

Chapter 7

Transport

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Chapter 7

Transport

Introduction

- 7.1 It has been the greater degree of environmental awareness in recent years which has changed the context in which development plans are prepared and has prompted the re-appraisal of, in particular, transport policy. This re-appraisal applies to all levels of policy making. In 1990, the European Commission on the Urban Environment indicated that "The dramatic rise in private vehicle ownership over the past few decades has provided greater convenience for many, but it also leads to congestion, negative impacts of urban motorways, loss of open spaces for parking, air pollution and noise. The dramatic increase in the amount of freight moved by lorry has contributed to these problems as well. Urban traffic is a major contributor to acid rain and the greenhouse effect. There is growing recognition that the situation is serious and action needed. While the development of environmentally friendly vehicles could bring some relief, meaningful solutions will involve a significant shift in the balance between modes of transport, favouring public over private transport and reducing the level and impact of the motor vehicle".
- 7.2 These concerns were also expressed in the Government's 1990 Environment White Paper, 'This Common Inheritance', and are reiterated in Planning Policy Guidance Note 13: Transport, published by the Department of the Environment in March 1994. This illustrates how development plans are able to contribute to more sustainable transport policies: through fostering development patterns which encourage walking, cycling and use of public transport; more direct support for public transport and changes in parking policies.
- 7.3 Against this background therefore, the transportation chapter of the Local Plan sets out specific proposals for improvements to the strategic highway network and indicates other proposals or improvements of a non-strategic matter as they relate to development patterns within the plan area. It also identifies land use policies in respect of traffic management, the improvement of car parking and improvement to cyclist and pedestrian safety.
- 7.4 The main function of this chapter is to explain the transportation policies to be applied to Christchurch and list those proposals in the Plan area which are expected to commence during the Plan period.
- 7.5 It must be acknowledged that recent transport studies point to the fact that road traffic in Britain will continue to grow. However, it is widely recognised that the scope for new roads within the urban area is now limited and efficient use of the existing network is essential. Some reduction in congestion, improvements to the environment and better road safety can be achieved by more modest highway improvements, better public transport, an improved footpath/cycleway network, traffic calming and appropriate development policies.

Strategic Framework for Transport Policy

- 7.6 The Department of the Environment, Transport and the Regions (DETR) is responsible for national transportation policy and is the highway authority for the national network of motorways and trunk roads. There are no trunk roads in the Local Plan area.
- 7.7 The Dorset County Council as Local Highway Authority is responsible for public transport, highway planning, maintenance, highway improvements and traffic management. Its policies are expressed in the Structure Plan and the Bournemouth, Poole and Christchurch Local Transport Plan (LTP). The Structure Plan sets out the broader strategic framework for the conurbation with which this plan must be in general conformity. The Local Transport Plan draws up five year integrated transport strategies which cover all modes of transport and link them together. Liaison also takes place with Hampshire County Council and New Forest District council through the development plan and Local Transport Plan processes. The five year LTP replaces the previous annual Transport Policies and Programme (TPP) which bid for expenditure in limited areas on an annual basis. The LTP is a more comprehensive policy statement and covers all forms of transport dealing with broad areas of expenditure and how these meet the objectives of the Plan.

Regional Planning Guidance

- 7.8 The Regional Planning Guidance for the South West was issued by the Secretary of State for the Environment in July 1994 and puts forward the following objectives for achieving an integrated and balanced transport system:
- (i) To provide for safe and efficient movement and to facilitate accessibility in order to serve the existing and future pattern of development in the Region.
 - (ii) To reconcile the demand for travel with environmental concerns, including impacts on human health and climate change.
 - (iii) To reduce reliance on the motor vehicle by encouraging a shift from private to public transport, particularly in urban areas, and by making users more aware of the real costs of their transport choice.
 - (iv) To take account of the interaction between transport and land use.
 - (v) To take into account the increasing economic and environmental costs of transport.

These objectives acknowledge the crucial importance of protecting the environment.

Structure Plan Policies

- 7.9 The Structure Plan policies are concerned with improvements to the existing infrastructure of the county as well as making provision for new future infrastructure. Policies are concerned with encouraging the use of alternative means of transport for example railways, buses, walking and cycling through locational and development

policies contained within development plans. The management of parking is encouraged to reinforce other sustainable policies. Transportation Policy T states that facilities at Bournemouth International airport should be improved.

Objectives

- 7.10 In accordance with the above strategies, therefore, this Local Plan proposes a co-ordinated package of transport and land use policies which, together with education initiatives, will achieve the following aims:
- (i) Improve the capacity of the local transport network to carry people and goods rather than vehicles.
 - (ii) Enhancement of the use of cycling, public transport and walking.
 - (iii) A change in travel behaviour of the local population and visitors, in order to reduce damage on the environment and reliance on the private car as a mode of transport.
- 7.11 These key aims are to be achieved by a range of policies, which are set out as Local Plan Policies in the remainder of this chapter. Some are not land use in nature but are reproduced as part of the reasoned justification in order to give a complete picture of how the strategy will work.
- 7.12 The Local Plan will achieve its aim of enhancing accessibility and economic development in a safe and sustainable way as follows:
- (i) Congestion will be limited and economic development encouraged by:
 - Improvements to the strategic highway network;
 - Ensuring that new development secures the transport infrastructure required to enable it to take place;
 - Improving the footway/cycleway network;
 - Maximising development opportunities in and promoting the enhancement of the town centre as the easiest place to serve by public transport;
 - Promoting and improving public transport;
 - Limiting parking provision for developments to discourage reliance on the car for work and other journeys where there are effective alternatives;
 - Encouraging mixed use developments.
 - (ii) The undesirable side effects of car use will be limited and the need to travel will be reduced by:
 - Undertaking traffic management and calming initiatives;
 - Improving the footway/cycleway network;
 - Maximising development opportunities in and promoting the enhancement of the town centre as the easiest place to serve by public transport;
 - Promoting and improving public transport;

- Limiting parking provision for developments to discourage reliance on the car for work and other journeys where there are effective alternatives;
 - Encouraging mixed use developments.
- (iii) Accidents will be reduced by:
- Undertaking appropriate junction improvement and other traffic management measures;
 - Undertaking traffic calming initiatives;
 - Improving the footpath/cycleway network.
- (iv) Access to facilities for all sectors of the community will be promoted by:
- Promoting and improving public transport;
 - Maximising development opportunities in and promoting the enhancement of the town centre as the easiest place to serve by public transport;
 - Improving the footway/cycleway network;
 - Ensuring the maintenance and where necessary improvement of provision of community facilities and employment opportunities in local centres;
 - Improving access for the disabled and disadvantaged;
 - Ensuring that the eventual completion of the strategic highway network is not prejudiced;
 - Ensuring that new development secures the transport infrastructure required to enable it to take place.

Thus the components of the Strategy will comprise of the following:

- Highway improvements;
- Traffic management and calming;
- Development policies relating to transport matters;
- Improved cycling facilities;
- Improved public transport.

7.13 Clearly there is a great deal of overlap in the means by which the Plan's objectives are to be achieved. Many policies will assist in meeting more than one objective. Nevertheless, transportation policies may conveniently be grouped under the following headings; highways, cycling, pedestrian facilities, public transport, innovative schemes, the mobility impaired, accident reduction and car parking.

Highway Network

The Road Hierarchy

7.14 The Structure Plan recognises that good communications for the movement of people and goods is a vital element for the prosperity of the area and nearly all this movement uses the highway network. The establishment of a hierarchy is a basic principle of managing a road network. This allows for the directing of traffic, (by signing or design principles) onto roads most suited to the journey purpose and for improving accessibility

to and from the national highway network, as well as throughout the Plan area. Additionally, the establishment of a hierarchy assists in the removal of through traffic from residential and shopping areas, thereby improving the environment for the local population as well as assisting road safety.

7.15 The road network hierarchy consists of the following:

- (i) Primary Roads;
- (ii) Country Distributor Roads;
- (iii) District Distributor Roads;
- (iv) Local Distributor Roads;
- (v) Access and Service Roads.

Roads (i) to (v) are listed fully in the table on page 104.

7.16 Some residents are concerned if their road is called, for example, a district distributor and mistakenly fear that improvements or widening are proposed. It should be recognised that the Local Plan explains the existing hierarchy of roads, and these formal titles merely confirm the present role that these roads fulfil.

7.17 The hierarchy defined in the Local Plan is based on the road network at 01 August 1994. The hierarchy may, however, vary when major new roads are completed, or as a result of significant new developments.

Development Control Criteria for the Highway Network

(i) Primary Roads

7.18 The Primary Roads are all A class roads forming part of the National Primary Route Network as defined by the Department of the Environment, Transport and the Regions. In the absence of motorways, they are the highest quality part of the road network, and connect primary destinations to each other eg Poole-Bournemouth-Ringwood-Southampton. They usually carry a high proportion of long distance trips, and the largest goods vehicles. There is one Primary Road which passes through the Plan area: the A338 Ringwood-Bournemouth Spur Road.

7.19 The present policy for primary route is laid down in the Bournemouth, Dorset and Poole Structure Plan Transportation Policy Y.

(ii) County Distributor Roads

7.20 The County Distributor network comprises A and B class roads and links major areas of activity, towns and commercial centres in and around Dorset with each other and with the primary routes. Their function is to provide a network of main roads on which vehicle movements can be made safely and conveniently.

7.21 The present policy for County Distributor routes is set out in the Bournemouth, Dorset and Poole Structure Plan Transportation Policy Y.

Road Hierarchy in Christchurch Borough

(i) Primary Road

A338 Bournemouth Spur Road

(ii) County Distributor Roads

Bargates
Barrack Road
Christchurch By-pass
Christchurch Road, Hurn
Fairmile Road
Highcliffe Road
Hurn Road
Lymington Road
Lyndhurst Road
Parley Lane

(ii) District Distributor Roads

Bure Lane
Chewton Farm Road
Hinton Wood Avenue
Matchams Lane
Mundeford
Purewell Cross Road
Ringwood Road
Salisbury Road
Somerford Road
Sopers Lane
Stanpit
Stony Lane
Stour Road
The Grove
The Runway
Walkford Road
Willow Drive

(iii) Local Distributor Roads

Avon Causeway
Braemar Drive
Bridge Street
Burley Road
Burton Road (from Normandy Drive to by-pass)
Carisbrooke Way
Castle Street
St. Catherines Way
Church Lane (Church Street to Quay Road)
Church Street (Castle Street to Church Lane)
DeHaviland Way
Forest Way (from Smugglers Lane North to Nada Road)
Greenways
Hoburne Lane (Highcliffe Road to Smugglers Lane North)
Jumpers Road
Martins Hill Lane
Moonrakers Way
Mundeford Lane
Normandy Drive
Pinewood Close
Pinewood Road
Purewell
Quay Road (Church Lane to Queens Avenue)
Queens Avenue (Quay Road to Whitehall)
Queens Road
River Way (from Oak Avenue to St Catherines Way)
Salisbury Road (from Stony Lane to by-pass)
Smugglers Lane North (Hoburne Lane to Moonrakers Way)
St Margarets Avenue
Station Road
Thursby Road (Braemar Drive to Pinewood Road)
St Margarets Avenue
Station Road
Thursby Road (Braemar Drive to Pinewood Road)
Whitehall (Queens Avenue to Wick Lane)
Wick Lane (Whitehall to Church Street)

(iii) District Distributor Roads

7.22 The District Distributor network is designed to connect the main areas of residential, shopping, industrial and commercial development with each other within the Plan area and also to the County Distributor and Primary Route Network. Limited access to District Distributor roads and limited on-street parking will reduce the number of potential conflict points and will improve road safety and the free flow of traffic. Where it is possible to incorporate a verge this will segregate pedestrians and cyclists from traffic and create a more pleasant environment. New roads will incorporate natural features, including hedgerows and trees. Landscape treatment will include the planting of groups of trees and hedgerows in order to provide a pleasant environment for road users, to blend new roads into the existing landscape, and to provide screening.

7.23 In order to assist with respect to the control of development and its effect on the highway and traffic flows, development proposals will be assessed with regard to the following:

T 1 ACCESS TO DISTRICT DISTRIBUTOR ROADS WILL BE LIMITED. ADEQUATE VISIBILITY AND JUNCTION SPACING WILL BE REQUIRED WHERE LOCAL DISTRIBUTORS JOIN DISTRICT DISTRIBUTORS.

ON NEWLY CONSTRUCTED DISTRICT DISTRIBUTOR ROADS THERE WILL BE NO FRONTAGE ACCESS OR ON-STREET PARKING. WHEN FOOTWAYS OR CYCLEWAYS ARE PROVIDED THEY WILL BE DIVIDED FROM THE CARRIAGEWAY BY A LANDSCAPED VERGE DESIGNED TO SECURE SEGREGATION FROM MOTOR VEHICLES.

ON EXISTING DISTRICT DISTRIBUTOR ROADS THE OPPORTUNITY WILL BE TAKEN TO CLOSE EXISTING VEHICULAR FRONTAGE ACCESS WHEN DEVELOPMENT TAKES PLACE AND ALTERNATIVE MEANS OF ACCESS CAN BE OBTAINED.

(iv) Local Distributor Roads

7.24 Local Distributor Roads distribute traffic within districts. They form the main connections between areas of development and the District Distributor Network, and thence to the County Distributor and Primary Networks. The purpose of Local Distributor Roads is to serve local traffic, including pedestrians and cyclists. In order to achieve this such roads will be designed to deter through traffic and transfer it onto roads of a higher status and to control speed in order to improve safety and the environment. Prior to the implementation of improvement schemes on Local Distributor Roads, consultation will be undertaken with all interested parties.

T 2 ON EXISTING LOCAL DISTRIBUTOR ROADS THROUGH TRAFFIC WILL BE DIVERTED ONTO ROADS OF A HIGHER STATUS BY MEANS OF TRAFFIC MANAGEMENT. ROADS WILL BE ADAPTED TO SERVE LOCAL NEEDS ONLY BY REDUCTION OF CARRIAGEWAY WIDTH, WIDENING OF FOOTWAYS AND

VERGES, LANDSCAPE TREATMENT AND OTHER SUITABLE MEANS TO DETER EXTRANEIOUS TRAFFIC AND ENHANCE THE QUALITY OF THE ENVIRONMENT.

T 3 NEW LOCAL DISTRIBUTOR ROADS WILL BE DESIGNED TO DISCOURAGE EXTRANEIOUS TRAFFIC FROM ENTERING THE AREAS THEY SERVE. THEY WILL BE PLANNED AS AN INTEGRAL PART OF NEW DEVELOPMENT AREAS WITH PROVISION FOR FOOTWAYS, CYCLEWAYS AND LANDSCAPING.

7.25 Access and service roads occur throughout the developed parts of the plan area. These connect specific areas of development and the main highway network and include residential roads, cul-de-sacs and industrial and commercial service roads.

Private Streets and Estate Roads

7.26 Within the Plan area there are a number of 'Private Streets' as defined by the Highways Act 1980. Basically these are streets that are not highways maintainable at the public expense and which, in most cases, fall below agreed standards. It is the policy of the Local Highway Authority to bring all private streets to a satisfactory standard to enable them to be adopted. However, other than in exceptional circumstances or unless requested by the majority of frontages it is unlikely that any of the private streets will be made up within the Plan period.

Major Highway Schemes

7.27 The Structure Plan suggests that overall road traffic flows will rise, and the present patterns of travel are expected to remain. Continuing restrictions on public expenditure and concern about the environmental effects of road traffic have led the County Council to adopt a selective approach to road improvements. Priority for major schemes is given to Primary Routes, which carry the highest volumes of long distance traffic and lorries. Scheme assessment considers safety, environmental and economic costs and benefits. Expensive schemes which only offer limited benefits are not given a high priority.

Highcliffe

7.28 For the sake of clarity Government guidance suggest that road schemes which have previously been safeguarded and are now to be abandoned should be listed. The Highcliffe Relief Road which appeared as a reserved road corridor policy in the adopted Highcliffe and District Local Plan and the Consultation Draft of the Borough Local Plan has now been deleted. Public opposition to the proposed scheme prompted its deletion and the land is now allocated as a green corridor in Policy ENV 15. Dorset County Council has agreed to delete the scheme from its Bournemouth, Dorset and Poole Structure Plan.

Christchurch Relief Road

7.29 The South East Dorset Structure Plan and the Deposit Dorset County Structure Plan both included a policy for a Christchurch Relief Road. However following the consideration of

Modifications and Further Proposed Modifications the Strategic Authorities have decided to delete the scheme from the Structure Plan. The Bournemouth, Dorset and Poole Structure Plan was adopted in October 2000.

- 7.30 An alternative strategy to the construction of a relief road is now being pursued, this being based on the 'package approach' consisting of traffic management, public transport improvements and cycling improvements. Optimum use is to be made of the existing highway network for all transport users, effectively managing traffic and reducing dependence on the private car as the main mode of travel. The Local Plan includes policies to promote such a strategy. The package bid will evolve in more detail through the implementation of the Local Transport Plan.

A3060 Castle Lane West Relief Road

- 7.31 The A3060 Castle Lane and A347 Whitelegg Way between Iford roundabout and Wimborne road in Bournemouth are busy County Distributor routes where there has been an increase in traffic in recent years of around 30% (1983 – 1995). For many years it has been apparent that traffic on Castle Lane West has been reaching an unacceptable level. New highway construction is not however the only response to increased traffic growth and major urban highway schemes are becoming increasingly unacceptable, particularly as it is Government policy not to build or support roads which facilitate commuting to congested urban centres. Accordingly traffic management and enhancement to public transport also need to be considered and evaluated. Traffic management measures are likely however, to only assist in containing the current situation, reducing delays and congestion in the short term and a certain level of new highway provision may still be required. In the longer term therefore it may be necessary to provide a relief road for Castle Lane to reduce the traffic pressure caused by further developments in North Bournemouth.
- 7.32 To relieve traffic on Castle Lane West it is proposed to construct a new road between the A338 Spur Road and Northbourne roundabout. Part of this new road falls within the Local Plan area. The road is unlikely to be programmed until after 2011 and is identified in the Structure Plan accordingly in Transportation Policy AA.

T4 A CORRIDOR OF LAND HAS BEEN RESERVED FOR THE CONSTRUCTION OF THE A3060 CASTLE LANE WEST RELIEF ROAD

Minor Highway Improvements

A35 Barrack Road

- 7.33 The A35 Barrack Road is currently very congested in the peak hours and congestion is now spreading to off-peak times. Further traffic management and safety measures on Barrack Road are required.
- 7.34 Traffic flows on Castle Lane East, in the adjoining Borough of Bournemouth, have increased by approximately 78% between 1983 and 1992 and it is anticipated that they

will increase by a further 34% by the year 2010. This is due to the rapid development of the land on both sides of the A3060 Castle Lane East, including housing, a hospital, a superstore, offices and a leisure centre. Traffic flows onto Barrack Road have increased as a result of these developments, but the main effect has been on Castle Lane East. Major highway improvements, funded by the developments, have been carried out there.

- 7.35 It is recognised that new highway construction is not the only response to increased traffic growth. Traffic management and enhancement of public transport needs to be considered and evaluated. It may be necessary to add some minor highway schemes to the County Highways Programme which do not require planning permission. The following Policy proposes measures to relieve congestion and increase capacity on the A35 Barrack Road:

T 5 THE FOLLOWING HIGHWAY IMPROVEMENTS ARE PROPOSED TO RELIEVE CONGESTION AND IMPROVE SAFETY OF ALL ROAD USERS ON THE A35 BARRACK ROAD:

- 1) BARRACK ROAD/JUMPERS ROAD JUNCTION - TRAFFIC SIGNALS.
- 2) BARRACK ROAD/STOUR ROAD JUNCTION - TRAFFIC SIGNALS IMPROVEMENT.
- 3) BARRACK ROAD/SOPERS LANE JUNCTION - IMPROVEMENTS.

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT OF LAND FORMING PART OF ANY OF THE ABOVE IMPROVEMENT SCHEMES IF IT WOULD PREJUDICE THE IMPLEMENTATION OF THE PROPOSALS.

Other Road Improvements

- 7.36 In general the remainder of the County Distributor Road network is adequate, although there are some improvements which can be made which would not only facilitate better opportunity for the use of alternative modes of transport but which would also help to fulfil other aims of this Plan. Where road schemes are required to accommodate increased trip making as a result of development, developers will be expected to make a financial contribution to the works (see Policy T 18). The proposed highway improvements associated with the Hurn Bridge roundabout would fall within the Hurn Conservation Area. Because of its sensitive location the detailed design of such improvements will be the subject of public consultation, as will other schemes prior to their final adoption.

T 6 HIGHWAY IMPROVEMENTS ON COUNTY AND DISTRICT DISTRIBUTOR ROADS ARE PROPOSED AT THE FOLLOWING LOCATIONS:

- 1) ADJACENT TO AND INCLUDING HURN BRIDGE ROUNDABOUT.
- 2) AT A338 BLACKWATER JUNCTION.

- 3) B3073 BOURNEMOUTH INTERNATIONAL AIRPORT CHAPEL GATE.
- 4) STONY LANE ROUNDABOUT.
- 5) FAIRMILE ROAD/JUMPERS ROAD/KNAPP MILL AVENUE JUNCTIONS.

PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT ON LAND FORMING PART OF ANY OF THE ABOVE IMPROVEMENT SCHEMES IF IT WOULD PREJUDICE THE IMPLEMENTATION OF THE PROPOSALS.

Bournemouth International Airport

7.37 Bournemouth International Airport is situated in the north-east part of the Borough in Hurn Parish close to Hurn Village. It provides passenger flights within the United Kingdom and operates scheduled passenger flights to the Channel Islands and charter services to Mediterranean, Alpine and other holiday destinations. There are also freight services and facilities for light aircraft, training and test flying. There are two operational runways; the main east-west runway being used by most air traffic and the north-south runway being used predominantly by light aircraft. Access to the airport is from two roads, the B3073 Parley Lane and Matchams Lane (north-east industrial sector only).



Bournemouth International Airport

7.38 In addition to its role as an airport, the site is an important centre for industry and provides employment for approximately 2,000 people. The Structure Plan identifies 80 hectares of land for employment purposes, stating that the Airport offers a unique opportunity for employment generation in south - east Dorset and that it is expected to

make a significant contribution to the area's economy during and beyond the Plan period. It indicates that a new strategic road link from the A338 Bournemouth Spur Road to the Airport will be needed to achieve this. This new link road would not connect to Matchams Lane and will allow for the existing access there to be closed. The link road needs to avoid the highest grade environmental areas and spacing of proposed junctions on the A338 must meet strict safety criteria. No detailed design has been prepared, although the proposals map identifies a corridor of land within which a road could be constructed. This corridor has consideration for nature conservation designations, although it is appreciated at the design stage an environmental assessment will have to be prepared to identify the most appropriate route.

- 7.39 Since the Bournemouth International Airport Master Plan was published in November 1993 additional studies have been carried out to develop a surface access strategy to improve accessibility to the proposed development at the Airport. Improvements along the B3073 have been identified which will improve access to the development at the Airport as part of an integrated transport strategy. The improvements identified would be sufficient to accommodate trips to and from the Airport, based upon the anticipated rate of development, until the end of the Plan period. After this time it may be necessary to consider the construction of an additional access to the development to the north in the form of the link road within land identified in Policy T 7.

T 7 A CORRIDOR OF LAND HAS BEEN RESERVED FOR THE CONSTRUCTION OF A LINK ROAD BETWEEN THE BOURNEMOUTH INTERNATIONAL AIRPORT AND THE A338 SPUR ROAD.

Town Centre

- 7.40 The volume of traffic in the Christchurch Central Conservation Area has an adverse effect on the historic environment and it is recognised that there is a need to substantially reduce traffic in this area. For many years now there has been a problem of vehicular-pedestrian conflict in the High Street and 'Priory Quarter' (the area bounded by Church Street, Church Lane, Quay Road, Queens Avenue, Whitehall and Wick Lane), which are the main arteries of the shopping centre and tourist area. The High Street is also the hub of the local public transport network, necessitating frequent bus movements through the area. Although traffic in the High Street and Priory Quarter allows ease of access to the shops and tourist facilities and permits some on-street parking it is considered that the congestion, fumes and danger significantly worsen the environment. The Council attach considerable importance to improving the environment to maintain and if possible improve, the town centre's competitive position with other shopping centres and tourist areas. The need to implement a traffic system which will reduce traffic volumes and improve facilities for pedestrians and shoppers whilst maintaining access for public transport is recognised.
- 7.41 The problems of vehicular / pedestrian conflict were recognised in the Christchurch Town Centre Local Plan which included amongst its objectives "Through traffic will be discouraged from passing through the most environmentally and historically sensitive part of the Town Centre" and "Development likely to produce a significant impact by way

of additional traffic on the historically sensitive part of the Town Centre will normally be resisted”.

7.42 The Christchurch Town Centre Local Plan included a commitment to produce a traffic management scheme to achieve these objectives. In addition Policy SH 2 proposed a Planning Brief to ensure that future development on the west side of the High Street was complementary to proposals restricting traffic. The Planning Brief was duly prepared and subject to public consultation. Of the 1207 comments received, the majority (52%) were supportive of the ideas set out in the Brief with 37% of respondents objecting. Having considered the public’s views the Council have agreed the following basic principles:

- (i) Traffic in the whole of the town centre Conservation Area must be substantially reduced.
- (ii) In particular the Priory Quarter and the High Street should be identified as areas where there is a need to reduce pedestrian/vehicular conflict and introduce measures to improve the environment to make it safer and more attractive.

T 8 TRAFFIC MANAGEMENT MEASURES WILL BE PROPOSED FOR PUREWELL, BRIDGE STREET, THE TOWN CENTRE INCLUDING THE HIGH STREET AND PRIORY QUARTER WITH THE AIM OF REDUCING PEDESTRIAN/VEHICULAR CONFLICT AND ENHANCING THE ENVIRONMENT. THE AREAS AND ROADS AFFECTED BY THE POLICY ARE SHOWN ON THE PROPOSALS MAP.

7.43 The Christchurch Transportation Strategy Study, funded by Dorset County Council, supports the Council’s basic principles concerning traffic in the town centre. It recommends that additional survey and modelling work should be undertaken before there is a commitment for traffic management in the town centre. Dorset County Council has agreed with this approach and has confirmed that the relevant studies and modelling will be undertaken. In the interim however, the Council considers that certain measures could be implemented in order to reduce traffic flows through the town centre. This would involve the preparation of a traffic re-routing, calming and environmental enhancement scheme for Purewell. This scheme would involve improved signs to encourage more traffic to use Purewell Link Road; the redesign of the eastern end of Purewell at the Purewell Cross junction; further calming and environmental enhancement along Purewell (in itself a Conservation Area) and improved signs and a priority change at the Purewell/Stony Lane junction to encourage traffic onto Stony Lane.

Bridge Street/Castle Street

7.44 Due to the nature of Bridge Street and Castle Street with their attractive buildings (many of them listed) and narrow, historic stone river bridges, many problems are created by the level of traffic which uses these roads. Indeed the past level of traffic has necessitated the construction of footbridges alongside the old road bridges.



Pedestrian Footbridge at Town Bridge

- 7.45 The opening of the Purewell Link Road has resulted in a reduction of traffic using these roads and although it is anticipated that there will be a residue of traffic wishing to gain access to the Town Centre, it is considered possible to introduce some environmental improvements to the Waterloo and Town Bridges to enhance the area for pedestrians and residents.
- 7.46 It is proposed that a traffic signal control system be installed which will permit alternate single line traffic to operate over the two bridges. This would then permit the widening of the footways and other improvements including the provision of facilities for cyclists. This would also assist in the aim of restraining through traffic in the Town Centre, providing environmental benefits, as outlined in Paragraph 7.42 and Policy T 8 above. Bus priority across the bridges will be secured by selective vehicle recognition.
- T 9 A SYSTEM OF TRAFFIC SIGNALS (INCLUDING VEHICLE CHARACTER RECOGNITION) WILL BE INSTALLED ON BRIDGE STREET TO ALLOW ALTERNATE SINGLE LINE TRAFFIC ACROSS WATERLOO AND TOWN BRIDGES. INITIALLY THIS WILL BE INTRODUCED ON AN EXPERIMENTAL BASIS.**

Servicing Facilities

- 7.47 The loading and unloading of goods across footways in the main streets can create traffic problems and can be inconvenient to pedestrians. When redevelopment takes place in

identified shopping areas or along the Primary, County or District Distribution network rear servicing and parking facilities shall be provided as part of the requirement for development. It is recognised, however, that in Conservation Areas and areas of environmental sensitivity, that this requirement may not be appropriate. However, the Policy below sets out the general requirements of rear servicing and is followed by locational policies which identify opportunities for rear servicing in shopping areas:

- T 10 DEVELOPMENT OR THE SIGNIFICANT INTENSIFICATION OF COMMERCIAL PROPERTY OR RETAIL OUTLETS ON THE PRIMARY, COUNTY AND DISTRICT DISTRIBUTOR ROAD NETWORK SHOULD WHERE FEASIBLE PROVIDE REAR ACCESS OR IF THIS IS NOT POSSIBLE, ALLOW FOR THE FUTURE PROVISION OF SUCH REAR ACCESS.**

High Street

- 7.48 The Local Planning Authority has been pursuing a policy of providing High Street rear servicing for some time in an effort to reduce the congestion to which delivery vehicles often contribute. Rear servicing has been provided to the rear of N^os 59 – 73 High Street (Regent Way) and potential for further provision has been investigated in other areas although the special character of the Town Centre area with its Conservation Area status is such that different design treatment to that of the existing Regent Way may be more appropriate. Such potential exists, for instance, with respect to a service road to the rear of N^os 1 – 13 High Street and this will overcome the conflict which occurs with HGVs delivering to the shops through Bank Close car park. Opportunities will occur for informal shared servicing arrangements to the rear of N^os 15 – 25 High Street, exclusive of Druiitt Hall, in conjunction with the shopping scheme to the west of the High Street as identified in Policy ES 5 of Chapter 6: The Economy. As this service road lies within the Conservation Area it is important its design and materials should be in sympathy with the character of the area.

- T 11 THE LOCAL PLANNING AUTHORITY WILL SEEK TO PROVIDE REAR SERVICING ACROSS THE PRIVATE CAR PARK, TO THE REAR OF NUMBERS 1 TO 13 HIGH STREET.**

Bargates

- 7.49 Traffic congestion also occurs on Bargates and it is considered that the provision of rear servicing for Bargates, where possible, will further ease the congestion.

- T 12 THE LOCAL PLANNING AUTHORITY WILL SEEK TO PROVIDE REAR SERVICING:**
- 1) TO THE REAR OF NUMBERS 37 TO 47 BARGATES.**

2) FROM THE MAGISTRATES' CAR PARK, IF EXTENDED, TO THE REAR OF NUMBERS 34 TO 66 BARGATES.

Highcliffe

- 7.50 Existing servicing facilities in the Highcliffe shopping centre are less than adequate. Most servicing takes place on-street and thus large delivery lorries contribute towards the congestion of Lymington Road. Unfortunately there is little scope for comprehensive rear servicing without substantial acquisition of private residential property. The Council will, however, encourage the retention, extension and shared usage of all existing rear servicing facilities within the shopping centre. Management measures restricting servicing to particular times of the day would help create a better environment for shoppers. Any new development or redevelopment within Highcliffe shopping centre will be subject to Policy T 10 and therefore will be expected to provide adequate rear servicing facilities.

Cycling

- 7.51 Cycling is an important part of an integrated and sustainable transport strategy. The network of minor roads provide satisfactory routes for cyclists throughout much of the Plan area although road safety problems can occur where cyclists are required to use or cross heavily trafficked roads. The problems and requirements of cyclists are being considered by the Highway Authority with the aim of improving facilities for cyclists. The County Structure Plan in Transportation Policy I recognises the need to improve pedestrian and cycle routes, and the County Council have prepared a Cycling Strategy.
- 7.52 In the interests of sustainable transport and road safety cycleways, whether exclusive or shared use, are encouraged. Where pedestrian volumes are high then shared cycleways will be segregated to avoid cyclist/pedestrian conflict. Whilst the scope for providing exclusive cycleways within the Plan area is limited, the provision of such facilities will be investigated. The needs of the cyclists, including the provision of parking areas, will also be considered in any highway or environmental improvement, redevelopment proposal or traffic management scheme. New development can create opportunities for safe and convenient walking and cycling thereby promoting the use of non-motorised travel for local journeys. However, it may not be appropriate to seek provision of cycle routes in relation to proposals for sheltered housing for the elderly, or where cycling as an alternative mode of transport is not practicable due to the nature or scale of development. A Cycling Strategy is to be prepared which will set out more detailed policies to improve facilities for cyclists, but the following Policy outlines the Borough's general proposals. For information relating to cycle parking facilities referred to in the Policies please refer to Paragraph 7.88 which clarifies the status of the Parking Guidelines.

- T 13 NEW DEVELOPMENT LIKELY TO GENERATE ADDITIONAL TRAFFIC WILL BE REQUIRED TO CONTRIBUTE TO THE PROVISION OF CYCLEWAYS AND THE PROMOTION OF CYCLING AS FOLLOWS:**

- 1) **RESIDENTIAL DEVELOPMENTS SHALL INCORPORATE CYCLEWAYS WITHIN THE DEVELOPMENT INCLUDING LINKS WITH THE CYCLEWAY NETWORK.**
- 2) **NON-RESIDENTIAL DEVELOPMENT SHALL INCLUDE SECURE CYCLE PARKING FACILITIES AND INCORPORATE CYCLEWAYS WITHIN THE DEVELOPMENT INCLUDING LINKS WITH THE HIGHWAY AND CYCLEWAY NETWORK.**



Cycle Crossing At Highcliffe Road

Cycle Routes

7.53 At present there is one designated cycle path in the Borough running from Stanpit to the 2 Riversmeet Leisure Centre. Work is also progressing on the Christchurch By-Pass route. The scope for more cycle routes has been investigated as part of the preparation of the Local Plan and the possibility of several other routes has been examined. Through holding three public consultation meetings at the Civic Offices, residents of Christchurch were invited to identify principal cycle routes, main destinations and ideas for raising awareness of cycling in the Borough. It is expected that the Cycling Strategy will identify further routes and aim for a network of cycleways in the Borough, but the following cycle routes are proposed initially:

T 14 THE FOLLOWING CYCLE ROUTES ARE PROPOSED:

- 1) **CHAPEL GATE TO CHRISTCHURCH HOSPITAL**
- 2) **AVENUE ROAD**

- 3) TRICKETTS CROSS BRIDLEPATH
- 4) IFORD TO TOWN CENTRE
- 5) STOUR ROAD
- 6) AVON BUILDINGS TO AVON CAUSEWAY
- 7) STANPIT TO TUCKTON
- 8) THE RUNWAY TO STANPIT
- 9) MUDEFORD WOODS TO MUDEFORD QUAY
- 10) COASTAL CYCLE PATH
- 11) CASTLE AVENUE TO SOMERFORD
- 12) SOMERFORD TO TOWN CENTRE
- 13) THE RUNWAY TO HIGHCLIFFE SCHOOL
- 14) CHRISTCHURCH BY-PASS
- 15) STONY LANE
- 16) MUDEFORD WOODS
- 17) SOMERFORD TO ROESHOT HILL

PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY PROPOSAL THAT WILL PREJUDICE THE IMPLEMENTATION OF THE ABOVE ROUTES. THE ROUTES ARE SHOWN ON THE PROPOSALS MAP.

- 7.54 In the case of the Avon Buildings to Avon Causeway route mentioned above, there could be a long term damaging impact on the Town Common Site of Special Scientific Interest and Special Protection Area and potential Special Area of Conservation by additional, uncontrolled access to the area. The Council will need to consult widely before the implementation of the route, as it could involve some re-routing and/or downgrading of an existing bridleway. The coastal cycle path between Mundeford Quay and Chewton Bunny will exploit the network of tracks and access roads developed over the years for the purpose of keeping coastal defences in order, therefore minimising impact on the Highcliffe to Milford Cliffs Site of Special Scientific Interest.

Pedestrian Facilities

- 7.55 All new residential, commercial and industrial developments and highway and traffic management schemes must provide for the safe and convenient passage of pedestrians, including those people with mobility impediments, and cyclists wherever such movements may be expected. The environment must be designed to be attractive for such use.

- T 15 A PROPOSAL FOR A NEW DEVELOPMENT OR A ROAD IMPROVEMENT SCHEME WILL BE REQUIRED TO PROVIDE FACILITIES FOR THE SAFE PASSAGE OF PEDESTRIANS.**

WHERE A PROPOSAL WOULD LEAD TO THE NEED FOR IMPROVED EXISTING PEDESTRIAN FACILITIES, THEN WORKS DEEMED NECESSARY WILL BE SOUGHT BY WAY OF A CONDITION OR A PLANNING OBLIGATION.

Public Transport

- 7.56 Public transport, and particularly buses play an important role in the movement of people throughout the Plan area and the region in general. Attractive public transport benefits passengers, and can also help to restrain the increase in car traffic. Conventional bus services are the main public transport mode and are very significant for shopping journeys to town centres, and for journeys by school children. Travel by train is another alternative and there are two railway stations serving the Borough – Christchurch and Hinton Admiral. Bus and rail travel play an important part in the move towards sustainable transport and away from the reliance on the private motor car.
- 7.57 It is also recognised that despite the relatively high proportion of households with a car in the Plan area, some 76%, many members of these households together with those households without access to a car are dependent upon public transport as their only means of transport. Local Authorities will aim to maintain a public transport service providing travel standards similar to those existing and where possible, standards will be improved. A Local Transport Plan has been prepared for the conurbation. The Local Transport Plan covers all forms of transport dealing with broad areas of expenditure and how these meet the objectives of the Plan. Encouraging public transport as an alternative to the motor car is a key element of the Local Transport Plan strategy and there are improvements for public transport proposed in this Plan.

Park and Ride

- 7.58 Park and Ride has been part of the transport provision for major cities for many years. The main use of car parks at Hinton Admiral and Christchurch Stations is by park and ride travellers to London. Use of these rail car parks for travel into Bournemouth/Poole conurbation is very limited, although use is likely to grow as traffic congestion increases, and a scheme to promote their use will be considered in association with the train and station operators.
- 7.59 Park and Ride provision has been introduced in smaller towns and cities using buses for the public transport link. It is most effective where the town centre is congested and parking limited, is a major employment, shopping or tourist attraction, and where the bus journey can be made quicker than the car alternative. Clearly, most of these features do not yet apply in most smaller town centres like Christchurch. As traffic conditions worsen, bus park and ride will become workable for Bournemouth and Poole town centres, and a park and ride site is proposed on land northeast of Wessex Fields and Riverside Avenue in Bournemouth Borough, adjoining the boundary with Christchurch Borough. This major parking facility may be of occasional use for access to Christchurch town centre if major tourist events occur there, but it is only considered suitable for a regular park and ride service to Bournemouth and Poole centres.

Coach Parking

- 7.60 A proportion of visitors travel to Christchurch by coach; these coaches then park for varying periods during the day and overnight. The parking of these coaches on the highway can lead to road safety and environmental problems. Within the Town Centre there is an identified need for adequate facilities to be maintained for coach services

including those which provide for short stay excursions. The opportunity to incorporate a coach dropping off point within the development envisaged in Policy EO 2 will be investigated.

Other Forms of Public Transport

- 7.61 It is Central Government policy to encourage unconventional forms of public transport to meet the needs of the public. Such services are not confined to rural areas and self help transport schemes are encouraged in all communities. When passenger demand is low more emphasis will be placed on the provision of unconventional transport.
- 7.62 Where appropriate community managed and other innovative public transport services will be encouraged. It is important that community managed services should not compete with commercial bus services to any significant extent. Care is needed to ensure a complementary role and provision of overall benefits to the community.

Innovative Schemes

- 7.63 The Borough Council will join with the highway authority, local schools and the public transport operators to:
- (i) Review parking and travel arrangements at its own establishments to promote car sharing and the use of modes of transport other than the car.
 - (ii) Encourage major employers to similarly review their parking and travel arrangements. All major developers will be encouraged to produce green transport plans, whilst commuted payments for Town Centre sites will be sought to enhance alternative modes of transport as well as provision of off-street parking.
 - (iii) Review the travel arrangements at groups of schools to promote bus use, cycling and walking and the health and safety of school children. Promote the safe routes to schools campaign.
 - (iv) Continue to promote the 'Travelwise' campaign to encourage travel awareness and long term changes in travel behaviour.
 - (v) As part of the Town Centre environmental improvements relocate long stay car park spaces to peripheral locations.
 - (vi) Consider an overall management scheme for higher enforcement of on-street parking in the Borough.
 - (vii) Ensure that development policies are consistent with the aim of achieving long term changes in travel behaviour. In particular there is a need to concentrate high trip attracting land uses at central locations in order to encourage use of alternative transport modes to the private car.

These proposals are included in the Local Transport Plan.

People with a mobility impediment

- 7.64 It is essential that the special needs of those with a mobility impediment, especially the elderly and infirm are recognised and are taken into consideration if this substantial section of the population is not to be denied access to shops, offices and other facilities. Care needs to be taken in the layout of pedestrian routes and the choice of paving materials; ramps must be of sufficient width and at suitable gradients. Sufficient seating must also be provided particularly for public transport users. Any highway improvement or development proposals must take into account the inability of the disabled and elderly to negotiate kerbs and steps, and suitable ramps should therefore be provided at crossing points. Prior to the implementation of improvement schemes consultation will be undertaken with all interested parties.

T 16 IMPROVEMENTS FOR ACCESS AND OTHER FACILITIES FOR MOBILITY IMPAIRED PEOPLE WILL BE INCLUDED WITHIN HIGHWAY IMPROVEMENT AND TRAFFIC MANAGEMENT SCHEMES AND IN ANY NEW DEVELOPMENT PROPOSALS.

- 7.65 As part of the improvement of facilities, and to assist in the mobility of disabled people to allow them the same access to facilities, adequate car parking must be available for their use both on street and in public car parks. In the provision of this car parking, suitable access arrangements must be provided to and from the parking places and sufficient width allowed for the use of wheelchairs, next to parked vehicles. The adequacy of the current provision of such car parking spaces will also be kept under review.

Road Safety

- 7.66 The Government set a target of a one third reduction in casualties to be achieved by the year 2000. The Dorset Road Safety Plan commits the Highway Authority to reducing accidents on the highway network. The Safety Plan proposed the following accident criteria: "All areas of 1km by 1km with fifty or more personal injury accidents in three years should be identified and subjected to detailed examination with a view to developing priorities for accident investigation studies".
- 7.67 Traffic calming has a key role to play in ensuring that a safe and equitable balance between road users is maintained. Accident reduction will continue to be the first priority for local authority funded schemes and each proposal will be assessed using criteria set out in the Local Transport Plan.
- 7.68 On identification of a priority site, remedial measures would be investigated to remove or ameliorate the problem through highway construction, traffic management, traffic calming and local road safety measures. Consideration will be given to measures which also remove extraneous traffic from the adjoining residential areas.

Roads and the Environment

7.69 The Highway Authority recognises the need for adequate landscaping when carrying out highway improvements in order to mitigate the environmental effect on the surrounding areas and recognises the need to restore adjoining land on completion. In many instances the landscaping will be on land within the scope of the works. However, in certain cases, there may be opportunities to carry out landscaping in advance of any highway schemes so that it is established and matured before construction works commence.

T 17 WHEREVER PRACTICABLE, LANDSCAPING WORKS WILL BE CARRIED OUT IN ADVANCE OF HIGHWAY IMPROVEMENTS TO ENSURE MAXIMUM ENVIRONMENTAL BENEFITS ARE ACHIEVED AT THE EARLIEST POSSIBLE OPPORTUNITY.

Highway Improvements as part of New Developments

7.70 The effects of new developments on the overall transport network is cumulative. It is important that developers of schemes likely to generate significant travel demand adopt policies and practices designed to limit the use of the car. Where new development is likely to materially affect the existing movement of traffic in the vicinity or attract large volumes of additional traffic the submission of an appropriate transport assessment indicating highway improvements and/or traffic management measures will be sought. Proposals for development or redevelopment shall incorporate such highway improvements and/or traffic management measures that may be deemed appropriate to deal satisfactorily with the traffic generated by the development.

T 18 ANY NEW DEVELOPMENT PROPOSAL LIKELY TO GENERATE ADDITIONAL TRAFFIC WILL NOT BE PERMITTED IF IT MATERIALLY AFFECTS ROAD SAFETY OR THE ABILITY OF THE EXISTING TRANSPORT INFRASTRUCTURE TO ACCOMMODATE THE ADDITIONAL TRAFFIC, UNLESS REMEDIAL MEASURES TO OVERCOME THE PROBLEM ARE PROVIDED BY ANY OR ALL OF THE FOLLOWING MEANS:

- 1) OFF-SITE HIGHWAY IMPROVEMENTS**
- 2) TRAFFIC MANAGEMENT MEASURES**
- 3) CYCLING AND PEDESTRIAN FACILITIES**
- 4) IMPROVEMENT TO PUBLIC TRANSPORT SERVICES**
- 5) TAXI STANDS**
- 6) NEW OR IMPROVED ACCESS AND SERVICE FACILITIES**

IN LARGE DEVELOPMENT PROPOSALS A TRAFFIC IMPACT ASSESSMENT WILL BE REQUIRED.

CONTRIBUTION IN WHOLE OR IN PART MAY BE REQUIRED FOR WORKS AND IMPROVEMENTS DEEMED NECESSARY TO ENABLE THE DEVELOPMENT TO PROCEED. THE CONTRIBUTIONS WILL BE SOUGHT BY CONDITIONS OR PLANNING OBLIGATIONS.

- 7.71 Many planning applications are of a size or type that would generate additional levels of trip making on adjoining transport infrastructure. In certain circumstances this additional development may necessitate changes to be made to the highway layout, public transport services or cyclist and pedestrian facilities. In such cases it is considered appropriate that the developer should provide a full and detailed assessment of how the trips to and from the development might affect the transport network and the measures that might be taken to provide for, or mitigate the impact of, that development related traffic.
- 7.72 This assessment should be carried out according to the 'Guidelines for Traffic Impact Assessment' published by the Institution of Highways and Transportation. The assessment should be carried out for the year of opening of the proposed development and for a period of 10 years beyond the opening date or the end of the Local Plan period, whichever is the greater. However, where new or modified highway infrastructure is required then the network should be tested for a period of 15 years beyond the construction of that infrastructure.

Car Parking

Town Centre Car Parking

- 7.73 Within the Town Centre area the provision of adequate car parking is essential for the economic viability and continued prosperity of the retail and commercial interests of the area. However a radical increase in parking provision would not accord with the principles of sustainable development. To balance the economic demands and need to keep the Town Centre competitive with the need for a more sustainable approach to transport it is proposed to maintain a status quo in relation to the number of car parking spaces but to utilise the existing capacity more efficiently. This can be achieved in the short term by a pricing policy which encourages commuter/leisure parking (ie long stay) to the peripheral locations including the proposed extension to the former Magistrates Court car park (see policy P2 and Para 7.75). This will encourage better use of the available parking stock and reduce congestion within the Town Centre by relocating commuter traffic to the edge of the Town Centre. The introduction of "Residents Only" parking schemes will also assist in this aim as it will displace commuter parking to either peripheral locations such as the former Magistrates Court car park or to alternative modes of transport. It will also ensure that the parking needs of town centre residents are taken into account and therefore accord with another Council aim, which is to retain and encourage future provision of residential accommodation in the Town Centre. In the medium to longer term there are plans to reduce the maximum stay in the Town Centre car parks to 4 hours. This cannot be done until the "Residents Only" parking schemes

are in place, which in turn are unlikely to be introduced prior to assuming decriminalised parking powers.

- 7.74 The shortage of suitable land constrains the provision of additional spaces to provide the increase necessary as a result of possible new shopping proposals and the growth of both population and car ownership. However, there is an opportunity to provide additional car parking within the Wick Lane car park by incorporating part of land to the rear of N^o 13 Wick Lane. This will also enable the better layout of the car park. Accordingly this land is identified for future car parking purposes and to help replace any spaces lost as a result of the residential development proposed in Policy H6.

P 1 LAND TO THE REAR OF NO 13 WICK LANE IS IDENTIFIED FOR CAR PARKING PURPOSES IN ORDER TO INCREASE THE PROVISION OF CAR PARKING AT THE WICK LANE CAR PARK.

- 7.75 The principle of removing extraneous traffic from the Town Centre is well established and measures to reduce through traffic are put forward in Policies T8 and T9. Another way of achieving a reduction in traffic would be to reduce long stay parking as mentioned in Paragraph 7.73. As part of the existing Christchurch Package Bid Strategy (as now carried forward into the Local Transport Plan) referred to in Paragraph 7.30 it is proposed that long stay car park spaces will be relocated to peripheral locations with provision of signs to provide better information on the location and availability of spaces. The removal of this element of traffic will assist in improving the environment of the Town Centre and will accord with the principles of sustainable development. Sufficient suitable land exists to the west and south - west of the former Magistrates' Court car park, Bargates, to provide approximately 200 extra parking spaces.

P 2 THE FORMER MAGISTRATES' CAR PARK, BARGATES, WILL BE EXTENDED TO INCORPORATE LAND ABUTTING THE REAR BOUNDARIES OF NUMBERS 7 TO 19A TWYNHAM AVENUE PROVIDING AN ADDITIONAL 200 SPACES OR THEREABOUTS. THE CAR PARK LAYOUT WILL TAKE INTO ACCOUNT THE SECURITY NEEDS OF THE POLICE STATION, THE MAGISTRATES COURTS AS WELL AS THE AMENITIES OF NEARBY RESIDENTS. MEASURES WILL BE TAKEN TO MITIGATE PROBLEMS OF SECURITY, NOISE OR OVERLOOKING.

- 7.76 It is intended that these spaces will be used for long stay parking for employees in the Town Centre, thus enabling the short stay shoppers car parking to be confined to those car parks closer to the shopping core.

Purewell

- 7.77 There are two public car parks in the Purewell area at 2 Riversmeet Leisure Centre (354 spaces) and The Buttery (30 spaces).

- 7.78 Within the Purewell Shopping Area on-street parking can at times cause traffic congestion despite the close proximity of 'The Buttery' car park which is relatively under-used. Although the indication is that further public car parking is not presently required, this could change. Future car parking needs in this area will therefore be examined together with measures to meet such need.

Mudeford and Stanpit

- 7.79 There are two public car parks in the Mudeford and Stanpit area at Mudeford Quay (420 spaces) and Stanpit Recreation Ground (23 spaces).
- 7.80 Traffic congestion occurs along Stanpit and Mudeford because of its narrow width and difficulties for cars and buses passing parked vehicles. Further traffic restriction measures are considered impractical, as a certain amount of on-street parking is necessary for residents and shoppers. A shortage of suitable land has constrained the provision of new sites for public car parking, or construction of lay-bys. The situation can, however, be eased by an extension to the existing public car park at Stanpit Recreation Ground. Planning consent for a modest extension has previously been given. However, the adequacy of this will need to be reviewed.

Highcliffe

- 7.81 At present there are seven public car parks within the Highcliffe area, all but one of which (Avon Beach) are owned and administered by the Borough Council. In total these car parks provide approximately 1,500 amenity parking spaces close to the beach and cliff top, and 128 spaces for shoppers within the Highcliffe Shopping Centre.
- 7.82 In general there is a reasonable provision of amenity car parking space for visitors to the beach and cliff top areas. Demand for such spaces peaks for a short period of time in the summer months. Depending on the weather, most of these car parks fill up at weekends in July and August. Nevertheless, on those occasions there is only relatively minor disturbance to local residents and inconvenience for visitors. Unfortunately there is little scope to increase amenity parking provision at present without conflicting with other aims of this Plan. The situation will be monitored and new proposals brought forward in a review of this Plan if and when considered that the benefits to be gained are likely to outweigh the environmental and economic factors involved.
- 7.83 Certain amenity car parks are more popular than others and as a result become full far more quickly and frequently. The Avon Beach and Highcliffe Castle car parks are examples, resulting in unnecessary congestion in surrounding roads. Better overall management of the car parks and traffic in general could help. Measures will therefore be explored to remedy the present imbalance of use of amenity car parks.
- 7.84 As far as car parking facilities for shoppers are concerned, the Wortley Road car park, with a capacity of 128 cars, is the only off-street public parking provision within Highcliffe shopping centre. This represents a considerable shortfall of such spaces and consequently the Wortley Road car park is frequently full for most of the day in summer months and nearly always full for most of the day on Fridays (Market Day). This causes congestion in the car park itself and in Wortley Road, a predominantly residential road.

Access to this car park from Lymington Road is less than ideal, but to some extent it does help to ease congestion in Wortley Road.

- 7.85 Whilst scope for increasing off-street parking within the shopping centre is limited, a site has been identified as being suitable for public car parking purposes.

P 3 WITHIN THE HIGHCLIFFE SHOPPING CENTRE, PROVISION SHALL BE MADE FOR APPROXIMATELY 72 ADDITIONAL PUBLIC CAR PARKING SPACES BY THE LAYING OUT OF A PUBLIC CAR PARK WITHIN THE REDEVELOPMENT OF LAND TO THE REAR OF THE GLOBE PUBLIC HOUSE, AS IDENTIFIED ON THE PROPOSALS MAP.

Parking in Residential Areas

- 7.86 Several residential areas throughout the Plan area have been identified as in need of improvements to parking and access arrangement. The Council have therefore adopted a programme of improvements for these areas:

P 4 THE COUNCIL WILL IMPROVE ACCESS AND PARKING ARRANGEMENTS IN THE FOLLOWING AREAS:

- (i) AIRFIELD ESTATE**
- (ii) SOMERFORD ESTATE**
- (iii) SANDY PLOT, BURTON**
- (iv) CAMPBELL ROAD, BURTON**
- (v) MELBOURNE ROAD/DARWIN AVENUE**
- (vi) BRISBANE ROAD/SYDNEY ROAD**

Parking – General

- 7.87 In addition to the provision of new areas of public car parking it is important that the existing level of parking is maintained throughout the Plan area. Therefore when development takes place which would affect public parking spaces, provision must be made for replacement of those spaces lost, in addition to any spaces generated by the development. The following Policy shall therefore apply:

P 5 WHERE DEVELOPMENT OF A SITE WOULD AFFECT PUBLIC PARKING SPACES (WHETHER PUBLICLY OR PRIVATELY OWNED) ANY SPACES LOST WHICH ARE IN REGULAR USE SHALL BE REPLACED EITHER ON-SITE OR WITHIN THE VICINITY OF THE SITE TO THE SATISFACTION OF THE LOCAL AUTHORITY.

- 7.88 Development proposals within the Plan area will normally be required to provide car parking in accordance with the approved Council Guidelines. These guidelines are

published separately from this Local Plan. It must be clarified that these Guidelines are Supplementary Planning Guidance (SPG) which is of a lower status than Local Plan Policies. SPG does not have the special status that is given by Section 54A to Local Plan Policies when determining planning applications (see Paragraph 1.4). These Guidelines are in the process of being reviewed in the light of advice contained within PPG 13. They will be revised to take into account a site's accessibility. The number of car parking spaces required for new development will be reduced in those sites with good accessibility to other modes of transport than the motorcar. The revised Guidelines will be incorporated into the future review of the Local Plan. There will be other situations where parking requirements can be relaxed, eg in Conservation Areas or Listed Buildings where parking areas, access and parked vehicles can have a detrimental effect on the character and appearance of the area or building. There may be other sites which are sensitive or prominent locations where large amounts of parking may be detrimental to the character of the area. The Council has a Commuted Car Parking Payments policy in operation. This is applied in cases where the provision of on-site car parking to the level required by the Car Parking Guidelines is considered inappropriate. The developer contributes an agreed sum for each space which is not provided on-site. The contributions are then aggregated and used to provide additional public off-street car parking spaces, or for facilities to assist public transport, walking and cycling. This Policy will need to be revised to be consistent with the forthcoming Review of Parking Guidelines.

P 6 ALL DEVELOPMENTS WILL BE REQUIRED TO PROVIDE THE FOLLOWING:

- 1) THE MINIMUM VEHICLE AND CYCLE PARKING PROVISION NECESSARY TO SERVE THE DEVELOPMENT, AND PREVENT ADDITIONAL ON-STREET PARKING.**
- 2) SAFE VEHICULAR ACCESS TO AND FROM THE DEVELOPMENT.**
- 3) SERVICING FACILITIES THAT WILL NOT CAUSE HIGHWAY CONGESTION OR DANGER TO HIGHWAY USERS.**

Residents Parking Schemes

- 7.89 Whilst the principle of residents' parking schemes is approved by both the Local Highway Authority and the Local Planning Authority, it is required that such schemes shall generate sufficient income to meet the costs of administration and enforcement. Schemes will also have to meet the criteria laid down by the Local Highway Authority. The continuation of any scheme will be dependent upon income continuing to meet administration and enforcement costs.

Chapter 7: Transport

POLICY T 1

Lists criteria by which developments of new and existing district distributor roads or development affecting them will be assessed.

POLICY T 2

Lists criteria by which development affecting existing local distributor roads will be assessed.

POLICY T 3

Lists criteria by which development of new local distributor roads or development affecting them will be assessed.

POLICY T 4

Identifies a corridor for the A3060 Castle Lane West Relief Road.

POLICY T 5

Identifies highway improvements along Barrack Road.

POLICY T 6

Identifies highway improvements on County and District distributor roads.

POLICY T 7

Identifies a corridor for a link road from Bournemouth International Airport to the A338.

POLICY T 8

Proposes traffic management measures from Purewell to the High Street and the Priory Quarter to reduce pedestrian/vehicular conflict.

POLICY T 9

Proposes traffic lights at Waterloo and Town Bridges

POLICY T 10

Requires rear access for the development or significant intensification of commercial property or retail outlets on primary, county and district distributor roads.

POLICY T 11

Seeks to provide rear servicing to the rear of the High Street.

POLICY T 12

Seeks to provide rear servicing to the rear of Bargates.

POLICY T 13

Requires development to contribute to the provision of cycleways and the promotion of cycling.

POLICY T 14

Proposes a number of cycle routes.

POLICY T 15

Requires development and road improvements to make provision for the improvement of facilities for pedestrians.

POLICY T 16

Requires the improvement of access and provisions of facilities to ease the passage of mobility impaired people.

POLICY T 17

Requires landscaping works to be carried out in advance of highway improvements.

POLICY T 18

Requires development to incorporate highway improvements and/or traffic management means to deal with traffic generated and developers to contribute to the cost of provision.

Parking**POLICY P 1**

Identifies land to the rear of No. 13 Wick Lane for car parking purposes.

POLICY P 2

Proposes the extension of the former Magistrates' Court car park.

POLICY P 3

Identifies land for car parking in the Highcliffe Shopping Centre.

POLICY P 4

Proposes the improvement of access and parking arrangements in a number of locations.

POLICY P 5

Proposes that public parking spaces lost by development shall be replaced on site or within the vicinity.

POLICY P 6

Requires all development to provide vehicle and cycle parking, safe vehicular access and servicing facilities.