

Core Strategy

08 Transport Key Issue Paper

Options for Consideration Consultation
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Prepared by Christchurch Borough Council and
East Dorset District Council as part of the Local Development Framework

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1 Introduction	2
2 Baseline	3
3 Identification of Issues	32
4 Formation of Options	48
5 Implementation	86

1 Introduction

1.1 This paper has been prepared as part of the Local Development Framework to inform the development of the spatial strategy for matters relating to transport. The preferred strategy will be set out in the Christchurch and East Dorset Core Strategy. This paper is one of a number of thematic background papers which address distinct spatial issues affecting Christchurch and East Dorset. These issues have been identified from National, regional and local policy documents, stakeholder and local community engagement, local development framework evidence base and the Community Plans of Christchurch and East Dorset. This document sets out the process of how the spatial strategy for transport has been refined toward the development of a preferred strategy following Issues and Options work undertaken for the Core Strategy in spring 2008. This paper sets out the critical issues, problems and challenges to be considered in planning for transport and accessibility. The development of a preferred spatial strategy to address these issues has been informed by the following:

- National and local policy
- Objectives of other relevant plans and programmes (National to local)
- Sustainability Appraisal
- Core Strategy Issues and Options Stakeholder Engagement
- Evidence studies undertaken by the Council and key stakeholders.

1.2 Christchurch and East Dorset face a number of transport challenges including congestion on a number of roads and isolation issues for those without cars in the outlying parts of the Districts where public transport can be poor. Transport relates to a number of spatial planning issues which include housing, the economy, climate change, tourism and issues associated with the provision of community facilities.

1.3 The local authorities within the SE Dorset area (which includes southern East Dorset and Christchurch) are currently working together to integrate and align the South East Dorset Local Transport Plan 3 with the production of Local Development Frameworks. The outcome of the South East Dorset Multi Modal Transport Study will provide the transport strategy for the area which will inform the Local Transport Plan 3 and Local Development Frameworks. A list of transport schemes will be derived from the transport strategy.

1.4 Consultation on LTP3 will not now take place until 2011. It will then be possible to use the consultation on the Options to feed into the LTP. In south-east Dorset it will be possible to integrate Local Transport Plan consultation with work on phase three of the SE Dorset Transport Study.

1.5 In advance of the outcome of South East Dorset Multi Modal Transport Study Bournemouth, Poole, Christchurch and East Dorset have worked together and adopted interim guidance for a SE Dorset transport infrastructure developer contributions policy. Development within the SE Dorset area has a cumulative impact on the network across the area and developer contributions will be pooled to deliver transport improvements to mitigate that impact. Transport schemes will also be delivered with regional funding and Local Transport Plan funding. A transportation scheme list common to the Local Transport Plan 3 and Local Development Framework will be developed containing strategic major schemes through to the smaller Local Transport Plan schemes. This work represents a logical, transparent process linking the future development of the area, identifying that development's impact on the transport network, assessing the measures needed to mitigate that impact, through to the funding and delivery of transport schemes.

2 Baseline

2.1 The District of East Dorset is located in the north-east of the County. The A31 trunk road from London to the South West runs through the District providing direct links to Southampton and on to the M3, M27 and A34 to the Midlands. There is no rail link to the District. Bournemouth Airport lies within two miles of the eastern boundary and provides national and international air links, while the Port of Poole to the south provides cross Channel sea links. The rural areas are poorly served by roads and public transport, leading to issues over accessibility and isolation, in particular for those without cars. In the urban parts of South East Dorset, issues over access mainly relate to congestion.

2.2 The town of Christchurch is located close to Bournemouth with easy access to the A338 which runs through the north of the Borough, providing links to primary routes to the east and west. The Borough has two railway stations providing one direct train an hour to London and the South East. Bournemouth Airport, lying in the north-east of the Borough, provides scheduled and charter flights to a range of national and international destinations. The airport is in reasonable proximity to the trunk road network, being two km from the A338 Bournemouth Spur Road which connects to the A31. There is no rail connection with the nearest station at Christchurch, eight km away. Buses connect the airport with Bournemouth travel interchange, the town centre and hotels. The combination of expansion at the airport and in particular, further development at the airport business park has implications for transport.

2.3 Both areas have high levels of car ownership with 1.21 cars per household in Christchurch (80.6% of households having access to a car) while East Dorset has the highest level of car ownership in the Country with 88% of households having at least one car. This high car dependency leads to congestion problems in key locations such as Christchurch Town Centre, the A338 and A31, the A35 and Bournemouth Airport. It also means that support for bus services is low in many areas and this in turn, leads to lower provision of services. The settlement pattern with suburban areas and rural settlements also causes difficulties for servicing by public transport. The high proportion of elderly living in both districts leads to a high degree of reliance upon buses and taxis.

2.4 Christchurch and the southern part of East Dorset form part of the Poole and Bournemouth conurbation. In East Dorset much of the urban area is made up of older centres of varying sizes which were expanded during the twentieth century. The rapid expansion has led to settlements which are not cohesive in character. In the north of the district the area is rural with a number of villages where rural isolation is an issue.

2.5 Christchurch is an historic town, which has expanded along the coast and inland to the north. It is mainly a linear settlement with suburban development in the north.

2.6 The dispersed nature of the settlements which make up the conurbation, especially the newer suburban areas has led to a number of scattered, smaller settlements. There is no central settlement within the conurbation.

2.7 The nature of the settlements within Christchurch and East Dorset gives rise to a number of issues. The urban areas of both Christchurch and East Dorset suffer from congestion. In Christchurch this is often on the main routes which run east west and the A35, A337, A338 and B3073 are particular problems. In East Dorset, the A31, again an east-west route, suffers from congestion and in both areas the River Stour is crossed only in a few places which restricts movement, especially if a crossing is blocked. Other than the two crossing points of the River Avon in Christchurch in the town centre and near Sopley, the only major crossing is at Ringwood. The east-west routes mean that frequent public transport is possible but the suburban areas to the

north of Christchurch, the dispersed, multi centred urban form of East Dorset and the scattered smaller settlements in the rural area are difficult to access efficiently. As a result, car ownership rates are very high. This leads to congestion and a lower demand for public transport. There are pockets of deprivation in both areas which may be made worse by lack of access to employment. Further detail is set out in the Sustainable Economic Growth Key Issues Paper.

Sustainability Appraisal Baseline Information

2.8 The Christchurch and East Dorset Sustainability Appraisal Scoping Report (August 2008) sets out baseline information and identifies sustainability issues, some of which are relevant to this paper are set out below.

2.9 Environmental Baseline and Issues

2.10 Climate Change

2.11 Transport has an impact on climate change in the form of carbon emissions from road and air traffic. Any improvements in transport infrastructure will have to take into account potential impact upon factors contributing to climate change. Transport improvements in the Core Strategy should promote sustainable modes of transport including walking, cycling and public transport.

2.12 Biodiversity

2.13 Transport and transport infrastructure improvements can impact upon biodiversity as a result of nitrogen deposition from road traffic, potential direct habitat loss and noise disturbance in particular to birds. The Core Strategy will aim to reduce reliance on the private car and promote more sustainable modes of travel to reduce harmful emissions which have an adverse impact on habitats. The Core Strategy must consider the affects of transport on the biodiversity of Christchurch and East Dorset and the surrounding areas. The heathland is of high importance and is vulnerable to human pressures. In Christchurch 18.6% and 9.7% of East Dorset is protected by some form of nature conservation designation, therefore, there are conflicts between transport and biodiversity which the Core Strategy must address.

2.14 Countryside and Landscape

2.15 Increases in the amount of people who have access to cars has made the rural areas accessible to those who wish to live in the countryside and work in the urban areas, or for those who wish to use the countryside for recreation. Some transport routes cut through the countryside including the A35, A31 and A338. Any improvements to the transport network may therefore affect the countryside and in turn the landscape of Christchurch, East Dorset and other adjoining areas including the New Forest National Park. The Core Strategy must address the impact of transport infrastructure improvements and levels of road traffic on the countryside / landscape.

2.16 Historic Environment

2.17 Carbon dioxide and other greenhouse gases produced by traffic can impact on the historic built environment including Wimborne town centre, in particular the Minster, locally and nationally listed buildings and much of Christchurch town centre. The Core Strategy will seek to promote forms of transport such as walking and cycling that will reduce harmful emissions and adverse impacts on historic buildings as well as reducing the impact of congestion and noise on what may be an otherwise tranquil environment.

2.18 Pollution / air quality

2.19 In general, pollution levels in both districts are low although only limited information is available on some indicators. There are no areas within the districts which currently meet the criteria for an air quality management plan, although the Airport has adopted an air quality monitoring framework as required by the terminal permission. The Core Strategy must consider how different modes of transport can affect pollution levels. The key air pollutants are nitrous oxides – these are high (49.1 ug/m³ in 2001) by contrast with levels of other pollutants, which are within target levels. The main source of this type of pollution is road traffic. Car sharing, public transport, walking and cycling will all be supported through the Core Strategy in order to manage and reduce pollution resulting from transport.

2.20 Resource use and Energy

2.21 The Core Strategy should support best use of existing transport infrastructure. Car sharing and promoting walking and cycling should all underpin the transport aims of the Core Strategy.

2.22 **Social Baseline and Issues**

2.23 Population

2.24 Christchurch has a population of 45,800 (ONS Mid Year Estimates 2008). The authority has the second smallest population in the County with 200 more residents than Purbeck but, because of its limited area, has the second highest population density, at 875 per square kilometre. The age structure of the population demonstrates a higher proportion of elderly persons in the Borough compared to national averages. 29.7% are aged 65 or above, compared with 24% in Dorset and 16.1% in England and Wales. The proportion of those aged 85 and over is twice that of the national average. Between 2004 and 2007, the most significant increase has been in the 85 and over age group some of whom may not have use of a car nor be able to access public transport and may require more specialist modes of transport. East Dorset has a population of 85,900 (ONS Mid Year Population Estimates 2008 and around two thirds of the population live in the south and eastern area of the district. The age structure of the District has undergone significant changes in recent years which have had an impact upon the need for community facilities. Since 1991, the number of people aged 50-59 years has increased by 49% whilst those in age band 20-29 years have fallen by 29%. Long term projections suggest that the population may grow to 96,500 in East Dorset and to 49,600 in Christchurch by 2028 (The Dorset Data Book 2007). A rising population in both Christchurch and East Dorset mean that there is added demand on the transport network which can lead to increasing congestion. Therefore it is important that the Core Strategy supports sustainable modes of transport to ensure that adverse impacts of population growth on the transport network are minimised or avoided.

2.25 Housing

2.26 With increases in population come increases in housing and about 320 new homes have been built per year in East Dorset over the past decade. Around 100 new homes are built each year in Christchurch, however the Regional Spatial Strategy requires Christchurch to deliver 173 dwellings per year. It is important that the Core Strategy supports the development of housing close to existing facilities and amenities therefore reducing the need to travel and increasing people's choices by being able to walk, cycle or use public transport to get to local centres. The provision of higher density housing development close to existing facilities and amenities is conducive to the provision of public transport services but may conflict with other aims, such as the protection of urban character.

2.27 Health

2.28 Overall the health of Christchurch's residents is good with life expectancy for the period 2004/2006 being 80.3 years for men and 84.4 for women. Life expectancy in East Dorset is higher than the national average, being 84.4 for females and 81.4 for males for the period 2004/2006. However, the high proportion of older people in the area, which is anticipated to rise, does mean that there is an issue about providing adequate care for the elderly. Increasing walking and cycling can have positive impacts on the health and wellbeing of communities and can also increase social interaction between people which links into social inclusion below.

2.29 Social Inclusion

2.30 Although levels of car ownership are high in both districts (Christchurch 80.6% and East Dorset 88%), not all the residents of Christchurch and East Dorset have access to private modes of transport, therefore the Core Strategy must improve accessibility of public transport to increase social inclusion. Access to essential facilities and services is an issue that needs to be considered in the light of the ageing population. Changes in the provision of services and facilities over the last 30 years have put pressure on local amenities, reducing their economic viability. This problem is particularly acute in the rural areas.

2.31 Education

2.32 It is predicted that there will continue to be an increase in the population for both Districts (ONS). The possible levels of housing growth triggered by the demand for housing will increase population levels across South East Dorset placing added demand on education services. Therefore, it is important that transport to education and associated facilities by sustainable modes is encouraged as part of the Core Strategy although this can be complicated by parental choice of schools whereby children do not attend the local school and continue to travel by car.

2.33 Culture, Leisure & Recreation

2.34 Christchurch and East Dorset have a range of cultural, leisure and recreational facilities which are used by both residents and visitors to the town. All leisure activities contribute to the quality of life of residents, providing amenity and opportunities for enhancing intellectual, spiritual and physical well being – this links into the health section discussed above. Access to these facilities by public transport, walking and cycling should be supported by the Core Strategy.

2.35 Economic Baseline and Considerations

2.36 Christchurch has a large and thriving business base with over 1,800 companies. The Borough provides employment for 17,700 people. East Dorset has approximately 3,880 firms and provides employment for around 30,000.

2.37 Economy

2.38 Transport infrastructure is important in maintaining and attracting businesses and tourists which help to support the local economy. As highlighted above both Christchurch and East Dorset are economically important areas and maintaining / enhancing this will depend to an extent on the transport infrastructure of these areas. Improvements to public transport and people's ability to walk and cycle to areas of employment are an important aspect of the Core Strategy although it needs to be recognised that the locations of strategic employment sites such as Ferndown and the Airport business park present significant challenges for accessing the sites by sustainable modes.

2.39 Shopping

2.40 Shopping facilities exist at various local shopping parades throughout the Borough of Christchurch in addition to the main shopping areas in the town centre and Highcliffe. There are two main town centres within East Dorset at Wimborne Minster and Ferndown. Additionally, there are smaller centres at Verwood, West Moors and a scatter of shops throughout Corfe Mullen. Many rural communities have lost their shops which means that residents have to rely on provision within towns. This encourages car journeys, but also disadvantages those without easy access to the car. Access to shopping facilities (local and town centre) by public transport, walking and cycling should be promoted through the Core Strategy.

2.41 Tourism

2.42 The Core Strategy should address the balance between encouraging tourists (economic benefits) and the potential adverse environmental impacts from increased tourist traffic. Measures to avoid or mitigate against harmful impacts will include the provision of sustainable modes of transport to enable visitors to the area to access attractions easily without raising levels of emissions beyond critical levels.

2.43 Core Strategic Messages

- There is only one trunk road serving south east Dorset, including Christchurch and East Dorset. This is the A31 which provides an east-west route towards London and the south east as well as towards the Midlands and North and to Weymouth in the west. The railway line follows the same east-west route and does not enter East Dorset. Connections out of the conurbation are therefore limited and the A31 suffers from congestion, extending to outside of the peak hours. Connections are facilitated, on the other hand, by the airport within the borough of Christchurch. This provides national flights as well as international charter and scheduled flights.
- The rural area of East Dorset is poorly served by public transport. This has led to a very high degree of dependency on the car but can also lead to isolation, in particular for certain groups such as the elderly and young people. The scattered centres and settlements within the conurbation also exacerbate the need for private transport. This can lead to even poorer provision of public transport.
- This high dependency on the car has impacts on the environment, biodiversity, the historic environment and landscape, pollution and factors leading to climate change. This leads to an increasing need to examine the effects of the location of development and to examine the effects of developing in accessible locations where there can be higher use of public transport, walking and cycling.

Policy Background

2.44 National

<p>The Climate Change Act (2008)</p>
<p>Analysis</p> <p>The Climate Change Act 2008 introduces a binding long-term framework to reduce greenhouse gas emissions, towards a target of at least an 80% reduction below 1990 levels by 2050. A system of ‘carbon budgets’, which limit UK emissions over successive five-year periods, will set the trajectory towards 2050 and drive the UK’s transition to a low carbon economy through a series of legally binding emission caps. The first three carbon budgets, covering the periods 2008–12, 2013–17 and 2018–22, were announced in April 2009, requiring emissions reductions of just over 22%, 28% and 34% respectively, below 1990 levels.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy must develop policies which contribute to the reduction of carbon emissions through the sustainable location of development.</p>

Table 2.1

<p>PPS1, The Climate Change Supplement (2007) and PPS Consultation :Planning for a Low Carbon Future in a Changing Climate (2010)</p>
<p>Analysis</p> <p>Local Planning Authorities are required to deliver sustainable patterns of urban growth and rural developments that help to secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, which overall, reduce the need to travel, especially by car. (The difficulties this presents in rural areas are recognised). The consultation suggests local authorities will be required to assess the impact of travel demand resulting from developing a site, whether there is a realistic choice of access and opportunities to service the site through sustainable low carbon transport. It recommends that the take up of electric and plug-in hybrid vehicles should be supported with facilities provided for cabling or charging infrastructure. There is also a need to provide for safe and attractive walking and cycling opportunities, to ensure the provision of car parking is consistent with cutting greenhouse gas emissions and to implement travel plans.</p>
<p>Core Strategic Messages</p>

The Spatial Strategy needs to ensure that development is located close to existing amenities and transport services. The Core Strategy must include provision for cycling and walking and encourage a sustainable approach to car parking provision. Travel plans are also required along with the need to provide safe and attractive walking and cycling opportunities. Such proposals are required to reduce greenhouse gas emissions.

Table 2.2

PPS3 Housing (2006)

Analysis

PPS3 requires that policies lead to the creation of places and streets which are attractive, safe, accessible, functional, have a distinctive identity and maintain and improve local character.

Residential development should be located so it is well connected to public transport, community facilities and services in order to lower carbon emissions.

A design lead approach is required for car parking spaces and streets which are pedestrian, cycle and vehicle friendly.

Core Strategic Messages

The Core Strategy needs to locate development in areas accessible by a range of sustainable modes other than the car. PPS3 also sets out the requirement for a car parking strategy which will be addressed in the Local Development Framework.

Table 2.3

PPS4 Planning for Sustainable Economic Growth 2009

Analysis

Developments which generate substantial transport movements need to be co-located where they are accessible and avoid congestion. Transport infrastructure must be planned to support planned economic development. Policies must be set for town centres which encourage, where appropriate, high density development which is accessible by modes other than the car. Mixed use schemes are also to be encouraged. In rural areas, development should be located in local service centres. Maximum car parking standards for non residential car parking need to be set. These must be in alignment with the Regional Spatial Strategy and Local Transport Plan and must take into account a set of criteria which includes the need to promote accessibility by modes other than the car, to reduce carbon emissions and tackle congestion.

Core Strategic Messages

Transport infrastructure must be planned in line with planned economic growth. Access must be encouraged by modes other than the car. This is supported by the need to have maximum non residential car parking standards which also reduce carbon emissions and tackle congestion.

Table 2.4

PPS9 Biodiversity and Geological Conservation (2005)

Analysis

Policies on the form and location of development should take a strategic approach to the conservation, enhancement and restoration of biodiversity and geology.

Core Strategic Messages

The Core Strategy will need to address the potential impact of transport policies upon biodiversity and habitats.

Table 2.5

PPS12 Local Spatial Planning (2008)

Analysis

PPS12 requires Core Strategies to set out evidence on the infrastructure needed to support the development proposed and to identify needs, costs and responsibilities

Core Strategic Messages

Information on transport infrastructure improvements will need to be set out in the Core Strategy with further details in the Infrastructure Plan.

Table 2.6

PPG13 Transport (2001)
<p>Analysis</p> <p>PPG13 promotes traffic management-reallocating road space away from cars, identifying key routes for bus improvements and improving routes for pedestrians and cyclists.</p> <p>Sustainable development is to be supported through extending choice in transport and securing mobility. By shaping the pattern of development, location, scale, density, design and mix of land uses planning can help reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs by public transport, walking and cycling. Employment related development should be highly accessible by public transport, walking and cycling.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to include a strategy on traffic management and establish key routes for bus improvements, as well as with a strategy for cyclists and pedestrians. Policies will need to ensure development is located sustainably.</p>

Table 2.7

PPS23 Planning and Pollution Control (2004)
<p>Analysis</p> <p>Polluting activities should be sited and planned so that their adverse effects are minimised and contained within acceptable limits.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to ensure policies control, mitigate and minimise levels of pollution from transport.</p>

Table 2.8

Choosing Activity (Department of Health 2005)
<p>Analysis</p>

This document recognises there is a need to change both the physical and cultural landscape and to create an environment that supports people in more active lifestyles.

- Provision of attractive routes for walking and cycling are required.
- Public spaces and the countryside should be made more accessible and attractive including playgrounds, parks and sport and leisure facilities
- Play, including playing in the street is seen as important.
- In rural areas where play provision is not so accessible, affordable transport needs to be provided to facilities using the extended schools concept to provide the facilities.
- Primary Care Trusts are to take action on activity and promote physical activity.
- Work places should provide cycle parking.

Core Strategic Messages

Policies will need to make walking and cycling more attractive and to promote access to open space and other sport and leisure facilities. The design of residential development will need to make provision for street play. Cycle parking standards are needed for work places as well as other forms of development.

Table 2.9

The Stern Review (2006)

Analysis

The Stern Review on the Economics of Climate Change, published on October 30 2006, assesses the nature of the economic challenges of climate change and how they can be met, both in the UK and globally. The Review examines evidence on the economic impacts of climate change itself, explores the economics of stabilising greenhouse gases in the atmosphere, and considers complex policy challenges involved in managing the transition to a low-carbon economy and in ensuring that societies can adapt to the unavoidable consequences of climate change.

The evidence shows that ignoring climate change will eventually damage economic growth and that tackling climate change will provide a pro-growth strategy for the longer term. The benefits of strong, early action on climate change outweigh the costs. The earlier effective action is taken, the less costly it will be. At the same time, given that climate change is happening, measures to help people adapt to it are essential. The mitigation we do now, will determine the ease of continuing to adapt in future.

Core Strategic Messages

The Core Strategy will need to address the issue of transport growth and its impact on climate change, devising measures to avoid or minimise adverse impacts.

Table 2.10

The Eddington Transport Study (2006)

Analysis

The Eddington Transport Study was jointly commissioned by the Chancellor of the Exchequer and the Secretary of State for Transport to examine the long-term links between transport and the UK's economic productivity, growth and stability, within the context of sustainable development. The Study report, *Transport's role in sustaining the UK's productivity and competitiveness*, was published on 1 December 2006.

The UK's transport networks are considered to provide the right connections, in the right places, to support the journeys that matter to economic performance. Good transport systems support the productivity and provide arteries for domestic and international trade, boosting national economic competitiveness. The UK's transport networks will be a crucial enabler of sustained productivity and competitiveness and are therefore vital to economic recovery.

For sustained productivity into the future, transport policy must reflect the economic and structural changes that are shaping the UK's transport needs. The significance of cities and large urban areas as highly productive centres of the service-based economy is growing. 55 per cent of commuter journeys are to large urban areas and 89 per cent of delay caused by congestion is in urban areas. The growth in international trade makes a very significant contribution to the UK's economy which is boosted by falling international transport costs.

Whilst much of the system works well some parts of the system are under severe strain. Continued economic success is forecast to lead to rising demands – if left unchecked 13 per cent of traffic will be subject to stop-start travel conditions by 2025. The CBI identifies transport as one of the three future competitiveness issues for the UK. Given their significance to the economy, and the fact that most transport challenges are – or will be – concentrated in these areas, Eddington shows that the strategic economic priorities for long term transport policy should be growing and congested urban areas and their catchments; the key inter-urban corridors; and the key international gateways.

Core Strategic Messages

The Core Strategy will need to address problems of congestion in the urban area, especially in areas which have a major impact on the economy such as town centres and the Airport.

Table 2.11

<p>Manual For Streets 2007</p>
<p>Analysis</p> <p>Manual for Streets sets out the need to cater for movement of all types, not just the car</p> <p>The “place” function of streets needs to be recognised, they should be attractive and convenient places to walk and cycle in to reduce reliance on the car. Streets need to be designed for bus use and to provide parking for cars, motor bikes and bikes.</p>
<p>Core Strategic Messages</p> <p>Design of development is important in enabling a shift away from the car to take place and the Core Strategy will need to set out an approach which deals with this.</p>

Table 2.12

<p>World Health Organisation Age Friendly Cities Guide 2008</p>
<p>Analysis</p> <p>This document looks at the issues surrounding older people in cities around the world. Some of the findings are appropriate for all places. The document points out that older people still need to be able to move around places and that this is much more restricted when they become unable to drive. Public transport needs to be frequent, to cover all areas so that areas and facilities are accessible, vehicles need to be accessible for older people who may be less agile than others and stops needed to be frequently located to reduce the distance that needs to be walked.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to examine how public transport can be improved to allow older people to use it more effectively. Improvements of this nature would benefit all members of society.</p>

Table 2.13

<p>Physical Activity and the Environment NHS National institute for Health and Clinical Excellence (2008)</p>
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Analysis

Proposals for new development must prioritise the need for people to be physically active by creating local facilities and services which are accessible by foot, bicycle and by other modes which involve physical activity. These modes should be given the highest priority when developing streets and roads and a comprehensive network of routes offering convenient, safe and attractive access to workplaces, homes, schools and other public facilities.

Core Strategic Messages

Policies in the Core Strategy will promote modes of transport other than the car, including those which involve physical activity

Table 2.14

Delivering a Sustainable Transport System Consultation on Planning for 2014 and beyond (DfT 2008)**Analysis**

Delivering a Sustainable Transport System (DaSTS), published in November 2008, explains how the Government will meet the challenges set by Stern and Eddington and implement the recommendations of their reports. DaSTS outlines five goals for transport that focus on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions.

The goals:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

There can sometimes be tension between the different goals when considering decisions about future investment. In particular, supporting economic growth while reducing greenhouse gas emissions. Despite this, a strong synergy between different goals is expected. For example, measures that improve the links between cities will also benefit the economies of the surrounding regions and help to reduce regional economic imbalance. Measures that encourage modal shift to public transport, cycling and walking are likely to make a positive contribution to economic growth (by tackling congestion), reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health. DaSTS suggests that, with proper planning, there is no reason why a package that includes new infrastructure need have an adverse impact on climate change, quality of life or the natural environment.

The objective up to 2014 is to make better use of the existing network with “Strategic National Corridors” being identified. The Government is proposing that it will prioritise spending on these corridors in the period 2014-2019 and beyond, once they are formally adopted. It is recognised that South East Dorset is the largest urban area not within 20 miles of a “Strategic National Corridor”. Bournemouth Airport is also the busiest airport not within 20 miles of any “Strategic National Corridor”.

Core Strategic Messages

Spatial planning is recognised as having a significant impact on transport demand. The document sets out an overarching strategy to be taken forward by the regions. It recognises that in the short term, better use needs to be made of the existing network. Policies in the Core Strategy will need to reflect this.

Table 2.15

Low Carbon Transport: A Greener Future (DfT 2009)

Analysis

The Government’s carbon reduction strategy for transport, published in July 2009, is intended to enable the UK to meet the requirements of the carbon budgets set under the Climate Change Act 2008. Development of a low carbon economy and transport system is seen to present huge opportunities; not just for climate change but for national prosperity, health, and the wider environment. The strategy aims to give people and business more low carbon choices about when, where and how to travel, or to transport goods. It recognises that low carbon travel must be a genuine, viable and attractive option for businesses and ordinary citizens.

The strategy champions the technological advancement needed to largely decarbonise surface transport and continues to promote better integration and active travel. The strategy also supports opportunities for reducing the amount we need to travel through use of information technology and through approaches to spatial planning.

Core Strategic Messages

The Core Strategy will need to promote the co-ordination and integration of different services with improved provision for cycling, including integrating cycling with other services.

Table 2.16

Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities (DfT November 2009)

Analysis

The guide follows Low Carbon Transport: A Greener Future (above) in discussing a variety of measures which can be implemented to deliver low carbon travel. It makes it clear that a range of measures are needed rather than individual ones and points to the successes of various projects across the Country. It stresses the need to tackle transport demand rather than mitigating its impact, recognising transport can deliver other objectives in other sectors such as the economy, health, social inclusion, education and carbon reduction. Typical measures which the Core Strategy could include in tandem with the Local Transport Plan are walking and cycling infrastructure, the use of travel plans, improving interchanges and their access, integrated land use planning, parking policies and traffic management solutions.

In areas where alternatives to the car are difficult, the emphasis should be on low carbon vehicle choices, car sharing and reducing the need to travel through well planned services. As the highest proportion of emissions are in the range of distances commuted it will be worthwhile focussing on journeys to areas of economic activity with targeted, locally designed solutions to reduce the number of journeys.

Sustainable low carbon transport should be planned into development from the start; this particularly applies to new employment areas and urban extensions. Contributions from development can also be obtained towards providing a central point for sustainable travel information including personalised travel plans.

Core Strategic Messages

The Core Strategy will need to reduce transport demand rather than mitigate its impact. In areas where there is little alternative to the car, other options will be needed and the location of well planned services and facilities will be crucial. Sustainable low carbon transport needs to be planned into development, in particular for employment allocations and urban extensions.

Table 2.17

Transport Guidance: Supporting Access to Positive Activities: Dept for Children, Schools and Families, The National Youth Agency and DfT (2009)

Analysis

This report highlights the barriers which exist for young people in accessing activities. It recommends that mobile provision of services would help to overcome "territorial" issues by taking activities to children and young people. It also suggests that safe cycle storage as well as safe routes for walking and cycling would help young people be more independent. Providing young people with alternatives to the car before they are old enough to drive encourages them to carry on using other modes of transport later.

Core Strategic Messages

Service providers need to examine ways of taking their services to young people. The Core Strategy will need to respond to the need for safe walking and cycling routes as well as public transport.

Table 2.18

Health and Spatial Planning: Transport and Health RTPI (2009)

Analysis

The impacts of transport on health are discussed, some may be positive, for example by enabling access to work and activities whilst others such as dependency on the car and the effects of congestion on air pollution will potentially have a detrimental impact on obesity, heart disease, mental health and cancer. Key considerations for the Core Strategy include injuries and death, health inequalities, walking and cycling, air and noise pollution, stress/mental health/quality of life, community severance and impact of climate change on health.

Core Strategic Messages

The Core Strategy will need to consider the implications of its transport policies on health

Table 2.19

Connectivity Problems, Challenges and Issues for the Region: Unlocking Economic Potential via Improved Connectivity. South West Regional Assembly (March 2009)

Analysis

Connections to the West of England Housing Market Area, London and to the north are important. There is no strategic north - south transport route for this part of the south west; this constrains growth in trade between south east Dorset and the west of England and Swindon.

For the Weymouth to London via south east Dorset corridor it is clear that the most important sections are east of the Poole/Bournemouth conurbation towards London. In particular the section of the A31 linking Ringwood with the motorway network around Southampton emerges as of significant importance.

Furthermore, there are three north-south links which are included: the A37, A350 and A338, all three linking the south coast area around Bournemouth/Poole with the west of England Housing Market Area and the M4 corridor.

There is no high standard north to south road route in the east of the region and so connections from the west of England and Swindon to south east Dorset and Salisbury are slower than the average for the region.

Rail services between these parts of the region do not offer direct services. Swindon - Poole requires two changes and on the best available services takes over 2h30m. Bristol - Poole is also not a direct service and at best takes around 2h50m to complete. Another connection performing below benchmark is the east-west link between Exeter and South East Dorset. The road route between these locations is of mixed standard and has sections which pass through villages as well as a large number of roundabout junctions from Dorchester eastwards which can experience congestion during peak periods. Again, rail services are not direct and the quickest journey time between Exeter and Poole is over 3h15m.

Core Strategic Messages

Connectivity out of South East Dorset is poor except for the link to London, this applies to road and rail links. The poor links inhibit trade between south east Dorset and the west of England and Swindon. The Core Strategy will need to identify important routes into the area and establish a mechanism to secure their improvement.

Table 2.20

2.45 Dorset and South-east Dorset

Transport Infrastructure in South East Dorset, Development Contributions, Interim Planning Guidance (2009)

Analysis

The South East Dorset authorities have adopted an interim policy on planning obligations and transport infrastructure which will lead to an interim document prior to the introduction of the Community Infrastructure Levy. It sets out the level of financial contributions to be sought from development and be used to implement the transport strategies in the Local Transport Plan and Development Plan Documents.

Core Strategic Messages

The guidance will provide information on the funding of the proposals set out in the Core Strategy and will form part of the Implementation Plan

Table 2.21

South East Dorset Local Transport Plan 2006-2011**Dorset Local Transport Plan 2006-2011****Analysis**

Local Transport Plan 2 Reviews for Rural Dorset and South East Dorset 2008:

The key actions for both plans, which are focused around the Local Transport Plan shared and local priorities, are as follows

Road Safety and Health

- Continue the route management approach as a key process in meeting road safety targets.
- Review annually all schemes for which major engineering solutions have been put forward in the past and consider the adoption of lower cost solutions where these would be appropriate and effective.
- Continue to develop priority assessment and bring forward schemes that meet road safety targets.
- Target the most vulnerable groups for road safety education.

Accessibility

- Improve the long term planning and modernise the procurement of public transport services.
- Develop and expand demand responsive and other innovative bus services in rural areas.
- Work with existing operators to develop and strengthen conventional public transport services.
- Clarify the cycling strategy to feed into Local Development Frameworks and the next Local Transport Plan with priority given to the CONNECT2 projects.
- Continue the development of the North Dorset Trailway and its extension into East Dorset.

Congestion

- Develop stronger quality partnerships and punctuality improvement partnerships to deliver public transport.
- Review the bus quality partnerships in South East Dorset, particularly in the context of the Multi Area Agreement.

- Produce an Intelligent Transport Systems Strategy with Bournemouth and Poole and implement a joint network traffic control centre by 2011.
- Develop a motorcycle strategy to inform the next Local Transport Plan.

Air Quality

- Improve air quality monitoring and trial real-time monitoring equipment linked to network traffic control systems.

Environment

- In developing the Local Transport Plan improvements programme take into account the need to meet national and local climate change targets and the Nottingham Declaration.

The Way Forward

The County Council should continue to develop Local Transport Plan policies and programmes around the need to meet existing Local Transport Plan targets but with greater emphasis given to those coming forward through the Local Area Agreement process. A clear long term transport vision for 'Greater Dorset' should form the back-bone of the next Local Transport Plan (Local Transport Plan 3) which will be prepared during 2010/11. This will be informed by the need to achieve more effective utilisation of our transport networks and the encouragement of more sustainable means of transport.

Close working with partner district and borough councils will ensure synergy between the Local Development Framework transport strategies and the next Local Transport Plan. It is proposed to integrate consultation where feasible on Local Transport Plan 3 with the transport input to the Local Development Frameworks. Bournemouth, Poole and Dorset should maximise the opportunities of the Local Area Agreements and Multi Area Agreements to raise the profile of transport across the conurbation and improve partnership working.

Core Strategic Messages

The local authorities are currently working together to integrate and align Local Transport Plan 3 with Local Development Frameworks. A transportation scheme list common to Local Transport Plan 3 and the Local Development Framework will be developed containing strategic major schemes through to the smaller Local Transport Plan schemes. This list will be contained in the Local Transport Plan and the Core Strategy will make reference to it. The strategic transport schemes and the Prime Transport Corridors will be included in the Core Strategy.

Local Transport Plan 3 will cover the whole Multi Area Agreement area, i.e. Bournemouth, Poole and Dorset

Table 2.22

<p>Cranborne Chase and West Wiltshire Downs AONB Management Plan 2009 - 2014</p>
<p>Analysis</p> <p>The Management Plan raises concern over the heavy road use within the Area of Natural Beauty including use of the smaller roads. This leads to concerns about road safety especially for vulnerable users such as cyclists, pedestrians and horse riders. Regular public transport is limited to the main roads which means that personal private transport is necessary. The document includes a policy to promote and develop an integrated system of roads, railways, public transport and Rights Of way therefore minimising traffic in the Area of Natural Beauty and another to provide affordable parking facilities to enable people to leave their cars and use public transport for the rest of their journey.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to reduce the number of journeys made within the Area of Natural Beauty by demand management measures which may include the concept of community travel planning.</p>

Table 2.23

<p>Multi Area Agreement (MAA) (July 2008)</p>
<p>Analysis</p> <p>The MAA raises concerns over increasing congestion in the sub region, with poor connectivity out of the sub region and subsequent effects on the economy. It sets out a wish to see:</p> <ul style="list-style-type: none"> • A reduction in congestion • Provision of key employment sites with good access • Improved public transport to employment • Improved connectivity eastwards to south Hampshire and London and northwards to Bristol and the north
<p>Core Strategic Messages</p> <p>The Core Strategy will need to contain policies which aim to reduce congestion and improve connectivity with other regions to promote sustainable economic growth.</p>

Table 2.24

LAA Dorset Strategic Partnership – Local Area Agreement (2008-2011)
<p>Analysis</p> <p>This sets a number of targets between 2008 and 2011 with the aim to reduce congestion by holding it at its 2008 level, increase access to services by public transport, walking and cycling from facilities by public transport, walking and cycling from 95.14% to 100% by 2010/11 and to maintain the level of local bus passenger journeys at the 2008 level.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to incorporate an approach relating to demand management.</p>

Table 2.25

Healthy Weight Strategy for Dorset 2009 – 2012 Dorset NHS
<p>Analysis</p> <p>This document stresses the need to increase the profile of active travel and to ensure walking and cycling routes are available. Services need to be located close to areas of need to ensure sustainable travel modes are the logical choice.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy will need to promote walking and cycling routes as well as ensure services are located so that sustainable modes are the logical choice.</p>

Table 2.26

Community Safety Plan 2008 – 2011 for Eastern Dorset
<p>Analysis</p> <p>This tackles the issues of speeding and road safety. The document proposes better education for drivers and in particular for cyclists and motorcyclists as well as the promotion of safer routes to schools.</p>

Core Strategic Messages

While this document promotes improvements to driving skills, the Core Strategy should make reference to the wider concern of highway design.

Table 2.27

Dorset Primary Care Trust – Report to Dorset County Council in Response to the Draft Regional Spatial Strategy (2008)

Analysis

Improving health through diet and physical activity is a key priority, accessibility to leisure centres as well as open space and to food shops is important.

Core Strategic Messages

The need to improve accessibility for health reasons needs to be reflected in the Core Strategy. Encouraging people to walk and cycle as part of their daily lives improves health and the Core Strategy needs to address the issue of the design of new development allowing for walking and cycling.

Table 2.28

Dorset County Council’s Corporate Plan (2008)

Analysis

Dorset County Council’s Corporate plan identifies improving accessibility and transport as a cross cutting theme to deliver its six aims

Core Strategic Messages

The need to improve accessibility should be addressed in the Core Strategy and the Local Transport Plan.

Table 2.29

Dorset Rights of Way Improvement Plan (ROWIP) Consultation Draft 2007

Analysis

The document gives information on travel which the Local Transport Plan of July 2005 uses to identify ways in which it can positively contribute to getting about, for example some local path networks may, if improved, provide potential for more short journeys to be made safely to schools or other facilities without needing cars. Such schemes clearly have health, safety and other environmental benefits, and represent an important contribution to Dorset's accessibility and sustainability objectives.

The ROWIP identifies the need to establish a network of paths based on demand, historic networks, health benefits, accessibility, the need to support the local economy and provision of routes to suit all users and abilities.

It proposes developing key routes from settlements to meet needs and to examine recreational long distance trails, including the conversion of the railway line between Blandford and Corfe Mullen to meet modern needs.

Core Strategic Messages

The proposals in the ROWIP assist in improving accessibility and will be supported by the Core Strategy.

Table 2.30

2.46 Local**Christchurch Corporate Plan 2008 -2012****Analysis**

Christchurch Corporate Plan sees traffic congestion as a problem. The Council recognises it has little influence over transport infrastructure but wishes to encourage sustainable and fuel efficient modes of transport, see Local Transport Plan schemes delivered on time and on target and see speed management and pedestrian improvements where needed.

Core Strategic Messages

The Core Strategy should include policies which reduce congestion, encourage sustainable modes of transport and improve the quality of the environment for pedestrians.

Table 2.31

<p>East Dorset Corporate Plan 2010-2016</p>
<p>Analysis</p> <p>The Corporate Plan highlights traffic congestion as an issue under three of its Priority areas which include Communities, Economy and Environment. There is a need to reduce traffic congestion and the number of car journeys by reducing the need to travel. Having thriving town centres can help by reducing the need to travel outside of the area. Improved bus services to serve the rural areas as well as employment areas are included. Improvements to cycling and walking routes to allow access to the countryside and to employment areas are promoted. Road safety is also an issue.</p>
<p>Core Strategic Messages</p> <p>The Core Strategy should include policies which encourage other modes of transport to the car and examine ways to improve accessibility, especially to access employment areas and for those in rural areas.</p>

Table 2.32

<p>Christchurch Local Plan 2001</p> <p>East Dorset Local Plan 2002</p>
<p>Analysis</p> <p>The Christchurch Local Plan proposes a strategy providing a co-ordinated package of transport and land use policies. These are:</p> <ul style="list-style-type: none"> • To improve the capacity of the network to carry people and goods, rather than vehicles • Enhance cycling, public transport and walking and change travel behaviour away from the car <p>The East Dorset Local Plan promotes walking, cycling, public transport and traffic management. It also proposes a trailway based on the former railway line, between Corfe Mullen and the District boundary.</p> <p>Both Christchurch Local Plan and East Dorset Local Plan define a network of strategic and non strategic roads and contain a number of improvements to trunk and other roads.</p>
<p>Core Strategic Messages</p>

While some of the improvements proposed have been implemented, others remain as projects. The Local Transport Plan is the mechanism by which funding for schemes is distributed and since both Local Plans were adopted, the objectives of the Local Transport Plan have changed. This has led to schemes which are not in the Local Plans taking priority and some which are included in the Local Plans no longer meeting objectives and therefore not being implemented. Schemes will be reviewed through a priority assessment process. Schemes identified through this process and new transport improvement schemes will now be identified in Local Transport Plan 3 with the Core Strategy containing information on major transport schemes and the Prime Transport Corridors.

Table 2.33

Christchurch Town Centre Strategy SPG (2003)

Analysis

Christchurch Town Centre Strategy stresses the importance of enhancing the accessibility of the town centre by public transport and primarily by buses

The potential to walk freely around the town is greatly restricted by physical barriers to pedestrian movement. These include:

- A35 – Fountains Way, which severs the area of Bargates from the High Street; and
- Large areas of privately owned land with no public access.

There is a good public transport network, including train services, but it appears that it may not be used to its potential and therefore requires promoting as an alternative to the car. There is a need to examine what improvements are required to the station and links to it.

Due to the dispersed nature of the Borough and the lack of quality pedestrian and cycle links, the bus service within Christchurch has a vital role to play in the sustainability of the town. The bus service provides the only practical alternative to the private car.

There is a lack of connection between different parts of the Town Centre. This dysfunctional movement pattern and a lack of places to sit out could be relieved by the creation of public spaces and pedestrian-friendly links.

Core Strategic Messages

The Core Strategy should help to ensure that the connectivity of the town centre is improved in particular for pedestrians and public transport.

Table 2.34

Community Strategies

<p>The Community Strategy for Dorset 2007- 2016</p>
<p><u>Analysis</u></p> <p>The Dorset Strategic Partnership identifies one key challenge relating to transport as - Improved access to services, employment and leisure.</p> <p>The Partnership wants to see:</p> <ul style="list-style-type: none"> • An improved transport infrastructure for Dorset • A range of safe, efficient and fair access solutions which encourage greater use of alternatives to the car • Access solutions based on the needs of individuals and communities • Effective public transport through a range of providers • More equal access to appropriate service provision across the County.
<p>Core Strategic Messages</p> <p>There is a need to provide equality in access for all which relies less on the car.</p>

Table 2.35

<p>Christchurch Community Plan 2007</p>
<p><u>Analysis</u></p> <p>The Plan raises the following issues about the town:</p> <ul style="list-style-type: none"> • High parking charges and the effect on shops • Traffic jams / queues and congestion, A35 • Lack of access for disabled people and parking charges • The lack of an integrated / sensible cycle path system, especially in the town and to the schools.
<p>Core Strategic Messages</p>

This document highlights the concerns over accessibility into and around the town.

Table 2.36

East Dorset Sustainable Community Strategy 2008

Analysis

Included in the vision for the District is the concept of improving public transport links to deprived areas and reducing isolation in rural areas. There is recognition of the decline in facilities in rural areas and the increasing need for good public transport links and access to the facilities found in larger settlements. The Strategy takes up the concerns expressed in most parish plans about the speed of traffic in villages, the need for the increase in cycleways and routes and improved footpaths and pavements. Improvements are also recognised as needed to public transport in particular an extension of the flexible demand response bus network. Support schemes are recognised as required to make public transport more affordable for young people. Most innovatively, there is support of car sharing schemes, particularly for rural areas.

The Traffic and Transport Theme Action Group identifies social exclusion, in particular youth and rural issues, the difficulty in accessing many work places, the need to achieve a reduction in traffic volume and to increase the use of public transport as the main issues in the District.

Core Strategic Messages

Improved access for those living in deprived areas and rural areas as well as for young people is required. There are concerns over traffic speeds in the rural area and villages as well as over the volume of traffic in the District. There are a lack of alternative modes to the car in the villages with few opportunities for safe walking and cycling.

Table 2.37

Parish Plans Colehill 2008, Corfe Mullen 2007, Holt 2007, Sixpenny Handley and Pentridge 2007, St Leonards and St Ives 2007, Sturminster Marshall 2007, West Moors 2007

Analysis

Existing bus services give cause for concern; better timings, more frequent services and an extended flexible service are identified as requirements. Buses are needed in particular for the young but obviously for anyone else without a car. Car sharing is carried out in some villages as is use of hospital car schemes.

There is a lack of pavements and busy roads mean that walking around villages or crossing roads is a problem. This restricts all age groups and particularly children. For St Leonards and St Ives, crossing the A31 is an issue.

The lack of pavements results in people using their cars to take pupils to schools, congestion at schools is a common theme in villages with schools.

Concerns were also raised about noise and pollution levels in West Moors which is close to the A31 and A338.

Core Strategic Messages

Improved access by modes other than the car including within villages is needed. Traffic volumes on the A31 and A338 give rise to concerns over noise and pollution levels in adjoining villages.

Table 2.38

2.47 Core Strategic Messages

- There is a need to reduce carbon emissions and this could be done by locating development close to existing amenities and public transport services, in particular Prime Transport Corridors. This would mean that the use of modes other than the car are realistic.
- A shift to more sustainable, low carbon modes is required and improvements to public transport, walking and cycling would not only improve accessibility for all but would improve activity levels and thus reduce levels of obesity.
- There is a need to examine how changing technologies can affect employment locations and how services can be taken to people. There is a need to plan sustainable low carbon transport into development, in particular in employment allocations and urban extensions and to design such areas and improve existing areas so that they are attractive places to work and cycle. This includes villages and town centres as well as suburban areas.
- Poor links inhibit trade between South East Dorset, the south west and south east regions. The Core Strategy will need to identify important routes into the area and, with the Local Transport Plan, establish a mechanism for their improvement. The A31 and the parallel Weymouth to Waterloo railway line are the only recognised regional routes within the two areas.
- Bournemouth Airport provides access to other parts of the Country as well as other Countries. This facility helps support the economy of the area.
- Improvements in accessibility to strategic employment sites such as Ferndown and Bournemouth Airport are required to facilitate sustainable economic growth of the south east Dorset sub region.
- There is a need to reduce congestion especially in areas where this has an impact on the economy and on residential amenity.
- The existing network must be managed to reduce transport demand and a corridor management approach is put forward in the Regional Spatial Strategy. Travel plans and car parking strategies can assist in reducing demand. The reduction in demand will reduce congestion, improve accessibility and will furthermore reduce carbon emissions.
- The difficulties of accessibility in rural areas are recognised but there it is still necessary to make improvements.

- Strategic transport improvements must be identified and included in the Core Strategy and the Local Transport Plan
- The Core Strategy will need to address the potential impact of transport policies upon biodiversity and habitats.

2.48 Contributions from development towards sub regional and local transport schemes are already collected across South East Dorset under the South East Dorset Contributions Scheme.

3 Identification of Issues

3.1 Identification of Issues

3.2 This section will consider the validity of the questions posed in the Issues and Options consultation, and how appropriate they were, based on responses received and other issues identified by stakeholders and members of the public. In addition, this section will set out any issues that have been identified from new evidence arising since the Issues and Options engagement. This will then form a consolidated list of issues for the development of preferred options in Section 4.

Issues and Options Consultation

TR1– How can we reduce dependency on the private car and encourage the use of more sustainable forms of transport?

3.3 No one objected to this as being a valid issue in the Issues and Options consultation. Examination of the documents listed above shows that policy at national and regional level requires policies to reduce dependency on the car and increase the use of more sustainable transport, including that which involves physical activity. These policies relate to the need to reduce journey times, reduce emissions and therefore the impact on climate change and lead to healthier lifestyles.

3.4 This was therefore a valid issue to ask as part of the consultation, however, it did not address the different types of need to travel, i.e. the need for travel outside the area and the need to travel within it. This issue therefore forms part of Issue 1, and Issue 3 which are more strategic and therefore more suited to a Core Strategy.

TR2 – Should a prime transport corridor be extended to the following settlements?

3.5 The responses to this question were poor and the results not clear cut. Whilst there was support for the proposed corridors, the meaning of the phrase “Prime Transport Corridors” was not explained and may have lead to confusion. Prime Transport Corridors are included in Local Transport Plan 2 and are in essence found in the documents reviewed as they will provide for improved public transport, cycling and walking. In itself; it was a valid question to ask and the concept forms part of Issue 1. It also supports Issues 2, 3 and 4..

TR3– What can we do to increase the potential of rail as a means of transport in the area?

3.6 There was a high level of support for this question. The documents reviewed above show that improvements to public transport will be required to reduce congestion, improve connectivity and increase the use of more sustainable forms of transport.

3.7 This was therefore a valid issue to ask as part of the consultation. However, it could have been merged with other questions and so now forms part of Issues 1, 3 and 4 which are more strategic.

TR4 – Should approval of major new trip generating development be conditional on any of the following? – Proximity to public transport and development to contribute to transport infrastructure.

3.8 Consideration of documents shows that development will need to contribute to transport infrastructure. The response to this question shows support for it. It was therefore a valid question to ask and now forms Issue 3. Part of the Issue is also dealt with in the Bournemouth Airport Key Issues Paper

TR5 – Which major highway improvements are required? (A list of proposals was included.)

3.9 This question received a high number of responses with most of the proposals being supported. However, the list of schemes did not include any information on the possible viability of them or their likely funding. Examination of proposals needs to be done in a wider context, including the promotion of alternative modes to the car which is included in the documents reviewed. It was therefore a valid question to ask. This now forms part of Issues 1, 2 and 3.

TR6– What approach should we adopt for car parking provision?

3.10 All the Options were well supported which leads to concern that the Options should have been rephrased to make the Issue and associated Options clearer to respondents. The documents reviewed show that car parking policies are an important part of demand management and as such influence peoples choice of mode. This was therefore a valid question to ask and the Issue now forms part of Issues 1 and 3 and is also included in the Town, Village and Neighbourhood Centre Key Issues Paper.

TR7 – What type of proposals can be developed to improve safety on our roads and our local environment?

3.11 All the Options were well supported. The documents reviewed include the need to manage traffic to encourage the use of other modes where feasible and so this was a valid question to ask. It is now included in Issues 1 and 3.

TR8 – Have we identified all of the issues under this Theme?

3.12 The following were raised as additional issues in the Issues and Options paper.

1. The approach does not include enough emphasis on the rural area which requires a different approach from the urban area. To persuade people to use public transport from a central location affordable parking needs to be made available. Such parking might be linked to public houses at crossroads or village hall car parks within villages.
2. In order to support the development of not only the Airport but also the associated employment development adjacent, regular public transport services are essential. By providing a population base at the Airport more regular public transport services could be provided and sustained in the long term providing sustainability benefits for both the airport and the development proposed by this respondent.
3. The theme should include an issue on changing behaviour and attitude on travel, particularly the preference given to car tripping and negative or lack of thinking on alternatives.
4. Focus must be on providing adequate infrastructure AND public transport encouragement schemes.

5. One respondent felt that the need to improve public transport at Verwood was not an issue as it was already well served.
6. There needs to be a greater emphasis on walking and cycling, for reasons of health and well-being as well as sustainability.
7. The areas of greatest need in relation to the topic of increasing the potential of rail were not identified and should be.

3.13 The first, second and fourth are not Issues but Options. The third point is the same as Issue1 and the fourth covered by Issues 1, 2, 3 and 4. The need for greater emphasis on walking and cycling has been identified in the section “Identification of Critical Issues”. Only one person identified the need to improve public transport at Verwood as not being an issue and therefore it is considered that further consideration of this is required. Whilst the question of increasing the potential of rail as a means of transport did not identify the areas concerned, there are only two stations in the area and opportunities for improvements are therefore limited to a small area of Christchurch. There is scope to improve links to and facilities at the existing stations. However, new stations and new railway lines are highly unlikely within the life of this Core Strategy.

Core Strategic Messages

3.14 The Issues and Options Consultation Issues were all valid issues and supported by the documents reviewed in Section 2. However, some of the Issues and their associated Options were too detailed and insufficiently strategic for a Core Strategy and did not address the broader, more strategic concerns which are to be found in the documents reviewed. For example, suggestions of highway schemes were not compared with proposals which could reduce the need to travel or encourage the use of alternative modes to the car.

3.15 The issues have been consolidated into four Issues which cover the broader concerns as well as two specific points. These four cover accessibility, congestion and air quality, connectivity, funding and car parking.

Evidence Studies – Key Issues

Christchurch and Southern East Dorset Transport Study – Atkins, Sep 2008

3.16 Prior to the outcomes of South East Dorset Multi Modal Transport Study, Dorset County Council commissioned this study to investigate the impact of proposed future development on the transport network using the old South East Dorset transport model. This has helped to inform the development of the Local Development Framework and the Local Transport Plan.

3.17 Study Findings

- The network in SE Dorset is presently congested. Constraints in capacity on the A31 are such that development must be very carefully considered in East Dorset. The A31 will suffer significant congestion during peaks (and almost certainly during other times, as is experienced currently) even without new developments.
- The network in the Christchurch area will suffer significant congestion even without new development. Development could proceed in Christchurch as it would have less of an impact on the trunk road network, however the local road network (A35 and A338) is congested in the peak and development must coincide with specific localised transport schemes to encourage use of sustainable travel modes.

- As a general principle, developments within existing urban areas have a greater potential to minimise travel demand impacts than those provided as urban extensions or on green-field sites. Such developments are generally associated with higher densities, and concentrations of housing, workplace, shopping and social services are typically more accessible by means other than the private car, therefore reducing impact on congested roads, and providing greater accessibility for those without a car. Each new development area will place an additional strain on the adjacent transport system.
- The Highways Agency has raised concerns over the planned growth of the conurbation and its impact on the already congested road network. In accordance with DfT Circular 02/2007 developments must mitigate their impact so that the Strategic Road Network will be no worse with the development than if it had not taken place. Accordingly, it is difficult to understand how it is possible for major developments on either side of the A31 to come forward in advance of major improvements to the transport network, if an impact on the A31 is predicted.

Critical Issue:

3.18 If the network is already congested and new development will increase pressure further, how can this congestion be reduced? This issue is addressed by Issue 1 below.

North and Northern East Dorset Transport Study - Buro Happold (work ongoing)

3.19 . Dorset County Council commissioned this study to inform the development of a transport strategy in the Local Development Framework and Local Transport Plan.

3.20 Transport issues identified in the northern (rural) part of East Dorset: are:

- Increasing traffic on the A354 Blandford to Salisbury
- Increasing traffic on the B3082 Wimborne to Blandford
- Increasing traffic on the A31
- Increasing HGV movements along the A350 as a result of the future expansion of Poole port
- Increasing local town based trips leading to congestion and parking problems for example in and around Wimborne resulting from housing growth
- Recognition of the A350 corridor as an important north-south route, particularly for freight

3.21 The study suggests that community travel planning with Community Travel Exchanges where private transport can be left and public transport used for the main part of a journey could be set up in some villages.

Critical Issue:

3.22 If the A roads in the rural part of East Dorset are taking increasing amounts of traffic and new development will add to that, how can traffic volumes be reduced? This issue is addressed by Issue 1 below.

SE Dorset Multi-Modal Transport Study – Atkins (work ongoing)

3.23 This has been commissioned by the 3 local highway authorities (BoP, BBC, DCC) and the Highways Agency to develop a transport strategy for the SE Dorset area for implementation through Local Transport Plan 3 (2011 onwards). The study includes the creation of a new multi modal transport study to model the current transport situation and the effects of future development proposals. It will also investigate the transport interventions required to accommodate additional trips on the network resulting from new development. The transport strategy will deal with current problems of congestion and poor accessibility already identified in Atkins 2008 work (see above).

Critical Issue:

3.24 If the network is already congested and new development will increase pressure further, how can this congestion be reduced? This issue is addressed by Issue 1 below.

A31 Merley to Ameysford Roundabout Study - Mott MacDonald, May 2008

3.25 The study (commissioned by the Highways Agency) concluded that daily peak and summer peak flows are responsible for overloading Merley and Canford Bottom roundabouts. This results in traffic queuing back from these junctions along the A31 sometimes for kilometres. The information is now being considered to determine any proposals to alleviate the situation.

Critical Issue:

3.26 If the A31 from Merley to Canford Bottom roundabouts is already congested and new development will increase pressure further, how can this congestion be reduced? This issue is addressed by Issues 1 and 2 below.

A31 - Poole Link Road Scoping Study Final Report Buro Happold, Feb 2007

- South East Dorset has a buoyant economy, but this is potentially threatened by high car dependency and inadequate transport infrastructure.
- Development has taken place without the transport infrastructure that was originally planned to support it. Development proposals envisaged through the strategic planning process should be integrated with transport infrastructure improvements.
- Widespread congestion occurs in the A31-Poole link study corridor (A349, A348, A347) in the peak periods, plus growing off peak congestion and problems with Heavy Goods Vehicles passing through residential areas.
- Traffic levels, severance and low density housing are discouraging walking and cycling.
- Bus services are delayed by congestion which deters their use. The bus service is deficient in terms of routing and frequency.
- **Freight Issues:** There are constraints to substantial transfers of freight to rail to and from the conurbation due to capacity limitations of the existing network, both in respect of loading gauge restrictions on new larger containers and growth in passenger numbers. In addition the small scale nature of most industrial enterprises within the conurbation inhibits rail use. For this reason the movement of freight by road will continue to be a major issue for the conurbation and will require some limited road building, not only to improve access to and from the port and other major industrial areas, but also to relieve those communities suffering from the impacts of Heavy Goods Vehicles.

- **Public Transport:** In recent years, some of the bus service changes within the corridor have been quite dramatic, and there has been an overall substantial increase in the number of bus passengers.
- **Concerns over the impacts of new road building:** Concerns were expressed about how a new route from the A31 to A348 might attract traffic into the A348 corridor.
- **Link to the Airport:** Whilst there are concerns over specific routes to provide links to the airport, options should be explored further.
- **Trunk Road considerations:** The Highways Agency, state that there are sections of the A31 adjacent to the northern edges of Bournemouth and Poole where capacity problems already exist and they consider these problems must be addressed to allow the Regional Spatial Strategy employment and residential development proposals to be carried forward.

3.27 Whilst this report made a number of recommendations, funding has not been made available from the regional funds and the proposals will now be tested through South East Dorset Multi Modal Transport Study.

Critical Issues

3.28 Whilst there has been an increase in the number of people using buses, there is still high dependency on cars and transport infrastructure is inadequate. This leads to delays in journey times due to congestion.

- How can congestion be reduced to allow for faster journeys by buses and cars?
- Can freight be moved onto rail?
- How can cycling and walking be increased in an urban area whose form discourages both modes?

3.29 This issue is addressed by Issue 1 below.

Bournemouth Aviation Park – Highway Access Route Corridor Options (Dorset Engineering Consultancy August 2007)

3.30 The study shows that the capacity of the existing strategic transport routes cannot cater for the levels of employment development envisaged by the Regional Spatial Strategy as it is at present.

3.31 The report discusses potential requirements for the widening of the A338. The A338 is currently at capacity and requires upgrading to improve capacity to cope with other development proposals in the vicinity, including residential and employment proposals as detailed in various development plans.

Critical Issue:

3.32 What transport improvements are required to accommodate future development of the Airport?

3.33 This issue is addressed by Issues 1 and 2 below as well as being addressed in the Bournemouth Airport Key Issues Paper).

Bournemouth International Airport – Transport and Infrastructure Study (December 2009)

3.34 This study assesses the likely transport and infrastructure requirements arising from future development of the operational airport and the associated business park. The report also takes into account the transport impacts of future residential development in the vicinity of Parley Cross. The purpose of the report is to determine the level of potential industrial and airport development that can be accommodated by improvements along the B3073. The study includes an assessment of the following junctions: Parley Cross,

3.35 Chapel Gate, Airport Entrance, Hurn Roundabout and Blackwater Interchange (further detail on this can be found in the Bournemouth Airport Key Issues Paper).

Critical Issue:

3.36 What transport improvements are required to accommodate future development of the Airport?

3.37 This issue is addressed in the Bournemouth Airport Key Issues paper and Issue 2 below..

Joint Strategic Authorities Reports for the Regional Spatial Strategy – SED08 and SED09

3.38 The Regional Assembly commissioned two reports for Dorset to assist in the preparation of the Regional Spatial Strategy. The Regional Spatial Strategy Transport Background Paper SE Dorset (2006) tested various development scenarios and concluded that whilst every effort should be taken to reduce the need to travel and to promote alternatives to the car there will inevitably be a need for major infrastructure provision over the next 20 years. The Commuting Analysis (2005) was undertaken to understand commuting linkages between south east Dorset and south Hampshire and to investigate the extent to which this area is self contained. Although south east Dorset scored well overall, their component areas show a different picture. The residential areas on the edge of the conurbation show a lower level of self containment. The pattern of development over the last 25 years has led to the creation of multiple employment/service centres and therefore to the need for multiple linked trips which are often most easily undertaken by the private car.

Critical Issues:

- How can the need to travel be reduced and alternatives to the car promoted?
- Will there still be a need for major infrastructure provision over the next 20 years in South East Dorset?
- How can improvements be made to improve the pattern of development so that access, especially to existing employment areas, by modes other than the car becomes easier?

3.39 The Airport Key Issue Paper sets out a detailed strategy for transport infrastructure improvements improving access to the operational airport and associated business park. This issue is included in Issue 1, 2 and 3 below.

Dorset Rural Roads Protocol April 2008

3.40 The 'Rural Roads Protocol' 2008 sets out solutions to the issues and problems presented in 'Reclaiming our Rural Highways' published by the Dorset Area of Outstanding Natural Beauty (AONB) team in 2005. Over recent years, traffic volume and speed has increased, resulting in concerns over environmental impacts and safety. The way the network of highway routes is managed has huge implications for communities, visitors and the environment.

Critical Issue:

3.41 How can traffic speeds and volumes be lowered on rural roads so that impacts on the environment are reduced and road safety improved? This issue is included in Issue 1 below.

A350 Corridor Study 2006

3.42 The objective of the study was to determine appropriate transport policies for the improvement of the A350 Corridor and to mitigate the impacts on the local communities as a result of the growth in the volume and weight of traffic using the route. Most of the councils and the road user groups consulted were in favour of constructing the Spetisbury, Charlton Marshall and Sturminster Marshall and Outer Eastern Shaftesbury bypasses and an upgraded C13 with Melbury Abbas bypass.

3.43 This road has not been considered to be a strategic route and thus funding for improvements was not available. A lack of improvement to the A350 will create more pressure on the A31 as traffic travelling north from the conurbation will use the A31, M27, M3 and then the A34 rather than the A350 (see A350 Westbury bypass decision in Cross Border issues below).

Critical Issues:

3.44 What can be done now that the A350 is no longer recognised as a strategic route? If the A350 cannot be improved in order to divert some traffic away from the A31, how can these impacts be managed? This issue is included in Issue 1 and 2 below.

Dorset Residential Parking Study - WSP and Phil Jones Associates April 2010

3.45 Instead of applying a "one size fits all" approach, a more refined methodology is allowing parking provision more appropriate to the development to be implemented. This is in order to move away from the PPG3 standard approach of 1.5 spaces per dwelling which has led to the under provision of parking spaces within some residential developments.

Critical Issue

3.46 Can a revised methodology for residential car parking standards lead to acceptable standards of car parking? This issue is included in Issue 4 below.

Christchurch Parking, Access and Signage Strategy (Colin Buchanan) Final Report February 2006

3.47 The Colin Buchanan study on Christchurch car parking undertook a review of existing public car parks and proposed a strategy for their use. The study examined existing car parking capacity, future demand for parking and showed that some car parks could be redeveloped and others decked. It made further recommendations on the parking hierarchy, tariffs, signing and routing strategy, options for park and ride and public transport. The study points out that if there is a shortfall in supply of parking, there is a need to reduce demand by use of charges and by making alternative transport available. The study also considers that supply could be increased but it is recognised that this is against government policy.

3.48 There is presently sufficient car parking capacity in the town centres, however better use of underused car parks is required to satisfy the demand in some of the other car parks. Shortages in capacity are predicted by 2016 in Quayside car parks and by 2021 in core town centre car parks.

Critical Issue:

3.49 How can town centre car parking in Christchurch be reviewed to deal with the over and under use of some car parks, allowing for improved access to the town centre whilst conforming to PPS4, Planning for Sustainable Economic Growth? This issue is addressed by Issue 4 below.

Dorset and East Devon Waterborne Transport Scoping Study (Fisher Associates) September 2009

3.50 This report was commissioned by the Dorset Area of Outstanding Natural Beauty team to investigate potential for waterborne transport along the Dorset and East Devon Coast which would offer an enhanced, reliable and realistic alternative transport opportunity for both functional and leisure journeys, and would enable integration between waterborne and surface transport.

3.51 Even if the rate of growth of traffic slows in the future relative to historic trends, it is simply not sustainable to consider that ever increasing traffic can be accommodated on ever improving roads on the Jurassic Coast, particularly considering the potential long term loss of roads and parking due to coastal erosion. There is an evidence based potential market, primarily for tourism and leisure journeys, but possibly also commuting, on a significant scale. Water taxis already operate in Christchurch and the report suggests there seems to be potential for these services to be increased and enhanced to meet this need and help reduce car borne congestion. Local Transport Plan 3 will provide policy support for the development of waterborne transport along the Dorset coast. Further work is needed to develop a waterborne transport strategy which will include an examination of improvements to the ferry services within the harbour and river.

Critical Issue:

3.52 Can waterborne transport help towards reducing the amount of traffic in Christchurch? This issue is addressed by Issue 1 below.

Cross Border Issues

South East Dorset Conurbation

3.53 The opportunity for a ring road combined with a ring of park and ride sites to serve the centres within south east Dorset does not exist. However, the South East Dorset Multi Modal Study will investigate opportunities for park and ride based on the existing road network and any improvements proposed for the network. The nature of the built-up area and the high levels of car ownership, described above, have led to a restricted public transport system and thus, traffic congestion, caused also by the conflict of east-west with north-south traffic at major junctions on key routes. This is also hindered by all routes from the north and east into the conurbation needing to cross the Stour Valley on a limited number of crossing points, which not only reduce the flow of traffic but also make it difficult to travel by foot or by bicycle. To the east of the conurbation, the River Avon Valley makes a significant barrier to movement, particularly in Christchurch where blockages on the A35 through Christchurch can have a substantial impact over a wide area. Historically traffic growth in the SE Dorset conurbation has been high with traffic levels doubling on some roads over the last 20 years. Up until 1990 traffic growth averaged about 3% per year. However more recently a slowing down of traffic growth has occurred, despite the continual residential growth. For traffic entering and leaving the conurbation, the annual average traffic growth has fallen to between 1-1.5% per year, whilst little or no growth is shown on roads within the conurbation. There is also evidence to show that traffic is diverting from the main routes and on to less suitable alternatives. Evidence supports the view that traffic conditions have deteriorated and that the main roads have become less efficient at moving large volumes of traffic. The slowing down of traffic growth is partly a reflection of road capacity having been reached in some parts of the network.

3.54 The two authorities will work together to co operate on the implementation of proposals in the Bournemouth Airport Surface Access Strategy. Combined work will take place on future routing strategies for heavy commercial vehicles to ensure that unsuitable areas are avoided and that a solution in one area does not lead to a problem in the other authority area.

Core Strategic Messages

3.55 Examination of the physical features of the surrounding conurbation shows that there are natural restrictions on routes into and out of the area which, coupled with increasing traffic volume, leads to congestion. This issue is included in Issues 1 and 2 below.

Hampshire, Wiltshire and the West and the A31

3.56 The A31 raises issues which extend across the borders into Hampshire. Dorset and Hampshire County Councils believe there is a need for further studies on the M27/M3 and A34 northwards. The studies are needed to examine the capacity for expansion of South Hampshire and improved links northwards from South East Dorset. This is particularly important due to the lack of recognition of the A350 as a strategic route as any movement northwards would involve the use of the A31. Hampshire broadly supports improvements to the A31 at Ringwood which would help improve accessibility to and from South East Dorset. Ringwood acts as an important service centre for East Dorset and work will take place on improving the accessibility of the town centre. Dorset County Council and Hampshire County Council will work with the railway authorities on improving local services and both highway authorities will work together to pursue improvements in public transport. This could help to achieve a shift from car use on the A31 where the two authorities share concerns not only over congestion but over air quality.

3.57 Self containment of the individual East Dorset suburbs is low with the majority of workers commuting to other parts of south east Dorset by car to work. There is some out commuting to eastwards by car and train and the use of the Waterloo to Weymouth railway line reflects this pattern with the line operating at over capacity eastwards to Hampshire and London and being under-used west towards Dorchester and Weymouth. The A35 to the west is also currently operating within capacity.

3.58 Cycling and walking links between Dorset and Hampshire, in particular leisure routes between East Dorset, Christchurch and the New Forest need to be developed. Utility routes into Ringwood from East Dorset, in particular from St Leonards and St Ives, are also required. Coastal routes are proposed from Christchurch into Hampshire and in East Dorset, it is proposed to extend the trailway along the disused railway line from the conurbation to connect with the project in North Dorset.

3.59 A recent consultation document by the Association of Train Operating Companies examined opportunities to connect expanding communities with the rail network. It focuses on short links which could be provided easily and suggests that a station could be opened at Ringwood. This would provide a station for the eastern part of East Dorset. The concept is not high in the list of proposals and as it does not feature in Network Rail's forward plan it is not felt that the idea should be included in the Core Strategy.

Core Strategic Messages

3.60 The highway authorities of Dorset and Hampshire both recognise the high volume of traffic on the A31 and on the Weymouth to Waterloo line to the east of Christchurch with the resulting levels of congestion. Improvements to the line would help to reduce congestion and air quality. Cycling and walking routes linking Christchurch and East Dorset with the New Forest need to be developed. This issue is addressed by Issues 1 and 2 below.

A350

3.61 In July 2009 the Planning Inspector for the A350 Westbury bypass inquiry refused the proposed scheme. The Secretary of State has agreed with this refusal as the road is not recognised as a strategic route. Other reasons given for the refusal which are relevant to proposals for A350 bypasses in North and East Dorset include:

- Overall conditions are fairly typical for an urban road of this type; that outside of the peak hours the route is generally not congested; and that there is little of the peak period spreading in duration which is typical of locations with heavy and extended congestion.
- Quicker road travel times might encourage rather than reduce the extent of commuting by car, therefore the scheme would not be consistent with PPG13.
- It is necessary to balance the benefit from noise reduction along the existing route through Westbury against the negative noise impact for those residents near the scheme, together with users of the footpath and bridleway network.
- In absolute terms of traffic volumes, the proportion of HGVs and the accident rate are not exceptional for a Primary Route passing through a town.
- The scheme would do little to encourage modal shift from cars, and might well encourage the reverse.
- It would increase climate change emissions and conflict with PPG13.
- Taking all relevant matters into account, the transport need for the proposal was not adequately justified. The scheme would be very damaging to the landscape and tranquillity of the Wellhead Valley. There would be large adverse effects on the landscape of the proposed route as a whole and

severe adverse impacts on views from particular locations. For this reason the Secretary of State considered that the scheme conflicts with development plan policies to safeguard the environment and, in consequence, the development plan as a whole despite the qualified support in principle in certain other development plan policies. Thus rural and sustainability matters weighed against the scheme.

Core Strategic Messages

3.62 These reasons for refusal could equally apply to A350 bypass proposals in North and East Dorset. It therefore now seems highly unlikely that A350 bypass proposals in North and East Dorset will be approved for planning permission or receive regional funding within the life of this Core Strategy. This will mean that significant numbers of people travelling north from East Dorset and Christchurch will continue to choose the A31 in order to access the motorway network and the A34 rather than use the unimproved A350. This has impacts on congestion as well as connectivity. This issue is addressed by Issues 1 and 2 below.

New Forest National Park Management Plan (Revised Draft October 2009)

3.63 This plan for the New Forest National Park is a strategic document which sets out the overall policy approach for the area, and attempts to tackle some of the major issues that affect the Park now, or are likely to influence it in the future. The management plan does not include planning or development management policies. These will be part of the Local Development Framework Core Strategy for the National Park, which will be produced by the National Park Authority as a separate document.

3.64 The management plan recognises the cross-border issues including the following:

- issues associated with transport and traffic pressures (in particular the A31);
- economic growth;
- green infrastructure;
- protected habitats and landscapes;
- the visual setting of the Park;
- noise and its impacts on the tranquillity of the Park;
- Bournemouth Airport;
- light pollution from the surrounding areas; and
- the impact of development on traffic levels.

3.65 These issues are addressed by Issues 1 and 2 below.

New Forest National Park Local Development Framework Core Strategy and Development Management Policies Submission Document February 2010

3.66 Whilst the New Forest is a National Park it has major roads which carry high volumes of traffic from commuters, residents and visitors. The number of new dwellings proposed in South Hampshire and South East Dorset will generate additional traffic on these roads. The document includes a proposed policy which states that further development of the transport network will only be supported where it is an integral part of a longer term strategy to address traffic congestion on the A31 or where alternatives such as traffic demand management measures are not feasible.

The New Forest District Council Core Strategy (adopted in October 2009)

3.67 The Core Strategy recognises that the Plan Area is by no means a self-contained area. What happens in the Plan Area affects the adjoining areas and the Plan Area is very much affected by the adjoining areas. The large South East Dorset and South Hampshire conurbations on either side of the Plan Area, and to a lesser extent Salisbury lying to the north of the western part of the Plan Area, offer wider employment, shopping, social, cultural and transport facilities; but can add to housing, traffic and other pressures on the Plan Area.

3.68 The relationships with the adjoining areas have been key considerations in drawing up the Core Strategy document and will need to be given proper attention in its implementation. Close working relationships with other local authorities, the National Park Authority and other partners will continue to be essential. Further major growth is planned in South Hampshire and in South East Dorset in their respective regional and sub-regional plans which will have impacts that are wider reaching than their immediate geographical boundaries.

Core Strategic Messages

3.69 Both documents recognise the movements from, to and across the New Forest. Growth in the areas surrounding the New Forest will impact on the environment of the Forest. Any restrictions due to its environmental and landscape designations may affect use of the A31, the only strategic route into Christchurch and East Dorset, in future. Any proposals to reduce the level of traffic on the A31 through the Forest could have adverse impacts on access and the economy of the two areas. This issue is addressed by Issues 1 and 2 below.

Summary of Identified Critical Issues

3.70 The issues discussed above will be taken forward under section 4 as consolidated issues. Where issues overlap or have strong links, they are amalgamated under the Key Issues below. The Issues consulted on in Issues and Options have been amalgamated and at the same time amended to become more strategic.

Issue1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

3.71 Residents rely on cars for access as travel choices are limited, in particular in the rural and suburban areas as well as for accessing the employment areas which are scattered throughout the SE Dorset Conurbation. The Conurbation is multi centred which leads to difficulties in accessing services and facilities without relying on the car. Bus services are infrequent in the rural area and cycling and walking between the smaller settlements are not normally considered a choice due to concerns over traffic volumes, speed and distance. In the urban and residential areas, traffic speed is often considered to be too high to permit many people to cycle, though cycling in South East Dorset has increased by 50% between 2003 and 2007.

- **How can congestion be reduced in the SE Dorset area?** Congestion is apparent in parts of the urban areas already, at least during peak hours and will increase in particular around Wimborne and Christchurch Town Centre due to residential development. There are also traffic problems associated with the A35 corridor. Traffic is already moving on to less suitable roads to avoid those which are congested. In the rural area, there is increasing traffic on the A354 Blandford to Salisbury road and the B3082 Wimborne to Blandford road. Congestion leads to impacts on the environment and the economy.
- **How can good air quality be maintained along transport routes?** Whilst there are currently no sites with air quality concerns in either district and this has not been identified as a Critical Issue, recognition of it is necessary as the management of air quality features in the Local Transport Plan and therefore it will be important to carry on monitoring the existing small number of which are currently monitored to ensure that air quality levels do not deteriorate. Air quality at the Airport is covered in the Bournemouth Airport Key Issues Paper

3.72 Issue 1 addresses the following issues raised at the Issues and Options stage: TR1, TR2, TR3, TR5, TR 6 and TR7. It was further identified by a review of the following evidence:

- Christchurch and Southern East Dorset Transport Study – Atkins, Sep 2008
- North and Northern East Dorset Transport Study - Buro Happold (work ongoing)
- SE Dorset Multi-Modal Transport Study – Atkins (work ongoing)
- A31 Merley to Ameysford Roundabout Study - Mott MacDonald, May 2008
- A31 - Poole Link Road Scoping Study Final Report Buro Happold, Feb 2007
- Joint Strategic Authorities Reports for the Regional Spatial Strategy – SED08 and SED09
- Dorset Rural Roads Protocol April 2008
- A350 Corridor Study 2006
- Dorset and East Devon Waterborne Transport Scoping Study (Fisher Associates) September 2009

Issue2: How can connectivity be enhanced so that economic prosperity can be improved?

3.73 Poor connectivity has a negative impact on the economy of the area. In spite of the regional importance of the SE Dorset Conurbation there are few links in and out of the region. The A31 together with the Weymouth-Waterloo railway line forms the east-west link. The links to the north and south of the A31 into the SE Dorset Conurbation are poor. The A31 suffers from congestion, in particular between Ringwood and Merley and this extends well

beyond the morning and evening peak periods. Studies show that the A350 is used as a regional route to the north but this is not recognised in the Regional Spatial Strategy. There is likely to be increased pressure on the A31 by traffic using it to access the A37 and A34 to travel north. The Airport, located in Christchurch Borough Council area, is planned to expand which may lead to increased road traffic to the airport. Whilst the port of Poole is outside the area of the two councils, the number and size of lorries using the port has an effect on the road network of the SE Dorset Conurbation in particular on the roads leading to the port from the A31 such as the A348 at Longham.

How can good air quality be maintained along transport routes?

3.74 Whilst there are currently no sites with air quality concerns in either district and this has not been identified as a Critical Issue, recognition of it is necessary as the management of air quality features in the Local Transport Plan and therefore it will be important to carry on monitoring the existing small number of which are currently monitored to ensure that air quality levels do not deteriorate. Air quality at the Airport is covered in the Airport Key Issues Paper.

3.75 Issue 2 addresses the following issues raised at the Issues and Options stage TR2, TR3 and TR5. It was further identified by a review of following evidence.

3.76 South East Dorset Conurbation

3.77 Hampshire, Wiltshire and the West and the A31

3.78 A31 Poole Link Road

Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

3.79 Funding for infrastructure is limited to funds from the Regional Assembly, the Local Transport Plan and any funding for larger schemes which can be gained through County Council corporate funding. The Regional Assembly has developed a methodology for prioritising transport investment in the region through the Regional Funding Allocation. The criteria take account of the contributions the scheme makes to growth priorities in the region as well as contributions to connectivity, deliverability, affordability, environmental impact and the potential for developer contributions to part fund the scheme. The responses to the Issues and Options Paper received a large number of concerns about road construction, in particular the potential effect on the environment. Currently, planning obligations on transport are not co-ordinated. This leads to a low provision of transport improvements. It is important that development mitigates its impact on the transport network by contributing towards transport improvements, and a more co-ordinated system of planning obligations may help this occur. Policies on contributions will be in line with Government policy.

3.80 Issue 3 addresses the following issues raised at the Issues and Options stage TR1, TR2, TR4, TR5, and TR7. It was further identified by a review of the following evidence:

- Joint Strategic Authorities Reports for the Regional Spatial Strategy – SED08 and SED09

Issue 4: How can we ensure adequate levels of public and private car parking are provided?

3.81 The quantity of car parking (if too high) and the charges set (if too low) can encourage use of the car over other forms of transport and a charging policy would help influence car park use and the shift to low carbon transport. PPS4 Planning for Sustainable Economic Growth, requires maximum policies to be set for non residential car parking. The standards need to be in alignment with the Regional Spatial Strategy and Local Transport Plan and must take into account the need to promote accessibility by modes other than the car. It is important that town centre car parks are reviewed to monitor their use. The Dorset Residential Parking Study has been undertaken to produce local standards for residential car parking and a study on non –residential car parking is underway. Both will be consulted on through Local Transport Plan 3.

3.82 Issue 4 addresses the following issues raised at the Issues and Options stage TR2, TR3 and TR 6. It was further identified by a review of the following evidence:

- Dorset Residential Parking Study - WSP and Phil Jones Associates
- Christchurch Parking, Access and Signage Strategy (Colin Buchanan) Final Report February 2006

4 Formation of Options

4.1 The formulation of Options set out within this section considers the outcomes of the Core Strategy Issues and Options engagement process, relevant evidence documents and the Sustainability Appraisal process undertaken at Issues and Options. This includes a critical assessment of the options put forward to address issues identified in the Issues and Options paper. Options for transport are set out within this section under the consolidated issues identified in Section 3.

Issue identified at issues and options

TR1 How can we reduce dependency on the private car and encourage the use of more sustainable forms of transport?

4.2 Issues and Options Consultation Response

Options		Agree	Disagree	No Opinion
A	New development should be located close to jobs, shops, schools and other facilities and where there are good bus services in order to reduce the need to travel	125	11	14
B	Promote higher density development in and around town centres minimising the need to travel and promoting more alternatives to the car	109	27	7
F	Local facilities should be retained close to local neighbourhoods which can be accessed easily by a range of sustainable transport modes other than the car	128	4	12
I	There should be more working from home and workplaces mixed in with housing areas so people can work close to where they live	97	15	24

Table 4.1

4.3 These options all relate to the location of development and its connection with sustainable transport. All these options were well supported.

4.4 The following comment was made:

- More / better crossings were thought to be needed

Consideration of Evidence and Policy

4.5 The government expects development to be located close to all facilities to reduce the need to travel. This policy is contained in a large variety of documents. National guidance reviewed above including PPS1 and PPG13 show that Local Planning Authorities must locate development so that the need to travel is reduced and where travel is needed, alternatives to the car are feasible. Policies in PPS1 also point to higher density development in and around town centres and mixed use developments which could include home working. The evidence base, in particular the Christchurch and southern East Dorset Transport Study (Atkins 2008) supports this.

Issues and Options Sustainability Appraisal

4.6 Option A and Option B both show significant beneficial impacts on a number of objectives including Objective 2 (wise use of land), objective 7(need to travel), Objective 12 (healthy lifestyles), and Objective 14(access to learning). Options F and I show a significant beneficial impact on air and noise pollution (Objective 11) and on Objective 12 (healthy lifestyles). Option F shows a significant benefit on Objective 14 (access to learning) and a positive benefit on town centre viability (Objective 23) In contrast, Option I has a negative impact on this objective.

Conclusions and Implications for Preferred Options

4.7 The responses to the Issues and Options consultation show support for the sustainable location of development and for widening travel choice. This is in line with Government policy on reducing dependency on the car.

Issues and Options Consultation Response

C	Where required, new development should be accompanied by enhanced public transport services and links to the cycle network even if this requires public subsidy	137	5	11
D	There should be bus lanes and bus priority at selected junctions, so that buses are faster and more reliable	83	35	27
J	Improvements and extensions should be made to public and community transport services and cycle networks to reduce dependency upon the car	133	5	7

Table 4.2

4.8 These options relate to improvements to public transport, community transport and the cycle network. A majority were in favour of bus lanes (Option D) and improvements to public transport and cycle networks were particularly well supported (Options C and J).

4.9 The following comments were made:

- Public transport improvements especially for buses with improved links to destinations such as airport / train stations.
- More bike storage areas were thought to be required with improved cycle lane provision

- There should be more consideration of disabled people in public transport and access decisions (disability scooters etc).
- It was considered that school transport should be improved.

Consideration of Evidence and Policy

4.10 Current Government policy requires policies to increase the use of modes other than the car and bus lanes and bus priority would improve bus time reliability thus encouraging use. Car sharing can form part of a travel plan and the policies suggested in the option could be an incentive for such schemes. Evidence studies such as the ongoing South East Dorset Multi-Modal Study and the Christchurch and southern East Dorset Study (Atkins 2008) indicate that measures which restrain use of the car will be required. Car restraint measures will be tested through the South East Dorset Multi Modal Transport Study. Support was given in the consultation for car sharing and for the introduction of High Occupancy Vehicle lanes.

Issues and Options Sustainability Appraisal

4.11 Option C records a lower score against objectives than Options D and J. Whilst it records a significant score for some objectives including Objective 7 (need to travel), Objective 12 (healthy lifestyles) and Objective 14 (access to learning), Options D and J record strong and significant benefits to those objectives in the long term. Option D records a negative impact on Objective 23, town centre viability with Option J recording a strong and significant benefit in the long term.

Conclusions and Implications for Preferred Options

4.12 Some form of demand management should be considered in line with government guidance and will be tested through studies. Travel plans are promoted by the Government to be a form of demand management which can be used to encourage car sharing to work and can reduce the level of parking provision required at employment locations. Travel Plans are already being used and are likely to be required for all new major development.

Issues and Options Consultation Response

E	Car sharing should be encouraged by favouring cars carrying more than one person – for example by allowing them to use bus lanes or providing special lanes in roads for them	69	49	21
G	Demand management measures such as congestion charging and higher charges for parking should be used to reduce traffic	28	94	18
H	People should be discouraged from using cars by providing less parking	19	108	10

Table 4.3

4.13 Demand management measures e.g. congestion charging and the reduction of car parking provision were not favoured (Options G & H) but opinion was fairly split about the benefits of car sharing (Option E)

Consideration of Evidence and Policy

4.14 While national policy indicates that demand management measures are required to reduce the use of the car, congestion charging and restrictions on car parking were not supported in the Issues and Options consultation. Evidence studies such as the ongoing South East Dorset Multi-Modal Study and the Christchurch and southern East Dorset Study (Atkins 2008) indicate that measures which restrain use of the car will be required. Car restraint measures will be tested through the South East Dorset Multi Modal Transport Study.

Issues and Options Sustainability Appraisal

4.15 The options record significant beneficial impacts on a variety of objectives. Option E records benefits to Objective 7(need to travel), Objective 11 (non-renewable energy), Objective 14 (access to learning), and Objective 16 (community facilities). Option G and Option H have beneficial impacts on Objective 6 (noise and air pollution), Objective 7 (need to travel), Objective 12 (healthy lifestyles) and Objective 19 (access to learning).

Conclusions and Implications for Preferred Options

4.16 Although Options E, G and H regarding the introduction of congestion charging and higher parking charges were not popular, some form of demand management should be considered in line with government guidance and will be tested through studies.

4.17 The Cranborne Chase and West Wiltshire Downs AONB team responded that all of these options seem to be very urban orientated and did not take into account the fact that realistic public transport is not economically viable in rural areas. The response recommended that a policy to provide adequate and affordable parking at points where public transport is accessible from rural areas and at major road intersections for car sharing was required.

Options to address this issue are set out under the following strategic issue:

4.18 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.19 Issue 4: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issue identified at issues and options

TR2 Should a prime transport corridor be extended to the following settlements?

Issues and Options Consultation Response

Options		Agree	Disagree	No Opinion
A	Verwood	40	8	25

B	Three Legged Cross	32	16	21
C	St Leonards and St Ives	25	14	27
D	West Moors	27	12	26

Table 4.4

4.20 People were generally in favour of prime transport corridors serving all the settlements listed (Options A-D). However a high number of respondents had no opinion which may be due to a lack of awareness of the term 'prime transport corridor' or that they did not live in one of the locations listed.

4.21 Comments included:

- The Highways Agency state that the prime transport corridors should be extended where possible, although the focus for expansion will need to be assessed in the context of the South East Dorset Multi Modal Transport Study findings.
- Dorset Wildlife Trust objected to the development of Prime Transport Corridors if these involve road building. If the designation relates to public transport improvements, they have no objection.

Consideration of Evidence and Policy

4.22 Prime Transport Corridors are defined in the South East Dorset Local Transport Plan 2 (2006) as the routes along which development can be concentrated to support enhanced public transport services and improvements to walking and cycling. These routes need to be developed along with the Local Development Framework spatial strategy to ensure development occurs in the most accessible locations. These routes will benefit existing densely populated areas.

4.23 The South East Dorset Multi Modal Transport Study will test these routes and will show which routes should be progressed through a wider strategy and will lead to inclusion in the Local Transport Plan. It is not therefore possible to reach any real conclusion until information is available from the South East Dorset Multi Modal Transport Study,

Issues and Options Sustainability Appraisal

4.24 Options A, B, C and D – These options have strong and significant beneficial impacts in relation to objective 7 (need to travel) and have potentially significant beneficial impacts in relation to objectives 14 (access to learning), 16 (community facilities) and 17 (cultural activities). They also have uncertain or insufficient information on which to determine an assessment in relation to objectives 1 (protect habitats), 2 (wise use of land), 3 (contamination / soil), 6 (air / noise pollution), 9 (water pollution) and 22 (enhance landscape).

Conclusions and implications for Preferred Options

4.25 At the time of the Issues and Options consultation, plans regarding the extensions of the Prime Transport Corridors currently contained in Local Transport Plan 2 had not been fully developed. The locations given as options were suggested to test the response to the idea of extending the corridors northwards beyond the centre of the conurbation. More detail on the likely routes and type of transport improvements required along the routes is currently being developed. The final choice of routes and improvements such as junction alterations, bus and cycle lanes will be determined by the South East Dorset Multi-Modal Transport Study and the south east Dorset Local Transport Plan 3. Responses to the Issues and Options were mixed perhaps due to the lack of clarity in the question. The issues and options Sustainability Appraisal shows there would be beneficial impacts on access to learning, community facilities and cultural activities. There is insufficient information available to judge whether there would be impacts on other objectives such as habitats and landscape.

Options to address this issue are set out under the following strategic issues:

4.26 Issue 1:How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.27 Issue 2: How can connectivity be enhanced so that economic prosperity can be improved?

4.28 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

4.29 Issue 4: How can we ensure adequate levels of public and private car parking are provided?

Issue identified at issues and options

TR3 What can we do to increase the potential of rail as a means of transport in the area?

Issues and Options Consultation Response

Options		Agree	Disagree	No Opinion
A	Enhance facilities and infrastructure at railway stations	81	4	16
B	Enhance railway station interchange facilities for bus users, cyclists and pedestrians	92	0	10

Table 4.5

4.30 The majority of people were in favour of rail improvements.

4.31 Comments included:

- The Highways Agency suggested a combined approach (Options A-D) for encouraging the use of rail in the area. In particular, they support Option B which seeks to enhance railway station interchange facilities with other sustainable modes such as buses, walking and cycling.
- One respondent considered that more reliable bus services to local stations were required with a joint ticket system as in London. Bus transport should be linked to Christchurch Station.

Consideration of Evidence and Policy

4.32 PPS1 and the Local Transport Plan are trying to encourage people to use forms of transport other than the car. This includes more people using existing rail links in the area. PS3 states that residential development should be located so it is well connected to public transport which would be supported by improvements in rail. The South East Dorset Multi Modal Transport Study has noted that the transport strategy should deal with current problems of congestion and poor accessibility through the promotion of more sustainable modes other than the car.

Issues and Options Sustainability Appraisal

4.33 The Sustainability Appraisal undertaken at this stage identified significant positive beneficial impacts on the following objectives;

4.34 Option A -Objectives 6 (air/noise pollution), 7 (need to travel), 11 (non-renewables), 14 (access to learning) and 16 (community facilities).

4.35 Option B has similar positive impacts as Option A with the addition of a significant positive impact upon objective 12 (healthy lifestyles).

Conclusions and Implications for Preferred Options

4.36 The responses to the Issues and Options paper show support for these options to improve the use of rail. The policies documented above show the importance of locating development close to stations and for improved connections to stations by modes other than the car. The best use needs to be made of existing infrastructure including railway stations and the South East Dorset Multi Modal Transport Study will examine this. The issues and options Sustainability Appraisal concludes that there would be a significant benefit on several objectives including reducing the need to travel (Objective 7) and on healthy lifestyles (Objective 12).

4.37 As a result, the Preferred Option will need to establish a modal shift away from the car by improving access to stations. New stations are unlikely to be deliverable within the plan period as are new railway lines as Network Rail has no plans to expand the network within their current Route Plan for the area.

Issues and Options Consultation Response

Options		Agree	Disagree	No Opinion
C	Identify sites for new rail stations (e.g. linked to urban extension proposals)	61	18	19
D	Examine potential routes for new light or heavy rail services	67	16	18

Table 4.6

4.38 The Highways Agency suggested a combined approach (Options A-D) for encouraging the use of rail in the area.

Consideration of Evidence and Policy

4.39 PPS1 and the Local Transport Plan are trying to encourage people to use forms of transport other than the car. This includes more people using existing rail links in the area. PPS3 states that residential development should be located so it is well connected to public transport which would be supported by improvements in rail. The South East Dorset Multi Modal Transport Study has noted that the transport strategy should deal with current problems of congestion and poor accessibility through the promotion of more sustainable modes other than the car. Network Rail has no plans for new lines or stations in the area.

Issues and Options Sustainability Appraisal

4.40 Option C -For the Sustainable Appraisal undertaken at this stage it was not possible to determine impacts on the following objectives due to insufficient information at the time: Objectives 1 (protect habitats), 2 (wise use of land), 3 (contamination / soil) and 4 (minerals). These uncertainties will be removed following the outputs of the preferred options SA .

4.41 This option has a significant beneficial impact in the following objectives; Objective 7 (need to travel), 11 (non-renewables), 14 (access to learning) and 16 (community facilities).

4.42 The Sustainability Appraisal for option D is similar to option C but with the addition of objective 6 (air / noise pollution) having a potentially significant beneficial impact.

Conclusions and Implications for Preferred Options

4.43 The responses to the Issues and Options paper show support for these options to improve the use of rail. The issues and options Sustainability Appraisal concludes that there would be a significant benefit on several objectives including reducing the need to travel and on healthy lifestyles.

4.44 However, new stations are unlikely to be deliverable within the plan period as are new railway lines as Network Rail has no plans to expand the network within their current Route Plan for the area.

Options to address this issue are set out under the following strategic issue:

4.45 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.46 Issue 2: How can we ensure adequate levels of public and private car parking are provided?

4.47 Should approval of major new trip generating development be conditional on any of the following?

Issues and Options Consultation Response

General Comments Received to issue:

- The majority of respondents thought that all new development should provide financial contributions towards transport improvements. This included public transport improvements and new transport infrastructure.
- All new developments should contribute to sustainable local infrastructure provision i.e. additional public/community transport, cycle ways but not new roads.
- The use of green travel plans as an alternative should be encouraged.

4.48 Option A: Proximity to existing public transport or prior approval of suitable new transport infrastructure

Agree	Disagree	No Opinion
76	21	10

Table 4.7

Consideration of Evidence and Policy

4.49 National guidance states that development must be located close to existing amenities and transport services or supported by extending choice in transport. Currently Circular 5/05 allows authorities to negotiate planning obligations which could include transport infrastructure.

Issues and Options Sustainability Appraisal

4.50 In relation to this option objectives 1 (protect habitats), 2 (wise use of land), 3 (contamination / soil), 4 (minerals), 8 (water consumption), 9 (water pollution), 10 (flooding), 23 (town centre viability) and 24 (sustainable economy) are all uncertain or have insufficient information on which to determine an assessment. Objective 7 (need to travel) has a strong and significant beneficial impact.

Conclusions and Implications for Preferred Options

4.51 The responses to this issue show support for Option A. The issues and options Sustainability Appraisal shows a strong and significant beneficial impact on reducing the need to travel. In order to ensure major new trip generating development is accessible via modes other than the car, it will need to be located close to existing public transport. Planning applications for all such development should provide an assessment of the transport impacts and a Travel Plan with potential transport improvements.

4.52 This option forms part of preferred options set out under the following strategic issues:

Options to address this issue are set out under the following strategic issues:

4.53 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.54 Issue 2: How can connectivity be enhanced so that economic prosperity can be improved?

4.55 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issues and Options Consultation Response

4.56 Option B: Industrial development should not be allowed on outlying sites like Ferndown or the Airport unless it provides for easier access for those who do not have cars

Agree	Disagree	No Opinion
67	30	16

Table 4.8

4.57 The Highways Agency responded with a concern that industrial development in areas such as Ferndown was heavily dependant on the Strategic Road Network as access is predominately by car. Any proposals should include the promotion of non-car transport options and/or improvements to the Strategic Road Network

4.58 One respondent considered that the Airport is ideally located to act as a centre of excellence for aviation related industries and to allow local businesses to develop and expand thus, retaining essential employment and skills in the locality.

Consideration of Evidence and Policy

4.59 National guidance states that development must be located close to existing amenities and transport services or supported by extending choice in transport. Transport Assessments will be required for any new development. Travel plans will be required to ensure that alternatives to the car are promoted. The Christchurch and East Dorset Employment Land Review and Bournemouth, Dorset and Poole Workspace Strategy (2008) both identify the importance of employment development coming forward at Ferndown (including 20ha identified in the draft Regional Spatial Strategy and at Bournemouth Airport. The sites are of strategic importance in the contribution they make to the sub regional land supply. Improvements in accessibility are required to these locations in order for development to come forward sustainably.

Issues and Options Sustainability Appraisal

4.60 In relation to this option objectives 1 (protect habitats) and 24 (sustainable economy) have uncertain or insufficient information on which to determine an assessment and objective 7 (need to travel) has a strong and significant beneficial impact.

Conclusions and Implications for Preferred Options

4.61 Outlying industrial estates such as Ferndown and the Airport Business Park form a crucial element of employment land supply for the plan period. Improvements to the highway network and public transport services are required to ensure that development can come forward sustainably in these locations. The Sustainability Appraisal shows that providing for access by public transport, walking and cycling would have a strong and beneficial impact on reducing the need to travel by car. Preferred options are set out in the Airport and Sustainable Economic Growth key issue papers.

4.62 Preferred Options to address this issue are set out under the following strategic issues:

4.63 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.64 Issue2: How can connectivity be enhanced so that economic prosperity can be improved?

4.65 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

4.66 Issue 4: How can we ensure adequate levels of public and private car parking are provided?

4.67 Preferred options are also set out in the Bournemouth Airport and Sustainable Economic Growth Key Issue Papers.

Issues and Options Consultation Response

Option		Agree	Disagree	No Opinion
C	Commercial developments should contribute to new transport infrastructure	92	11	13
D	Housing developments should contribute to new transport infrastructure	82	14	17

Table 4.9

Consideration of Evidence and Policy

4.68 Circular 05/05 allows for the negotiation of planning obligations and under this, the authorities in South East Dorset have adopted an interim Transport Contributions Policy (October 2009). Results of consultation undertaken in the summer of 2009 on the interim transport contributions policy show support for the need for housing and commercial development to contribute to transport infrastructure. The government is introducing the Community Infrastructure Levy which will allow authorities to collect and pool money from development to pay for transport schemes. The South East Dorset Multi Modal Transport Study will test options for infrastructure.

Issues and Options Sustainability Appraisal

4.69 Option C – In relation to this option objectives 3 (contamination / soil), 6 (air / noise pollution), 7 (need to travel), 9 (water pollution), 10 (flooding), 11 (non-renewables) and 22 (enhance landscape) all have uncertain or insufficient information on which to determine an assessment. While objectives 14 (access to learning), 16 (community facilities), 23 (town centre viability) and 24 (sustainable economy) all have potentially significant beneficial impact.

4.70 Option D – In relation to this option objectives 1 (protect habitats), 3 (contamination / soil), 4 (minerals), 6 (air / noise pollution), 9 (water pollution), 10 (flooding), 22 (enhance landscape) and 23 (town centre viability) all have uncertain or insufficient information on which to determine an assessment. Objectives 2 (wise use of land), 7 (need to travel), 11 (non-renewables), 14 (access to learning), 16 (community facilities), 20 (places and spaces) and 24 (sustainable economy) all have potentially significant beneficial impacts.

Conclusions and Implications for Preferred Options

4.71 Government policy has been introduced on contributions in the form of the Community Infrastructure Levy and the concept of development contributing towards infrastructure was supported at consultation. The Sustainability Appraisal points towards significant benefits from ensuring contributions are made. All development should be subject to planning contributions towards transport infrastructure, and provide easier access by non car modes. A comprehensive obligations policy will be developed in the Core Strategy which will address transport infrastructure as well as other infrastructure. Approaches to delivering strategic transport infrastructure may be addressed on a sub regional basis. Initial work has already been carried out in the preparation of the “Transport

Infrastructure in South East Dorset, Development Contributions (Interim Planning Guidance) adopted in October 09. The objectives on the wise use of land (Objective 2), the need to travel (Objective 7), access to learning (Objective 14), community facilities (Objective 16) and a sustainable economy (Objective 24) have potentially significant benefits. Both options were supported at consultation.

Options relating to this issue are set out under the following strategic issues:

4.72 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.73 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issue identified at issues and options

TR5 Which major highway improvements are required?

Issues and Options Consultation Response

General Responses

4.74 The Highways Agency states that it needs to be satisfied that the Core Strategy takes account of the need for greater integration between transport and land use planning with a focus on sustainable transport. The Agency is concerned that any significant additional development, delivered without the support of the necessary infrastructure improvements and investment in public transport, could increase congestion and have an adverse impact on the Strategic Road Network.

4.75 All of the above schemes are likely to run counter to any aims to reduce car-borne transport in favour of public transport.

4.76 Due to the nature of the question there are a vast number of responses with people's ideas of the roads / junctions etc that they would like to see improved including the need for a new road from the airport to the A338 spur road.

4.77 Option A: A31 dualling across the conurbation

Agree	Disagree	No Opinion
84	11	13

Table 4.10

4.78 The following comment was made:

4.79 A, B, D, F & G at least all have damaging implications for nature conservation and should not be pursued. In particular D & G (on any outer route) are highly damaging, are totally at variance with biodiversity and sustainability principles and are quite unacceptable

Consideration of Evidence and Policy

4.80 Traffic counts on the A31 show that the higher levels of traffic experienced at daily peak times and summer peak flows overload the Merley and Canford Bottom roundabouts. This results in traffic queuing back from these junctions along the A31 sometimes for kilometres. This information is now being considered within the South East Dorset Multi Modal Transport Study. Funding is in place for the design of alterations to the roundabout at Canford Bottom (2010) and being sought for the construction of the improvements in 2011 and in the long term for improvements between Merley and Ameysford. The A31 has been recognised as a regionally important transport corridor, linking the region with south east England and improved journey times are needed. These could also be achieved by a modal shift away from the car and by demand management measures. The South East Dorset Multi Modal Transport Study will test a range of alternatives and policies to reduce reliance on the car and promote other modes of transport.

Issues and Options Sustainability Appraisal

4.81 This option could have a potentially adverse impact on several of the Sustainability Appraisal objectives although there would be a positive impact on the economy. In relation to this option objectives 1 (protect habitats), 6 (air / noise pollution), 7 (need to travel) and 11 (non-renewables) all have a potentially significant adverse impact, while objective 24 (sustainable economy) has a strong and significant beneficial impact. Further work on Sustainability Appraisal and Habitats Regulation Assessment will be undertaken on the options which emerge from the South East Dorset Multi Modal Study. This work will determine precise impacts.

Conclusions and Implications for Preferred Options

4.82 The A31 is the only regionally important transport corridor serving south east Dorset and as such is important to the economy of the area. Connectivity and reliable journey times need to be improved which could be produced partly by dualling the road and partly by measures which would reduce the volume of traffic using it. In the short term (2010 / 11) an improvement is proposed to Canford Bottom roundabout. The Highways Agency are currently developing a scheme. This proposal is intended to deal with existing congestion problems at this roundabout.

4.83 Funding for the dualling of the A31 from Merley to Ameysford had been allocated in the long term through the Regional Funding Allocation (RFA). With the removal of the RFA, the availability of major scheme funding is now uncertain. The outcome of the Comprehensive Spending Review in October 2010 is awaited for news of transport scheme funding and the introduction of the new regional growth fund. This scheme will help alleviate congestion from future development. The dualling of the A31 across the conurbation was well supported at the consultation. The Sustainability Appraisal shows a strong and significant beneficial impact on the economy (Objective 24) which is dependant on the A31 as the only trunk road into the area. However, there is a potentially significant adverse impact on other indicators such as habitats (Objective 1) and air and noise pollution (Objective 6). Further work on the impact will be carried out on the options which emerge from the South East Dorset Multi Modal Study. This work will determine precise impacts.

Options relating to this issue are set out under the following strategic issues:

4.84 Issue 1:How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.85 Issue 2:How can connectivity be enhanced so that economic prosperity can be improved?

4.86 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issues and Options Consultation Response

4.87 Option B: A31 to Poole corridor improvements

Agree	Disagree	No Opinion
76	8	14

Table 4.11

4.88 The following comment was made:

4.89 B has damaging implications for nature conservation and should not be pursued.

Consideration of Evidence and Policy

4.90 The A31 Poole Link Road study shows that widespread congestion occurs in the corridor (A349, A348, A347) in the peak periods, and there is growing off peak congestion as well as problems with HGVs passing through residential areas. Some of these HGVs are on their way to or from the Port at Poole. The town has had a relatively buoyant economy, but its recovery is potentially hampered by high car dependency and inadequate transport infrastructure as well as congestion and unreliable journey times on the A31 and the routes leading to it. The South East Dorset Multi Modal Transport Study will examine options for the route which will include demand management measures. Whilst new road links have been examined in the past, they have adverse impacts on habitat and nature conservation sites and are therefore undeliverable in the foreseeable future.

Issues and Options Sustainability Appraisal

4.91 This option could have a potentially adverse impact on several of the SA objectives although there would be a positive impact on the economy. In relation to this option objectives 6 (air / noise pollution), 7 (need to travel) and 11 (non-renewables) all have a potentially significant adverse impact, while objective 24 (sustainable economy) has a strong and significant beneficial impact. Objective 1 (protect habitats) has uncertain or has insufficient information on which to determine an assessment.

Conclusions and Implications for Preferred Options

4.92 Whilst there was high support for this option, no regional funding has been allocated to this scheme. With the removal of the Regional Funding Allocation the availability of major scheme funding is now uncertain. The outcome of the Comprehensive Spending Review in October 2010 for news of transport scheme funding and the introduction of the new regional growth fund. Options, including demand management measures to reduce the use of the corridor, are being tested through South East Dorset Multi Modal Transport Study and funding for any proposal could be found through the South East Dorset developer contributions policy. The Sustainability Appraisal shows a strong and significant beneficial impact on the economy (Objective 24). However, there is a potentially significant adverse impact on other indicators such as habitats (Objective 1) and air and noise pollution (Objective 6) and previous proposed solutions have adverse impacts on habitat and nature conservation sites and are therefore undeliverable in the foreseeable future.

Options relating to this issue are set out under the following strategic issue:

4.93 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.94 Issue 2: How can connectivity be enhanced so that economic prosperity can be improved?

4.95 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issues and Options Consultation Response

4.96 Option C: A Sixpenny Handley bypass (Back Lane Improvements)

Agree	Disagree	No Opinion
6	12	54

Table 4.12

Consideration of Evidence and Policy

4.97 The North and North East Dorset Transport Study is examining the transport solutions for Sixpenny Handley. However, no funding has been identified for the Back Lane bypass improvement as it did not meet the funding criteria for the local Transport Plan or the Regional Funding Allocation. Future funding cuts will mean a bypass in this location is unlikely in the foreseeable future Alternatives such as traffic management, signing and footway provision are being investigated instead.

Issues and Options Sustainability Appraisal

4.98 This option could have a potentially adverse impact on several of the SA objectives although there would be a positive impact on the economy. In relation to this option objectives 1 (protect habitats), 6 (air / noise pollution), 7 (need to travel) and 11 (non-renewables) all have a potentially significant adverse impact, while objective 24 (sustainable economy) has a minor beneficial impact.

Conclusions and Implications for Preferred Options

4.99 There was little support for this proposal in the consultation and currently no funding for the proposal. The North and north East Dorset Transport Study will identify alternatives to the proposed bypass. Any funding opportunities will be identified through Local Transport Plan 3 although funding for schemes in the rural area is likely to be constrained. Any solutions identified will be handled through the Local Transport Plan process.

Options relating to this issue are set out under the following strategic issues:

4.100 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.101 Issue 2: How can connectivity be enhanced so that economic prosperity can be improved?

4.102 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issues and Options Consultation Response

4.103 Option D: A West Moors bypass

Agree	Disagree	No Opinion
14	25	42

Table 4.13

4.104 The following comment was made:

4.105 Option D has damaging implications for nature conservation and should not be pursued. In particular D (on any outer route) is highly damaging, is totally at variance with biodiversity and sustainability principles and is quite unacceptable

Consideration of Evidence and Policy

4.106 The proposal was not supported in the consultation. The developer contributions which were collected from development in Verwood in the 1990s towards this scheme were not enough to deliver the bypass. No other funding is available as the scheme does not meet the objectives of the Local Transport Plan. Investigation is currently taking place on the introduction of walking, cycling and public transport improvements which will enable the developer contributions to be spent prior to the deadline of early 2011. As a result, the West Moors by pass is no longer being progressed.

Issues and Options Sustainability Appraisal

4.107 In relation to this option objective 1 (protect habitats) has a strong and significant adverse impact while objectives 6 (air / noise pollution), 7 (need to travel), 11 (non-renewables) and 22 (enhance landscape) all have potentially significant adverse impacts.

Conclusions and Implications for Preferred Options

4.108 There was poor support for this proposal at the consultation. The South East Dorset Multi Modal Transport Study has also tested the need, deliverability and affordability of the route and whether it meets LTP objectives. It fails on all fronts and will not be included in the south east Dorset transport strategy. Other local improvements to sustainable travel modes will be progressed through the transport strategy instead. The Sustainability Appraisal shows potentially adverse impacts on several criteria including air and noise pollution (Objective 6) and a strong and significant adverse impact on the protection of habitats (Objective 1). The West Moors by pass will therefore not be included as an Option.

Options relating to this issue are set out under the following strategic issues:

4.109 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.110 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Issues and Options Consultation Response

4.111 Option E: An A350 Sturminster Marshall, Spetisbury and Charlton Marshall Bypass

Agree	Disagree	No Opinion
25	14	44

Table 4.14

4.112 The A350 failed to achieve RFA funding as it was not recognised as a strategic route for the South West. It is not known if regional growth funding will be available for A350 improvements, however, against the backdrop of major scheme funding cuts this seems unlikely at the current time.

Consideration of Evidence and Policy

4.113 Although one study, the A350 Study by Burro Happold, has examined the use of this route, no funding has been allocated to this scheme and the scheme and alternatives are being tested through South East Dorset Multi Modal Transport Study.

Issues and Options Sustainability Appraisal

4.114 In relation to this option objectives 6 (air / noise pollution), 7 (need to travel), 11 (non-renewables) and 22 (enhance landscape) all have potentially significant adverse impacts.

Conclusions and Implications for Preferred Options

4.115 This option does not score well in the SA and there was a low level of response to the option. No funding has been allocated to this scheme. Options are however being tested through South East Dorset Multi Modal Transport Study.

4.116 Options relating to this issue are set out under the following strategic issue:

4.117 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

Issues and Options Consultation Response

4.118 Option F: A link road from the A338 spur road to the Airport

Agree	Disagree	No Opinion
83	8	12

Table 4.15

4.119 The following comment was received:

4.120 Option F has damaging implications for nature conservation and should not be pursued.

Consideration of Evidence and Policy

4.121 Evidence studies include the Peter Brett Report, the Nathaniel Litchfield and Partners economic study, the Airport Masterplan, and the Dorset County Council Dorset Engineering Consultancy report.

4.122 This evidence shows that there should be a 3 stage approach to development and infrastructure in the area surrounding the Airport.

- Stage1 - from the current time – 2016, in order to deliver approx 12 – 15ha of employment land at the airport and business park, public transport and B3073 junction improvements will be required.
- Stage 2 - from 2016, it might be possible to deliver approx 30ha of employment land at the Airport and business park, a cycleway and third lane (bus and High Occupancy Vehicle lane) on the B3073 and A338 (Blackwater – Cooper Dean) and possible further junction improvements to accommodate the 3rd lane will be required. However, it should be noted that this is an iterative process and the proposal has not yet been proved. It will be investigated by Dorset County Council who have commissioned Buro Happold to undertake the Major Scheme Business Case for this stage of the work..
- Stage 3 - in the long term, beyond 2028, in order to deliver over approx 30ha of employment land at the Airport and Business Park, the A338 link road and the A338 widening to 3 lanes each way north of Blackwater to Ashley Heath might be required. The work to assess the level of development and infrastructure required for this long term scenario has yet to be carried out, but DCC is due to commission this work.

4.123 Airport Ecological Study (Land Use Consultants (2008)

4.124 An assessment of the impact of a link road from the North East Business Park to the A338 was undertaken by LUC as part of the Airport Ecological Study. The assessment determines that the implementation of the link road would have an adverse impact on ecological receptors. The following ecological impacts have been identified:

- Direct habitat loss of semi natural habitats, including the Moors River System Site of Special Scientific Interest;
- Impacts on protected, UKBAP and notable species including habitat fragmentation (physical barriers and disturbance as a result of human/vehicle presence and lighting), risk of injury / killing during construction as a result of traffic collision;
- Contamination including dust and runoff during construction and operation, including of the Avon Valley Special Protection Area/Ramsar site, Moors River Site of Special Scientific Interest, and adjacent and nearby Site of Nature Conservation Interest;
- Increased air pollution particularly in relation to Dorset Heaths Special Protection Area / Special Area of Conservation and Ramsar.

4.125 The ecological study identifies an extensive package of mitigation measures to minimise / avoid impacts on sensitive habitats and species. Further work will be undertaken assessing the environmental impacts of airport infrastructure options as part of the preferred options sustainability appraisal and Habitats Regulations Assessment undertaken by LUC.

Issues and Options Sustainability Appraisal

4.126 In relation to this option objective 1 (protect habitats) has strong and significant adverse impact while objective 24 (sustainable economy) has strong and significant beneficial impact.

Conclusions and Implications for Preferred Options

4.127 The infrastructure options are considered in depth within the Airport Key Issue Paper. The B3073 airport access improvement scheme was prioritised for Regional Funding Allocation 2 funding. With the removal of the RFA, the availability of major scheme funding is now uncertain. The outcome of the Comprehensive Spending Review in October is awaited for news of transport scheme funding and the introduction of the new regional growth fund.

4.128 The South East Dorset Multi Modal Transport Study will give a broad assessment of whether the A338 link road is deliverable. However at the current time this scheme is unlikely to be implemented in the life of this plan. However at the current time this scheme is unlikely to be implemented in the life of this plan. The B3073 airport access improvement scheme was to be delivered with a combination of developer contributions (south East Dorset transport Contributions) and money from the regional Funding Allocation. Work is currently underway to assess the level of improvement which can be delivered through developer contributions already collected and future likely South East Dorset Developer Contributions. The progression of the major scheme is on hold until the new regional growth fund is introduced and DCC are informed of the level of funds which will be available. The extent of transport improvements that can be achieved will determine the level of growth allowed at the airport.

Options relating to this issue are set out under the following strategic issue:

4.129 Detailed transport infrastructure options for the Airport are set out in the Airport key issue paper.

Issues and Options Consultation Response

4.130 Option G: A Christchurch bypass

Agree	Disagree	No Opinion
57	24	22

Table 4.16

4.131 The following comments were made:

- Option G has damaging implications for nature conservation and should not be pursued. In particular Option G (on any outer route) is highly damaging, is totally at variance with biodiversity and sustainability principles and is quite unacceptable
- We are surprised and concerned to see mention of a Christchurch by-pass as an option. This has been around for several decades and no route has yet been found that is effective and financially viable, and does not involve significant harm to nationally and internationally important nature conservation sites. Unrealistic speculation on this option deflects attention from tackling the amount of vehicle travel, local highway issues etc causing congestion in the Christchurch area.

- In the case of the Christchurch bypass, past studies have shown that any alignment along an "outer" route is likely to be highly environmentally damaging, to conflict fundamentally with European wildlife designations in the Avon Valley and Dorset Heathlands and be completely unacceptable due to its nature conservation impact.
- The Christchurch bypass must have highest priority (3)
- By passes generate more traffic and development out to the line of road

Consideration of Evidence and Policy

4.132 Whilst there was support for the proposal, concerns about the impact on nature conservation were made. All the potential new routes examined in the past have adverse impacts on nature conservation areas and are therefore undeliverable in the foreseeable future. Any funding opportunities will need to be identified through Local Transport Plan 3 but currently the by pass proposal does not meet Local Transport Plan objectives. The South East Dorset Multi Modal Study has thoroughly reinvestigated all possible routes and found none to be deliverable. Improvements via sustainable travel modes will be implemented instead.

Issues and Options Sustainability Appraisal

4.133 In relation to this option objectives 1 (protect habitats) and 22 (enhance landscape) have strong and significant adverse impacts.

Conclusions and Implications for Preferred Options

4.134 The South East Dorset Multi Modal Transport Study has tested options for a Christchurch by pass and has not found a deliverable route. A route has not been found that avoids areas of nature conservation or that is affordable to construct. Funding for road schemes of this nature is not available and furthermore it would not be possible to prove the overriding public interest which would be required to build on sites of conservation interest. The Sustainability Appraisal shows that there was likely to be strong and significant adverse impacts from the scheme. There was some support for the proposal but a significant number were against it or had no opinion. Other improvements defined through the South East Dorset transport strategy will be pursued to reduce congestion on the existing road network.

Options relating to this issue are set out under the following strategic issue:

4.135 The assessment of this scheme as part of the South East Dorset Multi Modal Transport Study is required before any formal decision can be made concerning the potential inclusion of this scheme as an option in the Core Strategy. Additionally, for the scheme to be included it would need to be deliverable during the plan period and no funding is currently identified to secure delivery.

Issue identified at issues and options

TR6 What approach should we adopt for car parking provision?

Issues and Options Consultation Response

Options		Agree	Disagree	No Opinion
A	Maintain existing levels of town centre parking provision unless it can be provided in other locations	80	14	9
B	Provide new public parking in town centre locations in conjunction with any new development	73	24	10
C	Manage parking more efficiently by reducing the pressure on our core car parks	54	20	14
D	Reduce long stay parking and season ticket (non shoppers) in the core shoppers car parks, relocating these to outer car parks	59	25	14
E	Restrict on street parking in the town centre shopping core to very short stay	67	18	12
F	Review the use of car parking places to ensure the best use of space	86	3	9
G	Take advantage of any redevelopment proposals to rationalise town centre car parking and reduce traffic intrusion	72	13	10
H	In the longer term, consider opportunities for increasing the public parking stock	59	14	22
I	Introduce park and ride schemes	55	30	9

Table 4.17

4.136 Comments included:

- The Highways Agency suggest that district wide strategic parking reviews are undertaken to identify existing areas of over or under supply of parking. Option F (to review use of parking to ensure best use of space) would appear to be a reasonable starting point. The provision of park and ride facilities for town centres can potentially contribute to a reduction in town centre congestion and, importantly for the Agency, ease pressure on the Strategic Road Network.

- Car parking policies need to reach a careful balance to avoid adverse repercussions on town centre trade and tourism.
- A park and ride scheme for Bournemouth Airport would enhance its sustainability credentials and support local businesses. The Airport and surrounding area would be the focus for public expenditure to improve accessibility; this would then act as a catalyst for further investment in the area by local businesses and assist rural diversification in accordance with PPS7.

Issues and Options Sustainability Appraisal

4.137 Option A – This option appears to conflict with objectives 7 (need to travel) and 11 (non-renewables) and may result in an adverse impact. However this option has potentially significant beneficial impacts in relation to objectives 23 (town centre viability) and 24 (sustainable economy).

4.138 Option B – This option has potentially significant adverse impacts in relation to objective 7 (need to travel) and 11 (non-renewables) and has uncertain or insufficient information on which to determine an assessment in relation to objectives 1 (protect habitats), 10 (flooding) and 20 (places and spaces). It however has strong and significant beneficial impacts in relation to objectives 23 (town centre viability) and 24 (sustainable economy).

4.139 Option C – This option has uncertain or insufficient information on which to determine an assessment in relation to objectives 1 (protect habitats) and 10 (flooding). It has strong and significant beneficial impacts in relation to objective 23 (town centre viability).

4.140 Option D – This option has potentially significant beneficial impacts in relation to objectives 16 (community facilities), 17 (cultural activities), 23 (town centre viability) and 24 (sustainable economy).

4.141 Option E and F – These options have uncertain or insufficient information on which to determine an assessment in relation to objective 7 (need to travel) and has potentially significant beneficial impact in relation to objectives 23 (town centre viability) and 24 (sustainable economy).

4.142 Option G – This option has potentially significant beneficial impacts in relation to objectives 2 (wise use of land), 7 (need to travel), 23 (town centre viability) and 24 (sustainable economy).

4.143 Option H – This option has strong and significant adverse impacts in relation to objective 7 (need to travel) and potentially significant adverse impacts in relation to objective 11 (non-renewables). It also has uncertain or insufficient information on which to determine an assessment in relation to objectives 1 (protect habitats), 2 (wise use of land), 6 (air / noise pollution), 10 (flooding), 20 (places and spaces), 22 (enhance landscape), 23 (town centre viability) and 24 (sustainable economy).

4.144 Option I – This option has potentially significant beneficial impacts in relation to objectives 6 (air / noise pollution), 7 (need to travel) and 11 (non-renewables). It also has uncertain or insufficient information on which to determine an assessment in relation to objectives 4 (minerals), 10 (flooding), 22 (enhance landscape), 23 (town centre viability) and 24 (sustainable economy).

Consideration of Evidence and Policy

4.145 Local Transport Plans should include accessibility strategies and should set out parking standards and policies. These policies should meet the requirements of national policy and also reflect the nature of the local area. It is important to ensure that parking policies do not undermine the wider transport objectives.

4.146 The Colin Buchanan Study on Christchurch car parking undertook a review of existing car parks together with a strategy on their use. The study examined existing car parking capacity, future demand for parking and showed that some car parks could be redeveloped and others decked. It made further recommendations on the parking hierarchy, tariffs, signing and routing strategy, options for park and ride and public transport. The study points out that if there is a shortfall in the supply of parking then there is a need to reduce demand by use of charges and by making alternative transport available. The study also considers that supply could be increased but it is recognised that this is against government policy.

4.147 There is presently sufficient car parking capacity in the town centres, however better use of underused car parks is required to satisfy the demand in some of the other car parks. Shortages in demand are predicted by 2016 in Quayside car parks and by 2021 in core town centre car parks

Conclusions and Implications for Preferred Options

4.148 The Issues and Options paper asked a large number of questions on car parking and it is felt that this number and mixture of questions lead to some confusion for those responding. All the options were supported so there was no clear steer from respondents. The number and mix of questions also leads to large differences in the Sustainability Appraisal results. It will therefore be necessary to base a car parking preferred option on national and regional policy.

4.149 It is recognised that not all settlements are well served by public transport and that the car will remain the dominant mode for many people particularly in the rural area. Any parking strategy will need to take this into account. Policies on car parking levels should form part of the package of demand management measures which are aimed at improving accessibility by modes other than the car. It is recognised that car ownership levels are unlikely to decrease in the near future. Parking policies can be used as a tool to change travel behaviour and reduce car use and congestion.

4.150 Guidance will be received from the outcomes of the non residential car parking strategies and the public car parking strategy which will link to wider transport objectives. For Christchurch, the findings of the Christchurch Parking, Access and Signage Strategy 2006 will also be used to guide deliverable ways of increasing car parking capacity, tariffs and signage but it is recognised that since the date of the study PPS4 requires maximum car parking standards for non residential car parking to be set. These must be in alignment with the Local Transport Plan and must take into account a set of criteria which includes the need to promote accessibility by modes other than the car, to reduce carbon emissions and tackle congestion. Until demand management measures are shown to have reduced the need for car parking, the option to maintain existing levels may be supported (TR 6, Option A, Issues and Options).

4.151 It is possible that reviewing the level of car parking available, could, in the future, due to demand management policies and the Spatial Strategy, lead to a reduction in the number of town centre car parking spaces. (TR 6 Options D, E and G, Issues and Options) In East Dorset this work will need to be done after the opening of the new town centre supermarket and its associated parking which will impact on the existing parking patterns in the town.

4.152 Option I asked if park and ride schemes could possibly be provided in suitable locations alongside new development in the long term future. A need for park and ride has been recognised in the Local Transport Plan and options will be tested through the South East Dorset Multi-Modal Transport Study. These could be located within the proposed urban extension sites, potentially at Christchurch and West Parley subject to land being available and these being suitable locations for a park and ride to function effectively. The potential for park and ride schemes in these locations will be determined by the outputs of master planning work undertaken for the urban extensions. It is currently unlikely that it will be possible to accommodate park and ride schemes in these locations.

4.153 Options B and H which would lead to an increase in town centre car parking are not favoured as this would be against Government policy and would undermine wider transport objectives such as encouraging access via alternative modes, encouraging active travel and reducing carbon emissions.

4.154 It is recognised that whilst one option of the Christchurch parking study shows that additional parking spaces will be required in future, this study was undertaken in 2006 and that national policy has altered since then. The proposed strategy will take into consideration the need to achieve a modal shift away from the car in accordance with Government policy. Whilst district and borough authorities will still be in charge of their own car parks, the County Council's car parking strategy will include policies on non residential parking and on-street car parking including charges. The document will, in accordance with PPS4, set maximum car parking standards. These will be included in Local Transport Plan 3.

4.155 Non Public Car Parking (Non Town Centre Charged Car Parking)

4.156 Whilst the Issues and Options Consultation asked a question on car parking, it only concerned town centre car parking and not residential parking or parking associated with destinations of any types, for example employment areas. It is important to recognise that PPS1 requires local planning authorities to prepare a car parking strategy on the appropriate provision and management of all types of car parking. PPS3 promotes a design led approach to development and to car parking in residential areas. Manual for Streets suggests that streets can provide parking.

4.157 Residential Parking

4.158 The County Council in conjunction with the district councils has prepared a document on residential car parking which will result in a methodology allowing for parking provision which is appropriate for the development proposed. These will be consulted on and included in Local Transport Plan 3. There is also potential for parking standards to be adopted as a supplementary planning document.

4.159 Non Residential Car Parking

4.160 Whilst the Issues and Options Consultation asked a question on car parking, it only concerned town centre car parking and not parking associated with destinations of any types, for example employment areas, retail, assembly and leisure. It is clear from the documents reviewed that a car parking strategy for all types of parking is required and the County Council propose to prepare such a document. The levels of car parking provided can help to achieve a shift away from use of the car. The non residential car parking strategy will need to not only meet the requirements of national policy but reflect the local area. The proposed strategy will take into consideration the need to achieve a modal shift away from the car in accordance with Government policy. The document will, in accordance with PPS4, set maximum car parking standards. These will be consulted on and included in Local Transport Plan 3.

Options in relation to this issue are set out under the following strategic issue:

4.161 Issue 4:How can we ensure adequate levels of public and private car parking are provided?

4.162 The Issue also relates to the Town, Village and Neighbourhood Centre Key Issues Paper.

Issue identified at issues and options –

TR7 What type of proposals can be developed to improve safety on our roads and our local environment?

Issues and Options Consultation Response

4.163 Option A: Identify areas for comprehensive traffic management

Agree	Disagree	No Opinion
76	17	15

Table 4.18

4.164 Comments received:

- The Highways Agency welcomes the proposed options to improve safety on the roads and will assist local highway authorities where possible by improving safety on the strategic road network. The Agency also recognises the benefit of home zones and improved pedestrian and cycling facilities in moving away from a culture where cars have dominated the road user hierarchy. To this end the Agency would expect to see implementation of the principles outlined in the Department for Transport's Manual for Streets.
- The preparation of green travel plans for significant commercial, leisure or employment uses should be required to introduce measures to increase use of public transport, walking and cycling, and reduce reliance on the car.
- The design of all new residential developments should keep speeds lower naturally.

Consideration of Evidence and Policy

4.165 PPG13 promotes traffic management, reallocating road space away from cars and improving routes for pedestrians and cyclists. This will help to improve safety. PPS3 requires that policies lead to the creation of places and streets which are safe (amongst other criteria). It also promotes a design led approach to car parking spaces and streets to ensure they are pedestrian, cycle and vehicle friendly. Delivering a Sustainable Transport System has set goals which include contributing to better safety, security and health.

4.166 The Local Transport Plans its reviews have key actions under the remit of road safety and health, which include route management, bringing forward schemes that meet road safety targets and education on road safety. The Dorset Rights of Way Improvement Plan looks at the safety benefits of improving some local path networks. The Christchurch Borough Council Corporate Plan wishes to see speed management and pedestrian improvements where needed. Dorset Community Strategy encourages a range of safe access solutions which encourage greater use of alternatives to the car. The Dorset Rural Roads Protocol explains that over recent years, traffic volume and speed has increased, resulting in concerns over safety.

Issues and Options Sustainability Appraisal

4.167 Option A – This option has uncertain or insufficient information on which to determine an assessment in relation to objectives 6 (air / noise pollution) and 7 (need to travel).

Conclusions and Implications for Preferred Options

4.168 The Government is promoting traffic management and the improvement of streets for cyclists and pedestrians as part of its overall aims to deliver a sustainable and low carbon transport system. These policies are taken forward in the Local Transport Plans as well as in other documents such as the Rights of Way Improvement Plan and the Dorset Community Strategy. The responses to the Issues and Options Paper showed a high level of support for this option. However, the Sustainability Appraisal shows uncertain or insufficient information on which to determine an assessment in relation to objectives 6 (air / noise pollution) and 7 (need to travel).

4.169 This Option to provide traffic management measures to reduce vehicle speeds, enhance the pedestrian environment in both urban and rural areas and reduce diversion of traffic (particularly from the A31) onto inappropriate routes will be taken forward within the Preferred Options. New development should be designed to reduce traffic speeds and allow movement by bike and foot. This aspect will be covered by the Design and Landscape Key Issues Paper.

4.170 Option B: Identify villages or hamlets for speed reduction

Agree	Disagree	No Opinion
85	7	11

Table 4.19

4.171 Comment received:

- The Highways Agency welcomes the proposed options to improve safety on the roads and will assist local highway authorities where possible by improving safety on the strategic road network. The Agency also recognises the benefit of home zones and improved pedestrian and cycling facilities

in moving away from a culture where cars have dominated the road user hierarchy. To this end the Agency would expect to see implementation of the principles outlined in the Department for Transport’s Manual for Streets.

- The design of all new residential developments should keep speeds lower naturally.

Consideration of Evidence and Policy

4.172 PPG13 promotes traffic management, reallocating road space away from cars and improving routes for pedestrians and cyclists. This will help to improve safety. PPS3 requires that policies lead to the creation of places and streets which are safe (amongst other criteria). It also promotes a design led approach to car parking spaces and streets to ensure they are pedestrian, cycle and vehicle friendly. Delivering a Sustainable Transport System has set goals which include contributing to better safety, security and health.

4.173 The Local Transport Plans have key actions under the remit of road safety and health, which include route management, bringing forward schemes that meet road safety targets and education on road safety. The Dorset Rights of Way Improvement Plan looks at the safety benefits of improving some local path networks. The Christchurch Borough Council Corporate Plan wishes to see speed management and pedestrian improvements where needed. Dorset Community Strategy encourages a range of safe access solutions which encourage greater use of alternatives to the car. The Dorset Rural Roads Protocol explains that over recent years, traffic volume and speed has increased, resulting in concerns over safety.

Issues and Options Sustainability Appraisal

4.174 Option B – This option has potentially significant beneficial impacts in relation to objective 6 (air / noise pollution).

Conclusions and Implications for Preferred Options

4.175 The Government is promoting traffic management and the improvement of streets for cyclists and pedestrians as part of its overall aims to deliver a sustainable and low carbon transport system. These policies are taken forward in the Local Transport Plans as well as in other documents such as the Rights of Way Improvement Plan and the Dorset Community Strategy. The responses to the Issues and Options Paper showed a high level of support for the options. The option has potentially significant beneficial impacts air and noise pollution. This option to identify villages and hamlets for speed reduction which will include enhancing the pedestrian environment will be taken forward within the Preferred Options.

4.176 Option C: Encourage the provision of “home zones” in residential areas

Agree	Disagree	No Opinion
73	9	18

Table 4.20

4.177 Comment received:

- The Highways Agency welcomes the proposed options to improve safety on the roads and will assist local highway authorities where possible by improving safety on the strategic road network. The Agency also recognises the benefit of home zones and improved pedestrian and cycling facilities in moving away from a culture where cars have dominated the road user hierarchy. To this end the Agency would expect to see implementation of the principles outlined in the Department for Transport's Manual for Streets.
- The design of all new residential developments should keep speeds lower naturally.

Consideration of Evidence and Policy

4.178 PPG13 promotes traffic management, reallocating road space away from cars and improving routes for pedestrians and cyclists. This will help to improve safety. PPS3 requires that policies lead to the creation of places and streets which are safe (amongst other criteria). It also promotes a design led approach to car parking spaces and streets to ensure they are pedestrian, cycle and vehicle friendly. Delivering a Sustainable Transport System has set goals which include contributing to better safety, security and health. The Department of Transport's Manual for Streets requires development to reduce the dominance of cars in the road user hierarchy and to that end promote the use of streets for cyclists and pedestrians.

4.179 The Local Transport Plans and Local Transport Plan reviews have key actions under the remit of road safety and health, which include route management, bringing forward schemes that meet road safety targets and education on road safety. The Dorset Rights of Way Improvement Plan looks at the safety benefits of improving some local path networks. The Christchurch Borough Council Corporate Plan wishes to see speed management and pedestrian improvements where needed. Dorset Community Strategy encourages a range of safe access solutions which encourage greater use of alternatives to the car.

Issues and Options Sustainability Appraisal

4.180 Option C – This option has strong and significant beneficial impacts in relation to objective 20 (places and spaces) and has potentially significant beneficial impacts in relation to objectives 5 (minimise waste / recycle) and 6 (air / noise pollution).

Conclusions and Implications for Preferred Options

4.181 The Government is promoting traffic management and the improvement of streets for cyclists and pedestrians as part of its overall aims to deliver a sustainable and low carbon transport system. These policies are taken forward in the Local Transport Plans as well as in other documents such as the Rights of Way Improvement Plan and the Dorset Community Strategy. The response to the Issues and Options Paper showed a high level of support for the option. The options in the main had a positive impact on Sustainability Appraisal objectives including those in relation to objective 20 (places and spaces) and has potentially significant beneficial impacts in relation to objectives 5 (minimise waste / recycle) and 6 (air / noise pollution). Option C to provide traffic management measures to reduce vehicle speeds and enhance the pedestrian environment in urban areas will be taken forward within the Preferred Options. New development should be designed to reduce traffic speeds and allow movement by bike and foot. This aspect will be covered by the Design and Landscape Key Issues Paper.

4.182 Option D: Provide more segregated footpaths and cycleways

Agree	Disagree	No Opinion
84	7	12

Table 4.21

Comments received

- The Highways Agency welcomes the proposed options to improve safety on the roads and will assist local highway authorities where possible by improving safety on the strategic road network. The Agency also recognises the benefit of home zones and improved pedestrian and cycling facilities in moving away from a culture where cars have dominated the road user hierarchy. To this end the Agency would expect to see implementation of the principles outlined in the Department for Transport's Manual for Streets.

Consideration of Evidence and Policy

4.183 PPG13 promotes traffic management, reallocating road space away from cars and improving routes for pedestrians and cyclists. This will help to improve safety. PPS3 requires that policies lead to the creation of places and streets which are safe (amongst other criteria). It also promotes a design led approach to car parking spaces and streets to ensure they are pedestrian, cycle and vehicle friendly. Delivering a Sustainable Transport System has set goals which include contributing to better safety, security and health.

4.184 The Local Transport Plans and Local Transport Plan reviews have key actions under the remit of road safety and health, which include route management, bringing forward schemes that meet road safety targets and education on road safety. The Dorset Rights of Way Improvement Plan looks at the safety benefits of improving some local path networks. The Christchurch Borough Council Corporate Plan wishes to see speed management and pedestrian improvements where needed. Dorset Community Strategy encourages a range of safe access solutions which encourage greater use of alternatives to the car. The Dorset Rural Roads Protocol explains that over recent years, traffic volume and speed has increased, resulting in concerns over safety.

Issues and Options Sustainability Appraisal

4.185 Option D – This option has strong and significant beneficial impact in relation to objectives 7 (need to travel) and 12 (healthy lifestyles). It has potentially significant beneficial impact in relation to objective 11 (non-renewables) and has an uncertain or insufficient information on which to determine an assessment in relation to objective 22 (enhance landscape).

Conclusions and Implications for Preferred Options

4.186 The Government is promoting traffic management and the improvement of streets for cyclists and pedestrians as part of its overall aims to deliver a sustainable and low carbon transport system. These policies are taken forward in the Local Transport Plans as well as in other documents such as the Rights of Way Improvement Plan and the Dorset Community Strategy.

4.187 The responses to the Issues and Options Paper showed a high level of support for the options. The option has strong and significant beneficial impact in relation to objectives 7 (need to travel) and 12 (healthy lifestyles). It has potentially significant beneficial impact in relation to objective 11 (non-renewables).

4.188 Option D to provide segregated footpaths and cycleways including the enhancement of the existing rights of way network to provide links around and between suburban areas and villages (for example West Moors, Three Legged Cross and Ashley Heath), to improve and promote the use of trailways and to provide coastal cycleways will form part of an option on accessibility.

4.189 Option E: There should be tighter controls on traffic around schools, open spaces, key services and facilities to reduce impact and speed of vehicles and enhance pedestrian environment

Agree	Disagree	No Opinion
86	3	11

Table 4.22

4.190 Comment received:

- The Highways Agency welcomes the proposed options to improve safety on the roads and will assist local highway authorities where possible by improving safety on the strategic road network. The Agency also recognises the benefit of home zones and improved pedestrian and cycling facilities in moving away from a culture where cars have dominated the road user hierarchy. To this end the Agency would expect to see implementation of the principles outlined in the Department for Transport's Manual for Streets.
- The preparation of green travel plans for significant commercial, leisure or employment uses should be required to introduce measures to increase use of public transport, walking and cycling, and reduce reliance on the car.

Consideration of Evidence and Policy

4.191 PPG13 promotes traffic management, reallocating road space away from cars and improving routes for pedestrians and cyclists. This will help to improve safety. PPS3 requires that policies lead to the creation of places and streets which are safe (amongst other criteria). It also promotes a design led approach to car parking spaces and streets to ensure they are pedestrian, cycle and vehicle friendly. Delivering a Sustainable Transport System has set goals which include contributing to better safety, security and health.

4.192 The Local Transport Plans and Local Transport Plan reviews have key actions under the remit of road safety and health, which include route management, bringing forward schemes that meet road safety targets and education on road safety. The Dorset Rights of Way Improvement Plan looks at the safety benefits of improving some local path networks. The Christchurch Borough Council Corporate Plan wishes to see speed management and

pedestrian improvements where needed. Dorset Community Strategy encourages a range of safe access solutions which encourage greater use of alternatives to the car. The Dorset Rural Roads Protocol explains that over recent years, traffic volume and speed has increased, resulting in concerns over safety.

Issues and Options Sustainability Appraisal

4.193 Option E – This option has potentially significant beneficial impact in relation to objectives 7 (need to travel), 16 (community facilities) and 20 (places and spaces).

Conclusions and Implications for Preferred Options

4.194 The Government is promoting traffic management and the improvement of streets for cyclists and pedestrians as part of its overall aims to deliver a sustainable and low carbon transport system. These policies are taken forward in the Local Transport Plans as well as in other documents such as the Rights of Way Improvement Plan and the Dorset Community Strategy.

4.195 The response to the Issues and Options Paper showed a high level of support for the option. The option has potentially significant beneficial impact in relation to objectives 7 (need to travel), 16 (community facilities) and 20 (places and spaces).

4.196 Option E to provide traffic management measures to reduce vehicle speeds and enhance the pedestrian environment in both urban and rural areas will be taken forward within the Preferred Options. New development should be designed to reduce traffic speeds and allow movement by bike and foot. This aspect will be covered by the Design and Landscape Key Issues Paper.

Options relating to this issue are set out under the following strategic issue:

4.197 Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

4.198 Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

Options

4.199 These Options can be found in the Key Strategy chapter of the Core Strategy.

Issue 1: How can accessibility and safety be improved to encourage people to use realistic and sustainable alternatives to the car and reduce the impact on climate change?

Preferred Option KS19: Encouraging low carbon travel and reducing the need to travel

4.200 Encouraging low carbon travel and reducing the need to travel

4.201 Development will be located in the most sustainable locations, focused on the South East Dorset Conurbation, Prime Transport Corridors and town centres. The priority should be to locate new residential development, either in close proximity to employment facilities and services where good public transport exists, or where employment, facilities and services are accessible in particular by modes other than the car. Where necessary, development should be accompanied by improvements to public transport, including car sharing and for cycling and walking. Higher density development will be located in and around town centres and Prime Transport Corridors in order to reduce the need to travel. Where appropriate, mixed development will be encouraged so that people can work closer to where they live or work from home. These measures will reduce congestion and widen travel choice.

4.202 Prime Transport Corridors will be introduced where junction improvements, enhanced public transport services and improvements to walking and cycling will be implemented. The choice of corridors reflects the Key Strategy, ensuring that development occurs in the most sustainable locations and where transport improvements will benefit existing densely populated areas. The following corridors are proposed:

4.203 Short term (within the first five years of the plan period) – Corridors through existing built up areas

- B3072 Ferndown northwards through West Moors, Three Legged Cross to Verwood
- A35 and A337 through Christchurch (A35 identified in Local Transport Plan2)
- A348 Bear Cross roundabout to Longham mini roundabouts and Ferndown
- B3073 Airport to Wimborne town centre

4.204 Medium term (within 6-10 years of the plan period) – Corridors south of the A31

- A349 Fleets Corner roundabout to Merley roundabouts and B3073 to Wimborne
- B3074 Poole to Corfe Mullen (identified in Local Transport Plan2)

4.205 Long term (within 11-15 years of the plan period) Corridors north of the A31

- A347 Northbourne roundabout to A348 junction

4.206 It is proposed to improve the interchange facilities provided at the rail stations at Christchurch and Hinton Admiral to help retain current patronage levels and encourage greater use of rail services. Improvements will include cycle parking, co-ordinated bus and rail timetables and improved waiting facilities, as well as improved cycling and walking links.

4.207 Improvements will be made to public transport with more frequent services within the urban areas in particular and an expansion of the Real Time Information at bus stops. Walking and cycling improvements will be made within the urban areas and in particular around town centres.

4.208 Travel Plans will be used to encourage car sharing to work and can reduce the level of parking provision required at employment locations. Travel Plans are already being used and will be required for all new major development.

4.209 In the rural area, community travel planning will be implemented including, for example, through Community Travel Exchanges which will provide opportunities for car sharing, community car clubs and improved operation of demand responsive transport. Segregated footpaths and cycleways, including the enhancement of the existing rights of way network to provide links around and between suburban areas and villages (for example West Moors, Three Legged Cross and St Leonard's and St Ives), improvements to and promotion of the use of trailways and the provision of coastal cycleways within Christchurch will allow for increased cycling in both urban areas and the rural settlements.

4.210 On roads other than the Strategic Road Network, traffic management measures will be implemented to reduce vehicle speeds, enhance the pedestrian environment in both urban and rural areas and reduce diversion of traffic onto inappropriate routes. Other transport improvement schemes to widen travel choice will be included in the Local Transport Plan.

4.211 Christchurch Borough Council will continue to press for a Christchurch Bypass as a long term solution to the severe traffic congestion in the town centre, with a suitable route being identified and funding secured.

4.212 East Dorset will continue to seek the provision of a West Moors Bypass, as long term solution to the conflict of traffic travelling through the Town.

Alternative Preferred Option KS 20

4.213 This option is as the Preferred Option but it does not include Prime Transport Corridors north of the A31(T), thus Wimborne does not have a Corridor linking it with the conurbation.

Issue 2: How can connectivity be enhanced so that economic prosperity can be improved?

Preferred Option KS21 Improvements to connectivity

4.214 The following improvements to connectivity are proposed:

4.215 Short Term (2010 / 11) - The following improvement is required to relieve existing congestion

- Canford Bottom roundabout junction improvement

4.216 Medium Term (2014 – 2019) - The following improvements are required to accommodate the proposed Christchurch Urban Extension and general housing growth in the Borough to 2027:

- **A35 Route Improvements / Christchurch**
- **A35 Fountain Roundabout Improvements**
- **A35 Stony Lane Roundabout Improvements**
- **A35 Sainsbury's Roundabout**
- **A35 Urban Extension Access Improvements**
- **A35 Staple Cross (Salisbury Road) Access Improvements**

4.217 Medium Term to Long Term (2014 to post 2019)

- **A31(T) dualling across the conurbation (Merley to Ameysford) which is required to accommodate future development.**

4.218 The following improvements are required to accommodate further development at the Airport Business Park, the operational airport and if new neighbourhoods are provided at West Parley or south of Ferndown.

- **B3073 improvements Parley Cross to A338 Cooper Dean (Further detail set out in Chapter 7 The Airport)**

4.219 Other strategic transport schemes are likely to be identified as part of the South East Dorset Multi Modal Transport Study.

Issue 3: How can the Councils ensure the transport improvements the area needs are provided in step with development and that development contributes to mitigate its impact?

4.220 The following Options can be found in the Transport and Accessibility chapter of the Core Strategy

4.221 Historically, planning contributions on transport have not been co-ordinated. This has led to a low provision of transport improvements. It is important that development mitigates its impact on the transport network by contributing towards transport improvements, and the south east Dorset authorities believed that a more co-ordinated system of planning contributions would help this occur. The Government's previous advice was contained in Circular 5/05 and this showed it is right that development should make contribution to infrastructure costs, in line with the size and type of the proposed development. Where existing infrastructure is insufficient to meet the needs of new development, it is reasonable to expect developers to contribute towards new or improved infrastructure, so that development may take place.

4.222 The Government believes that more certainty should be given to developers over the expected contributions, thus speeding up the planning process. The development of a formulaic approach to contributions as well as the development of a structure by which contributions are pooled to be able to deal with the cumulative effects of development is encouraged in the Circular and in line with this, local authorities in south east Dorset have adopted the South East Dorset Development Transport Contributions Interim Planning Guidance. The Guidance works on the principle that all new development

will have a cumulative impact on the transport network but that the contribution should be proportionate to its impact. Contributions will be used towards measures identified to deliver the Integrated Transport Strategy across the whole of the area. The Transportation Strategy will contain schemes which will be determined through the South East Dorset Multi Modal Transport Study and the North and north East Transport Study.

4.223 The Government has now introducing a Community Infrastructure Levy. Local authorities are being encouraged to develop guidance for developers in advance of the introduction of Community Infrastructure Levy and it is considered that the Guidance will be migrated to become part of the Community Infrastructure Levy. The Levy will not be an obligation and it recognises the cumulative effect of development and thus allows for funding from small sites to be pooled. The Levy and the draft Regulations make it clear that the intention of the Government is that local authorities introduce the Community Infrastructure Levy and that planning obligations will be scaled back to apply to onsite requirements only. The choice for authorities will therefore be to introduce the Levy to ensure that funds are collected to deliver the transport infrastructure required and at the same time use s106 agreements to provide the onsite infrastructure needed or to use s106 agreements only for on site agreements and not to collect funds for the wider transport network.

Preferred OptionTA1: Introduction of community infrastructure levy and on site infrastructure delivered through s106 agreements

4.224 Use a tariff based approach to collect developer contributions for transport improvements for South East Dorset (including Christchurch and East Dorset)

4.225 Section 106 agreements will be used to ensure that specific development related transport improvements which are required in the vicinity of the development site are still provided.

Non preferred Option TA2: Use individual S106 agreements to collect funds for transport improvements from development instead of the SE Dorset tariff based approach

4.226 This option will require planning contributions from each individual planning application which is likely to generate more trips on the transport network through S106 agreements. S106 agreements will be used to ensure that any transport improvements which are required in the vicinity of the development site are provided by the developer.

Issue 4: How can we ensure adequate levels of public and private car parking are provided?

4.227 Whilst cars will form an important means of transport in the area and it is recognised that car ownership levels are unlikely to decrease in the near future pTR1 aims to increase the choice of travel modes available, combined with the Spatial Strategy, will lead to use of modes other than the car for transport, particularly in the urban area.

4.228 Car parking standards will be used to ensure there is sufficient car parking to ensure town centres are viable but at the same time will be monitored to ensure that the low carbon modes of transport being promoted are used in preference to the car. It may therefore be possible to reduce the amount of spaces within the town centres and make space available for other town centre uses.

4.229 Car parking standards for residential, employment and other development will be set out in, and consulted on through, the Local Transport Plan. Parking policies for residential and non-residential development will be used in conjunction with the promotion of alternatives to the car to help to reduce car use and congestion.

Preferred Option TA3: Manage town centre public car parking levels as part of a wider transport strategy to improve accessibility to town centres by public transport, walking and cycling

4.230 The use of town centre public car parks will be monitored and reviewed to ensure that sufficient car parking is available. Improvements to other travel modes will, hopefully, mean that town centres become more accessible via alternative modes and a reduction in car trips can occur. This could lead to a corresponding reduction in car parking need within town centres.

4.231 Car parking standards for residential, employment and other development will be set out in, and consulted on, through the Local Transport Plan. Parking policies for residential and non-residential development will be used in conjunction with the promotion of alternatives to the car to help to reduce congestion.

4.232 In the long 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.

Non Preferred Option TA4 Car parking provision will be maintained at the current level.

4.233 Whilst cars will form an important means of transport in the area and it is recognised that car ownership levels are unlikely to decrease in the near future. pTR1 combined with the Spatial Strategy, will lead to use of modes other than the car for transport, particularly in the urban area. The alternative option would keep car parking at the existing level but it must be noted that any development in the town centre will lead to a net reduction in the overall supply of car parking, i.e. development will attract more users to the town centre but not provide additional parking.

4.234 Car parking standards for residential, employment and other development will be set out in, and consulted on through, the Local Transport Plan. Parking policies for residential and non-residential development and public car parks will be used in conjunction with the promotion of alternatives to the car to help to reduce car use and congestion but a review of parking provision for different land uses and different locations will not be undertaken.

5 Implementation

5.1 This implementation section highlights infrastructure requirements related to the implementation of the Core Strategy approach to transport. This sets out items of infrastructure combined with the projected timing for their delivery, potential sources of funding and the bodies responsible for ensuring delivery. The implementation of the strategy will involve partnership working with other key stakeholders and delivery through other plans and strategies as part of a spatial approach. The infrastructure plan set out here will inform the production of the local development framework infrastructure development plan and the preparation of a development contributions policy.

	Infrastructure	Timing	Potential Funding Sources	Responsibility	Delivery Documents
Connectivity - Strategic Transport Improvements	<p>Canford Bottom roundabout junction improvement which is required to reduce existing congestion Short term.</p> <p>A31 dualling across the conurbation Merley to Ameysford which is required to accommodate future development. Medium Term</p> <p>Additional scheme B3073 improvements Parley Cross to A338 Cooper Dean to accommodate future development around the airport. Medium Term</p>	<p>Short term 2010 / 11</p> <p>Medium Term 2014/2019</p>	<p>Highways Agency</p> <p>CIL</p>	<p>Highways Agency</p>	
Transport and accessibility	<p>Short term– Corridors through existing built up areas</p> <p>A35 through Christchurch (identified in Local Transport Plan 2)</p>	<p>Short term-Within the first five years</p>	<p>DCC</p> <p>CIL</p>	<p>DCC</p>	<p>Local Transport Plan and Core Strategy</p>

	<p>A348 Bear Cross roundabout to Longham mini roundabouts and Ferndown</p> <p>B3073 Airport to Wimborne town centre</p> <p>Medium term) – Corridors south of the A31</p> <p>A347 Northbourne roundabout to A348 junction</p> <p>A349 Fleets Corner roundabout to Merley roundabouts</p> <p>B3074 Poole to Corfe Mullen (identified in Local Transport Plan 2)</p> <p>Long term- Corridors north of the A31</p> <p>B3072 Ferndown northwards through West Moors, Three Legged Cross to Verwood</p> <p>Improvements to the interchange facilities provided at the rail stations at Christchurch and Hinton Admiral -including cycle parking, co-ordinated bus and rail timetables and improved waiting facilities as well improved cycling and walking links.</p>	<p>of the plan period</p> <p>Medium Term-within 6-10 years of the plan period</p> <p>Long term-within 11-15 years of the plan period</p>			<p>Local Transport Plan and Core Strategy</p> <p>LTP, Core Strategy, Parish and Town Plans</p>
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	<p>Improvements will be made to public transport with more frequent services within the urban areas in particular and an expansion of the Real Time Information at bus stops.</p> <p>Travel Plans will be used to encourage car sharing to work and can reduce the level of parking provision required at employment locations. Travel Plans are already being used and will be required for all new major development.</p> <p>In the rural area, community travel planning will be promoted, including, for example, car sharing, community car clubs, Community Travel Exchanges and improved operation of demand responsive transport.</p> <p>Provision of segregated footpaths and cycleways, including the enhancement of the existing rights of way network to provide links around and between suburban areas and villages (for example West Moors, Three Legged Cross and Ashley Heath), improvements to and promotion of the use of trailways and the provision of</p>				
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	<p>coastal cycleways will allow for increased cycling in both urban areas and the rural settlements.</p> <p>On roads other than the Strategic Road Network, Introduction of traffic management measures to reduce vehicle speeds, enhance the pedestrian environment in both urban and rural areas and reduce diversion of traffic onto inappropriate routes. Other transport improvement schemes to widen travel choice.</p>				
Car Parking	<p>Review of town centre car parks to manage and monitor their use</p> <p>In the long term, the introduction of Park and Ride sites could come about as a result of widening travel choice. These could be located within the proposed urban extension sites, particularly at Christchurch.</p>	<p>Short term, within first 5 years of the plan</p> <p>Long term-within 6-10 years of the plan</p>		DCC and CBBC and EDDC	Car Parking Strategy

Table 5.1

Appendix A

Non-deliverable road schemes

5.2 The South West Regional Assembly has developed a methodology for prioritising transport investment in major schemes in the South West which takes account of:

- Contributions to growth priorities in the Regional Spatial Strategy
- Contributions to connectivity
- Benefits for Department for Transport/shared priorities - **the environmental impact of schemes is a priority**
- Value for money
- Deliverability
- Affordability
- Potential for developer contribution.

5.3 Furthermore, schemes that are not directly associated with the strategic road network or cannot demonstrate achievement of the factors listed above will have little or no chance of funding through the Regional Funding Allocation. It is within this context that DCC must judge which road schemes in Dorset are best to pursue and none of the above schemes meet enough of these objectives. For example, in the case of the Christchurch bypass, one of the unmet objectives is the environmental impact of all the routes which been investigated. No environmentally acceptable route has been found. Alternative, lower cost solutions will have to be found instead. The County Council, like all other Local Highway Authorities, must submit bids to the Government for funding to deliver major new road schemes. The Government currently allocates just £80 million per annum for the whole South West region through a process known as the Regional Funding Allocation.

5.4 The Sixpenny Handley bypass, West Moors bypass and the Christchurch bypass are not deliverable in the plan period because they do not meet Local Transport Plan or regional objectives and therefore will not receive funding.

Schemes which may receive funding beyond 2019

5.5 The A31 to Poole corridor improvements, A350 Sturminster Marshall, Spetisbury and Charlton Marshall Bypass and the A338 link road to the Airport, were the subject of regional funding bids in 2008. However given current advice, these schemes will not receive funding before 2019. Following the Secretary of State's response to the regional funding advice in summer 2009, DCC as Highway Authority will need to decide which of these schemes to continue to pursue in the future.