
Development Contributions towards Transport Infrastructure in Purbeck

Guidance
February 2013

Revision 3

Dorset County Council & Purbeck District Council

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Guidance

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Appendix 1: The Purbeck Transport Strategy Schemes (2012)

This guidance was developed in partnership by Dorset County Council (DCC) and Purbeck District Council (PDC) and was subject to stakeholder consultation from January - February 2005. It was approved by DCC's Cabinet on 1st November 2006 and PDC on 21st November 2006. It was implemented on 1st January 2007 and will remain in place until such time as the Community Infrastructure Levy (CIL) is adopted by PDC. On 9th June 2009 PDC made the decision to remove the residential extension charge. The Purbeck Transport Strategy (PTS) was revised in 2010 / 2011 for inclusion in the Local Transport Plan 3 (April 2011) and refined again in 2012. It informs the Purbeck Local Plan Part 1 (PLP1) (adopted November 2012). The Councils updated this guidance in February 2013. The Councils would like to have prepared this as a Supplementary Planning Document to implement Policy ATS of PLP 1, but the necessary time needed to consult and adopt this guidance would have meant the SPD would be adopted only a few months prior to the introduction of CIL. However, this update does not provide any major policy changes from previous iterations and the levels of contributions are unaltered.

1. Introduction

- 1.1 This document has been prepared by Dorset County Council (DCC) and Purbeck District Council (PDC) in order to provide guidance on the likely levels of financial contributions that will be requested from new development in Purbeck towards the implementation of the Purbeck Transport Strategy (PTS) in order to mitigate the general transport implications of their development proposals. It will be used as part of the development management process to inform planning decisions until April 2014 when the Community Infrastructure Levy (CIL) will be adopted in Purbeck. Future development contributions and transport infrastructure requirements will be outlined in Purbeck District Council's CIL Charging Schedule and Infrastructure Plan documents.
- 1.2 This guidance summarises the policy background and need for contributions to transport infrastructure in Purbeck, before setting out how the policies are intended to be implemented. Contributions will be used for the delivery of schemes identified in the PTS. They are not a replacement for the provision of infrastructure which would normally be paid for by the developer as part of the development, for example on-site roads, immediate off-site transport infrastructure, landscaping, street lighting etc.
- 1.3 This guidance supports the implementation of Policy ATS of the Purbeck Local Plan Part 1 (PLP1), following its adoption in November 2012 and Local Transport Plan 3 (April 2011).

2. National Policy Background

- 2.1 This guidance is in full accordance with the **National Planning Policy Framework (NPPF)** which was introduced in March 2012 and contains the policy framework for sustainable development, sustainable transport and planning obligations. The following policies are relevant and reinforce this interim guidance.

17. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;

29. Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives..... The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.....

31. Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development.....

32. Plans and decisions should take account of whether:

- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.*

35. Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to.....

- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.....*

204. Planning obligations should only be sought where they meet all of the following tests:

- *Necessary to make the development acceptable in planning terms,*
- *Directly related to the development; and*
- *Fairly and reasonably related in scale and kind to the development.*

3. Regional and Strategic Policy Background

- 3.1 The expectation was that the 'new policies' to replace the saved Bournemouth, Dorset and Poole Structure Plan policies would be those of the SW Regional Spatial Strategy (RSS). However, the draft RSS never reached the stage of replacing existing Regional Planning Guidance (RPG10), which continues to represent the regional spatial strategy. As such RPG10 and the saved Structure Plan policies continue to form part of the development plan, until revoked by the Secretary of State. On revocation the statutory development plan would comprise any saved local plan policies and adopted development plan documents. (Note that Purbeck District has no saved policies.) The current consultation on the environmental effects of revocation of RPG ends on 1st Feb 2013 so revocation could occur soon after. Until then the Regional and Structure Plan policies below still apply.
- 3.2 **Regional Planning Guidance for the South West 2001 (RPG10) Policy IM1** states that developers and landowners will need to contribute to the infrastructure needed to serve their developments both by direct provision on-site and through Planning Agreements where infrastructure is off-site.
- 3.3 **Bournemouth, Dorset and Poole Structure Plan adopted 2001 Implementation Policy E** requires local planning authorities to ensure that sufficient transport infrastructure is provided to meet the economic and social needs of the local area and that, where appropriate, development contributions should be sought for such provision.
- 3.4 **Proposed Changes to the Regional Spatial Strategy for the South West 2008 (RSS) Policy HMA7** supports this approach. The policy recognise that *“Action should be taken to improve movement and accessibility for all on the corridors linking the communities in the north and west of the SSCT with Bournemouth and Poole. This should comprise: demand management measures, sustainable travel measures and if necessary, targeted new infrastructure investment to unlock pinch points.”*
- 3.5 **Bournemouth, Poole and Dorset’s Local Transport Plan (LTP3)** was published in April 2011. The Purbeck Area Strategy within the Strategy Document - Appendices contains schemes from the 2010 Purbeck Transportation Strategy. For a more detailed list of the types of schemes which will be delivered see Appendix 1. The Strategy contains the following broad elements:
- Traffic Management: speed reduction measures, junction improvements, safety improvements.
 - Bus Service Enhancements: improved bus service provision, passenger waiting facilities, public transport information.
 - Walking and Cycling Improvements: pedestrian crossings, cycleways, cycle parking provision.
 - Transport Interchange / Park & Ride Improvements: Measures to encourage the use of rail, bus, cycling and walking and interchange between them
 - Smarter Travel Choices: Sustainable travel to school measures, travel plans, travel information.
 - Rail Service Enhancement: Swanage branch line reconnection to the mainline.

4. Local Policy Background

- 4.1 PDC adopted the **Purbeck Local Plan Part 1: Planning Purbeck’s Future** in November 2012. It contains the following policies to ensure development is located sustainably, supports the sustainable transport measures in the PTS and the collection of development contributions towards its delivery. The plan divides the district into five spatial areas and each contains geographically specific transport schemes which development in that area will pay towards. The PLP1 policies are set out below:

Policy IAT: Improving Accessibility and Transport in Purbeck

Improving accessibility within Purbeck will be achieved through better provision of local services and facilities that reduce the need to travel, especially by car. This will be achieved by assessing development proposals against the following criteria:

- The development should be located in the most accessible location and reduce the need to travel;
- The development should maximise the use of alternative and sustainable forms of travel;
- The development, where it is likely to result in significant transport implications, should be supported by a detailed transport assessment and a travel plan;
- The development should provide for improved safety and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport;
- The development should provide safe access to the highway, and/or should provide towards new/improved access to the highway and improvement of the local highway.
- The development should provide for adequate parking levels in line with the Bournemouth, Poole and Dorset Residential Car Parking Strategy.

Policy ATS: Implementing an Appropriate Transport Strategy for Purbeck

Transport conditions within Purbeck will be improved through the implementation of the Purbeck Transportation Strategy. This will be a flexible strategy to meet changing scenarios, and includes the following elements: the provision of cycle routes, improved transport interchanges and targeted improvements that provide relief to the A351.

Mitigating the Cumulative Impact of New Development

The cumulative impact of additional road trips from new development will be mitigated through financial contributions towards the implementation of the Purbeck Transportation Strategy. Such contributions will be sought in accordance with 'Development Contributions towards Transport Infrastructure in Purbeck' which is regularly updated and will be formalised as part of the Community Infrastructure Levy Charging Schedule.

Detailed proposals for key transport infrastructure identified in the Purbeck Transportation Strategy will be provided through the Swanage Local Plan, neighbourhood plans, or the Site Allocations Plan, as appropriate.

Development proposals that are likely to adversely affect the implementation of transport infrastructure required to achieve the aims of the Purbeck Transportation Strategy will not be permitted.

Policy DEV: Development Contributions

Prior to the implementation of a CIL Charging Schedule, contributions are sought from development in order to provide associated infrastructure as follows:

- **Transport Improvements** contributions in accordance with Policy ATS: Implementing an Appropriate Transport Strategy for Purbeck. Further detail will be set out in Development Contributions for Transport Infrastructure interim guidance until it is superseded by SPD.
- **Affordable Housing Contributions** in accordance with Policy AH – Affordable Housing. Further detail on contributions and projects will be set out in the Affordable Housing SPD.
- **Contributions for Heathland Mitigation** in accordance with Policy DH – Dorset Heaths International Designations. Further detail on contributions and projects is set out in the Heathlands SPD until it is superseded by the Heathlands DPD.

With the exception of contributions for heathland mitigation, which is compulsory, all contributions will be assessed on a site-by-site basis for viability through an open book approach.

5. The Purbeck Transportation Study and Strategy

- 5.1 The Purbeck Transportation Study was prepared by consultants Buro Happold for Dorset County Council in 2004. It was undertaken in response to the steady decline of transportation conditions in Purbeck, and the need to take action to arrest this decline. The central theme of the study was

sustainability and transport for all. In recognition of the dominance of private cars and the existence of several road bottlenecks, the study explored sustainable transport and road-building solutions. In particular, the strategic importance of the A351 between the Bakers Arms roundabout on the A35 and Wareham was highlighted, along with the need to identify measures to reduce traffic problems along it.¹

- 5.2 The Study confirmed that the road infrastructure is at or close to capacity in the peak times in certain areas, and that there is a need for modal shift through an integrated package of measures. The recommendations form part of the Purbeck Transportation Strategy and have been included in Dorset County Council's Local Transport Plans from 2006-2011 and 2011-2026.
- 5.3 Originally the primary purpose of the PTS was identification of solutions to existing transportation problems in Purbeck. However there was also a clear need to consider the impact of additional vehicular trips generated by future new development upon the highway network. In order to assess the effect of adding new development to the network along with the proposed improvements as set out in the PTS, traffic modelling work was undertaken by the County Council. This modelling work concluded that future development would inevitably lead to an increase in vehicular trips on the network and that the PTS measures will be required to mitigate the negative impact of development in Purbeck².
- 5.4 Escalating costs, local environmental constraints and increasing concerns about transport's negative impact on climate change mean that the road building elements (Wool bypass and Bere Regis bypass) in the original PTS (2006) are no longer affordable or deliverable in the foreseeable future. The full cost of the roads were not included within the original costings used to determine the funds required from developers when the strategy was created. This shortfall in funding for the major road scheme element was expected to come from regional funding. A bid was made to the Regional Funding Allocation in 2008, however this was unsuccessful. Furthermore, the County Council was given the indication that future government funding for major schemes in Purbeck was unlikely as money will be targeted towards towns and cities where the most growth will take place.
- 5.5 The PTS schemes were reviewed in 2010/11 in line with government priorities for reducing carbon emissions and promoting economic growth outlined in the Coalition Government's Transport White Paper³. The strategy now gives greater priority to more cost effective, active and healthy travel measures which will help reduce congestion to enable development. Money is also being collected towards travel planning measures, car sharing, the Swanage to Wareham railway reconnection as well as the public transport, cycling, walking, interchange improvements & traffic / network management measures in the original PTS.
- 5.6 In 2012 the PTS was further scaled back in line with these principles due to the loss of approx £5 million expected to come from residential extension charges which have been removed and not replaced by other funding sources.

6. Planning Contributions: Methodology

- 6.1 The methodology for assessing contributions is based on the following assumptions:
- (i) The package of measures in the Purbeck Transportation Strategy to deal with anticipated future trip-making is estimated at £19.5 million (2011 prices) including an allowance for services diversions and land costs.
 - (ii) The Trip Rate Information Computer System (TRICS) database indicates that:
 - A single dwelling generates an average of 7 car trips per day/2-way

¹ Purbeck Transportation Study, Summary Document

² Dorset DIAMOND – Purbeck LDF Development Impact Testing Dec 2011

³ Creating Growth Cutting Carbon White Paper, DfT Jan 2011

- 100m² GFA (Gross Floor Area) of general employment generates 10 trips per day/2-way
- (iii) The assumption is made that one-third of the trips to the non-residential development are generated by the new residential development; therefore two-thirds of the calculated residential trip contribution is applied to the non-residential development.
- (iv) Calculation of the level of development contributions due from development 2007 – 2027
- A total of 2,520 dwellings are to be delivered over the Core Strategy period (2006 – 2027).
 - PDC began collecting development contributions towards delivery of the PTS in 2007.
 - 187 dwellings were delivered in 2006 and did not pay the PTS development contributions.
 - Therefore 2,333 dwellings remain to be delivered between 2007 and 2027.
 - 11.5ha of employment land is allocated in the plan period of which it is assumed that 40% is developed for employment use (46,000sqm).
- (v) Trip rate calculation

Residential

2,333 dwellings x 7 trips/day/2 way = 16,331 trips
£16.2M = Approx 16,331 trips x £993 (cost per trip)

Employment

46,000sqm x 10 trips/day/2 way = 460,000 trips
£3M = Approx 4,600 trips x £662 (cost per trip)

The approximate amount of money which residential and employment development could contribute towards the cost of the implementation of the PTS = £19.2M. The £300k (approx) shortfall and the cost of design fees (approx 10% of scheme costs) will be made up from LTP funds over the life of the PTS.

(vi)

The contributions below apply to greenfield or previously undeveloped land. Where a Transport Assessment (TA) /Transport Statement (TS) is submitted with a planning application and agreed, those figures will be used to calculate the level of contribution. If a TATS is not submitted then the local Highway Authority will make an assessment based on available information.

For previously developed sites a traffic credit may apply which should be deducted from the development trips. The development contribution will therefore be calculated based on the agreed net increase of trips resulting from new development. The onus will however be on the applicant to prove the existence of a traffic credit.

7. Planning Contributions: Residential Development

7.1 New Build

As the average house generates 7 trips per day, this number will be applied to a three-bedroom dwelling. In the case of smaller houses, a smaller trip generation will be applied, and in the case of larger houses, a larger trip generation will be applied, as follows:

1 bed dwellings:	5 trips/day/2-way	= 5 x £993	£4,965 per dwelling
2 bed dwellings:	6 trips/day/2-way	= 6 x £993	£5,958 per dwelling
3 bed dwellings:	7 trips/day/2-way	= 7 x £993	£6,951 per dwelling
4 bed dwellings:	8 trips/day/2-way	= 8 x £993	£7,944 per dwelling
5 bed dwellings:	9 trips/day/2-way	= 9 x £993	£8,937 per dwelling

6 bed dwellings: 10 trips/day/2-way = 10 x £993 **£9,930** per dwelling

Where trips in this document are described as 2-way, vehicle movements in both directions have been included. For example, a trip rate of 10 trips/day/2-way is the same as 5 trips in and 5 trips out per day.

7.2 Subdivisions

A contribution will be applied for every extra dwelling provided by a subdivision, e.g. a subdivision which results in the creation of an extra two-bedroom dwelling will be charged as per 7.1 above.

7.4 Nursing Homes, Residential Homes and Sheltered Accommodation

While residents of the above accommodation would not generate traffic, staff and visitors to the home would have an impact. It is proposed that nursing homes, residential homes and other sheltered accommodation be treated as non-residential development (see below), with a Transport Assessment/Transport Statement submitted outlining number of trips based on staffing levels and possible visitors.

8. Planning Contributions: Non-Residential Development

8.1 Industrial

100m² GFA of industrial development generates 7.5 trips per day / 2 way

7.5 x £662 = £4,965 per 100m² GFA

Contribution = £49.65 per square metre

8.2 Office

100m² GFA of office development generates 12 trips per day / 2 way

12 x £662 = £7,944 per 100m² GFA

Contribution = £79.44 per square metre

8.3 Recreation / Tourist / Retail / Services / Other

£662/trip/day as calculated from the relevant Transport Assessment/Transport Statement to be submitted with a planning application. If a TA is not submitted then Dorset County Council as Highway Authority will make an assessment based on available information.

8.4 Holiday Units

Contributions will be sought for all new holiday units as per residential development (see Section 7, above). This applies to both new build and converted accommodation, and includes chalets. For caravan/camping units see 8.3 above.

8.5 Minerals and/or Waste Management Developments

Contribution = £662 per trip per day / 2 way – with HGV trips factored at 2.3 x number of trips.

8.6 Temporary Permissions

Contribution = £662 per trip per day / 2 way – with HGV trips factored at 2.3 x number of trips.

The number of years the consent will run for is divided by the number of years remaining in the strategy. The PTS is a 21 year strategy which runs from 2006 - 2027 (the length of the PLP1 plan period), so as we are currently in 2013, there are 14 years remaining. Multiply this figure by the amount of the original contribution.

9. Planning Contributions: Previously Developed Sites and Renewal of Planning Permissions

9.1 In the case of renewal of planning permission, the contribution policy will apply as if the application was newly submitted.

10. Exemptions

- 10.1 Development which demonstrates it does not generate any additional trips on the network during the life of the Strategy (up to 2027) will be exempt from the charge.

11. Payment of the Contribution

- 11.1 A letter will be sent out by Purbeck District Council as local planning authority as part of the initial registration process, advising developers of the relevant planning policies, and the need for contributions. This will guide developers at an early stage.
- 11.2 Payment by the applicant will be made to Purbeck District Council upon occupation of the development. An agreement from the applicant to pay the contribution will be required in advance of planning permission. The payment of transport contributions will be subject to a section 106 agreement or unilateral undertaking, to be paid upon first occupation of the development or where implementation of the development is to be phased, a proportion is payable on the first occupation of each phase.
- 11.3 An additional administration fee of 1% with a minimum charge of £50 and a maximum charge of £1,500, of the contribution will also be charged. The District Council will pass payments to the County Council as Highway Authority once received. Payments will be ring fenced for expenditure on Purbeck Transportation Strategy schemes.
- 11.4 Alternatively, and particularly under the specific circumstances of an application for outline planning permission, a formal undertaking to pay the contribution can be made by way of a planning obligation under the provisions of Section 106 of the Town and Country Planning Act 1990. In the case of an outline planning permission the obligation will require the payment of the contribution on registration of the first application for approval of any of the “reserved matters”. Additionally, an increased administration charge of 2% of the total of the contribution will be levied if the Section 106 Agreement route is chosen, with a minimum charge of £50 and a maximum charge of £2,500. This process will also require the applicant to produce the epitome of title to land within 4 weeks of the registration of the application and will normally involve a solicitor to act on the applicant’s behalf.
- 11.4 Costs and charges referred to in the guidance could be subject to an annual change in April of each year, based on the Road Construction Prices Index.
- 11.5 If improvement works have not progressed within 30 years of commencement of the Purbeck Transportation Strategy (2005), then contributions will be refunded. The amount of contribution which is repayable will also include interest calculated at a rate based upon the National Westminster 7 day average rate current at the time from the date of payment.

12. Monitoring of the Contribution

- 12.1 The District Council will produce a quarterly monitoring report with information regarding the net amount contributed in total to date. The County Council will produce an annual monitoring report outlining works completed, the amount left after any spending, progress in spending the contribution and plans for the next year.

13. References

- Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011), DfT
- Bournemouth, Poole and Dorset Local Transport Plan 3 (2011)

- Bournemouth, Dorset and Poole Structure Plan (2001)
- Dorset DIAMOND – Purbeck LDF Development Impact Testing (2011)
- National Planning Policy Framework (2012), Communities and Local Government
- Planning Act (2008), Communities and Local Government
- Planning Purbeck's Future: Purbeck Local Plan Part 1 (2012)
- Purbeck Transportation Study: Final Report (2004), Buro Happold
- Purbeck Transportation Study: Report on Public Consultations (2005), Buro Happold
- Regional Planning Guidance for the South West (2001)
- Draft Revised Regional Spatial Strategy for the South West (2008)

14. Contacts for further information

- Dorset County Council Transport Planning Group Manager (01305) 224570
- Purbeck District Council Planning Policy Manager (01929) 557339
- Purbeck District Council Development Control Manager (01929) 557228

15. Use of the contributions

All the development contributions collected towards transport infrastructure in Purbeck will be spent improving transportation in Purbeck. Dorset County Council reserves the right to spend money collected via the development contributions on schemes other than those specifically recommended in the Purbeck Transportation Strategy (2005). The strategy is continually evolving to reflect the current transport situation both locally and nationally. Changes in government policy, environmental constraints, scheme design issues, external funding streams and other circumstances beyond Dorset County Council's control may mean that alternative solutions must be found to meet the objectives of the strategy. These alternative solutions will still conform to the central aim of the Purbeck Transportation Strategy – To improve transportation for all users throughout Purbeck.

Appendix 1.

The Purbeck Transport Strategy Schemes (2012)

1) Traffic Management Improvements

- a) Signing strategy to divert traffic from Poole / Bournemouth travelling to the Wool / Lulworth area away from the A351 and on to the A35 / C6
- b) Traffic management / safety improvements along the A35 / C6 and through Bere Regis
- c) Measures to reduce traffic speeds and route management strategies
- d) Junction and online road improvements including the Bakers Arms roundabout & A351

These schemes will ensure appropriate routing of trips as overall traffic levels rise due to new development by reducing the attractiveness of inappropriate routes. Rail resignalling in 2012 will help to reduce the barrier down time at Wool level crossing therefore reducing traffic queues. The Weymouth relief road signing strategy will encourage traffic travelling from Poole to Weymouth to remain on the A35 and use the new A354 instead of the A351 / A352 / A353.

2) Bus Service Enhancements

- a) Improve bus services between Swanage - Wareham - Wool - Lulworth - Weymouth (service X43)
- b) Improve bus services between Poole - Upton - Lytchett Minster - Wareham - Corfe Castle - Swanage (Purbeck Breezer service 40)
- c) Improve Swanage town centre - Durlston Country Park links
- d) Improve bus services between Swanage - Bournemouth across chain ferry (service 50)
- e) Improving bus services for residents and tourists
- f) Improve public transport to Studland
- g) Improve public transport information and waiting facilities

These improvements will provide viable alternatives to the car, including for certain new trips and in the case of tourist services, will release capacity in the road network by removing car trips. Tourist buses will also be of benefit to those leisure related developments which are contributing financially to the PTS.

3) Walking and Cycling Improvements

- a) Cycle parking provision (town centres, campsites, stations, visitor attractions)
- b) Cycleway Corfe Castle - Wareham
- c) Cycleway Wareham - Lytchett Minster - Upton Cross - Upton Country Park
- d) Cycleway Corfe Castle - Swanage
- e) Improve walking & cycling information - signs, cycle maps, marketing info
- f) Improve existing rights of way / green infrastructure network to encourage walking, cycling, horse riding
- g) Pedestrian and cyclist crossings
- h) Footway / cycleway Wool - Dorset Green Technology Park
- i) Improve walking / cycling access Lytchett Matravers - Lytchett Minster

These schemes will encourage non-car modes for short journeys within the district for both residents and tourists, helping to reduce road congestion and to influence travel mode choice related to new development.

4) Transport Interchange / Park & Ride

- a) Norden P&R - encourage use of rail, bus, cycling, walking, cycle hire
- b) Wool rail station interchange improvements - encourage use of rail, bus, cycling, walking, introduction of cycle hire
- c) Moreton rail station interchange improvements - encourage use of rail, bus, cycling, walking
- d) Wareham rail station interchange improvements - encourage use of rail, bus, cycling, walking, cycle hire
- e) Swanage rail station interchange improvements - encourage use of rail, bus, cycling, walking, introduction of cycle hire

- f) Holton Heath rail station interchange improvements - encourage use of rail, bus, cycling, walking and provision of P&R
- g) Waterborne transport between Swanage, Studland, Poole and Bournemouth

These schemes will help reduce car use for visitors and residents trips within the district, releasing capacity and relieving congestion in tourist hotspots. Interchange improvements will encourage use of public transport for longer journeys and may influence trip mode for journeys related to new development.

5) Smarter Travel Choices

- a) Sustainable travel to school initiatives
- b) Workplace Travel Plans e.g. Dorset Green Technology Park, Holton Heath, other significant employment sites
- c) Residential / Community / Visitor Travel Plans - creation of Car Clubs, promotion of car sharing, information packs, other community based travel schemes
- d) Encouraging the use of low carbon transport

With fuel costs continuing to rise, widening people's travel choice will help them save money through reduced use of the car. New development must be located sustainably and encourage low carbon travel to reduce transport's impact on climate change.

6) Rail Service Enhancement

- a) Railway reconnection to Swanage

The implementation of a Swanage - Wareham rail service will help reduce vehicular trips on the A351 in combination with other measures. The revision of the strategy now includes contributions towards the cost of this scheme.