

## Bournemouth, Poole, Dorset Local Transport Plan

### Report on Consultation – May 2011

| Consultation Issue   | Geographic Area                                 | Local Authority Response which has informed development of the plan  |
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| <p>There is concern in some of the rural areas of Dorset and in Weymouth and Portland that the plan is too focussed on South East Dorset and insufficient proposals have come forward for the rural area</p>               | <p>General</p>                                  | <p>The Local Transport Plan is a joint plan covering both the conurbation and surrounding rural area. It is recognised that the SE Dorset conurbation is a major economic driver for the entire sub region, which is likely to be the focus for economic growth in the foreseeable future. The major transport study for the South East Dorset was undertaken to identify the supporting transport strategy required to underpin that growth and it is unsurprising that the LTP focuses on that area, since it has the most significant transport problems. Having said that there is more clarity in the final plan on the transport strategy work undertaken to support the districts LDF work and more specific area based strategies and proposals have been identified. These will support the districts in the development of their LDFs.</p> |
| <p>There is concern over the lack of improvements to road infrastructure to the north which are required to improve connectivity with markets and to facilitate economic growth particularly in the west of the county</p> | <p>General, but Weymouth area in particular</p> | <p>The LTP retains the long term aspiration of improvements in the A350 corridor. Improvements to the A37/A3088/A358 corridor are mostly completed within Dorset but remain outstanding within Somerset. Both Dorset and Somerset County Councils will continue to argue the case for more funds to improve to the national primary route link to the M5 which is required to support economic growth in both authorities. The final LTP makes stronger reference to this. Whilst there were mixed views amongst their members, Weymouth and Portland Borough Council supports the removal of a safeguarded “Western Relief Road” alignment and Underhill Relief Road in recognition of funding, landscape and other deliverability constraints.</p>   |
| <p>The plan needs to better reflect the needs of the business community. The current MAA arrangements do not adequately reflect the business needs across the wider Dorset area.</p>                                       | <p>General</p>                                  | <p>This deficiency is recognised and efforts to establish a Local Enterprise partnership are in hand. This body would need to take ownership of the Local Transport Plan and so an early review is likely to be necessary</p>  |

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| <p>There is some suggestion that the plan is a reflection of the previous government's transport policy and is anti car.</p>   | <p>General</p>           | <p>Whilst it is true that the LTP3 guidance was produced by the last Government, the main goals in the guidance are supported by the Coalition Government and indeed they have given particular priority to supporting economic growth and addressing climate change and the plan has been prepared with this in mind. There are no stringent anti-car measures in the plan the draft plan's references to demand management have been relaxed in the final plan (see below)</p>   |
| <p>Some criticism on a lack of significant ambition to reduce traffic levels since this is the only real way to adapt to Climate change</p>  | <p>General</p>           | <p>This is recognised. However the LTP is based on the assumption of continued population and economic growth. This, combined with public and political opposition to measures that would significantly impact on the demand for car travel, mean that we are not realistically able to set traffic reduction targets.</p>   |
| <p>Comment, in particular from some statutory bodies, on the need to strengthen policies to protect the natural, built and historic environment, and where infrastructure is necessary for strong mitigation measures to be included. Such policies should apply to all infrastructure and not just major roads.</p> | <p>General</p>           | <p>Final plan modified to reflect these concerns, in particular following discussions with Natural England. See policy N8 in chapter 12. The SEA/HRA process and the concerns expressed by the statutory bodies arising from it, has driven this change.</p>   |
| <p>The park and ride element of the strategy for South East Dorset was not well supported with some particular opposition to individual sites, particularly in North Bournemouth</p>   | <p>South East Dorset</p> | <p>Park and ride is an important intervention as and when town centre car parks approach capacity. In such circumstances park and ride for commuters is important in order to maximise use of town centre car parks for shoppers and visitors.</p> <p>It is recognised that the conditions for successful park and ride, certainly in Bournemouth and Poole are not currently in place and may not be for some years. Consequently the South East Dorset Study is recommending that many of the park and ride sites are deferred until after 2026 or until such time as bus quality corridors are implemented and having a positive impact on bus operation and usage.</p> |

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| <p>Opposition to road building in the Stour Valley, in particular proposed east west link to relieve B3073, due to impact on Natura 2000 sites and proposed linking up of Castleman Trailway.</p>   | <p>South East Dorset</p>                     | <p>SEDMMTS originally proposed this scheme. It remains in the preferred strategy, but funding constraints means it is unlikely to be affordable until after 2026.</p> <p>It is therefore not included in the final LTP3, whilst DCC have already allocated funding to help bring forward the linking up of the sections of the Castleman Trailway.</p>  |
| <p>Some opposition to the idea of increasing town centre car park charges as a demand management due to its possible impact on the local economy</p>  | <p>All the main towns in the sub region</p>  | <p>There is some misunderstanding of the concept of increasing car parking charges. The draft plan envisaged that proportionate increases to all day commuter car parking would take place concurrent with the introduction of park and ride, when conditions are right. Increased all day car park charges are an essential component to successful park and ride, but as is indicated above this will be only introduced when conditions are appropriate, other measures to support bus operation have been implemented and are providing benefits. Any decisions on town centre car parking charges will need to be considered in conjunction with the likely impact on the economic vitality of town centres and the final plan has been altered to reflect this.</p>   |
| <p>A key element of the LTP strategy is reducing or minimising the need to travel. Some respondents have indicated that this is at odds with the local authorities' current spending cuts which are withdrawing services such as local libraries.</p> | <p>General but especially in rural areas</p> | <p>The current spending cuts are a short term response to the current very difficult financial circumstances. However it is incumbent on the local authorities to take account of the transport impacts of their decisions; to take account of LTP policy and to encourage or facilitate more efficient provision of services for example through co-location of services. The LTP already makes reference to the concept of community travel exchanges which involves authorities working with local service delivery partners to influence how services may be brought together in one location to reduce the need to travel and provide efficient access to local services. Furthermore as part of the 'Big Society' agenda the authorities will need to work with communities to enable them to take greater responsibility for developing their own strategies and plans for community well being.</p> |

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| <p>The strategy for providing safer routes to school and encouraging pupils to walk or cycle to school is at odds with current proposals to withdraw the school crossing patrol service.</p>   | <p>Dorset County Council area</p> | <p>As above, the current proposals for the school crossing patrol service are a short term response to the current very difficult financial circumstances. The County Council are not legally obliged to provide an SCP service and will seek alternative arrangements through discussions with schools, local town or parish councils and community groups. Where alternative funding sources are agreed or suitable volunteers come forward, DCC would retain the management, supervision and training responsibility for the service.</p>   |
| <p>Some concern over lack of facilities for cyclists and/or pedestrians generally, but in particular at junctions that form the Weymouth Transport package. Cycling bodies should be consulted at an early part of the design stage</p>  | <p>General</p>                    | <p>Commitment made by all three authorities in final plan to early discussions with representatives of local cycling and walking groups as part of the design process.</p>   |
| <p>Whilst there is clear commitment in the draft plan to improving public transport, there needs to be greater commitment to improved partnership working with public operators and more detail on the likely improvements to be implemented. Concern over the lack of a separate public transport strategy.</p> | <p>General</p>                    | <p>Within the Dorset County Council area – it is not been possible to provide more detail since a major tendering re-process has been going on. Now this has been completed it will be possible to undertake more detailed analysis of service improvements that can be delivered. Public Transport policies have been strengthened in the final plan. Public transport supporting strategies will be completed for both SE Dorset and the rest of Dorset within the first year of the LTP3 period and need to address some of the more detailed concerns expressed during consultation, for example bus services to Bournemouth Hospital.</p> |
| <p>Lack of reference to improvements to the Salisbury to Exeter Rail service and opportunities for integration with local bus services.</p>  | <p>Gillingham/North Dorset</p>    | <p>Stronger reference made in final document to maintaining and improving existing services and improving bus-rail integration at Gillingham, Sherborne and Axminster</p>  |
| <p>Some districts wish to see clarification of the County Councils position on various major road schemes</p>  | <p>General</p>                    | <p>The LTP has identified what major schemes are likely to be affordable within the plan period (up to 2026). These are generally focussed on those required to deliver growth in the SE Dorset conurbation. Appendix B clarifies the position in respect of schemes not identified in the Local Transport Plan.</p>   |

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| <p>There is concern over the inappropriate routing of heavy goods vehicles. During the preparation of the Minerals Core Strategy, the lack of a clearly defined strategic network of lorry routes was an issue.</p> | <p>General</p>                 | <p>The plan does contain proposals to prepare a freight route and facilities map that will include information on recommended lorry routes, road standards, area restrictions, lorry parking and other related information. Until this work is completed the existing policy is to focus heavy goods vehicles on the existing primary and county distributor networks. It is acknowledged in many cases these are not ideal routes but in most instances there are no obvious alternatives.</p>   |
| <p>Whilst the LTP briefly mentions air quality, no details are given of the designated air quality management areas (AQMAs) in Chideock and Dorchester</p>  | <p>Chideock and Dorchester</p> | <p>This deficiency is acknowledged and the final plan, makes much stronger references to both AQMAs and indeed web links are provided to both, both from within the plan and from the Local Transport Plan web pages. The LTP must however contain deliverable solutions and the County Council can only support those proposals that are both affordable and achievable within the time period of the plan (up to 2026). Consequently there are no prospects for the provision of a by pass during the LTP period but Dorset will work with the Highway Agency to undertake further traffic studies to explore the feasibility of re-routing HGVs.</p> |