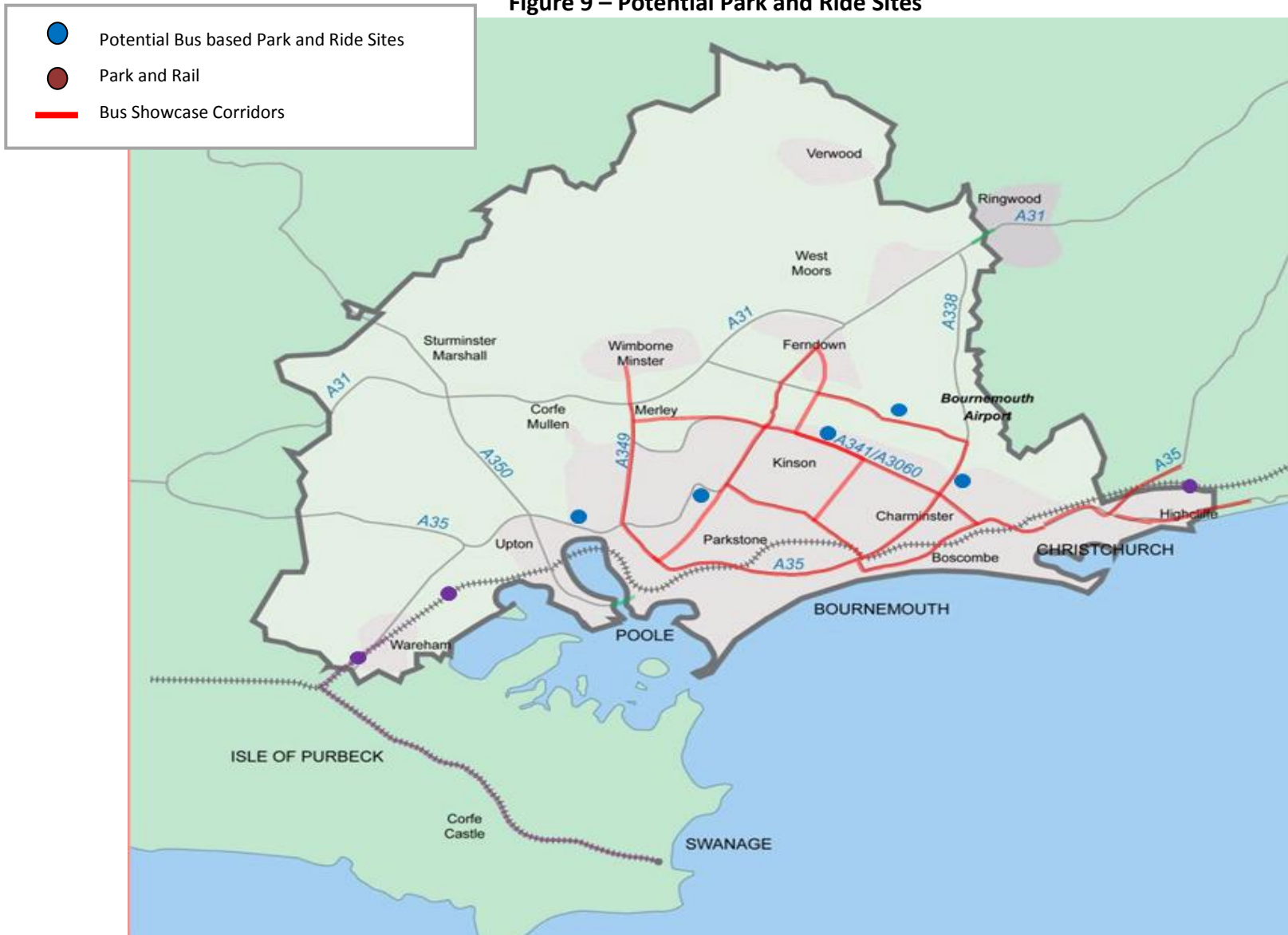


Figure 8 – Strategy Long Term Measures beyond 2026



Figure 9 – Potential Park and Ride Sites



Cycling, walking and smarter/greener choices

In an environment where financial resources for investment in transport are limited, a strategy in which the emphasis is on the more effective use of existing resources becomes more prudent. At the same time, where small-scale measures to improve cycling and walking can be brought forward, there is the opportunity to influence modal choice in favour of more sustainable modes. Furthermore, improvements to walking and cycling facilities and the expansion of smarter choices to make more effective use of existing infrastructure were given strong support within the consultation, reinforcing the importance of these measures.

The development of the strategic cycle network is key to providing continuous routes between significant trip generators and destinations (e.g. residential areas with employment) and encouraging a mode shift to cycling. The strategic cycle network would provide links to town centres, rail stations, Bournemouth University, the Port of Poole, Bournemouth Airport and major employment centres. This will involve addressing gaps in the existing network and improving the road environment for cyclists. Links would also be provided from the strategic cycle network to recreational routes, including links to green spaces and corridors. New cycle and pedestrian bridges will help to reduce severance and provide more direct routes. New/improved secure cycle parking will reduce fears of cycle theft, which makes some people reluctant to cycle. The feasibility of a cycle hire scheme at key locations, e.g. railway stations, beaches, etc should also be explored.

In parallel with improvements for cyclists, benefits for pedestrians would be achieved through measures including enhanced facilities in town centres (incorporating public realm enhancements), footpaths, crossings, signing, lighting, etc. Outside town centres, by working with local residents, it will be important to identify pedestrian links where changes to lighting, street furniture, etc can enhance existing routes and increase pedestrian activity.

Smarter choices have been shown to be an effective approach of influencing the level of private car use and increasing the take-up of more sustainable modes, without incurring major new infrastructure. However, introducing smarter choices is not without costs for the local authorities with the need to reallocate staffing and other resources to achieve an effective control of the different smarter choices initiatives.

In order to ensure that South East Dorset residents are fully aware of the range of alternatives available for their usual journeys and to enable them to select sustainable options, a programme of personalised travel planning (PTP) should be initiated by the local authorities as the focus for their smarter choices activities. Although including some improvements to facilities, the objective of PTP is to make better use of existing resources. To achieve this through PTP, the local authorities would need to set up and train a dedicated team which would follow a programme of contacting residents to highlight to them the alternative ways in which they could make their current journeys, emphasising the more sustainable and cost effective options. The application of PTP elsewhere in the country has achieved significant reductions in car use and changes in the use of alternative modes.

There is the opportunity to gain significant benefits by working with major employers to develop travel plans which reflect the opportunities for cyclists and promote integrated measures. Further work will be undertaken with schools, colleges and the University to introduce/update travel plans and deliver cycle improvements.

The smarter choices framework encompasses a variety of initiatives, often with a different emphasis, although at the same time with the potential for a degree of overlap between them. They could include:

- origin-based travel plans and measures:
 - residential travel plans,
 - car clubs,
 - car sharing.
- destination-based travel plans and measures:
 - workplace travel plans (including employer-led car share schemes),
 - teleworking and teleconferencing (as part of workplace travel plans),

- school travel plans,
- leisure travel plans,
- rail station travel plans and access to stations.
- information and marketing:
 - public transport information and marketing,
 - travel awareness campaigns (including promoting car sharing, etc).

The combined impact of the varied smarter choices elements would be effective in influencing the mode choice and the volume of travel. However, this requires **active** implementation of the measures rather than passive or token reference to them. The experience from the London Borough of Sutton has been that, if sufficient resources are devoted to smarter choices, in terms of staff resources, materials, equipment, publicity, etc then a significant impact may be achieved in changing the behaviour of the travelling public. Furthermore, the resources would be required on a continuing basis in order to ensure that smarter choices initiatives are updated to react to the changing circumstances, so that as new companies are formed or move into the area, new residential developments are completed, people change job or move home, the appropriate travel plans or smarter choices measures are updated. In recognition of the benefits, the local authorities would therefore need to achieve a reallocation in resources to planning, implementing, monitoring and reviewing the smarter choices.

Non-transport policy measures

An increasing interest and attention is being paid to the impact of policy measures outside the immediate transport sector which could nevertheless make a significant contribution to reducing the general level of travel across the South East Dorset conurbation and the use of individual modes, particularly sustainable modes. This reflects a growing awareness of the wider implications of policies on travel behaviour. Central Government is placing increasing emphasis on the wider policy implications on transport of broader measures. The study has therefore reviewed the emerging policy measures and identified those which have the potential to have a significant impact on travel behaviour in South East Dorset. In considering the impacts of non-transport policy measures, attention is concentrated on those measures that are under the direct control or influence of the study's client partnership, particularly the local authorities.

Land use and planning

Within the time horizon of the strategy, South East Dorset is projected to experience a significant increase in homes and jobs through a range of new developments. The location and form of these developments can have a significant impact on travel patterns. In line with current planning policy, new developments should be located where they have (or can potentially provide) access through a range of modes of transport, especially sustainable modes. Hence, the developments should be located close to public transport corridors and/or be planned so as to encourage walking and cycling for shorter distance journeys.

Large-scale developments should include a mix of different land uses, including residential areas, employment opportunities and local services to reduce the need to travel and enhance the potential use of sustainable modes. These local services would include schools, health centres, community and leisure facilities as well as local shops, post offices, etc. Clustering the range of services together can generate benefits in reducing the overall need to travel, shortening the length of journeys required to reach the facilities and broadening the range of potential modes. The local centres could also include a range of measures to promote the use of sustainable transport, many of which form part of the smarter choices category, including public transport information, personalised travel planning, electric vehicle charging points and drop off/pick up points for deliveries.

Cooperation between companies could be increased in making office space, meeting rooms, etc available to other companies or individuals (although for a charge) and therefore potentially reducing the amount of travel. The local authorities could be the catalyst for increased activity by creating a database of organisations offering and seeking these facilities.

Digital Connectivity

Digital connectivity includes technological solutions which provide the opportunity for individuals and organisations to:

- work from a variety of locations outside the normal office base, particularly at home;
- access a range of services from a variety of locations; and
- communicate with clients, business associates and partners without travelling to meet them.

By supporting and encouraging a comprehensive network of 'super-fast' broadband and the establishment of work hubs, the local authorities would promote increased local working and reduce the need for travel. This opportunity could be further increased through an expansion of community hubs in local buildings such as post offices, pubs and community centres.

As part of this, the wider availability of internet connections through the provision of Wifi at public transport interchanges (rail stations, bus stations, etc) and on trains could encourage the use of public transport journeys.

Education and skills

Although smarter choices includes school travel plans, the coverage of these plans is almost at saturation level and hence other opportunities are required to influence sustainable travel to schools. These could include:

- the staggering of school opening and closing hours;
- changing the school selection process (especially for secondary schools) so that students are more likely to attend a school close to home;
- provide guidance to parents and students during the selection process to highlight the sustainable travel implications of their choice of school; and
- increase the use of school buildings within the community to increase the volume of local activities and reduce the amount of travel.

Beyond schools, the wider enhancements of skills through retraining could contribute in some sectors to the narrowing of skills gaps and a reduction in the levels of in-commuting to the area in order to resolve skills shortages. By shortening commuting distances, the potential for sustainable travel is generally enhanced.

Health

The linkage between travel and health is gaining increased prominence and therefore elements within the overall strategy which encourage greater walking and cycling will create health benefits. However, there are changes that can be made to the provision of health services which can contribute to the effectiveness of transport measures, including changes to visiting hours at surgeries, clinics and hospitals; increased health education; and greater use of technology to avoid/reduce travel to hospitals and surgeries.

Public transport

Improvements to public transport provision form a key element within the transport strategy for South East Dorset. They comprise a wide range of improvements across a number of public transport sub-modes and include changes to both infrastructure and operations. The extent of measures within the emerging strategy includes:

- Creation of an **integrated transport authority** to progress and administer some of the proposals.
- **Bus Showcase Corridors** – large-scale series of measures designed to improve bus journey times and reliability along key corridors, initially on A35 Poole to Christchurch and North Bournemouth (Wimborne Road, Whitelegg Way, Redhill Avenue, Boundary Road, Talbot Road) and then subsequently on other key corridors including Wallisdown Road, Ringwood Road (Poole), New Road, Gravel Hill/Waterloo Road, including links with other public transport improvements:

- bus lanes and/or High Occupancy Vehicle (HOV) lanes;
 - bus pre-signals;
 - bus priority at signals/SVD (selective vehicle detection)/AVL (automatic vehicle location) in conjunction with Urban Traffic Control (UTC) systems – possibly operating only when a bus is delayed against its timetable,
 - relocation/rationalisation of parking where parking is causing delays, or removal where no alternative location can be found;
 - improvements to bus stops, including bus boarders, raised/accessible kerbs, and some relocation of stops;
 - changes to traffic lanes;
 - restrictions on turning movements;
 - redirection of general traffic onto other routes – primarily use of Boundary Road for north-south traffic movements rather than Wimborne Road; and
 - impacts could be enhanced by increased enforcement, better real time passenger information, new buses, increased frequency of services, marketing and publicity.
- **Bus services** – series of improvements designed to extend the coverage of bus operations within the conurbation:
 - express bus services to Poole and/or Bournemouth from Wimborne, Ringwood, Ferndown, Verwood, and Bournemouth Airport;
 - improved north-south routes;
 - improved links to major industrial areas, e.g. Uddens/Ferndown, Bournemouth Airport;
 - better links to Bournemouth Hospital from Bournemouth town centre and west Bournemouth.
 - **Community transport/demand responsive transport** – especially serving areas outside the main conurbation;
 - **Interchange** – improved interchange, especially between bus, rail and coach, between bus services in town centres and out-of town facilities e.g. an Interchange/Hub at Bournemouth Airport;
 - **Real time passenger information** – more accurate and more widely available real-time passenger information with display screens containing departures by all public transport modes located in principal buildings including stations, shopping centres, libraries, hospitals and major offices;
 - **Fares and ticketing** – containing a series of initiatives designed to ease the payments by passengers (especially for multi-operator or multi-mode journeys), and speed up boarding times, moving ultimately towards a Smartcard/Oyster card type of operation;
 - **Rail:**
 - reconnecting the Swanage rail line to the main line at Wareham incorporating new/reopened stations, Park and Rail, with necessary signalling enhancements as part of the Network Rail Poole to Wool scheme;
 - increase to the frequency of local rail services within the study area – from Wareham to Brockenhurst;
 - improve Park and Rail at existing stations, e.g. at Wareham, Holton Heath, Hinton Admiral;
 - improve access, parking, walking/cycling link at all stations.
 - **Rapid transit** – Dorset Area Rapid Transit (DARTS) between Christchurch and Hamworthy/Poole with a new off-line town centre section between Westbourne and Bournemouth Interchange:
 - split into two sections (Christchurch to Branksome and Boscombe to Hamworthy/Poole); and

- further work is required to clarify a number of operational issues with the scheme being operational after 2026.
- **Park and Ride** – series of new Park and Ride sites with links to Bournemouth and/or Poole town centres to be implemented in phases (see figure 9 above):
 - Phase 1 (up to 2020): Bournemouth Airport Interchange/ hub, Park and Rail - Hinton Admiral, Holton Heath and Wareham
 - Phase 2 (post 2020): Implementation dependent upon future circumstances and demand, and the success of other elements of the public transport improvements; Mannings Heath to Bournemouth and Poole, North of Bournemouth to Bournemouth and Poole, Riverside Avenue to Bournemouth and Creekmoor to Poole – these schemes could emerge after 2020 in line with town centre developments.

Highway improvements

Enhancements to the highway network range between techniques designed to help make better use of the existing infrastructure, local junction improvements, widening of existing roads and the construction of new road links.

In addition to resolving the main congestion problems, both now and in the future, where relevant the schemes include elements designed to integrate with other transport improvements, such as public transport priority improvements in the Bus Showcase Corridors, introduction of High Occupancy Vehicle lanes (HOV), etc.

In this way, the emphasis is on the movement of people, across a number of modes, rather than purely vehicles. At the same time, some of the measures listed under the public transport heading will have impacts on the highway network with associated schemes, particularly in the longer term e.g. DARTS. Also parking issues are considered under the heading of demand management.

The range of highway measures extends from short term measures through to more extensive longer term improvements, with significant new construction. The strategy assumes that immediate highway improvements associated with the currently under construction Twin Sails Bridge would be completed in the short term.

- elements of the **intelligent transport system** (ITS) strategy, including:
 - combined traffic control centre for the three local authorities;
 - extended variable message signing, including routeing/congestion issues and availability of parking spaces;
 - improved driver information;
 - availability of online travel information on local authority websites.
- **traffic management:**
 - junction enhancements – variety of detailed junction improvements at key junctions, extending from changes to traffic signal settings, changes to priorities, etc, e.g. at Stony Lane, Fountains, Ensbury Park gyratory, County Gates, etc;
 - parking capacity and charging in town centres;
 - revisions to on-street parking, particularly on Bus Showcase Corridors;
 - local traffic calming schemes including 20 mph home zones;
 - introduction of HOV lanes (potentially on B3073 corridor);
 - coordination of road works using permit system;
 - inclusion of powered two wheeled vehicles in bus lanes;

- **new highway schemes (before 2026):**
 - completion of the Twin Sails Bridge (under construction);
 - Poole Bridge Regeneration Initiative highway improvements;
 - Canford Bottom junction improvement – ‘hamburger’ junction;
 - A31 westbound widening at Ringwood;
 - B3073 widening between Blackwater junction and Chapel Gate, including alterations to Blackwater junction;
 - A31 dualling between Ameysford and Merley ;
- **new highway schemes (post 2026):**
 - new east-west link between B3073 Chapel Gate /A341 Magna Road /A31 Canford Bottom;
 - A338 widening between B3073 Blackwater and A3060 Cooper Dean junctions.

The combined introduction of the variety of highway infrastructure measures provides an increase in the total capacity available across South East Dorset in the horizon year of 2026. However, with the significant increase in demand for travel by 2026, even with the highway improvements, there are nevertheless residual levels of congestion that would remain. It is not prudent or viable to endeavour to resolve all future levels of congestion by increasing highway capacity. In addition to improvements to public transport, smarter choices, walking, cycling, etc which are designed to offer alternatives to the private car for many journeys, a range of demand management techniques have been considered to reduce the demand for private vehicle travel and thereby reduce congestion.

Demand management

Although the smarter choices measures and public transport improvements will have an impact on the use of sustainable modes, the level of mode split and hence the volume of congestion on the South East Dorset road network, it is expected that additional measures would be required in order to further influence the decisions on the choice of mode. A number of potential demand management measures were identified and the following were included in the strategy:

- an increase in long stay town centre parking charges, at levels above inflation; and
- a reduction in the number of long stay spaces available to commuters within town centre car parks, on street and in new developments.

In the event of Park and Ride sites coming forward, the changes in charging levels and parking capacity in the town centres would be linked with the introduction and charging levels for Park and Ride sites, with a need to maintain a balance between them and to ensure the effectiveness of the Park and Ride sites. At the same time, changes to the parking capacity could enable the redevelopment of car parks in town centres.

Specific freight measures

Many of the highway and traffic management improvements will benefit the operation of freight services as well as general traffic. However, specific further measures to enhance freight operations would be included, particularly as part of the Freight Quality Partnership. Specific aspects which should be progressed include specific lorry routes and other driver facilities, including a new lorry map covering the study area. There should also be further investigation of the potential for a freight transshipment facility on the edge of the conurbation to permit the consolidation of loads and the reduction of freight vehicles entering the town centres.

Performance of the resulting Strategy

At each stage in the strategy development process, the contents of the overall strategy and the principal individual components were assessed against a number of criteria identified in the government New Approach to Appraisal. Particular attention was given to the impact of the individual measures in changing the choice of mode across the study area and level and location of congestion. Wider appraisal considered the impact on a range of environmental criteria, and changes to the levels of accessibility and safety of travel across the transport system.

The overall impact of the both the ‘full’ and 2026 strategy against the 2008 base and 2026 Do Minimum, measured by key indicators is shown in the following figures:

- the change in the volume of morning peak trips and mode split (Figure 10)
- the carbon emissions by area (Figure 11)
- total delay on the highway network during morning peak (Figure 12)

Figure 10 highlights that for the morning peak period the number of car trips in 2026 with the preferred strategy is similar to the corresponding level for 2008. This contrasts with the increase in car trips in the 2026 Do Minimum as a result of the growth in housing and employment detailed earlier. At the same time to mode split for car falls from 91% in 2008 to 86% in strategy. Looked at another way, the proportion of public transport trips in the morning peak rises from 8.6% in 2008 to over 13% with the 2026 strategy, an increase of 60%.

Figure 10 – AM Peak Mode Split and Total Trips

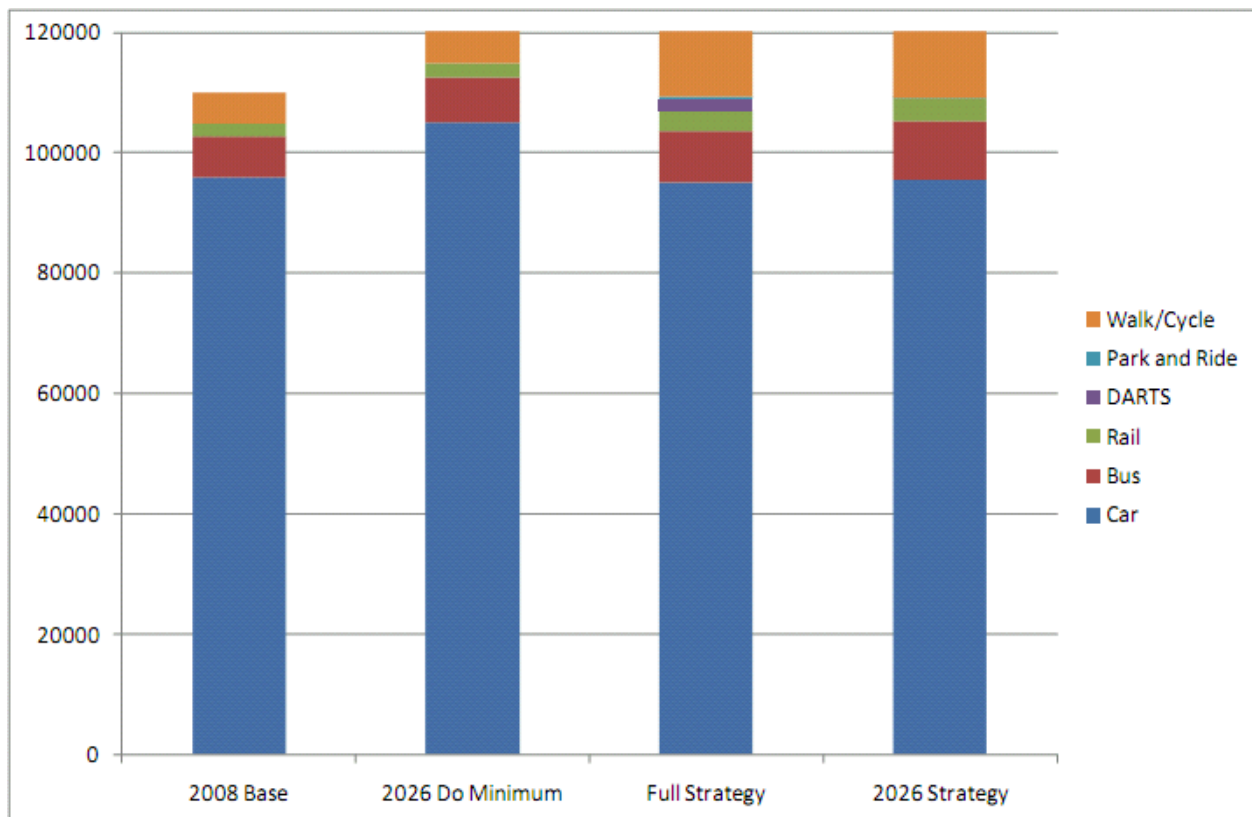
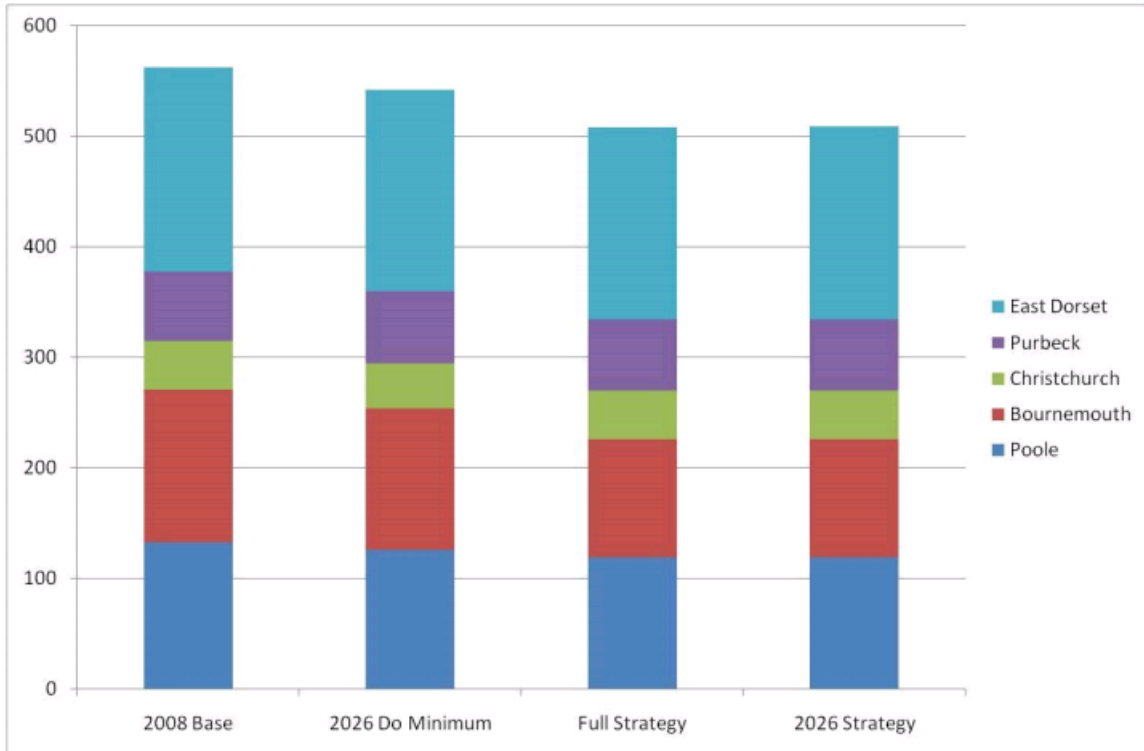


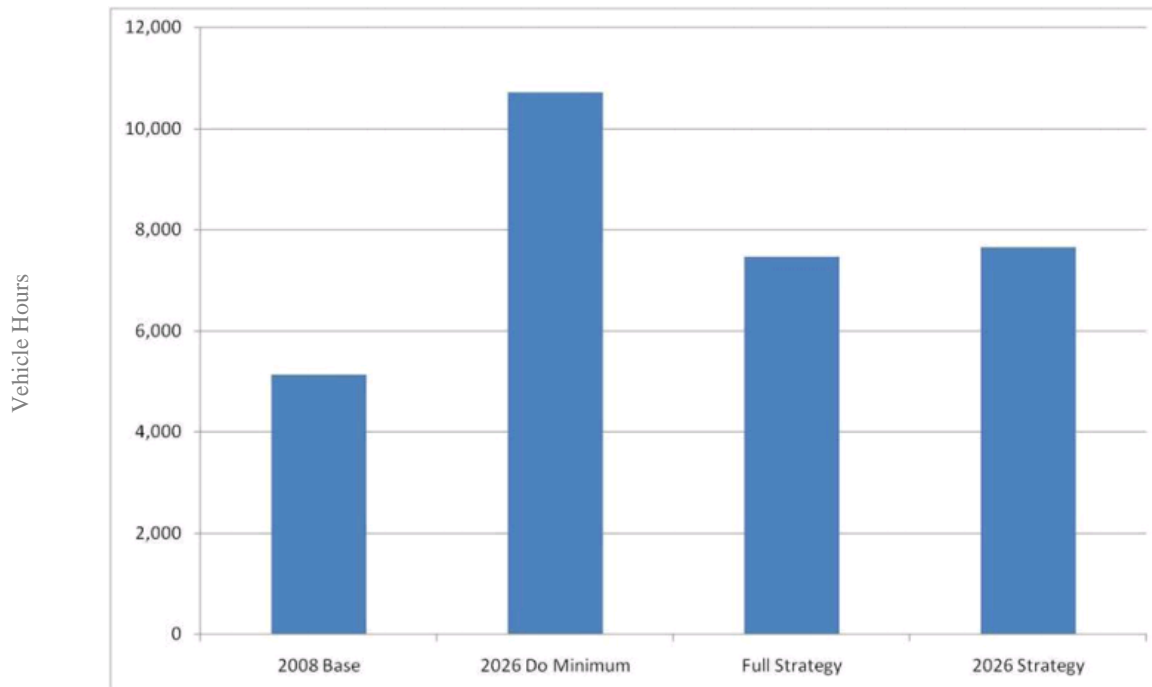
Figure 11 illustrates the annual vehicular carbon emissions by area. This demonstrates that carbon emissions are predicted to reduce due to cleaner and more efficient engines and uptake of electrical vehicles. With the strategy further reductions can be achieved due to the increased uptake of cycling, walking and public transport.

Figure 11 – Annual Vehicle Carbon Emissions by area (K Tonnes)



East Dorset contributes the greatest share of carbon emissions, partly due to the A31 trunk road and partly due to higher levels of car ownership and use across the District. The highest reductions in carbon emissions are predicted in Bournemouth as a result of this area having the greatest potential transference to more sustainable modes.

Figure 12 presents the variation in the total delay across the highway network. This highlights the significant rise in delays between 2008 and the 2026 Do Minimum increasing by 109% in the morning peak as a result of the growth in housing and employment. The strategy produces a marked reduction in the growth in the peak periods – less than half the increase in the Do Minimum.

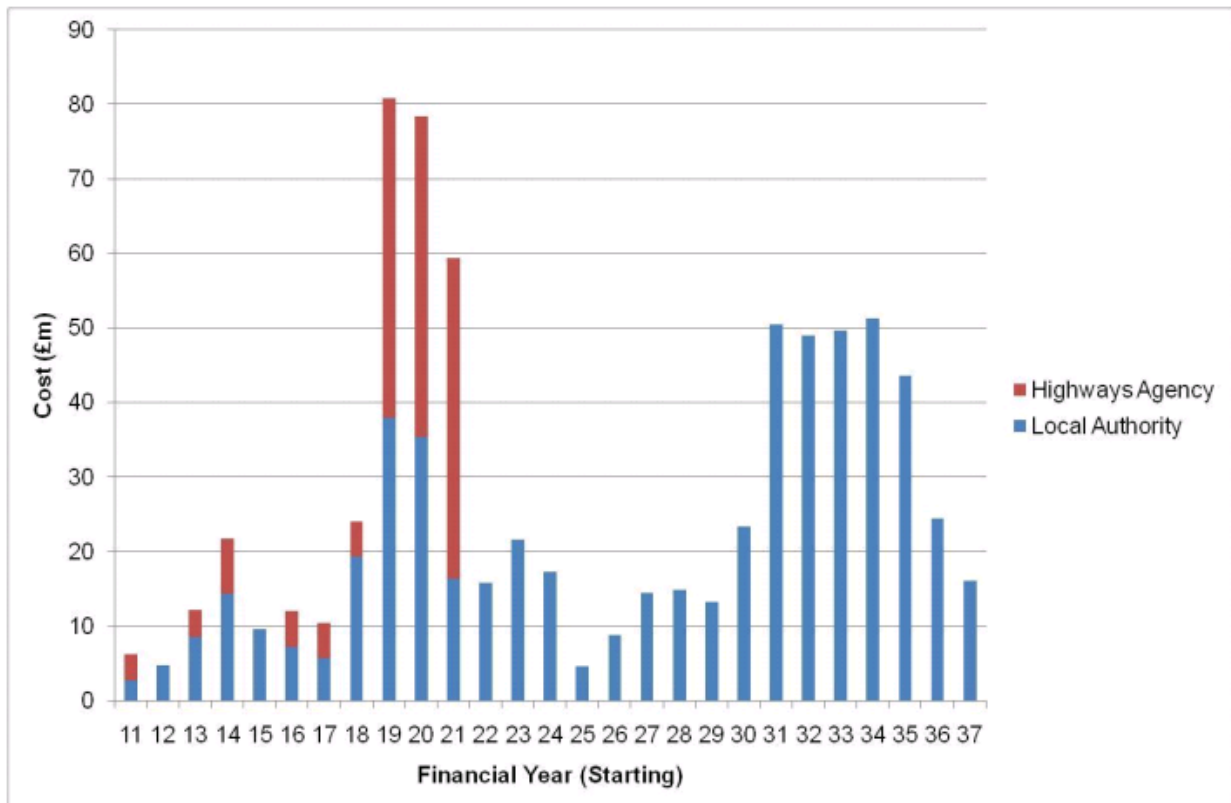
Figure 12 – Total Delay on Highway Network during morning peak

The contents of the strategy would require a significant investment of funds, from local and central government and through contributions from new developments and therefore a key indicator is the effectiveness of the funding in generating benefits across the South East Dorset area. As measured by the Benefit Cost Ratio (BCR), the performance of the strategy to 2026 produces a strong BCR of 5.5; because the full long term strategy contains a number higher cost measures which could not realistically be implemented until after 2026, it demonstrates a slightly lower, although still strong BCR of 4.5.

Funding

The content of the transport strategy being developed through the study is crucially linked with the available funding for the emerging policy measures and the focusing of the different funding sources to particular types of measure. With the change in Central Government in May 2010, the general contraction of budgets due to the October 2010 Comprehensive Spending Review and the subsequent announcements of funding initiatives by relevant Government departments, it has been necessary to maintain flexibility in the consideration of funding for the measures within the strategy.

The capital funding requirements for the strategy, including Highways Agency schemes, are illustrated below

Figure 13 – Overall Capital Funding Requirement

The available funding sources include:

- funding provided by central government, sourced from taxes paid by individuals and businesses, business rates, and central government borrowing:
 - revenue funding (e.g. Formula Grant);
 - capital funding (e.g. Integrated Transport Block, Maintenance Block, major schemes);
 - Private Finance Initiative grant support (e.g. street lighting, highways maintenance).
- local authority internal resources:
 - council tax – the level set for residents is influenced by the amount of other funding available from central government;
 - use of the council’s financial reserves;
 - borrowing within the Prudential Capital Finance System.
- additional support from national and EU Sources (e.g. grants for demonstration projects from CIVITAS);
- developer contributions (e.g. Section 106/38/278 agreements and the South East Dorset Transport Contributions Scheme);
- local revenue raising mechanisms (e.g. car parking charges); and
- schemes delivered by third parties (e.g. the Highways Agency, Network Rail).

New forms of funding have emerged recently, for example the Local Sustainable Travel Fund (LSTF) for packages of measures to encourage sustainable travel, e.g. bus priority, traffic management, walking and cycling schemes, and integration between travel modes. LSTF is replacing a number of smaller transport grants.

It is also expected that no new bids for major scheme funding can be submitted until 2014. Hence, the availability of funds to progress measures in the strategy is likely to be limited, especially in the short term.

Taking into account the availability of funds, a proposed implementation plan has been produced, identifying funding sources and timescales for the proposed programme; this is shown in Figure 14.

The next steps

The transport strategy has been developed by the study within a range of constraints, conditions and assumptions. It should be considered as a live document subject to review as part of the three year LTP implementation plan development, taking into account:

- variations to the scale and pace of housing, industrial, office and leisure developments;
- where progress is made on other initiatives in the area, e.g. Bournemouth town centre vision;
- alterations to government policy, including the emphasis on particular types of measures;
- changes in wider local authority policies, e.g. education or health;
- the availability of funding, in general and for specific types of scheme, from central government, private developers and other sources; and
- significant changes in the underlying assumption for variables such as fuel prices, economic growth, etc.

The tools are in place to take these potential variations into account in revising the content of the strategy and reviewing the assessment of the strategy's performance. The strategy should be reviewed and refreshed at regular stages, e.g. as part of LTP implementation plan, to establish whether it continues to satisfy the assumptions and conditions that underpin it.

The government's introduction of the Local Sustainable Transport Fund presents the opportunity for the local authorities to seek funding for transport measures emerging from the transport strategy. Evidence to support the funding application would be available from the transport model developed and applied during the study.

Figure 14 – Indicative Programme

Scheme	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036			
Smarter choices	█																												
Personalised Travel Planning	█																												
Cycling and walking measures	█																												
Community transport	█																												
Smartcard Implementation	█																												
Express bus services			█	█	█																								
Phases 1 and 2 Bus Showcase Corridors			█	█	█				█	█	█																		
Formation of Integrated Transport Authority					█	█																							
Phase 3 Bus Showcase Corridors															█	█	█	█	█	█									
Airport Hub/Interchange (incl. Park and Ride)									█	█																			
Park and Ride sites										█	█	█	█	█	█														
Parking charges/supply in relation to Park and Ride										█	█	█	█	█	█														
DARTS																					█	█	█	█	█	█	█		
Swanage rail reconnection – through services to Wareham			█	█	█																								
Increased rail frequency – Brockenhurst to Wareham			█	█	█	█																							
Park and Rail (expanded station car parks)						█	█																						
Freight Quality Partnership	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
ITS Improvements	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
Junction Improvements and traffic management	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
Canford Bottom highway improvement	█																												
B3073 Parley Lane improvements, incl. Blackwater junction									█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
Poole Regeneration Gyrotories/Links	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
A31 Ringwood – westbound widening									█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
A31 dualling Merley to Ameyford									█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
Parking charges/supply in relation to Park and Ride									█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█		
East-west road link																█	█	█	█	█	█	█	█	█	█	█	█		
A338 3 lane widening																													

Appendix E1 - South East Dorset Area Transport Strategy.

(The following table demonstrates how the transport strategies described in chapters 6 to 12 and developed from the South East Dorset Transport Study will be applied in the conurbation with some specific local area applications.)

LTP3 Strategy Elements		Specific Local Area Application	timescale 1			
			i	s	m	l
A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	Supporting high density, mixed-use development along the Prime Transport Corridors This approach supports the spatial strategy being developed through the LDF process.	●			
		Improving bus, walking and cycling links to key employment growth sites e.g. Ferndown and Bournemouth Airport particularly along the Prime Transport Corridors.		●		
		Mitigating the negative cumulative impacts of smaller in-fill development on the transport network through developer contributions.	●			
		Strengthening the application of accessibility planning for strategic spatial planning decisions.		●		
		Poole Bridge Regeneration Scheme	●	●	●	
B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	The authorities will work together to achieve this as far as possible in the face of funding cuts in the short – medium term. Opportunities for innovative, community based service delivery will be sought.		●		
		Through the planning system encouraging the provision of local services in locations easily accessible through sustainable transport.	●	●	●	●
		Along the Prime Transport Corridors the following improvements will be made to support the spatial strategy and allow easier access to services via a range of modes : Junction improvements, traffic management, better bus services, better facilities for cycling and walking.				●
C	Keeping transport infrastructure well-maintained, safe and resilient for all users	Major maintenance of the A338 Bournemouth to Ringwood Spur Road			●	
		Major Repairs to the existing Poole Bridge			●	
		Introduction of low energy street lighting and signal heads	●			
		Introduction of a permit system to give increased powers over the co-ordination of roadworks			●	
D	Making better use of Dorset’s transport network to maximise its efficiency for all forms of travel	Balancing the place and movement functions of the highway network in SE Dorset, particularly on the Prime Transport Corridors.			●	●
		Formation of a Joint Traffic Control Centre – improved co-ordination of incident management, strategic diversions and roadworks			●	
		Key junction improvements (These are examples and not necessary an exclusive list) <ul style="list-style-type: none"> ● Bournemouth - Bear Cross, Ensburry Park, ● Poole - Shah of Persia, Queen Anne Drive, ● B3073 corridor - Parley Cross, Chapel Gate roundabout, Hurn roundabout, Blackwater junction with the A338 ● A348 Corridor - Longham mini roundabouts, Ferndown Penny’s Hill junction ● A35 corridor (Christchurch) - Fountains roundabout, Stony Lane roundabout, Somerford roundabout, Sainsbury’s roundabout. 				●

D		Re-allocation of road space for bus priority, walking and cycling (including shared space schemes), and High Occupancy Vehicle lanes			●	
		Implementation of the Intelligent Transport Systems strategy with extended UTC, signals optimisation, VMS to improve journey time reliability (incorporating bus priority)			●	
		Initiatives to support the sustainable and efficient movement of freight, including potential freight consolidation centres			●	
E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	Development of the strategic cycle network. Focus on filling in gaps to provide continuous, direct routes linking key destinations <ul style="list-style-type: none"> Improved signing of cycling / walking routes Increased cycle parking and facilities at key destinations 			●	
		Development of a network of "Green Infrastructure" linking urban areas and green spaces / countryside for walking / cycling e.g along the Stour Valley, Verwood to West Moors, Castleman Trailway			●	
		Continued support for cycle / pedestrian training for all ages	●			
		Implementation of cycle hire schemes			●	
		Provision of secure cycle parking in town centres, key services, visitor attractions and employment areas			●	
F	Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour	Integrated package of expanded Travel Planning, travel awareness campaigns and marketing to promote low carbon travel	●			
		Targeted Personalised Travel Planning (focussed along Bus Quality Corridor routes)			●	
		Targeted initiatives to encourage visitors to use sustainable travel modes			●	
		Installation of charging points for electric vehicles in public car parks and on street			●	
		Continued support for mitigation of air pollution and noise through the Air Quality Action Plans and Noise Action Plans	●			
G	Creating attractive public realm and streetscapes	Closer working with LPAs on urban design to ensure local transport improvements conserve and enhance local character, whilst creating cyclist and pedestrian friendly urban environments	●			
		Development of mixed priority routes through district centres which balance the needs of shoppers, pedestrians, cyclists and through traffic			●	
		Town centre environmental enhancements			●	
H	Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services	Move towards the formation of a single Integrated Transport Authority in the longer term, with increasing joint and co-operative working				●
		Development of Bus Quality Corridors to improve public transport to the urban fringe locations, new development and town centres: <ul style="list-style-type: none"> Wimborne Minster to Poole express bus service Wimborne Minster to Bournemouth express bus service Ringwood to Poole express bus service Ferndown to Poole express bus service Ferndown to Bournemouth express bus service Verwood to Poole express bus service Verwood to Bournemouth express bus service Corfe Mullen to Poole express bus service 				●
		Development of Park and Rail and station improvements at Hinton Admiral, improvements to Christchurch rail station			●	
		As conditions become favourable, introduction of selected Park and Ride sites				●

		Work with local bus companies through Quality Bus Contracts to improve services.				
I	Developing a fully integrated public transport system which is easier for everyone to use	Development of Bournemouth Airport as a transport hub / interchange, improvement of bus services for visitor and employees to Bournemouth, Poole and Christchurch				●
		Improvements to through-ticketing - Development and implementation of a Smartcard scheme and tourist pass			●	
		Improvements to travel information including improved web sites, expanded RTI in public locations, smartphone travel apps			●	
		Provision of a new transport interchange for Christchurch				●
J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	Development of independent Community Transport services but without restriction on cross-authority working			●	
		Creation of car clubs, promotion of car sharing and other community based travel initiatives.				●
K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips	Car parking levels will be reviewed and managed as part of a wider transport strategy to improve accessibility to town centres and employment centres by public transport, cycling and walking. This will be delivered through the LTP public transport and parking strategies.			●	
		In the longer term the introduction of Park and Ride sites could be implemented in order to widen travel choice, reduce town centre congestion and release town centre land for community and business uses.				●
		Extension of residents parking zones to deter commuter parking on street				
L	Applying engineering, education and enforcement solutions to create safer travelling environments	Increased focus on driver behaviour campaigns and enforcement	●			
		Further measures to reduce traffic speeds in residential areas and around schools				●
		Supporting the desired increase in walking and cycling to achieve "Safety in numbers"				●
M	Working with partners to improve community safety and security	Increased CCTV and help points in public locations, waiting areas (including bus interchanges and rail stations), and on public transport services				●
		Working with the police to tackle anti-social behaviour and crime, particularly at night-time in the town centres				●
		All new development should contribute to this aim and will do so through the development management process – "designing out crime", natural surveillance of public areas, natural traffic calming features to reduce vehicle speeds.	●			

N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	<p>The following major schemes have been identified as priorities:</p> <ul style="list-style-type: none"> • A31 Ringwood westbound widening • B3073 Parley Lane improvements – Parley Cross to Blackwater, extra lanes along the B3073 and A338 Blackwater – Cooper Dean for public transport & High Occupancy Vehicle (HOV) priority • A31 Trunk Road dualling – Ameysford to Merley • Quality Bus Corridors and Prime Transport Corridor extensions into East Dorset and Christchurch 					●
		<p>The following major schemes have been identified as longer term priorities which could be delivered post 2026:</p> <ul style="list-style-type: none"> • North South link – formerly A31 to Poole Link Road (Canford Bottom to Magna Road) • East West link (Chapel Gate to Magna Road) • A338 3 lane widening (Ashley Heath – Blackwater) and new link road from A338 to the airport • Dorset Area Rapid Transit. 					●
	Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset, or that contribute to delivering growth, but which have little or no chance of being built by 2026	<p>The following additional major highway schemes previously included in the County Structure Plan and elsewhere will not be delivered within the current plan period due to funding constraints, but are retained for future consideration:</p> <ul style="list-style-type: none"> • A3060 Castle Lane West Relief Road (Structure Plan Transportation Policy Y) • A341 Kinson relief road (Structure Plan Transportation Policy Y) • B3072 West Moors By Pass (Structure Plan Transportation Policy Z) • A35 Christchurch By Pass (Not included in last Structure Plan) 					

¹ timescales

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

Appendix E2 – Rural Dorset Local Area Transport Strategies

Introduction

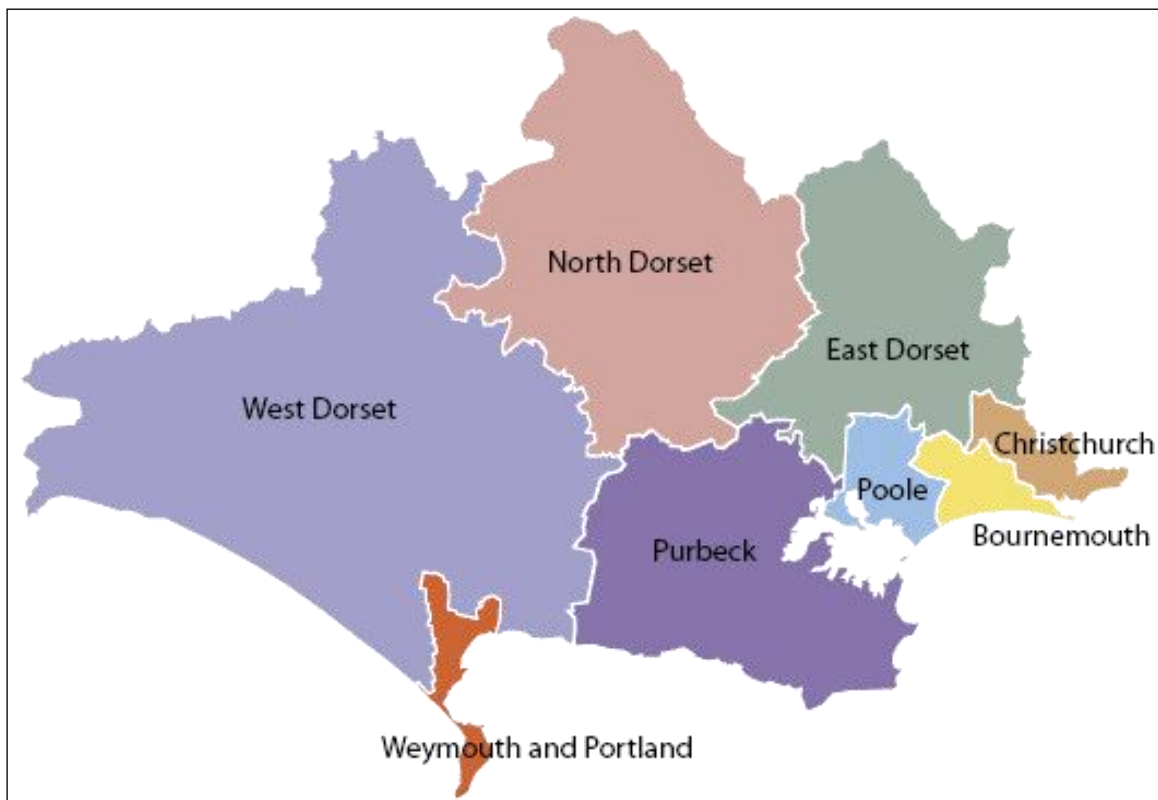
Whilst the South East Dorset Transport Study has focussed on the transport requirements of the conurbation, work has progressed using a wide but less detailed evidence base on the requirements for the rest of Dorset. This appendix deals with how the transport strategy is applied across that area and in particular to the market towns and rural hinterland that form much of the rest of Dorset.

For the most part this work has been concurrent with the need to prepare the transport input to the District and Borough Local Development Frameworks. Outside of Bournemouth and Poole, Dorset County Council has worked closely with each of the District and Boroughs (See Figure E.1) to support the Local Development Frameworks in the rural areas a number of separate transport studies have been undertaken which have identified the transport infrastructure that will be required to support planned development. These studies and have been undertaken concurrently to the development of the LTP and are as follows:

- The Weymouth & Portland Transport Study 2009 – 2010.
- The West Dorset Transport Study 2009 – 2010.
- The North and north East Dorset Transport Study 2009 – 2010.

Purbeck District Council has a previously drawn up transport strategy which has been reviewed to ensure alignment with the Local Transport Plan.

Figure E.1 Dorset Sub region – Districts and Boroughs

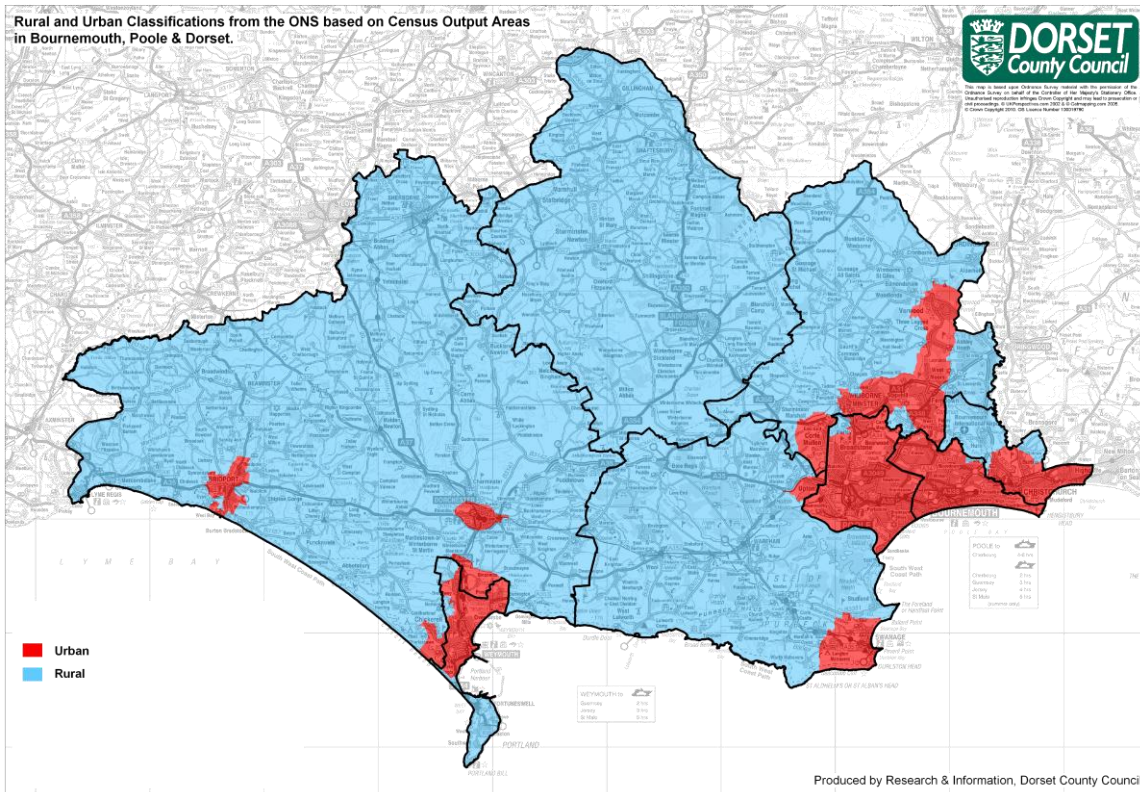


The rest of Dorset shows a quite distinctive settlement pattern compared to SE Dorset. Figure E.2 demonstrates this urban/rural divide and how the urban areas correlate and in some cases cut across the District/Borough boundaries.

The map clearly illustrates a grouping of urban character as the strong context in South East Dorset comprising of Bournemouth, Poole, Christchurch, parts of East Dorset and parts of Purbeck.

Outside of South East Dorset is the significantly larger mass of Dorset County which is predominantly rural in character. The functionality of the rural character area remains largely based on a historic market town and hinterland structure of settlements and communities with hamlets and villages looking towards the local market towns as service and provisions centres. The market towns in turn, in hierarchical fashion, look to the county town of Dorchester or to over-border equivalents such as Yeovil and Salisbury. North Dorset in particular looks towards other towns beyond Dorset.

Figure E.2 Dorset Sub region – Urban/Rural Divide



The rural character area sweeps clockwise from Purbeck’s conurbation influenced eastern edge, westwards through Purbeck District, West Dorset District and Weymouth & Portland Borough and northwards through North Dorset District and eastwards to include the rural northern part of East Dorset District. Whilst this character area does include areas that are by DEFRA definition urban (Bridport, Swanage, Dorchester, and Weymouth) they, for the purposes of this section of LTP3 embraced within the overall rural character area. The rural character area is very heavily constrained by international habitat designations and is substantially covered by two designated areas of outstanding natural beauty – the Dorset AONB and the Cranborne Chase and West Wiltshire Downs AONB. (It is anticipated that 2011 census data will slightly vary the above map to show Swanage dropping down to the rural definition and Gillingham rising to the urban definition, whilst remaining for the purposes of LTP3 embraced within the overall rural character area.)

Chapter 5 of the strategy document explains how the transport challenges facing the sub region differ across the sub-region and that solutions need to be applied that are appropriate to the local context. For the purposes of the market towns and their hinterlands the application of the transport strategies are separated for each District. Whilst the issues and how they are dealt with are fairly consistent across this area it makes sense to separate them out for each District since it provides a direct link to each of the District’s Local Development Frameworks. Additional to these are two area based strategies that cut across the district/LDF boundaries but which it makes sense to produce

separate area strategies. These are the Dorchester to Weymouth corridor and the Jurassic Coast and Gateway Towns.

The Dorchester to Weymouth corridor comprises an extensive travel to work area which extends from Wool and Bovington in the east to Maiden Newton and Abbotsbury in the west. The corridor contains Dorset's most concentrated urban area outside the south-east Dorset conurbation, and the travel to work area has a total resident population of about 120,000. The main road link between Dorchester and Weymouth has recently been substantially upgraded with the completion of the Weymouth Relief Road and Weymouth Transport Package. A major aspect of the local area strategy will be to lock in the benefits of this substantial investment in infrastructure and use the opportunities afforded to improve public transport, cycling and walking.

Much of the sub region's coastline is designated as a World Heritage site on account of its areas of substantial geological and geomorphologic interest. Together with the adjacent coastline of East Devon this has become commonly known as the 'Jurassic Coast'. In addition to its designation as a World Heritage Site, the coast and its adjacent coastal corridor are included in both the Dorset and East Devon Areas of Outstanding Natural Beauty (AONB). A separate transport strategy was developed for the second local transport plan, the guiding principal of which was to ensure that the transport sector plays its full part in helping the overall conservation of the site. Since then a Transport Working Group has been established to develop an integrated approach to sustainable transport across the Jurassic Coast and across both Dorset and East Devon and to take a lead on progressing initiatives emanating from that strategy. Their work is reflected in the 'Dorset Coast Local Area Strategy' in the below.

For each of the above area strategies the following tables demonstrate how the transport strategies measures described in chapters 6 to 12 will be applied together with some specific local area applications.

1.0 Purbeck Local Area Strategy

Ref	Strategy Measure applicable to Purbeck rural character area		Specific Local Area Application	timescale ¹				
				i	s	m	l	
1.1	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	As identified through the LDF Core Strategy development will be focussed in the main towns and villages particularly those located along the A351 corridor.	●				
1.2	B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	The County and District will work together to achieve this as far as possible in the face of funding cuts in the short – medium term.		●			
1.3	C D	Keeping transport infrastructure well-maintained, safe and resilient for all users AND Making better use of the sub-region's transport network to maximise it's capacity and efficiency	The Weymouth relief road signing strategy will encourage traffic travelling from Poole – Weymouth to remain on the A35 and use the new A354 instead of the A351 / A352 / A353.		●			
			Additionally changes in signing will encourage traffic from Poole/Bournemouth travelling to the Wool/Lulworth area away from the A351 and on to the A35/C6. Online safety improvements along C6 through Bere Regis.				●	
			Rail resignalling in 2012 will help to reduce the barrier down time at Wool level crossing therefore reducing traffic queues.		●			
			Junction and online improvements eg Bakers Arms roundabout and A351 route management.				●	
1.4	E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	Travel planning for existing communities, new residential and employment development, schools and tourist attractions.	●				
			Provision of infrastructure – cycleways and footways along the A351 corridor, within and between towns, villages and tourist attractions.		●			
			Provision of signage, information, maps and cycle parking.		●			
			Improvements to the Rights of Way for cycling, walking and equestrian use.				●	
1.5	F	Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour	Support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study for example linking Bournemouth / Poole to Swanage, Studland to alleviate congestion on the A351 and to promote sustainable tourism.				●	
1.6	G	Creating attractive public realms and streetscapes	All new development should contribute to this aim and will do so through the development management process.	●				
			Any proposals for traffic calming traffic should be designed sensitively in accordance with good urban design principles and using appropriate locally distinctive materials to strengthen local distinctiveness.	●				

1.7	H I	Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services AND Developing a well integrated public transport system which is easier for everyone to use	Improve summer bus services for tourists to help reduce congestion throughout Purbeck.	●			
			Increase frequency of buses to half hourly to reduce congestion along the A351.		●		
			Improve public transport in rural areas where possible.			●	
			Work with neighbourhoods to improve transport provision for rural communities.			●	
			Improvements to Wareham, Wool, Swanage, Holton Heath rail station facilities and where possible, the provision of enhanced park and ride.				●
1.8	J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	Creation of car clubs, promotion of car sharing, other community based initiatives.			●	
1.9	K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips	Parking management that encourages people to use alternatives to the car where appropriate. To be delivered through the LTP public transport and parking strategies.			●	
1.10	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●			
1.11	M	Working with partners to improve community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●			
1.12	N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Re-connection of the Swanage branch line to the main line at Wareham to help reduce car trips on the A351.		●		
1.13		Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset, or that contribute to delivering growth, but which have little or no chance of being built by 2026	Road building projects unlikely to be delivered by 2026 will not be included within the Purbeck LDF or LTP3 The following major highway schemes previously included in the Purbeck Transportation Strategy (PTS) 2006 will not be delivered within the current plan period due to environmental and funding constraints: <ul style="list-style-type: none"> Grade separated crossing of the railway at Wool – eg bypass, online bridging over existing rail crossing; SE Bere Regis bypass. 				

¹ timescales

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

2.0 North and north East Dorset Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale ¹			
				i	s	m	l
2.1	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with Local Area P+R.	●	●	●	●
2.2	B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	Community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base. Encouraging service providers to asset share in taking services to communities.	●	●	●	●
2.3	C	Keeping transport infrastructure well-maintained, safe and resilient for all users	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with Local Area P+R.	●	●	●	●
2.4	D	Making better use of the sub-region's transport network to maximise it's capacity and efficiency	<p>Explore the use of CiL to Implement targeted improvements from the Gillingham growth study to facilitate growth:-</p> <ul style="list-style-type: none"> • a southern link road to join the B3081 and the B3092; • a link between the B3081 and A30 at Shaftesbury improvement • local junction improvements to link development sites into the existing network • explore the potential for an eastern route to deliver growth. <p>Apply the adopted Dorset Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements:</p> <ul style="list-style-type: none"> • A350 Corridor Improvements • A30 district border – Shaftesbury • A354 within district • A357 Blandford – district border • A3030 within district • B3091 Gillingham – Shaftesbury • B3092 Gillingham – A.357. 				
2.5	E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use. Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.		●	●	●

<p>2.6</p>	<p>F</p>	<p>Applying smarter choices and supporting “green technology” to encourage modal transfer and low carbon travel behaviour</p>	<p>Encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys Gillingham:</p> <ul style="list-style-type: none"> • high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys • community exchange hub focus for travel choice including community car club and shared service provider base • improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use. <p>Market Towns:</p> <ul style="list-style-type: none"> • community exchange hub focus for travel choice including town car club and shared inbound service provider base <p>Villages:</p> <ul style="list-style-type: none"> • community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base <p>Hamlets:</p> <ul style="list-style-type: none"> • community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base. <p>Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased.</p>				
<p>2.7</p>	<p>G</p>	<p>Creating attractive public realms and streetscapes</p>	<p>Strong support for LPA Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.</p>				
<p>2.8</p>	<p>H & I</p>	<p>Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services AND Developing a well integrated public transport system which is easier for everyone to use</p>	<p>Provide passenger transport and community travel alternative to single occupancy car journeys Encourage investment in heavy rail improvements on the Exeter-London line. Support of regional initiatives that bring benefits to the Local Area Further develop Gillingham station as a railhead for North Dorset and as a focal point for interchange with rural bus services.</p>				

2.9	J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	Encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision.				
2.10	K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R.	●	●	●	●
2.11	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as “No Excuses”.	●	●	●	●
2.12	M	Working with partners to improve community safety and security	All new development should contribute to this aim and will do so through the development management process - “designing out crime”, natural traffic calming features and natural surveillance.	●	●	●	●
2.13	N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	The Following Major Highway Schemes included in the last Structure Plan are retained as long term reservations in anticipation of their construction beyond 2026 and therefore outside the plan period of this LTP3.				
2.14		Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset, or that contribute to delivering growth but which have little or no chance of being built by 2026	<ul style="list-style-type: none"> • A350 Corridor Improvements (Structure Plan Transportation Policy X) • A350 Spetisbury, Charlton Marshall and Sturminster Marshall Bypass (Structure Plan Transportation Policy X) ; • Improvements to C13 between Blandford and Shaftesbury(Structure Plan Transportation Policy X) • A350 Shaftesbury Bypass (Structure Plan Transportation Policy Y) 	●	●	●	●

¹ timescales

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

3.0 West Dorset Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale ¹			
				i	s	m	l
3.1	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R.	●	●	●	●
3.2	B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	Community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base. Encouraging service providers to asset share in taking services to communities.	●	●	●	●
3.3	C	Keeping transport infrastructure well-maintained, safe and resilient for all users	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
3.4	D	Making better use of the sub-region’s transport network to maximise it’s capacity and efficiency	Apply the adopted Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements: <ul style="list-style-type: none"> • A37 Dorchester – district border • A352/C12 Dorchester – Sherborne • A352 Broadmayne – Dorchester • A356 Frampton – South Perrott • A354 Dorchester northwards – district border • A3066 Bridport to district border • A30 within district • A3030 within district 				
3.5	E	Widening opportunities for healthy lifestyles through integrating active travel into people’s everyday lives and providing supporting infrastructure	Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.		●	●	●
3.6	F	Applying smarter choices and supporting “green technology” to encourage modal transfer and low carbon travel behaviour	Encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality. Encouraging community cooperative action to reduce single occupancy car journeys Dorchester: <ul style="list-style-type: none"> • high frequency corridor, shuttle service and park and ride passenger transport alternative to single occupancy car journeys. • Work with bus operators to implement an all-electric bus fleet in Dorchester 			●	●

			<ul style="list-style-type: none"> community exchange hub focus for travel choice including community car club and shared service provider base improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use <p>Market Towns:</p> <ul style="list-style-type: none"> community exchange hub focus for travel choice including town car club and shared inbound service provider base <p>Villages:</p> <ul style="list-style-type: none"> community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base <p>Hamlets:</p> <ul style="list-style-type: none"> community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base <p>Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.</p>				
3.7	G	Creating attractive public realms and streetscapes	<p>Strong support for Local Planning Authority Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness.</p> <p>Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.</p> <p>Dorchester Transport and Environment Plan</p> <p>The County Council in partnership with West Dorset District Council and Dorchester Town Council has developed a strategy for the improvement of the public realm of the centre of Dorchester by reducing the volume of traffic in key sensitive areas. A key element of the transport strategy, will be to complement the land use interventions, including the redevelopment of Charles Street and the Brewery site, by ensuring that the town centre becomes less dominated by vehicular traffic, enhancing it as 'people-friendly' public spaces that are a safer and more attractive environment for pedestrians and cyclists, and generally a more pleasant and vibrant place to live in and visit. The initial elements of the proposal will include improvements to key junctions around the town centre, including Great Western Cross and Maumbury Rings.</p>	●	●	●	●

			Provision of enhanced park and ride facilities will be an important element of the proposals.				
3.8	H	Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services	Investing in high frequency corridor, shuttle service Investing in infrastructure to encourage waterborne coastal passenger transport as an alternative to visitor use of motor vehicles that includes support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study				
3.9	I	Developing a well integrated public transport system which is easier for everyone to use	Encourage investment in heavy rail improvements to the Heart of Wessex network including improved frequencies on the Bristol to Weymouth service and a new through service between Weymouth and Exeter (reversing at Yeovil). Support of regional initiatives that bring benefits to the Local Area. Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations. Encourage investment in heavy rail improvements on the Exeter-London line Support of regional initiatives that bring benefits to the Local Area		●	●	●
3.10	J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	Encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
3.11	K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●
3.12	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as “No Excuses”.	●	●	●	●
3.13	M	Working with partners to improve community safety and security	All new development should contribute to this aim and will do so through the development management process - “designing out crime”, natural traffic calming features and natural surveillance.	●	●	●	●

¹ timescales

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

4.0 Weymouth & Portland Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale ¹			
				i	s	m	l
4.1	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R	●	●	●	●
4.2	B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	Community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base Encouraging service providers to asset share in taking services to communities	●	●	●	●
4.3	C	Keeping transport infrastructure well-maintained, safe and resilient for all users	Support of LDF Core Strategy objectives in respect of employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R.				
4.4	D	Making better use of the sub-region's transport network to maximise it's capacity and efficiency	With the likelihood of no further major infrastructure provision in Weymouth and Portland in the LTP period, following completion of the Weymouth Relief Road and Weymouth Transport Package, identify other low cost improvements in the Weymouth to Portland corridor, which make best use of the new infrastructure and improve access to Portland. Maximise the legacy benefits from recent investment into the strategic transport infrastructure, (Weymouth Relief Road and Weymouth Transport Package) through the use of personalised travel planning.	●	●	●	●
4.5	E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use. Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.		●	●	●
4.6	F	Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour	Encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality. Encouraging community cooperative action to reduce single occupancy car journeys <ul style="list-style-type: none"> high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys 			●	●

			<ul style="list-style-type: none"> community exchange hub focus for travel choice including community car club and shared service provider base in locations such as Littlemoor, Chickerell, Southill <p>Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use.</p>				
4.7	G	Creating attractive public realms and streetscapes	<p>Strong support for LPA Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness.</p> <p>Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.</p>	●	●	●	●
4.8	H	Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services	<p>Investing in high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys</p> <p>Investing in infrastructure to encourage waterborne coastal passenger transport as an alternative to visitor use of motor vehicles that includes support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study</p>				
4.9	I	Developing a well integrated public transport system which is easier for everyone to use	<p>Encourage investment in heavy rail improvements to the Heart of Wessex network including improved frequencies on the Bristol to Weymouth service and a new through service between Weymouth and Exeter (reversing at Yeovil). Support of regional initiatives that bring benefits to the Local Area.</p> <p>Support development of transport interchange in Weymouth Town Centre between rail and passenger transport services connecting to the Dorset Coast.</p>		●	●	●
4.10	K	Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●
4.11	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
4.12	M	Working with partners to improve community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●

4.13	N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth	Completion of Weymouth relief Road and Weymouth Transport Package	●			
4.14		Retaining aspirations for route improvements of non-trunk routes that carry regional and national destination traffic through Dorset, or that contribute to delivering growth but which have little or no chance of being built by 2026	<p>The Following Major Highway Schemes included in the last Structure Plan will not be delivered within the current plan period due to environmental and funding constraints:</p> <ul style="list-style-type: none"> ● A354 Portland Road Relief Road also known as the “Western Route” (Structure Plan Transportation Policy X.) ● A354 Underhill Relief Road (Structure Plan Transportation Policy Y) 	●			

¹ timescales

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

5.0 Weymouth to Dorchester Local Travel to Work Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale ¹			
				i	s	m	l
5.1	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	Support of LDF Core Strategy objectives in respect of employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area Park + Ride (P+R).	●	●	●	●
5.2	B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	Community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base. Encouraging service providers to asset share in taking services to communities.	●	●	●	●
5.3	C D	Keeping transport infrastructure well-maintained, safe and resilient for all users AND Making better use of the sub-region's transport network to maximise it's capacity and efficiency	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R. Maximise the legacy benefits from recent investment into the strategic transport infrastructure, (Weymouth Relief Road and Weymouth Transport Package) through the use of personalised travel planning.	●	●	●	●
5.4	E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure	Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use. Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.		●	●	●
5.5	F	Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour	Encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality. Encouraging community cooperative action to reduce single occupancy car journeys Weymouth and Dorchester: <ul style="list-style-type: none"> high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys community exchange hub focus for travel choice including community car club and shared service provider base in locations that operate as satellites to Park + Ride sites. Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use that connect to P+R sites. 			●	●

5.6	G	Creating attractive public realms and streetscapes	Strong support for Local Planning Authority Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness. Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.	●	●	●	●
5.7	H I	Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services AND Developing a well integrated public transport system which is easier for everyone to use	High frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys. Support of regional initiatives that bring benefits to the Local travel to work area. Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations.		●	●	●
5.8	J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region.	Encourage community mindsets that rural living is based on supported self sufficiency and not urban infrastructure provision	●	●	●	●
5.9	K	Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips	As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R	●	●	●	●
5.10	L	Applying engineering, education and enforcement solutions to create safer travelling environments	County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".	●	●	●	●
5.11	M	Working with partners to improve community safety and security	All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.	●	●	●	●

¹ timescales

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

6.0 Dorset Coast Local Area Strategy

Ref	Strategy Measure applicable to rural character area		Specific Local Area Application	timescale ¹			
				i	s	m	l
6.1	A	Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes	Support of LDF Core Strategy objectives in respect employment, residential and tourism placement with LTP network management, public transport and parking management strategies with Local Area P+R	●	●	●	●
6.2	B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns	Community exchange hub focus for travel choice including community car club, village car or minibus club and shared service provider base. Encouraging service providers to asset share in taking services to communities.	●	●	●	●
6.3	C D	Keeping transport infrastructure well-maintained, safe and resilient for all users AND Making better use of the sub-region's transport network to maximise it's capacity and efficiency	Support of LDF Core Strategy objectives in respect of employment, residential and tourism placement with LTP network management, public transport and parking management strategies with inter Local Area P+R Apply the adopted Rural Roads protocol to implementation of route management schemes that reinforce road functions between places of settlement and street functions within those settlements. <ul style="list-style-type: none"> ● A.3052 Lyme Regis – A.35 ● B.3165 Lyme Regis – A.35 ● B.3157 West Bay - Bridport – Weymouth ● Sea Hill Lane Seatown – Chideock ● Eype Mouth – A.35 ● Burton Beach – Burton Bradstock ● Beach – West Bexington - Swyre ● A.353 Weymouth – A.352 ● A.352 Broadmayne – Wareham ● A.351 Wareham – Swanage ● B.3071 Wool – West Lulworth ● B.3070 West Lulworth – A.352 <p>The application will have particular regard to encouragement of sustainable visitor journeys and providing infrastructure opportunities for connected multi-mode "round trip" journeys inclusive of destination/attraction management car clubs, added value utilisation of functional infrastructure such as P+R, community exchange hubs, service provider asset share arrangements and Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.</p>	●	●	●	●

6.4	E	Widening opportunities for healthy lifestyles through integrating active travel into people’s everyday lives and providing supporting infrastructure	<p>Improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use.</p> <p>Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use.</p>		●	●	●
6.5	F	Applying smarter choices and supporting “green technology” to encourage modal transfer and low carbon travel behaviour.	<p>Encouraging viable alternatives to single occupancy car journeys by a variety of modes to provide travel choice appropriate to the degree of location rurality encouraging community cooperative action to reduce single occupancy car journeys</p> <p>Weymouth and Dorchester:</p> <ul style="list-style-type: none"> • high frequency corridor, shuttle service and P+R passenger transport alternative to single occupancy car journeys • community exchange hub focus for travel choice including community car club and shared service provider base • improvements of urban cycle and pedestrian routes Interconnectivity for local functional use and increased leisure use <p>Coastal and Market Towns:</p> <ul style="list-style-type: none"> • community exchange hub focus for travel choice including town car club and shared inbound service provider base <p>Villages:</p> <ul style="list-style-type: none"> • community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base <p>Hamlets:</p> <ul style="list-style-type: none"> • community exchange hub focus for travel choice including village car or minibus club and shared inbound service provider base • Rights of Way improvements to create locally significant, strategic, combined equestrian, cycle and pedestrian routes for local functional use and increased leisure use 			●	●
6.6	G	Creating attractive public realms and streetscapes	<p>Strong support for Local Planning Authority Design SPD that guides new development and alterations to the existing built environment to respect and complement local character, context and distinctiveness.</p> <p>Delivering all LHA projects with these objectives in mind and in conformity with the adopted Rural Roads Protocol, Manual for Streets, Manual for Streets 2 and further emerging DfT/DCLG guidance.</p>	●	●	●	●

6.7	H I	<p>Building upon current public transport provision in Dorset to improve the availability, quality, reliability and punctuality of services AND Developing a well integrated public transport system which is easier for everyone to use</p>	<p>Investing in high frequency corridor, shuttle service. Investing in infrastructure to encourage waterborne coastal passenger transport as an alternative to visitor use of motor vehicles that includes support of local infrastructure proposals identified in the Waterborne Transport Feasibility Study. Encourage investment in heavy rail improvements to the Heart of Wessex network. Support of regional initiatives that bring benefits to the Local Area. Support higher legibility and direct movement connectivity between Dorchester West and Dorchester South Stations. Encourage investment in heavy rail improvements to the Heart of Wessex network including improved frequencies on the Bristol to Weymouth service and a new through service between Weymouth and Exeter (reversing at Yeovil). Support of regional initiatives that bring benefits to the Local Area. Support improvements to transport interchanges between rail and passenger transport services connecting to the Dorset Coast.</p>	●	●	●
6.8	K	<p>Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips</p>	<p>As identified through the LDF Core Strategy supported by LTP public transport and parking management strategies with inter Local Area P+R</p>	●	●	●
6.9	L	<p>Applying engineering, education and enforcement solutions to create safer travelling environments</p>	<p>County wide road safety initiatives are now moving away from the previous route management approach. The new focus is on maximising resources on driver behaviour campaigns such as "No Excuses".</p>	●	●	●
6.10	M	<p>Working with partners to improve community safety and security</p>	<p>All new development should contribute to this aim and will do so through the development management process - "designing out crime", natural traffic calming features and natural surveillance.</p>	●	●	●

¹ timescales

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

All documents can be made available in audio tape, large print and Braille, or alternative languages on request.



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