

## 16 Transport and Accessibility

**16.1** This chapter sets out options on how to provide transport infrastructure, service improvements and parking provision to meet the economic and social needs of the local population. People need to be able to access employment, healthcare, education, retail and social opportunities. Transport is not an end in itself, a choice of travel modes allows people to carry out their lives successfully and enjoyably.

**16.2** We all need to travel, however, our dependence on the car has led to increased air pollution, noise, congestion, ill health and obesity due to lack of activity. It has also led to the social isolation of individuals who do not have access to a car. Many people could use their car less often if other options were sufficiently attractive.

**16.3** The key role of the Local Development Framework Core Strategy is to locate development sustainably in existing urban areas therefore reducing the distances we travel. Alongside this, the Local transport Plan will create a sustainable, integrated transport network that improves accessibility and is sensitive to our environment. This section and the Spatial Strategy section consider the nature and form that transport improvements should take.

**16.4** Options set out in this section have been established following responses received to the issues and options consultation and informed by the evidence base. For further detail concerning the development of options please refer to the following documents:

- Key Issue Paper: Transport Improvements

### Rules, Regulations and Advice

#### 16.5 National

- The Climate Change Act 2008 introduces a binding long-term framework to reduce greenhouse gas emissions, towards a target of at least an 80% reduction below 1990 levels by 2050.
- The strategy champions the technological advancement needed to largely de-carbonise surface transport and continues to promote better integration and active travel. The strategy also supports opportunities for reducing the amount we need to travel through use of information technology and through approaches to spatial planning (Low Carbon Transport: A Greener Future (2009))
- Local Planning Authorities are required to deliver sustainable patterns of urban growth and sustainable rural developments that help to secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and, which overall, reduce the need to travel, especially by car (PPS 1).
- The integration of transport and spatial planning is central to the development and delivery of effective local development frameworks. Development must be located in sustainable, accessible locations (PPS 12).
- By shaping the pattern of development, location, scale, density, design and mix of land uses planning can help reduce the need to travel, reduce the length of journeys and make it safer and easier for people to access jobs by public transport, walking and cycling. (PPG 13)
- All development should be highly accessible by public transport, walking and cycling.
- Car parking provision should be reduced in more accessible locations.
- Design of development is important in enabling a shift away from the car to take place and the Core Strategy will need to set out an approach which deals with this (Manual For Streets (2007)).
- Excessive car parking provision should be avoided and that provided should be sensitively designed.
- Development must mitigate its negative impact on the local transport network (Circular 05/05 Planning Obligations (2005)).
- Contributions can be pooled between authorities recognising the cross border impacts of development.

## 16.6 Local

- The Christchurch Local Plan (2001) proposes a strategy providing a coordinated package of transport and land use policies. These are:
  - To improve the capacity of the network to carry people and goods, rather than vehicles.
  - Enhance cycling, public transport and walking and change travel behaviour away from the car.
- The plan defines a network of strategic and non-strategic roads and contains a number of improvements including roads, cycleways and footways.
- The Christchurch Community Plan 2007-2010 highlights the need to improve accessibility into and around the town.
- The East Dorset Local Plan promotes walking, cycling, public transport and traffic management. It also proposes a railway based on the former railway line, between Corfe Mullen and the District boundary. The plan defines a network of strategic and non-strategic roads and contains a number of improvements including roads, cycleways and footways.
- The East Dorset Sustainable Community Strategy (2008) promotes improved access for those living in deprived areas and rural areas as well as for young people. There are concerns over traffic speeds in the rural area and villages as well as over the volume of traffic in the District. There are a lack of alternative modes to the car in the villages with few opportunities for safe walking and cycling.
- The Community Strategy for Dorset 2007 - 2016 identifies the need to provide equality in access for all which relies less on the car.

### Where are we now?

Key Facts
<ul style="list-style-type: none"> <li>• Both areas have high levels of car ownership with 1.21 cars per household in Christchurch (80.6% of households having access to a car) while East Dorset has the highest level of car ownership in the Country with 88% of households having at least one car.</li> <li>• Up until 1990 traffic growth in the area averaged about 3% per year. Since 1990 traffic growth has reduced despite the continued residential growth. The annual average traffic growth has fallen to levels of between 1% and 1.5% per annum.</li> <li>• Between 1991 and 2001, the total number of households in South East Dorset increased from 138,000 in 1991 to 188,000 in 2001, an increase of 36%, whilst the total number of cars increased from 143,000 in 1991 to 232,000 in 2001, an increase of 61%. The average number of cars per household rose from 1.04 to 1.23.</li> <li>• Within the South East Dorset area the car is the dominant form of transport to work. 62.5% of journeys to work are made by car drivers, with a further 6.2% by car passengers. Only 9% of journeys to work are by walking, 5.2% by bus or taxi, and 4.0% by bicycle. As a comparison, figures for the whole of England and Wales are 68% by car drivers and passengers, 11% on foot, 9% by bus and taxi, and 3% by bicycle.</li> <li>• The A35 through Christchurch and the A31(T) through East Dorset each carry approximately 48,000 vehicles a day and suffer congestion at peak times.</li> <li>• In 2007 transport accounted for 27% of all carbon emissions in the SE Dorset area which is higher than the average for the South West and the United Kingdom at 26% and 24% respectively. Carbon emissions from the East Dorset and Christchurch area are higher than those for Bournemouth and Poole which reflects the dispersed rural population, greater reliance on the car and longer trip distances.</li> </ul>

### What you said at Issues and Options

- Public transport improvements are needed with an emphasis on buses.
- Better integration of public and private transport is required.

- There was a general understanding that public transport may not be appropriate in some rural areas.
- Ensure adequate (but not excessive) parking provision.
- There is a need to change behaviours / attitudes towards travel.
- Green travel plans for residential and employment development should be developed.
- A mix of views on the need for new roads to ease congestion versus no road building as this would encourage more car use.
- There is a need for a Christchurch bypass.
- There is a need for a link road from the airport to A338 spur road.
- Need to deal with congestion on the A31(T) as well as Fairmile and Barrack Road in Christchurch.
- Fairmile/Barrack Road congestion

**The Options**

**16.7** The following options have been developed taking into account consultation responses, evidence, legislation and guidance.

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

**Preferred Option TA 1**

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

In addition, S106 agreements will continue to be used to ensure that specific development related transport improvements which are required in the vicinity of the development site are still provided.

Why is it a Preferred Option?	
It is important that the cumulative negative impact of development on the transport network is mitigated to meet the needs of the local communities and ensure transport conditions do not worsen.	
Does it conform to the rules, regulations and advice?	
National	<b>Yes</b>
Local	<b>Yes</b>
Is it informed by evidence?	
<b>Yes</b>	
Joint Strategic Authorities Reports for the Regional Spatial Strategy – SED08 and SED09 (2006)	
Christchurch and Southern East Dorset Transport Study – Atkins (2008)	
Transport Infrastructure in South East Dorset, Development Contributions, Interim Planning Guidance (2009)	
South East Dorset Local Transport Plan 2006 - 2011	

## Non Preferred Option TA 2

### Use individual S106 agreements to collect funds for transport improvements from development instead of a tariff based approach

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

### Why is this not a Preferred Option?

This approach would mean that the cross border impacts of transport would not be recognised. The cumulative negative impact of extra traffic generated by development would not be mitigated as there would not be adequate funding for transport schemes.

### Does it conform to the rules, regulations and advice?

National

Uncertain, as the coalition government are still considering the future of tariff based approaches and the existing community infrastructure levy.

Local

No

### Is it informed by evidence?

No

## 16.9 Issue: How can we ensure adequate levels of car parking are provided?

### Preferred Option TA 3

#### Manage car parking levels as part of a wider transport strategy to improve accessibility to town centres by public transport, walking and cycling.

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

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

In the long term, the introduction of Park and Ride sites could be implemented in order to widen travel choice, reduce town centre congestion and release town centre land for community and business uses.

**Why is this a Preferred Option?**

Car parking provision should not be considered in isolation, it must be considered as part of the wider transport strategy for the area. Widening travel choice will improve access for all to a range of facilities, so people will not necessarily have to use their car for certain journeys and, therefore, will not have a parking requirement. In this context, setting appropriate car parking standards within town centre public car parks as well as for other land uses will support the aims of the Core Strategy.

**Does it conform to the rules, regulations and advice?**

National	<b>Yes</b>	Local	<b>Yes</b>
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**Is it informed by evidence?**

**Yes**

South East Dorset Local Transport Plan 2006 - 2011

**Non Preferred Option TA 4**

**Car parking provision will be maintained at the current level.**

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

**Why is this not a preferred Option?**

This option does not meet government guidance which recommends provision of sufficient on-site car parking that is consistent with the need to achieve a reduction in the use of the private motor car. The preparation of car parking strategies and management schemes are identified as important measures which local authorities are recommended to undertake to achieve a reduction in the use of the car. An over supply of parking spaces at the destination end of the journey will undermine the wider transport strategy.

**Does it conform to the rules, regulations and advice?**

National	<b>No</b>	Local	<b>No</b>
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**Is it informed by evidence?**

**No**