

Bournemouth, Poole and Dorset Local Transport Plan 3

April 2011

Strategy Document 2011 -2026



Bournemouth Borough Council
Borough of Poole
Dorset County Council

Local Transport Plan 3
Strategy Document 2011-2026
April 2011

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FOREWORD

The delivery of first class transport infrastructure across Bournemouth, Poole and Dorset to support economic growth, whilst protecting the area's outstanding natural environment, is a challenging task. The diversity of the area, from the vibrant tourist areas of Bournemouth, Poole and Weymouth to the remote villages and beautiful Jurassic Coast of rural Dorset, requires different solutions to contrasting problems.

This Local Transport Plan (LTP) sets out a strategy to deliver that first class transport infrastructure and, subject to anticipated funding streams from both government and the private sector, this LTP will help to deliver:

- Economic Growth
- A Reduction in Carbon Emissions
- Equality of Opportunity
- Improved Safety, Security and Health
- Improved Quality of Life for residents

All the local authorities across Dorset have either established, or are in the process of setting, their proposals for new housing levels, economic growth and other local priorities within their Core Strategies. The LTP has worked within that framework to set out a strategy that complements those proposals through:

- Reducing the need to travel
- Managing and maintaining the existing network more efficiently
- Enhancing choices for active travel and “greener” travel
- Providing realistic Public Transport alternatives to the private car
- Car parking
- Making travel safer
- Improving the strategic transport infrastructure

The government's agenda for Localism encourages authorities to seek further engagement with the public and organisations at the local level to find solutions to the transport problems that beset the area. The authorities will work in partnership with transport providers and within local communities to develop suitable transport solutions for local problems that meet the needs of local residents.

Funding from government for transport has been much reduced; however, the authorities will work within these limited resources, making the most of supplementary bidding opportunities from government and through contributions from developers.

Finally, we can all contribute to the success of this LTP by making small changes in our travel behaviour which cumulatively will have a beneficial impact on the quality of our local environment, the quality of life for the community and visitors to this unique destination, and our health. We recommend this LTP and ask you to work with us to enhance the local transport system to improve our local economy and for the betterment of our environment and for your health.

Signed Portfolio Members

Councillor Michael Filer, Bournemouth Borough Council - Portfolio holder for Environment and Transport

Councillor Ron Parker, Borough of Poole - Portfolio holder for Local Economy and Transportation

Councillor Peter Finney, Dorset County Council - Cabinet Member for Highways and Transportation

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In this chapter:

- This Local Transport Plan is a 15 year strategy, prepared jointly by the authorities of Bournemouth, Poole and Dorset
- It strengthens joint working on transport issues across authority boundaries
- Separate Implementation Plans, covering 3 year periods, show the programmes for schemes to deliver the strategy
- It builds upon progress during LTP2 (2006 – 2011)
- The LTP creates real impacts on communities, businesses and the daily lives of individuals. It depends on working closely with these groups
- The Dorset area is diverse and has a high quality environment with beautiful countryside and coastline, but its economy could perform better. Transport is vital to growing the economy, but within environmental constraints
- The LTP is a statutory document containing transport policy, but it also represents the needs of local people and businesses



1.1 Dorset - the story so far

1.1.1 Dorset (comprising the three authority areas of Bournemouth, Poole and Dorset) is a very special, unique and internationally distinctive place. It possesses an **outstanding natural environment**, including: a World Heritage Coastline; very large areas of national and international heathland designations; Areas of Outstanding Natural Beauty; and significant historic and cultural assets that contribute to the character and distinctiveness of the area. Consequently, most people in Dorset enjoy a good and sought after quality of life, with low crime and the opportunity to enjoy a healthy lifestyle in attractive villages and towns.

1.1.2 The conurbation of Bournemouth and Poole, and the surrounding urban areas, together form the **second largest urban area in the south west**, with a population of almost 450,000. The population of Dorset as a whole is approximately 700,000. The economy has grown significantly in recent years, particularly in the conurbation, supported by a welcome diversification of the economic base towards financial and business services (including the conference industry in Bournemouth), creative industries, education, and environmental and energy technologies. Unemployment is generally low and economic activity high. Tourism has a major role in the area, with some 3.5 million trips in 2008, many focused in the peak summer months, accounting for 17% of all tourist trips to the South West.

1.1.3 The Dorset area is diverse; from the functional, vibrant hub of the South East Dorset conurbation with award winning beaches at Bournemouth and Poole, to the charming old market towns and their attractive rural hinterlands with dispersed villages, the complementary towns of Weymouth and Dorchester (the largest outside of South East Dorset), and the extraordinary natural beauty of the Jurassic and Heritage Coast between Lyme Regis and Swanage, and its gateway towns. These broad geographical areas, as illustrated in Figure 1.1, define the spatial context for this Local Transport Plan.

Figure 1.1 The Local Transport Plan area comprising Bournemouth, Poole and Dorset



1.1.4 However, the area also faces some **serious challenges**. Its unique environmental assets pose particular physical constraints. Economic productivity should be higher and it is generally a low wage area, whilst house prices are very high. There are skills gaps in the workforce, exacerbated by a rapidly ageing population. There are some pockets of the most **deprived areas** nationally. It suffers from **increasing congestion** in the urban areas and **inadequate wider connectivity**, compounded by an historic under-investment in transport. Furthermore, mitigating climate change and responding to the future prospect of slowing oil production (peak oil) represent significant wider challenges to be addressed. Behind all of these is the backdrop of public sector spending cuts with potentially long lasting and significant effects.

1.2 Shaping the future of Dorset

1.2.1 Under the leadership of the **Wessex Multi-Area Partnership**, the **Multi-Area Agreement (MAA)** between the three authorities of Bournemouth, Poole and Dorset, and their public and private sector partners, sets out the joint commitment to addressing the strategic challenges faced by the Dorset area, to raising its profile and achieving its significant potential. In the near future, these functions are expected to come under a **Local Enterprise Partnership**, but the overriding vision for sustainable economic growth within environmental means will remain. The transformation to a high value, high skilled **Green Knowledge Economy** will place the environment at its very heart (see Chapter 2).

1.2.2 There is considerable potential. There are major opportunities for creating higher value tourism, growing creative industries linked to Higher and Further Education facilities, exploiting the advantage of green technologies, and further growing the marine and aerospace and business services sector. There are significant potential areas of employment land (such as at Bournemouth Airport) and an area of major regeneration in Poole, facilitated by the Twin Sails Bridge. Furthermore, in 2012 Dorset will be a part of the world's most prestigious sporting event when the Olympics sailing event is held in Weymouth, providing opportunities for a lasting **Olympic legacy**. Approximately 55,000 new homes and 54,000 jobs are expected to be created within Dorset up to 2026 ⁽¹⁾. It is imperative that this new development does not exacerbate existing transport problems. The ability to move around easily and safely, and in ways that minimise the impact on the environment whilst enhancing social inclusion, are key to realising the area's potential.

1.3 The role of transport - The Local Transport Plan

1.3.1 This Bournemouth, Poole and Dorset Local Transport Plan (LTP) sets out the objectives, policies and targets for improving transport for the next 15 years, working with businesses, voluntary bodies, local communities and other authorities. It covers all modes of transport (including walking, cycling, public transport, car based travel and freight), the management and maintenance of the highway network, and the relationships between transport and wider policy issues such as the economy, environment, health and social inclusion.

1.3.2 This LTP is the first time the three councils have joined up to address transport issues and deliver transport improvements across the entire Dorset area. In doing so, this will strengthen strategic linkages through a common set of transport goals, embracing the wider MAA vision. It will benefit people living and working in Dorset by adopting a strategic approach to transport and travel throughout the LTP area, addressing problems which are not confined to local authority boundaries, and building on existing joint working to provide a stronger voice in seeking funding and to achieve improved value for money in procurement and delivery.

1.3.3 Whilst this is the first joint Local Transport Plan for the whole Dorset area, it is the third Local Transport Plan produced by the three councils, and therefore referred to as the "**LTP3**". It builds upon the good work of the previous LTPs, and in particular the most recent LTP2 (2006-2011). For the LTP2, there were two LTPs; one for the South East Dorset conurbation and one for the rest of Dorset. A number of important LTP2 schemes have been delivered, or are expected to be completed in the early stages of the LTP3. These include the **Weymouth**

1 These figures are forecast estimates and not formally adopted by the individual authorities. Approximately 55% of new housing (30,000) is expected in South East Dorset.

Relief Road and **Weymouth Olympics Transport Package**, the **Twin Sails Bridge** (Poole), key improvements to the **Prime Transport Corridors** (including public transport, cycling, walking and road safety measures), and the refurbishment of Canford Bridge (Poole).

1.3.4 Outcomes from the LTP2 have been mixed. Congestion on key routes has been relatively stable in recent years ⁽²⁾, and peak traffic levels in urban centres have fallen slightly, but total vehicle distance travelled has increased slightly. Bus patronage has grown significantly in recent years ⁽³⁾, as have cycling levels ⁽⁴⁾, whilst the number of people killed or seriously injured is generally falling, although not as quickly as hoped. Higher community transport usage reflects increasing accessibility for people, particularly in the rural areas. However, whilst there is plenty to take encouragement from, there is still much to be achieved. **Appendix A** provides a summary of progress against performance indicators and recent key achievements.

1.3.5 The LTP3 provides a new platform, focus and opportunities to improve performance through a collective effort across the three authorities. It not only seeks to continue the success of previous LTPs, but also to contribute to a broader policy context. It promotes an ambitious strategy, but has also been developed in the context of likely funding constraints and will support bids for external funding and investment.

1.4 Transport: a cross-cutting theme

1.4.1 Transport is rarely an end in itself but the utility that it provides is essential to individuals and to economies. People depend on local transport to get to work, to school, to the hospital, shops or GP surgery. Businesses rely on efficient access to suppliers, markets and workforce. Even when people are not travelling, transport can have serious impacts on their health, and enjoyment of the urban or rural environment.

1.4.2 There is now stronger recognition of how transport is influenced by, and itself influences, key wider policy areas and priorities. Either directly or indirectly, transport-related issues such as congestion, vehicle emissions, noise, road safety and accessibility cut across wider policy areas such as the economy, environment (including climate change), spatial planning, health, education and tourism.

1.4.3 The LTP3 strategy therefore establishes a range of interventions which together aim to contribute to achieving five strategic goals for **supporting the economy, reducing carbon emissions, better safety, security and health, equality of opportunity and improved quality of life**. Together with other statutory policy documents, it forms part of the councils' policy frameworks, and supports the sub-regional MAA.

1.5 Preparing the LTP3

1.5.1 The LTP3 has been developed to ensure that decisions and delivery reflect the needs of local people. To achieve this, a wide range of consultation measures have been used to provide stakeholders and the public across the plan area with an opportunity to influence its development. **Consultation and engagement** has been carried out at key stages in the plan development and how this has informed the LTP3 is detailed in relevant sections of this document.

1.5.2 The **South East Dorset Transport Study** (SEDTS) has had a significant input to the development of the LTP3. This major multi-modal transport study was undertaken in partnership with the Highways Agency, Department for Transport, South West Regional Development Agency and the Borough of Poole, Bournemouth Borough Council and Dorset County Council. It sought to identify the transport needs for the South East Dorset conurbation, based on expected levels of future growth in housing and jobs to 2026, and has provided **the most current, robust and comprehensive transport evidence base in the country, in line with government guidance**. In addition, the plan has been informed by several Local Development Framework transport studies. This has placed the three councils in an advantageous position to formulate the longer term transport strategy for LTP3.

2 Based on average journey times in the AM peak on key routes

3 For instance, bus patronage in Bournemouth and Poole has increased by approximately 65% from 2003/4 to 2009/10

4 In Bournemouth and Poole cycling levels have increased by approximately 90% between 2003/4 to 2009/10. Growth in the rest of Dorset for the same period has been approximately 20%

1.5.3 In developing the LTP3, the councils have undertaken a **Strategic Environmental Assessment (SEA)** and **Habitats Regulations Assessment (HRA)**. These have provided valuable input to the LTP3 development process through identifying potential environmental and health impacts of different transport options and recommending mitigation measures to be incorporated. An **Equalities Impact Assessment (EqIA)** also considered the impact of the plan in relation to issues such as age, disability and ethnicity.

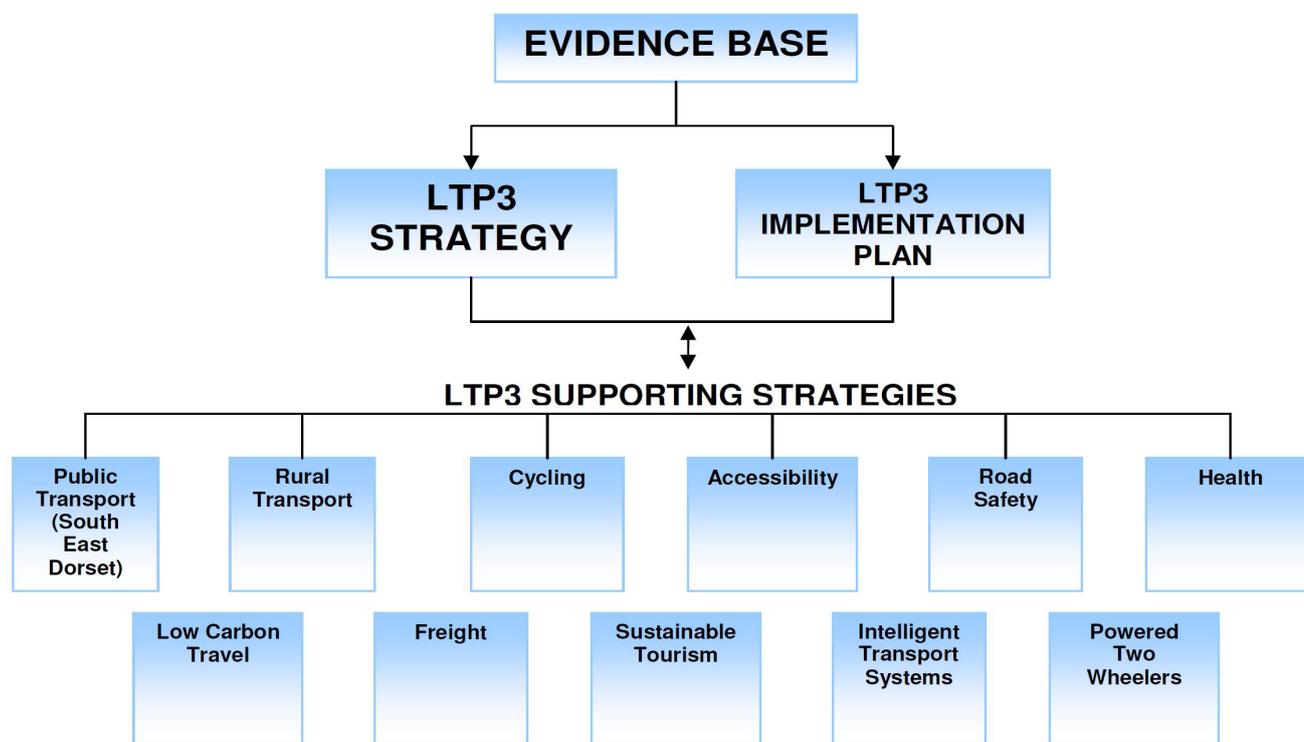
1.6 Structure of the LTP3

1.6.1 The LTP3 comprises the following:

- The **15 year Strategy** (2011-2026) setting out the long term vision, goals and policies that will guide transport improvements in Bournemouth, Poole and Dorset to contribute to wider outcomes.
- Separate 3 year **Implementation Plans** - each to set a three-year programme of actions and schemes which link the LTP priorities with available financial resources for delivery, including the LTP funding allocation from government. Indicators and targets will monitor the performance of delivery.
- A suite of **supporting strategy documents** - live documents which cover various topics within the LTP3 in greater detail, and which link to the main Strategy. These will be produced, and updated, over time.
- A supporting **LTP3 evidence base** containing detail on data, research and information that has informed the strategy.

1.6.2 Figure 1.2 illustrates the suite of documents that form the LTP3:

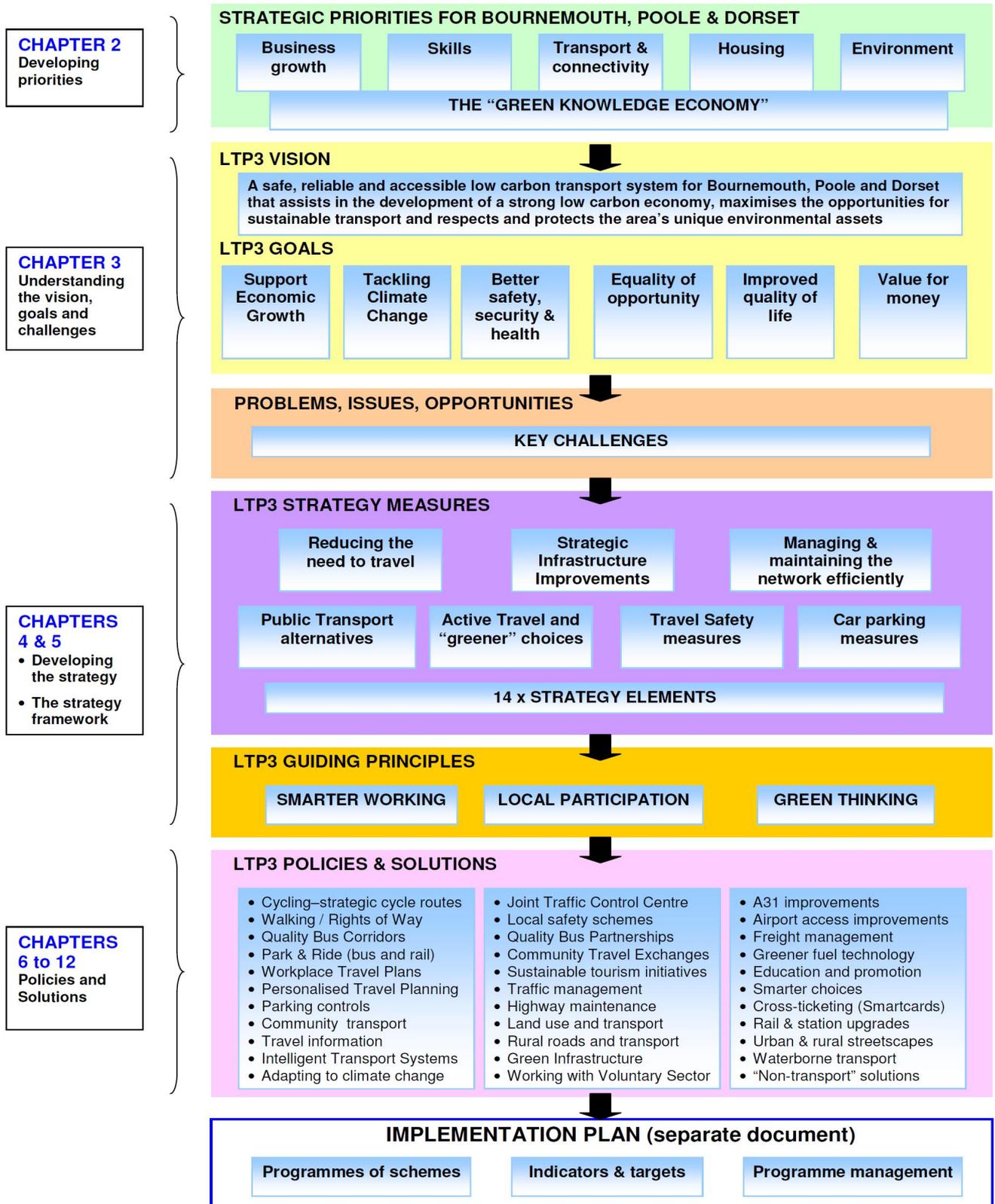
Figure 1.2 Overview of the LTP3 suite of documents



In addition, there are a number of other closely related local strategies and plans which are important in helping to meet the LTP desired outcomes, and vice versa (see Appendix B for details).

1.6.3 Figure 1.3 summarises the chapter content and structure of this LTP3 Strategy document.

Figure 1.3 Summary of the chapter content of this LTP3 Strategy document



In this chapter:

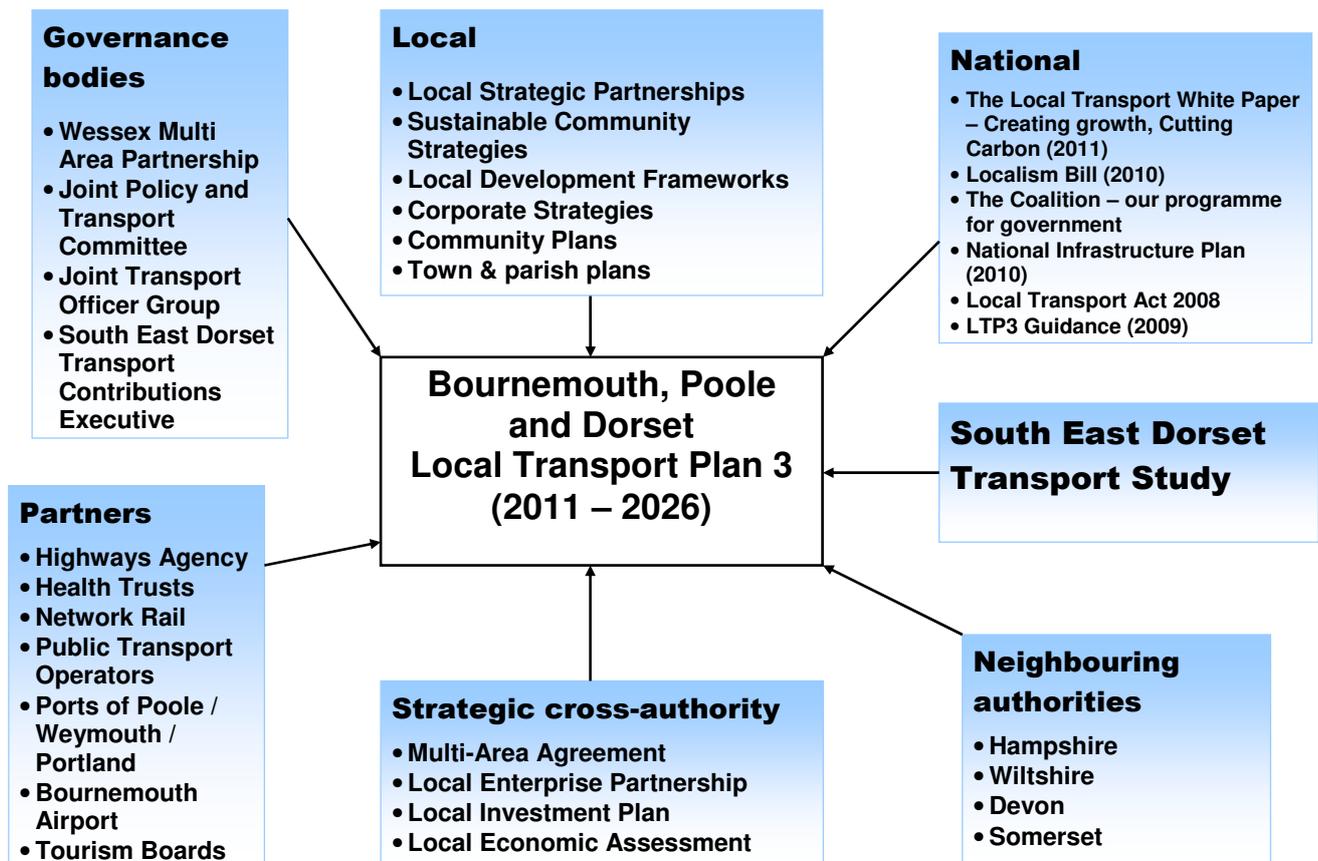
- A number of influences from the national to local level, and across the economy, health, education and environment drive the transport priorities for LTP3
- Changes in government, global economic recession and public sector funding cuts have had a significant influence
- National priorities for transport focus upon supporting long term sustainable economic growth and tackling carbon emissions
- The government's focus on localism will place greater emphasis on local communities and the Third Sector to deliver transport solutions
- Strategic priorities across the authorities focus on a more strongly performing economy, with the environment at its heart. Key transport priorities are reducing the growth in congestion, providing access to new employment sites and improving links to national networks
- LTP3 supports a number of local priorities in each authority's Sustainable Community Strategy



2.1 Key influences on the LTP3

2.1.1 The LTP3 sits within a wider framework of policies, plans and other influences from the national to local level, directly relating to transport, and also the wider economic, environmental and social context within which transport operates (see Figure 2.1). These provide the context for establishing the priority goals for LTP3.

Figure 2.1 Key wider influences on the LTP3



2.1.2 National policy provides the strategic thinking under which local agendas are identified and delivered. Local authorities are required to "think strategically and deliver locally". Changing government has influenced, and will continue to influence, the evolution of the plan as new policy emerges (see Section 2.2).

2.1.3 The LTP3 operates in conjunction with the sub-regional **Multi Area Agreement**, the **Local Strategic Partnerships** of the three councils, and the **Local Development Frameworks** in shaping Dorset to become a greater place. This requires the integration and co-ordination of transport across a number of wider policy areas including health, environment, economy, planning and development, education and tourism. Key transport partners have an active role in developing and delivering the LTP3 within this context.

2.2 National priorities

Local Transport White Paper

2.2.1 The Department for Transport's current priorities are reflected in the **Local Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen**, published in January 2011:

BOX 1: National priorities for transport

1. to help create growth in the economy
2. to tackle climate change by cutting carbon emissions

2.2.2 The White Paper is set in the context of the wider key priority to reduce the UK's economic deficit, requiring the government and local authorities to make tough choices about efficiency savings. In addition to the focus upon a transport system that helps to stimulate economic growth and build a balanced, dynamic, low carbon economy, the White Paper also supports a **safer, healthier** transport system that improves **quality of life**. A key emphasis of the government's approach is on stimulating behaviour change, particularly for shorter distance journeys, by providing attractive, realistic local sustainable transport options. Other priorities include reducing the carbon impact of longer journeys and supporting the longer term role of technological changes in decarbonising transport. In support of these priorities the government has established a £560 million Local Sustainable Transport Fund which local authorities can make bids for. This is part of a wider structure of more streamlined and simplified funding.

Localism, the Big Society and transport

2.2.3 Consistent with the **Localism and Decentralisation Bill** (November 2010), another major theme of the White Paper envisages greater **local control, participation and accountability** to be the most effective way to increase the sustainability of local transport. The government believes that it is at the local level that most can be done to enable people to make sustainable transport choices and to offer a wider range of sustainable transport modes. With the empowerment of local authorities and communities through the Localism agenda, this provides both a challenge, and an unprecedented opportunity for change, that this LTP seeks to capitalise upon. Building upon existing links with local communities, there are opportunities and expectations for the authorities to:

- take a greater role in partnership working with the Voluntary, Community and Social Enterprises sector (the **Third Sector**) for the delivery of local transport services, which could be commissioned by local communities themselves
- develop local transport solutions for the places they serve, tailored for the specific needs and behaviour patterns of individual communities
- encourage local residents to make the changes needed to sustain their communities, supported by the authorities with grant funding
- work with social enterprises to mount bids for funds from sources such as the European Social Fund or the Big Lottery Fund

National Infrastructure Plan

2.2.4 Transport is identified as a key component of the government's **National Infrastructure Plan**, which sets out the need for major infrastructure investment to underpin the UK's economic growth. The government is prioritising the maintenance and smarter use of assets, followed by targeted action to tackle network stress points and network development and, finally, delivering transformational, large scale projects that are part of a clear, long term strategy, consistent with the priorities in the White Paper.

2.2.5 Table 2.1 sets out other national policy background and guidance which, although produced under the previous government, is still considered to be relevant to the context of this LTP.

Table 2.1 Other relevant national policy background

National Policy / guidance	Summary
The Stern Review (2008)	Demonstrated that climate change will eventually harm economic growth and early action will reduce the likely costs. It highlighted the need for a transition to a low carbon economy and measures to adapt to climate change, supported by mitigation measures
The Eddington Transport Study	Concluded that good transport systems are vital to economic productivity and competitiveness. Some parts of the system are under considerable strain, and priorities should be in congested urban areas and their catchments, key inter-urban corridors and key international gateways
The Climate Change Act 2008	Introduced a binding long-term framework to reduce greenhouse gas emissions, towards a target of at least an 80 per cent reduction below 1990 levels by 2050. A system of 'carbon budgets', which limit UK emissions over successive five-year periods, will set the trajectory towards 2050 and drive the UK's transition to a low carbon economy through a series of legally binding emission caps. The first three carbon budgets, covering the periods 2008–12, 2013–17 and 2018–22, were announced in April 2009, requiring emissions reductions of just over 22 per cent, 28 per cent and 34 per cent respectively, below 1990 levels
Low Carbon Transport - A Greener Future (2009)	<p>Sets out the carbon reduction strategy for transport to meet the requirements of the Climate Change Act 2008 based on:</p> <ul style="list-style-type: none"> • Advancements in low carbon vehicle technology • Promoting low carbon forms of travel (e.g walking & cycling) • Reducing the need to travel <p>Local authorities are expected to make a significant contribution to the last two points. A shift to a low carbon economy and transport system presents significant opportunities for health and the environment</p>
Active Travel Strategy (DfT, 2010)	Recognises that cycling and walking are a very simple way for people to incorporate more physical activity into their lives and are very important for increasing access to jobs and services for many people. When replacing trips by car they can also help reduce emissions and ease local congestion. Sets a vision for "cycling to be the preferred mode of local transport in England in the 21st Century".
The Future of Urban Transport (DfT, 2009)	Highlights the importance of effective transport systems to making cities and large towns successful. Increasing dependence on the car has resulted in undesirable side effects and costs to the economy, health and the urban environment (enjoyment of space). The total cost of transport in urban areas is estimated at £40 billion, of this congestion accounts for £11 billion. Recommended policy tools to solve these challenges include managing roads and streets, better integration of spatial planning with transport, and achieving modal shift away from the car.
PPS1: Sustainable Development	<p>Requires that, in preparing development plans, authorities:</p> <ul style="list-style-type: none"> • Consider accessibility and sustainable transport needs • Provide improved access to key services and facilities by ensuring new development is located in places accessible by sustainable travel modes • Reduce the need to travel and encourage accessible public transport provision

2.3 Strategic cross-authority priorities

Bournemouth, Dorset and Poole Multi Area Agreement

2.3.1 The **Wessex Multi Area Partnership (WMAP)** is the current partnership between the strategic authorities of Bournemouth, Dorset and Poole, and their public and private sector partners, that seeks to formalise joint working and expresses their joint ambitions as a single voice. The **Multi Area Agreement (MAA)** between the partners and central government sets out agreed objectives and strategic economic priorities for the Dorset area. The vision is to develop "**a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid, jobs than now and to do this while respecting and protecting the unique environmental assets**". This will therefore be characterised by sustainable, reliable and efficient transport systems.

2.3.2 It is expected that the MAA and its supporting partnership will, in due course, be replaced by a Dorset **Local Enterprise Partnership** (LEP). Options for how the local economy can be best advanced under a Dorset LEP are currently being reviewed. Any LEP would build upon the solid foundations already established by the MAA.

2.3.3 The MAA contains 5 strategic themes to contribute to achieving the vision (Table 2.2), underpinned by the concept of the **Green Knowledge Economy** (see Box 2).

Table 2.2 MAA themes, objectives and target outcomes

MAA theme	Objective	Target outcome
Business growth	<i>To achieve a long-term sustainable growth in productivity, increase levels of enterprise and innovation and reduce sub-regional disparities in business formation and growth and ensure a supply of marketable employment land and high quality business space</i>	<ul style="list-style-type: none"> To increase Gross Value Added (GVA) / employee relative to England performance (%) To reduce the gap between median earnings in Dorset and those in Great Britain (%)
Skills	<i>To provide a flexible and adaptable workforce able to meet employers' skills needs now and in the foreseeable future in supporting the transition to a high value knowledge driven economy</i>	<ul style="list-style-type: none"> To secure a higher proportion of the population aged 19 – 64 qualified to at least level 4 or higher To improve graduate retention and employment within the local economy
Transport & Connectivity	<i>To create an efficient and reliable transport and communications system that improves inter-and intra regional and sub-regional connectivity in getting people to jobs, raw materials to production, and finished goods and services to market</i>	<ul style="list-style-type: none"> Reduce growth in congestion Provide new key employment sites with good access Improve access to employment by public transport Improve connectivity to South Hampshire and London Improve connectivity to Bristol and the north
Housing	<i>To ensure that the provision of new homes supports the sub-region's economic aspirations and respects the need to conserve a high quality local environment</i>	
Environment	<i>High-level GVA growth within sustainable environmental means</i>	<ul style="list-style-type: none"> Develop environmental 'limits/means' decision-support tool

2.3.4 The well established MAA theme group for **Transport & Connectivity** has identified key transport issues for Dorset, relating to congestion, access to employment and connectivity. Improved accessibility to public transport, the need for more investment in all sustainable forms of transport and a reduction in traffic congestion are common and pressing requirements across the area. The LTP3 proactively seeks to address these issues, and contribute to the other MAA themes:

- **Business growth** - The LTP3 supports economic growth through tackling congestion and creating reliable and resilient sustainable transport networks which facilitate the efficient movement of people and goods. It also sets out plans for major infrastructure improvements required to support the economy.
- **Skills** - The LTP3 provides improved opportunities for people to travel to employment and education and training facilities, in order to be able to acquire the skills they need.
- **Housing** - The expected growth in housing places additional travel demands on the transport network and the LTP3 has a key role in enabling this future growth in a sustainable manner, planning to mitigate expected

impacts of new development on the transport network such that existing transport issues are not exacerbated, and ensuring that new housing has access by sustainable travel modes.

- **Environment** - Low carbon, healthy and sustainable modes of travel supported through the LTP3 will ensure that transport contributes to enhanced natural environments and better health and well-being, in addition to higher quality urban environments.

BOX 2: Dorset's Green Knowledge Economy

A central theme of the MAA is the concept of a transition to a Green Knowledge Economy. This is an economy for the 21st Century that exploits the economic advantage of green technology whilst reducing the impact on, and giving protection to, precious resources. Getting the balance right between economic growth and environmental protection is vital. It represents a shifting of green priorities to the centre of the economy and society. By providing a focus for the MAA and offering a "unique selling point" compared to clusters of knowledge-based industries elsewhere, the Green Knowledge Economy places the environment of Dorset as a key driver of economic development. It encapsulates the MAA aspiration of achieving higher levels of prosperity but in a sustainable manner. The term "green economy" refers to a variety of economic activities generated by government strategies which are directed towards tackling climate change and creating a low-carbon economy. Here this might include energy efficiency innovation for small firms; marine and coastal conservation practices and research and development; and new sustainability principles applied to transport management, urban design and rural development.

Transport in Bournemouth, Poole and Dorset, and this Local Transport Plan, must both drive and reflect the Green Knowledge Economy.

2.3.5 Other relevant joint strategic plans and strategies for Bournemouth, Dorset and Poole that relate to the LTP include:

- The **Local Investment Plan** for Bournemouth, Dorset and Poole, setting out all housing, regeneration and infrastructure investment priorities
- The **BDP Local Economic Assessment** which provides a robust evidence base to assist decision makers and local communities in identifying the actions and strategies needed to support future economic growth
- The **BDP Energy Efficiency Strategy** setting out actions to reduce carbon emissions by improving energy efficiency

2.4 Local priorities

Sustainable Community Strategies

2.4.1 The joint strategic vision and priorities for Bournemouth, Poole and Dorset are built upon the local priorities set out in the three **Sustainable Community Strategies** (SCS), which are guided by the **Local Strategic Partnerships**. They set out a long term view of what the local area should look like in the future, creating a common sense of direction for public services, voluntary and business organisations and individuals. Each SCS includes identified priorities for creating a better place, and how these should be addressed. They provide an important voice for local communities and have a pivotal role in supporting the concept of "**Big Society**" by identifying local transport issues and co-ordinating local solutions.

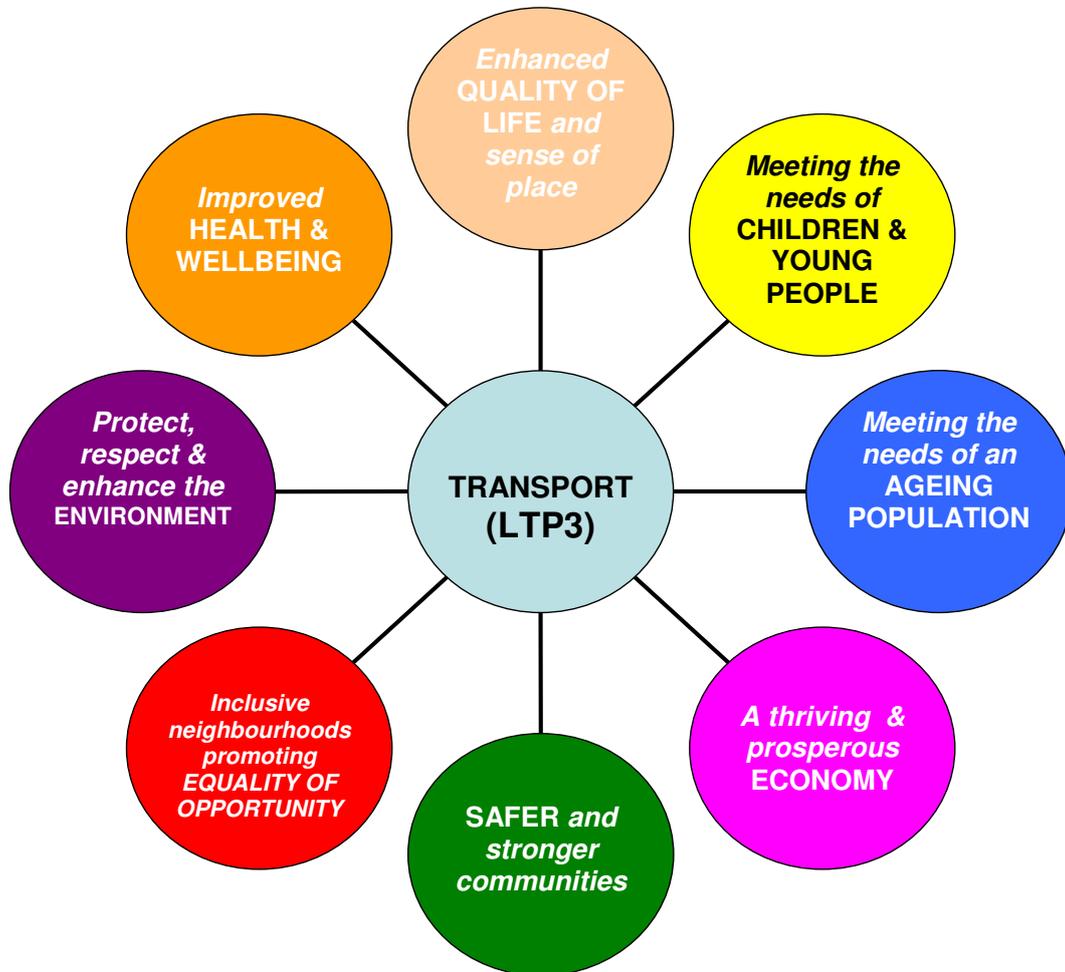
2.4.2 Key issues of each SCS are summarised in Table 2.3. Many of the general priorities are similar across the three councils, and transport has an important representation in each. The LTP3 contributes locally to shaping places towards the wider SCS vision. Community Plans in the Borough and Districts also have important aims regarding transport and accessibility.

Table 2.3 Summary of the Sustainable Community Strategies

"Bournemouth 2026" - Bournemouth Sustainable Community Strategy	"Shaping Poole's Future" - Poole Sustainable Community Strategy	"Shaping Our Future" - Dorset Sustainable Community Strategy (2010-2020)
Priority themes:		
<ul style="list-style-type: none"> • To be a town with strong businesses that provides quality jobs • To have a sustainable environment with well designed affordable housing and a well used public transport system • To be a town which values and listens to its residents • To be a safe town with inclusive and vibrant neighbourhoods • For residents to have healthy and active lifestyles 	<ul style="list-style-type: none"> • Promoting a sustainable environment • Strengthening our communities • Investing in Poole's children and young people • Valuing our older people • Promoting health and well being • Keeping Poole safe and feeling safe • Developing a dynamic economy 	<ul style="list-style-type: none"> • Quality homes and neighbourhoods • Strong economy offering better job opportunities • People can access key services • People are safe and feel safe • Safeguard and enhance the natural, built and historic environment • Everyone has the opportunity to take part in cultural activities • Thriving communities • Everyone has the opportunity to live a long and healthy life • Children and young people realising their potential • Older people are healthy, active and independent • A lasting Olympic legacy
Key transport issues:		
<ul style="list-style-type: none"> • Transport should be available, affordable, accessible, reliable and safe - particularly for young people, older people, disabled people and those without access to a car • A good, well maintained transport and highway infrastructure which supports economic growth in a manner which improves the quality of life for residents and sustains and protects the natural environment • Reduce congestion and promote viable, sustainable forms of transport 	<ul style="list-style-type: none"> • Improved accessibility and promoting sustainable travel • Managing the transport network and locating development to reduce the overall need to travel • Reducing our carbon footprint - investigate ways to increase the use of public transport and reduce congestion • Improved health through healthier lifestyles - including increased participation in physical activities and sport 	<ul style="list-style-type: none"> • Improved infrastructure and connectivity • Sustainable economic development leading to a low carbon economy • A range of access and transport solutions that are safe, efficient and fair and encourage greater use of alternatives to the car • Recognition and response through the partnership to the challenges faced by Dorset due to global climate change • Economic development within environmental limits that supports Dorset's high quality environmental and marine economic offer

2.4.3 The Sustainable Community Strategies are closely related and a set of eight key common local priorities has been identified which the LTP will support, as demonstrated in Figure 2.2. Collaboration and joint working across the different service areas, including transport, provides synergy and efficiencies in working towards these common priorities.

Figure 2.2 Key local wider priorities



2.4.4 Appendix B demonstrates the important wider role of the LTP in supporting a number of relevant local strategies and plans (of the councils and other organisations) that contribute to these local priorities.

Local Development Frameworks

2.4.5 All eight of the Districts and Boroughs in Dorset either have in place, or are developing, a Local Development Framework (LDF) **Core Strategy**. The LDFs outline the key principles to guide long term planning and sustainable development in the local area which reflects the needs of local communities. The priorities of the LTP3 need to support the development and regeneration agenda set out in the LDFs and plan for improved accessibility and additional trips, some of which will take place on a constrained highway network. Following the revocation of Regional Spatial Strategies, decisions on housing supply now rest solely with local councils. Some of the key issues within the LDFs that the LTP3 has a role in supporting are:

- Development of sustainable communities (accessible and inclusive places)
- Provision of more affordable housing in accessible locations
- Promotion of higher density development on key "sustainable transport" corridors
- Increase opportunities for travel by public transport, walking and cycling
- Development of infrastructure that supports greener vehicle technologies
- Achieving higher quality urban and rural environments

In this chapter:

- A vision guides the long term focus for LTP3
- 6 LTP goals encapsulate the desired outcomes for transport in Dorset, and its contribution to wider priorities:
 - Supporting economic growth
 - Tackling climate change
 - Equality of opportunity
 - Better safety, security and health
 - Improve quality of life
 - Value for money
- Transport interventions will be focused to contribute to as many of these goals as possible
- Based upon a thorough review of problems, issues and opportunities, and informed by public and stakeholder consultation, a set of key challenges for transport is identified that must be overcome to achieve the LTP goals
- The significance of the challenges faced varies across the diverse LTP area
- Changes in society during the lifetime of the LTP3 are likely to present constraints and opportunities



3.1 Setting the vision

3.1.1 The 15 year vision for the LTP3 reflects the important role that transport will continue to have on people's everyday lives in the future. It is consistent with, and builds upon, the longer term aspirations and wider priorities of the three councils set out in Chapter 2, in particular:

- The Bournemouth, Dorset and Poole Multi Area Agreement (see Box 3)
- The Sustainable Community Strategies (see Section 2.4)
- The Corporate Plans

BOX 3: MAA Vision in 2026

"A strongly performing economy, characterised by a greater concentration of higher skilled, higher paid, jobs than now and to do this while respecting and protecting our unique environmental assets."

BOX 4: LTP3 Vision in 2026

"A safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets"

Characterised by:

- **Choice** - People being able to choose from a range of realistic alternatives to the car, based on the trip they intend to make, and being able to choose freely how, when and whether to travel
- **Reliability** - People, and goods, reliably getting to the places they need to go throughout Dorset, supporting a prosperous economy
- **Connectivity** - Reliable transport links to, and between, strategic destinations such as the Ports, Bournemouth Airport, Town Centres, industrial areas; and beyond to Bristol and the North / Midlands and Hampshire / London
- **Efficiency** - A transport system that functions efficiently, reduces energy consumption, makes the best use of the network, and is resilient to disruption, supported by new technologies
- **Integration** - Contributing to making Dorset a better place by supporting wider policy areas such as health, climate change and land-use planning
- **Safety** - People travelling safely, by any mode, and with less risk to others
- **Inclusiveness** - More closely meeting the needs of people in both urban and rural areas, of all ages and abilities, through affordable, available and accessible transport that helps places to be sustainable and socially connected
- **Respect** - People enjoying an enhanced quality of life through a transport system which minimises the impact on the special natural environment, creates attractive places, promotes improved health and well-being and provides an enjoyable journey experience

3.1.2 The Dorset area is diverse and, whilst success in the larger urban areas and market towns will be characterised by a preference for affordable, safe and reliable public transport and walking and cycling, in the more rural parts of Dorset the car is still likely to play a significant role in conjunction with improved public transport and walking and cycling. Strong links between the rural and urban areas are also an important component of the vision.

3.2 The LTP3 goals

3.2.1 In order to ensure transport improvements contribute towards the vision for 2026, the LTP3 is based around a set of 5 priority goals (see Figure 3.1).

3.2.2 A sixth overarching goal, Value for Money, underpins the other goals and collaborative working is a focal point of the strategy, particularly given the need locally to make efficiency savings following cuts in public sector funding.

Figure 3.1 The LTP3 goals

Supporting economic growth	Support a more productive and prosperous economy, by improving the reliability, efficiency and connectivity of transport networks and communications	VALUE FOR MONEY
Tackling climate change	Reduce the overall level of emissions of carbon dioxide and other greenhouse gases from travel and transport and ensure the transport network is resilient	
Better safety, security and health	Reduce the risk of death, injury or illness arising from transport, and promote travel modes that encourage healthy, active lifestyle	
Equality of opportunity	Promote more equal opportunities for everyone, including access to services they need, with the desired outcome of achieving a fairer society	
Improve quality of life	To protect and enhance the quality, local distinctiveness and diversity of Dorset's built and natural environment, and improve individual wellbeing and enjoyment of places	

3.2.3 The goals represent the key desired outcomes for transport in Dorset, and this is supported by public and stakeholder consultation. **During the plan period, the Implementation Plans will identify and reflect any changes in the priority of the goals.**

BOX 5: Consultation, participation and engagement - LTP3 goals

Public surveys confirm that transport is a key issue within Dorset. According to the Place Survey 2008, transport related issues are within the top 3 issues considered to be most in need of improvement overall, for all three authorities. Specific consultation for the LTP3, with the public and stakeholders, indicated broad support for all 5 goals. Consultation for the SEDTS revealed strongest support for "Quality of life", with over 90% of respondents, although all goals were well supported. Consultation in the wider LTP area indicated support for all 5 goals, with the broad conclusion that there is a need to address all goals equally. In general, different stakeholders placed differing levels of importance on the goals, as may be expected, e.g businesses demonstrated stronger support for "Supporting economic growth".

3.2.4 It is expected that transport interventions should aim to contribute to each of the goals; for instance, measures that encourage modal shift to public transport, cycling and walking are likely to make a positive contribution to economic growth by tackling congestion, reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health.

3.2.5 Despite the removal of any formal requirement to report to government on performance against a set of standard indicators, the authorities will keep track of whether the goals are being achieved through the use of a carefully selected set of local performance indicators, as detailed in Chapter 13.

3.3 Delivering the goals in a changing society

3.3.1 Whilst the vision for 2026 will remain the constant long term aspiration, there are likely to be many changes within society during this period resulting in both constraints and opportunities. Possibly the most pressing challenge which will influence the delivery of transport improvements, at least in the short to medium term, is the **reduction in funding sources**, particularly for capital (infrastructure type) schemes. This will inevitably result in certain policy options being unaffordable in the shorter term (see Chapter 5). Further impacts of the economic situation, such as greater difficulty in finding suitable local jobs and the closure of local facilities, may also mean people have to travel further for work and other services. Furthermore, lifestyles are likely to change and trends in the way that health and education facilities are delivered appear to be leading to a greater need to travel (perpetuated by the desire to improve choice at the heart of the **personalisation agenda**).

3.3.2 However, advancements in technology during the LTP3 period may present opportunities to both reduce the need to travel and "de-carbonise" motorised travel. These changes are also likely to be set in the context of a fluid political environment and the key global challenges of peak oil and climate change, which could radically alter the ways in which society operates. As finite fossil fuels become more scarce and reach their maximum rate of production they will become more expensive. Whilst evidence is inconclusive, there is the potential for this to occur during the LTP3 period. This could present serious challenges, particularly if authorities are unprepared, but could also significantly reduce demand for petrol and diesel based vehicles, and increase demand for alternative fuel vehicles and more sustainable public transport options. It could also lead to a reduction in transport based carbon emissions.

3.3.3 Being **flexible, adaptable and realistic** is therefore key to achieving success. Alternative funding sources will be explored and maximised, new technology embraced, and partnership working with other service delivery areas enhanced. Joint working between the three authorities, facilitated through strategic governance arrangements, will allow a more efficient and flexible use of resources. Regardless of the particular constraints, and the impact of these on shorter term aspirations, a focus will always be maintained on the longer term LTP3 vision.

3.4 Problems, issues and opportunities

3.4.1 Problems, issues and opportunities have been identified from an extensive evidence base including the South East Dorset Transport Study, various LDF transport studies, issues raised in other local strategies, consultation and engagement activities and experience and knowledge from previous LTPs. A separate full Evidence Base will be published alongside the LTP in due course. This section provides a summary of some of the most important issues.

3.4.2 The demand and supply of transport (and the balance between the two) are at the root of many of the most pressing issues:

- **Overview** - within Dorset there are no motorways, but there are a number of key transport corridors and these can experience significant congestion, particularly during commuting peaks and summer weekends with the influx of holiday and visitor traffic. Linkages from the east of the LTP area, beyond SE Dorset into Hampshire and towards Bristol, the Midlands and the North are important, but poor and unreliable. North-south links are generally poor, particularly by public transport. Large areas are without railway access. There are two railway lines connecting to London; from Weymouth to Waterloo, and also in the north of the area linking into the Exeter to Waterloo line. A third, north-south line runs from Weymouth to Bristol. There are three ports at Poole, Portland and Weymouth, providing a range of facilities including marinas, a deep water commercial port and passenger terminals. Bournemouth Airport runs both commercial and passenger flights serving a wide hinterland stretching across the area, and including Southampton and Portsmouth.

Transport demand in Bournemouth, Poole and Dorset

- **Population / employment** - future projections suggest that the population will grow by approximately 9% across the LTP area over the next 20 years. The majority of this growth is expected to be in existing urban areas, with much in the form of in-fill development. Whilst this will add pressure to the existing network, it

will provide the increased densities to support more frequent public transport. Two major employment growth areas are Ferndown (20 hectares) and Bournemouth Airport (15 hectares). The cumulative impact of new development is a major challenge, especially for SE Dorset where much of the growth will take place. DCC Dorset has a rapidly ageing population which will increasingly present challenging transport needs. It may also result in greater in-commuting from surrounding areas to fill jobs.

- **Traffic growth** - the overall rate of traffic growth has slowed generally in recent years. However, some key routes have experienced significant increases, and other routes decreases. Computer traffic modelling of expected growth to 2026 in SE Dorset indicates that, without intervention, car trips will increase by 12% in the AM peak. This would lead to a number of key routes and junctions exceeding capacity, resulting in a 95% increase in delays and a fall in average traffic speeds by up to 25%.
- **Visitor traffic** - the major role of tourism in the area results in significant peak seasonal increases in traffic and congestion, particularly on coastal routes.
- **Car ownership / dependency** - rural car ownership is amongst the highest in the country, with almost 50% of households owning 2 cars and consequently car dependency is high. A significant problem in the area is that both local people and incoming residents, often retiring, become dependent on the car for access to services and are consequently cut off from those services when they are no longer able to drive. In the urban areas approximately 1 in 4 households do not run a car at all.
- **Journeys to work / school** by car are considered to be the greatest causes of congestion, particularly at peak times. Car based commuting in both DCC Dorset and Poole is higher than the England average.
- **Journey lengths** - the dense, multi-centred conurbation is marked by a high proportion of journeys of less than 5km being undertaken by car. This represents significant potential for transferring trips to walking and cycling. In the rural areas, average journey lengths are longer due to the need to travel to access key services which are not available locally and, often without access to public transport links, this therefore increases dependence on the car.
- **Self-containment** - whilst the majority of people live and work in the same local authority area, there is a reasonable level of in/out commuting between SE Dorset and South Hampshire. The future balance in the provision of housing and jobs will influence this trend and, in particular, whether there are adequate jobs locally, of the appropriate skill set, to reduce the need for people to travel longer distances.
- **Peak journey times** - the impacts of increasing congestion during peak periods is resulting in "peak-spreading", and the use of alternative, often less suitable, routes (rat-running), often detrimental to local communities. SEDTS revealed that journey times are, on average, 20% higher in the morning peak compared to during the day.
- **Freight traffic** - the main freight generator is the Port of Poole, although there are also significant flows of freight through the plan area. Minerals extraction also generates north-south flows of aggregates on the A350 and A37, and also from Hampshire along the A35. The vast majority of freight is transported by road, and this trend is expected to continue due to rail infrastructure constraints. Road freight causes local issues of noise, vibration and pollution, particularly on routes that pass through settlements.
- **Parking** - demand for on-street parking on key routes in urban areas contributes to congestion. The amount of available free and low cost parking at both public and private non-residential sites generates significant amounts of traffic.

Transport provision in Bournemouth, Poole and Dorset

- **Bus services** - bus services in the urbanised areas are generally good with high levels of frequency on the core corridors. However, recent years have seen reduced frequencies and coverage in the suburban areas. In the more rural areas services are more limited and, despite heavy investment and considerable revenue support, passenger transport services fail to attract significant transfer of trips from the private car. Despite strong bus passenger growth in urban areas, there remain key issues relating to the frequency, directness, reliability and cost of bus services. Service levels reduce significantly in some areas in the evening.
- **Rail services** - rail is a relatively under-used mode of travel. Passenger growth has been largely constrained by service frequencies and infrastructure. A lack of quality interchange facilities presents a barrier to using linked modes. A consequence of the historical development of the rail network is the linkages to the south west and the lack of through services between the SE Dorset conurbation and the Bristol/Bath area.

- **Walking and cycling** - active travel modes account for a relatively low proportion of journeys (11% and 4% of journeys to work respectively), although cycling trips have increased by over 80% in SE Dorset in the last 5 years. From 2007/8 to 2009/10 the number of young people walking to school has increased by 7% in Bournemouth, 6% in Poole and 4% in DCC Dorset⁽⁵⁾. There are key gaps in the cycling/walking infrastructure in urban areas, whilst in rural areas there is a general lack of dedicated infrastructure. Physical barriers such as river crossings and high traffic volumes / speeds are also significant deterrents to walking and cycling.
- **Community transport** - passenger numbers continue to increase but funding constraints mean that community transport is one area of transport provision that is likely to come under increasing pressure, threatening the accessibility of rural areas and vulnerable groups. A greater focus on the role of voluntary groups does however present significant opportunities.
- **Airport surface access** - public transport opportunities to access the airport are limited. Development of employment land will not be sustainable with existing road access links, which would need to be enhanced, together with increased public transport services.
- **Highway network** - the car is the dominant mode of travel in Dorset. The strategic network is under considerable pressure and low traffic speeds occur on the main approaches to the SE Dorset conurbation, particularly on the main radial corridors. The A31/A35 is a critical access route to the wider regional and national network but suffers severe capacity issues and is single carriageway for much of its length. The main A350 north-south primary route is largely unsuitable for the traffic it carries. A number of key junctions are at capacity. In rural areas, the volumes and speeds of traffic can negatively impact on rural character and local communities. Large areas of Dorset which are environmentally protected have historically been, and will continue to be, a significant constraint to providing new infrastructure.
- **Maintenance** - the highways assets are some of the councils' most valuable assets but also require significant investment to keep them in a good serviceable condition. Maintenance backlogs exist which need to be recovered to reduce the maintenance liability in the longer term. The A338 Spur Road, an important strategic route, is in need of major maintenance, involving complete replacement.

BOX 6: Key concerns raised during various consultation exercises

Traffic congestion - according to the National Highways and Transportation Public Satisfaction Survey 2009, less than 43% of people across Dorset on average are satisfied with the state of congestion.

Road maintenance - there is a general consensus that local roads should be maintained to a higher standard. Results of the Place Survey 2008 indicate that approximately 40% of people consider that improving road and pavement repairs is a priority local issue, making it one of the most important issues. There is concern over the time taken to complete roadworks.

Travel options - the Place survey 2008 identified public transport as a priority for local service improvement. From the SEDTS only 37% of people felt the bus is an affordable option, and 87% of people felt that there is not sufficient public transport available. An important issue amongst vulnerable groups is the ease of use of services.

Safety - 54% of respondents in the SEDTS felt that the safety, security and health of local people is affected by a poor transport system.

Pollution / environment - there is strong recognition of the impacts of car use on air quality, noise and carbon emissions. Also of concern is the impact that motorised traffic has on the quality of town centre environments.

3.4.3 The following sections summarise key issues and opportunities under each of the LTP3 goals. Section 3.5 contains a list of the key challenges that the LTP3 seeks to solve.

SUPPORTING ECONOMIC GROWTH

3.4.4 In England, the total cost to the economy of transport in urban areas alone is at least £40 billion per year; of this congestion accounts for £11 billion (The Future of Urban Transport, 2009). Transport, directly and indirectly, has a major influence on the economic prosperity of the sub-region. A low carbon economy, supported by a low carbon transport system, is also vital to achieve economic efficiency and sustainability. There is a major challenge, and opportunity, for transport to support economic growth whilst ensuring travel needs are met in ways which minimise impacts upon the environment.

Key Local Issues	Key Opportunities
<ul style="list-style-type: none"> Severe congestion in the urban areas and on key corridors imposes costs to local businesses and individuals, and also affects the efficiency of public transport services Local businesses are increasingly expressing concern around the sub-standard connectivity to Bristol and the Midlands / North, and to London, and poor connections to/from west and south Dorset Weymouth's peninsular location severely limits opportunities to improve transport connections; poor access to workforce, suppliers and customers is a constraining factor on the local economy There is poor access to the ports at Poole and Portland, important for freight distribution In excess of 55,000 new homes and 54,000 new jobs are expected up to 2026 to support economic growth, which depend on adequate transport infrastructure - the existing network would not cope with the cumulative impacts, with significant increases in delays and journey times forecast Key employment growth sites at Bournemouth Airport and Ferndown have poor access, particularly by sustainable modes 	<ul style="list-style-type: none"> Transport has a key role in the success of the 2012 Olympics sailing event at Weymouth. This provides opportunities to build upon the legacy of strategic road network improvements and walking / cycling facilities to improve sustainable transport choices Tackling congestion through achieving modal shift will result in significant wider economic benefits Reducing dependence on the car will help tackle congestion, improve reliability and support local businesses The rail network remains under utilised, especially for local trips, and has the potential to take up some of the modal shift away from the private car The Poole Bridges Regeneration Initiative transport network will unlock a significant area of regeneration in the town centre, improve access to the Port, and provide for sustainable transport Creating less car-dominated, attractive town centres can support local businesses by increasing footfall Improving wider connectivity will support Dorset's important local tourist industry Businesses are already fully involved in the Green Knowledge Economy strategy via the MAA

TACKLING CLIMATE CHANGE

3.4.5 Climate change is a global concern but its impacts will be felt down to the local level. Breaking the links between a growing economy and increasing carbon emissions is one of the most significant long-term challenges the sub-region faces. In order to overcome this there is a need to "de-carbonise" transport and travel. The transport network also needs to respond and adapt to the potential impacts of climate change to ensure it remains efficient and reliable.

3.4.6 The LTP3 vision for 2026 is based around a sustainable transport system supporting a prosperous low carbon Green Knowledge Economy. Nationally, this will contribute to the legal requirement of a 34 per cent reduction on 1990 emission levels by 2020. It will also support local climate change strategies and contribute towards meeting the joint target for carbon emissions reduction due to be set through the **Local Carbon Framework**.

Key Local Issues

- At 27%, the proportion of total carbon emissions from road transport in Dorset is above the UK average
- Carbon emissions from transport in Dorset have fallen by 7% between 2005 to 2008. Continuation of successful work to date and advancements in vehicle technology are expected to continue a downward trend. However, without intervention, rising traffic levels would erode the potential benefit.
- Per capita emissions from road transport vary greatly throughout the area. Greater car dependency and longer trips in the more rural areas results in higher per capita carbon emissions
- Total carbon emissions from road transport are greatest in East Dorset and West Dorset, followed by Bournemouth and Poole
- Dorset's transport network is vulnerable to climate change impacts; particularly road deformation, structural damage and fluvial and coastal flooding

Key Opportunities

- The important role of transport in the shift to a Green Knowledge Economy
- Building upon well developed local Carbon Reduction strategies, already contributing to reductions in CO₂
- Promoting and enabling a shift to more sustainable (lower carbon) forms of transport
- Influencing patterns of travel to reduce the need to travel
- New "greener" vehicle technologies and fuels
- More efficient fuel usage through changes in speed and driver behaviour
- Reducing longer distance business and commuter car trips which account for the largest share of carbon emissions
- Tackling congestion will contribute to reducing carbon emissions
- Improving energy efficiency often also results in cost efficiencies
- Supporting the role of "green tourism"

Figure 3.2 Carbon emissions per capita from road transport (2005 to 2008)

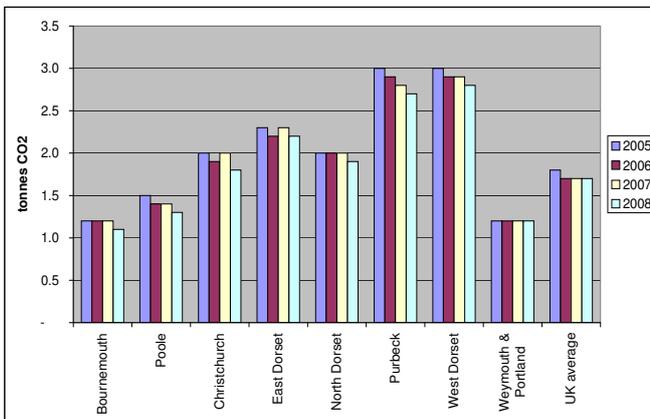
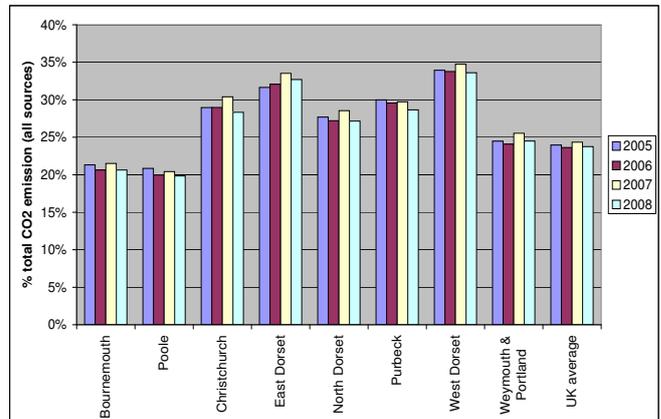


Figure 3.3 Road Transport emissions as % of all carbon emissions



Source: Department of Energy and Climate Change, 2010

BETTER SAFETY, SECURITY AND HEALTH

3.4.7 The overall health and wellbeing of both residents and visitors to Dorset is of key importance in an area which is renowned for its high quality of life. Transport, both directly and indirectly, has a major role to play in reducing the risk of death, injury or illness and improving community safety. There is growing recognition that active travel is critical to increasing levels of physical activity, and addressing pressing health issues such as obesity, heart disease, diabetes and strokes.

Key Local Issues	Key Opportunities
<ul style="list-style-type: none"> Casualty statistics for the whole LTP area place it within the lowest (worst) quartile nationally for Killed and Seriously Injured casualties. Numbers are declining, but not as quickly as expected Indicators for physical activity, obesity and life expectancy in the plan area are generally favourable compared to national averages. However, these are likely to deteriorate if current trends continue Whilst levels of cycling have increased, surveys indicate that only 20% of people in the LTP area cycle more than once a week There are 4 Air Quality Management Areas in Dorset ⁽⁶⁾ where pollution exceeds acceptable levels - vehicle pollution is the main contributing factor in each one Inappropriate levels of speed, particularly in rural areas is a key road safety issue 	<ul style="list-style-type: none"> Switching to walking and cycling the high number of short distance trips in urban areas currently made by car Bournemouth and Poole have been assessed as having the greatest potential in the South West to increase walking trips to school- by 22% and 17% respectively ⁽⁷⁾ The easiest and most acceptable forms of physical activity are those that can be incorporated into everyday life, like walking and cycling There are significant economic benefits to casualty reduction and improved health. Road casualties are estimated to cost Dorset's economy £90 million per year There are close links between health, physical activity and other key transport related issues within the sub-region such as congestion, air quality, carbon emissions, accessibility, and quality of life Reducing the perceived danger from road traffic would remove a significant barrier to walking and cycling

Figure 3.4 Trend in Killed and Seriously Injured casualties (whole LTP area)

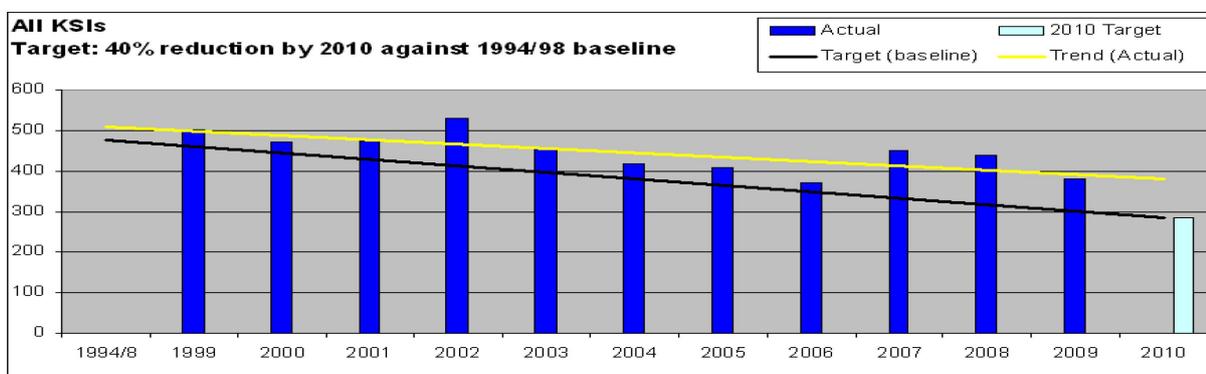


Figure 3.5 Health indicators relating to transport

Indicator	Bournemouth	Poole	Dorset	England
Physically active adults ¹	8.9	10.3	12.6	10.8
Adult Obesity ²	22.7	22.5	20.0	23.6
Physically active children ³	90.0	94.9	93.2	90
Child Obesity ⁴	8.5	7.7	9.3	9.6

¹Percentage aged 16+ 2007/2008
²Percentage direct estimate from the Health Survey for England 2003-2005
³Percentage 5-16 year olds who spend at least 2 hours per week on high quality PE and school sport 2007/2008
⁴Percentage of school children in reception year 2007/2008
 Source: APHO and Department of Health 2009 Health Profiles

7 Promoting Active Travel to School: Progress and Potential (DoH / NHS South West, 2010)
 6 At Dorchester (High East Street), Chideock, Poole (Commercial Rd) and Bournemouth (Winton Banks)

EQUALITY OF OPPORTUNITY

3.4.8 Despite the perception that large parts of Dorset are relatively affluent, inequalities of both opportunity and aspiration exist within communities; these cut across all aspects of life from crime rates to health and life expectancy, from unemployment to educational achievement.

3.4.9 The LTP3 has an important role in reducing these inequalities and narrowing the gaps between rich and poor by ensuring the transport system not only promotes low carbon economic growth, but also provides more equal opportunities to all people in accessing the goods and services, employment opportunities and social and leisure activities they desire. This is set within the context of a growing population, increasing pressure on the delivery of public services and infrastructure and other socio-demographic changes during the LTP3 period.

Key Local Issues	Key Opportunities
<ul style="list-style-type: none"> • There are pockets of severe deprivation that exist in Bournemouth, Poole, Weymouth and Christchurch - access to services and road safety are key factors in reducing social exclusion • Certain more vulnerable groups have particular access needs which must be addressed - transport can influence life opportunities • The rapidly ageing population in the sub-region and the move towards personalised social care are likely to present significant accessibility challenges • Rural accessibility, already an issue, will be under greater threat from funding constraints • Not all people in rural areas perceive accessibility to be an issue. For many, living in a rural area, and its inherent remoteness, is a lifestyle choice with an expectation of lower levels of accessibility 	<ul style="list-style-type: none"> • "Virtual access", via broadband internet, is likely to become an increasingly standard means of accessing some key services for some sectors of the population • The Localism agenda presents greater opportunities for local communities and the Third Sector to deliver local solutions to local access needs • Walking and cycling are the most affordable and widely accessible forms of transport • Careful planning, location and delivery of services have a major influence on accessibility • The easier the transport system is to use, relative to the car, the more likely it is that people will choose to travel by public transport, walking and cycling rather than by car • Providing the mobility impaired with the facilities, skills and confidence to use public transport

QUALITY OF LIFE

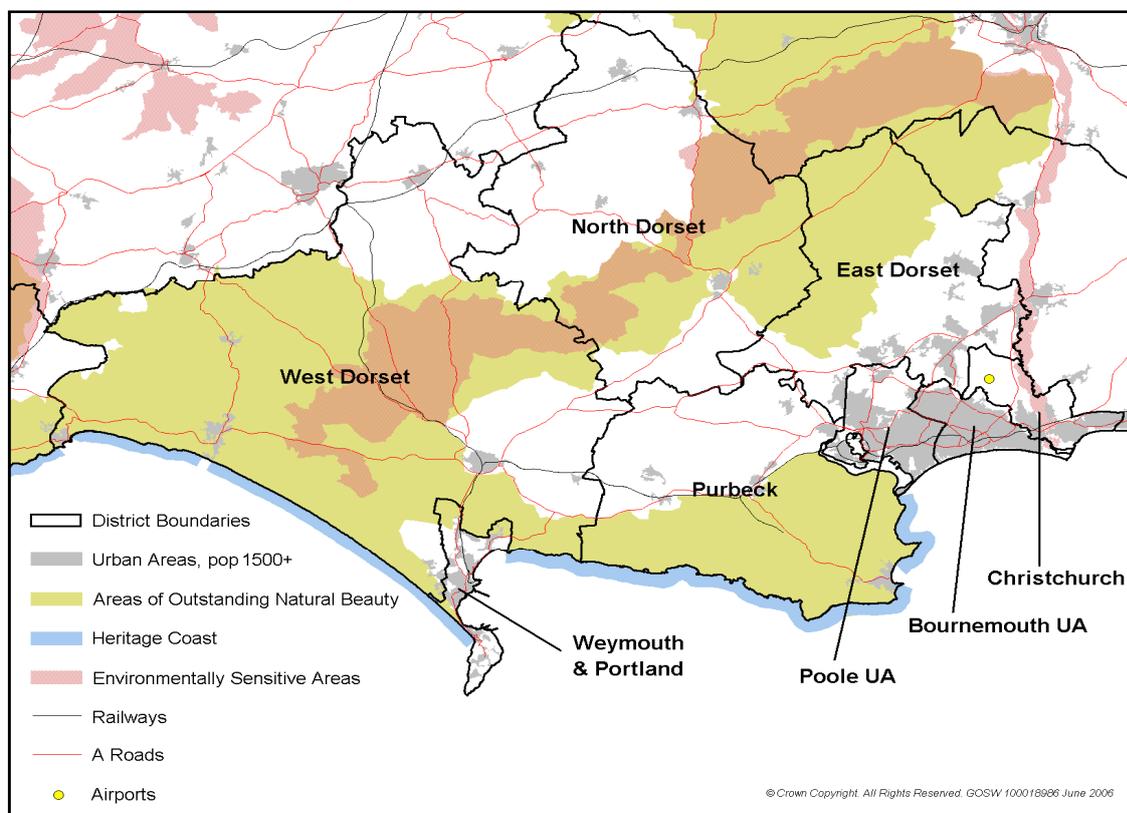
3.4.10 Dorset has some of the finest natural and most attractive built environment in England, including significant areas of environmental designations (see Figure 3.6). Many people see these features as especially important to their quality of life and choose to live in, or visit the area, because of them. They are also a central consideration, and tool, in fulfilling aspirations for economic growth. Local public opinion surveys and community planning processes consistently confirm the importance of quality of life to local people.

3.4.11 Quality of life can be considered as a measure of enjoyment, satisfaction, contentment, and the interaction of personal and environmental factors experienced in people's daily lives. Transport influences all of these, through enabling people to access goods, services, places and human interaction. However, transport can also potentially have a negative impact on quality of life and the local environment, for example through traffic congestion, poor air quality, noise and community severance.

Key Local Issues	Key Opportunities
<ul style="list-style-type: none"> • Natural and built environments are under threat from the volume and speed of traffic, vehicle emissions and noise, and the inappropriate routing of freight traffic 	<ul style="list-style-type: none"> • Transport can facilitate the enjoyment of Dorset's environment by providing access to leisure and tourism activities. Transport facilities, heritage or otherwise, can also be attractions in their own right

Key Local Issues	Key Opportunities
<ul style="list-style-type: none"> • Higher volumes of traffic cause severance which restricts community activity, in both rural areas and some urban neighbourhoods • Respecting Dorset's high quality natural environment presents significant challenges when set against the demand for major infrastructure • Key transport corridors in the built up areas have competing uses as places where people live, work and shop as well as being traffic links - where these conflicts are not managed well, it results in lower quality spaces, high congestion and poor outcomes for all road users • Urbanisation of signs, lines, kerbs and other traffic calming features has degraded some of the area's rural landscapes • HGV use for freight and minerals extraction on unsuitable routes causes noise, vibration and air quality issues for local communities 	<ul style="list-style-type: none"> • There are opportunities to expand the function of the Rights of Way network, and make better use of Green Infrastructure to provide for functional, sustainable journeys, in addition to providing access to green spaces • Visitor attitude surveys demonstrate strong interest in holidays which have a lower reliance on car use • Re-allocation of road space in town centres and urban neighbourhoods presents opportunities for creating more attractive places with welcoming spaces that, in turn, builds a sense of community and increases levels of people-activity in streets • Walking and cycling, and to a lesser extent public transport, are less intrusive modes of transport than the car

Figure 3.6 Key features of Dorset's environment



3.5 Key challenges

3.5.1 Based upon the issues and opportunities, a set of 20 key challenges for the LTP3 have been identified to achieve the goals (see Figure 3.7). As demonstrated, the relevance of different challenges is likely to vary across the plan area, due to its diverse nature.

Figure 3.7 Key LTP3 Challenges

LTP3 goal	Key Challenges	Evidence	Particular local examples or affected groups	South East Dorset	Weymouth / Dorchester	Market towns & rural hinterland	Jurassic Coast
Supporting economic growth	1	Improve the reliability and predictability of journey times on key local routes for business, commuting, freight and tourism	Average journey time per mile on key routes is relatively stable, but not reducing. SEDTS – forecast 90% increase in traffic delays by 2026 (Do Minimum)	+++	+++	++	+
	2	Create a lasting shift to more sustainable travel behaviour that reduces single occupancy car trips and overall traffic growth	Mode share of single occupancy car trips in peak period to urban centres is approximately 60% in Bournemouth and 47% in Poole. Area wide vehicle km's are increasing	+++	+++	++	++
	3	Improve inter and intra regional and sub-regional connectivity in getting people to jobs, raw materials to production and finished goods and services to market	Poor connectivity to/from Dorset frequently raised as a key issue with local and prospective businesses	+++	+++	+++	+
	4	Support planned growth in Dorset and ensure that new developments provide necessary sustainable transport improvements and infrastructure	SEDTS – 12% increase in car trips in AM peak by 2026 based on forecast growth. Forecast population growth of 9% by 2028.	+++	++	++	-
	5	Provide improved access to key employment sites, including growth areas	64% of population within 30 mins of key employment site by public transport (2010 Accession accessibility analysis). Only 2% of people travel to airport by bus	+++	+++	+++	-
	6	Reduce overall levels of greenhouse gas emissions from travel and transport to, from and within the sub-region	Proportion of all carbon emissions from road transport (27%) is higher than the UK average of 23% (DECC, 2010).	+++	+++	+++	+++
	7	Increase the modal share of lower carbon, affordable and accessible transport modes to reduce the reliance on fossil fuels	65% increase in bus passengers in SE Dorset 2003/4 to 2009/10. Marginal increase in rest of Dorset. High car use for school trips (approx 35%)	+++	+++	++	++
	8	Provide a resilient and adaptable transport network	Climate change impact analysis with Met Office / flood mapping. More seasonal weather. +3.5 degrees, +25% rain in winter	+++	+++	+++	+++
	9	Maximise the benefits and uptake of greener fuel vehicle technology	Very limited existing infrastructure for charging electric vehicles	++	++	+++	+++
Tackling Climate Change							

Equality of opportunity	10	Ensure access for all, and particularly disadvantaged groups and in areas where there is limited public transport provision, to employment, education, healthcare, shopping, leisure, cultural and community facilities	NHT Survey 2009 – satisfaction with ease of accessing key services lower for those with disabilities SEDTS – 13% of people had a disability which affects the way they travel	Lower levels of accessibility in rural areas and some suburban areas. Areas of deprivation include Kinson, Boscombe, Hamworthy, Portland, Littlemoor, Somerford. Bournemouth has the most deprived areas.	+++	+++	+++	++
	11	Support the ageing population and their associated service needs, particularly in rural areas of the sub-region	29% of the rural Dorset County population is aged over 65, compared to an England average of 19%. By 2025, this is forecast to be 37%	High proportion of people aged over 65 in Christchurch (highest in England) and rural Dorset	++	+++	+++	++
	12	Improving the affordability, accessibility, convenience and coverage of public transport	SEDTS – 87% of people felt not sufficient PT available. 37% and 20% felt bus / rail is not an affordable option	Young people, particularly in rural areas	+++	+++	+++	++
	13	Increase the modal share of healthy, active forms of travel such as walking and cycling	Walking / cycling account for only 11% and 4% of trips to work in the LTP area. Approximately 40% of all trips to school are made on foot, and 3.5% by cycle	SE Dorset accounts for over half of all walking / cycling trips to work	+++	+++	+++	++
	14	Reduce all traffic related casualties and improve safety for all users of the transport system	The sub-region is in the lowest quartile nationally for Killed and Seriously Injured	Road casualties reducing at slowest rate in Bournemouth	+++	+++	+++	+++
	15	Improve personal security and reduce crime, the fear of crime and anti-social behaviour associated with transport and travel	Place Survey 2009 - crime and health issues are amongst the most important issues locally in all 3 authorities. SEDTS – 54% of people felt safety and security are affected by a poor transport system	Urban areas, at night time, pose the most significant security issues Crime rates are highest in Bournemouth	+++	+++	+++	+
	16	Reduce / minimise the number of areas declared as having poor air quality as a result of road transport emissions	4 current AQMAs where levels of Nitrogen Dioxide exceed 40µg/m3	AQMAs at Dorchester (High East St), Chideock, Poole (Commercial Rd) and Bournemouth (Winton Banks)	+++	+++	+++	++
	17	Support sustainable tourism in Bournemouth, Poole & Dorset which respects the high quality environment, and in particular the Jurassic Coast	Tourism accounts for approx 9% of total GVA in the LTP area so has a significant contribution to the economy	Jurassic Coast and gateway towns Bournemouth/ Poole, Swanage, Weymouth, Studland	+++	+++	+++	+++
	18	Enhance the street scene and public realm to contribute to thriving and attractive town and local centres	Supports walking / cycling and increases footfall to benefit local businesses	Poundbury is a positive example Opportunities in urban centres and shopping districts	+++	+++	+++	+
	19	Minimise the impact of transport on Dorset's high quality built and natural environment, including noise, vibration and pollution	Dorset's habitats are amongst the richest for diversity in the UK. 53% of the area is designated as an AONB and there are over 1,000 Sites of Nature Conservation Interest	SSSI sites, and Natura 2000 conservation sites are particularly vulnerable. High quality built environment in market towns.	+++	+++	+++	+++
20	Enhance well-being and sense of community, with greater opportunities to experience Dorset's unique environment	Place Survey – approx 65% of people feel that they belong to their neighbourhood. Access to nature considered to be 4 th most important factor for a good place to live (DCC)	Stour Valley is a key recreational asset Connecting urban areas to green spaces	+++	+++	+++	+++	

+++ very relevant ++ relevant + some relationship - not relevant