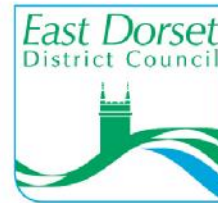


Core Strategy

14 Transport and Accessibility Background Paper

Pre-Submission Consultation
2nd April – 25th June 2012



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East Dorset District Council

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1 Introduction

1.1 This background paper is one of a number of papers produced as part of the Christchurch and East Dorset Local Development Framework (LDF) to inform the Pre – Submission Core Strategy. This particular paper sets out the refinement of policy options for the Core Strategy Transport and Accessibility chapter following consultation undertaken between October 2010 – Jan 2011 on the Core Strategy ‘Options for Consideration’ document. Specifically the Transport and Accessibility chapter sets out policy options associated with identifying methods of collecting developer contributions towards transport improvements and the management of car parking as part of a wider transport strategy.

1.2 Preparation of the Pre - Submission Core Strategy Transport and Accessibility chapter has involved consideration of the following:

- National and local policy;
- Core Strategy ‘Options for Consideration’ consultation and ongoing engagement;
- Sustainability Appraisal, Habitats Regulations Assessment, Health Impact Assessment and Equalities Impact Assessment;
- The Local Development Framework evidence base;
- Infrastructure delivery and viability.

1.3 This background paper also identifies, where appropriate, strategic infrastructure requirements to support the transport and accessibility policy options which feed into the wider Core Strategy infrastructure delivery plan and preparation of the Community Infrastructure Levy Charging Schedule.

1.4 This paper should be read in conjunction with the following key issue papers prepared in refining Core Strategy options from initial issues and options consultation undertaken in March 2008 to the ‘Options for Consideration’ consultation undertaken from October 2010 – January 2011.

- **Key Issue Paper 8:** Transport and Accessibility
- **Key Issue Paper 5:** Key Strategy
- **Key Issue Paper 12:** Bournemouth Airport and Business Park

2 Formation of Pre Submission Options

2.1 This section provides a critical assessment of the options put forward for consultation in the Transport and Accessibility chapter of the 'Options for Consideration' Core Strategy and provides recommendations for the policy approach to be adopted in the Pre – Submission Core Strategy. The assessment process examines the consultation response received to the 'Options for Consideration' document and key issues arising from this engagement process. The formation of Pre – Submission policy options also considers any recent changes in national policy and updates to the evidence base which supplements the policy and evidence review undertaken within the key issue papers listed in the introduction. The assessment below also takes into account key conclusions of the sustainability appraisal, habitats regulations assessment, health impact assessment and equalities impact assessment undertaken for the 'Options for Consideration' Core Strategy. A summary of all the proposed Pre - Submission policy options for the Transport and Accessibility chapter is set out at the end of this paper.

Issue and Options Identified in 'Options for Consideration' Core Strategy:

2.2 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.

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.

Consultation Response

| Option | Support | Object | No Opinion | Total |
|--------|---------|--------|------------|-------|
| TA1 | 720 | 259 | 181 | 1160 |
| TA2 | 0 | 0 | 0 | 0 |

Table 2.1

2.3 There is a good level of support (62%) for the Preferred Option TA 1.

2.4 General comments received - The main issues raised in respect of the Preferred Option TA1 were:

- Infrastructure should be provided before the development.
- Development should not be located in Verwood or West Parley as the infrastructure, particularly the roads won't cope.
- There is already too much traffic in the area and more development will bring more traffic.
- Public transport improvements are needed.
- The viability of sites might be called into question if developers are asked to pay for infrastructure requirements.

2.5 Officer Response

2.6 Development is needed to provide people with homes, services and jobs, this development will be paying towards the improvement of the transport network across the area (including junction improvements, public transport etc). Significant infrastructure cannot be provided in advance of development as the funds from the development are required to pay towards it. The deliverability and viability is important and a balance will be struck between development and financial contribution levels. The authorities are working with developers to achieve this.

2.7 The Highways Agency

2.8 The HA supported TA1 as they (along with the other 3 Highway Authorities) are signatories to the Dorset Transport Memorandum of Understanding for development, they would like to see the SE Dorset authorities pursue a tariff based approach to the collection of developer contributions for transport improvements.

2.9 Dorset County Council

2.10 Dorset County Council's Transport Planning Group supported this option and commented that it is important that development mitigates its negative cumulative impact on the transport network through the payment of funds via the SE Dorset contributions policy. This funding will be used towards implementation of the SE Dorset transport strategy.

2.11 Officer Response

2.12 This will be rolled forward into the Community Infrastructure Levy.

2.13 Dorset County Council's Spatial Planning Group added that in terms of delivery, the role of developer contributions and tariffs is a matter which will need to be addressed to reflect the latest Government policy on the issue. A tariff-based system using the Community infrastructure levy will be a critical delivery mechanism for transport infrastructure, for which the County Council has a key responsibility.

2.14 No comments were received on the Non-Preferred Option TA2.

2.15 During the Core Strategy Options consultation period, a focus group was held on transport issues (15th November 2010). The group did not consider this issue in great detail, however the importance of developer contributions towards the provision of transport improvements was identified as a key future funding stream in the face of government funding cuts. The current interim South East Dorset transport contributions policy should be maintained so as not to miss out on funds prior to the introduction of the community infrastructure levy. Indeed this should be used to inform the creation of a community infrastructure levy charging schedule in the future.

Consideration of Evidence and Policy

2.16 A full review and assessment of national and local policies relating to transport has been undertaken in the Transport & Accessibility Key Issues Paper produced at Preferred Options stage. This section is therefore intended to provide an update on any changes to the national or local policies which relate to transport, and specifically to the collection of developer contributions for transport improvements.

2.17 The change of government in May 2010, has led to a change in the national policy for transport which is now contained within the Local Transport White Paper - 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' published in January 2011. The coalition government have retained two of the five national priorities from the the previous government's transport policy contained within Delivering a Sustainable Transport System (DASTS). The two national priorities for transport are to help create economic growth and to tackle climate change by cutting carbon emissions. The White Paper also supports a safer, healthier transport system that improves quality of life. The South East Dorset Multi Modal Transport Study and the Local Transport Plan 3 were developed in line with this guidance.

2.18 The most significant changes to the local policy and evidence base for the Core Strategy Transport policies since the Options Consultation, have been the completion of the South East Dorset Multi Modal Transport Study (SEDMMTS), and the adoption of the Local Transport Plan for Bournemouth, Dorset & Poole (LTP3) in April 2011. The SE Dorset Transport Strategy resulting from SEDMMTS has been included in the LTP3. The Plan shows a strong commitment to integrating transport and spatial planning and contains policies to ensure this.

2.19 The LTP strategy takes into account the need for developers to provide and contribute to necessary transport infrastructure and opportunities for sustainable travel required to mitigate the direct and cumulative impacts of new development:

2.20 POLICY LTP A-3

2.21 *In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning process which:*

2.22 *i. Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development*

2.23 *ii. Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include high quality, attractive links to walking, cycling and public transport networks*

2.24 *iii. Make financial contributions towards existing tariff-based transport contribution schemes or (when introduced) a Community Infrastructure Levy, where appropriate. This shall provide for transport infrastructure identified as necessary to support planned growth and mitigate the proportionate cumulative impact of additional trips generated by their development on the wider transport network, in accordance with government guidance.*

2.25 Another LTP3 policy highlights the importance of the collection of developer contributions for strategic transport scheme delivery:

2.26 POLICY LTP N-3

2.27 *Developer funding through pooled contribution schemes (such as the SE Dorset Transport Contributions Scheme and the Purbeck Interim Planning Framework) will be sought to contribute towards the strategic transport infrastructure identified as necessary to mitigate the cumulative impacts of planned growth in SE Dorset to 2026. This will complement other third party funding sources, including bids to central government.*

2.28 Under the regulations of the Community Infrastructure Levy, established in April 2010, transport is defined as one of the elements of infrastructure for which Community Infrastructure Levy can be charged. Christchurch and East Dorset Councils intend to be Community Infrastructure Levy charging authorities, with the expectation of scaling back the use of S106 agreements. The interim SE Dorset transport contributions policy currently operating has now received the support of the Secretary of State at appeal. The SE Dorset planning authorities will continue to operate this policy until such time as their Core Strategies and Community Infrastructure Levy schedules are adopted. The new coalition government have stated their commitment to retain Community Infrastructure Levy. Their national consultation in the Summer of 2011 confirmed that Community Infrastructure Levy would therefore become the primary mechanism for collecting developer contributions towards transport infrastructure.

‘Options for Consideration’ Sustainability Appraisal

2.29 Preferred Option TA1 delivers highway and transport improvements through a tariff method of collection of developer contributions and is found to have significant beneficial impacts. As funding will be used to widen travel choice and provide alternatives to the car, emissions and pollution will be reduced. Access will be provided to meet people’s needs and active travel will have benefits to health. Non Preferred Option TA2 is found to have minor beneficial impacts.

| Relevant Sustainability Appraisal Objectives | Preferred Option TA1 | Non-Preferred Option TA2 |
|--|-------------------------------|------------------------------|
| Objective 1: Protect, enhance and expand habitats | STRONG POSITIVE IMPACT | MINOR POSITIVE IMPACT |
| Objective 3: Minimise Pollution. | STRONG POSITIVE IMPACT | MINOR POSITIVE IMPACT |
| Objective 4: Minimise factors contributing to climate change. | STRONG POSITIVE IMPACT | MINOR POSITIVE IMPACT |
| Objective 7: Create conditions to improve health, promote healthy lifestyles. | STRONG POSITIVE IMPACT | MINOR POSITIVE IMPACT |

Table 2.2

‘Options for Consideration’ Habitats Regulations Assessment

2.30 Neither TA1 or TA2 were considered likely to have a significant effect on the integrity of any European site in Christchurch or East Dorset as neither option would not itself lead to development.

‘Options for Consideration’ Health Impact Assessment

2.31 Non Preferred Option TA2 has a negative score as it would not support the wider benefits which are possible from the Preferred Option TA1.

‘Options for Consideration’ Equalities Impact Assessment

2.32 The EQIA assessed that Option TA1 - A tariff based system of collecting developer contributions will raise funds for transport improvements throughout the area. Everyone will benefit from these improvements which will include highway improvements and improvements to public transport, cycling and walking.

2.33 It also assessed that Option TA2 - Delivering on site transport infrastructure will have much lower benefit than using the Levy. There will be some benefits however.

Infrastructure Requirements

2.34 Preferred Option TA1 is a mechanism for the collection of funds towards the delivery of infrastructure. The infrastructure requirements relating to these options are covered under the other transport related options Preferred Option KS 19, Alt Preferred Option 20 and Preferred Option KS21.

Conclusions

2.35 It is clear that a method of collecting developer contributions from all development for a wide range of transport schemes will have a positive impact on the objectives of the Core Strategy. The pooling of funds will allow for the implementation of transport schemes which will benefit the wider area but the use of negotiations to gain only immediate off site improvements will have little effect.

2.36 The pooling of planning contributions will allow the faster implementation of the transport strategy. The strategy includes improvements to walking, cycling and to public transport thus ensuring that there is less reliance on the car which will improve health and also increase access to leisure centres, open space, health facilities and food shops.

2.37 The small scale and site related transport improvements which will be required by agreements for the development of a site will not generally improve wider access to leisure centres, open space, health facilities and food shops. There will be few improvements to walking, cycling and public transport beyond the immediate area of the site.

2.38 The response to the Options consultation showed a good level of support for the Preferred Option from a fairly large number of people. No comments were received regarding the Non Preferred Option.

2.39 Both the consultation results and the evidence gathered point towards the need to develop a policy in line with the tariff based approach in the Preferred Option. The policy approach identified in options TA1 and TA2 have now been superseded by the intention of Christchurch and East Dorset Councils to become Community Infrastructure Levy charging authorities. The Council's local development schemes set out a time table for the production of Community Infrastructure Levy schedules.

2.40 If contributions are not collected and pooled for use across the area, improvements to transport infrastructure will not be implemented and congestion and pollution will increase throughout SE Dorset. Preferred Option TA 1 provides the best mechanism to help fund the transport strategy which will reduce the negative impacts of development. This approach will be taken forward through Community Infrastructure Levy and maintaining the requirement for scaled back S106 agreements to run alongside Community Infrastructure Levy. Policy KS10 and KS11 within the Key Strategy chapter of the Pre Submission Core Strategy will refer to the requirement for developer contributions and Community Infrastructure Levy to support the delivery of transport improvements.

2.41 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.

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.

Consultation Response

| Option | Support | Object | No Opinion | Total |
|--------|---------|--------|------------|-------|
| TA3 | 6 | 6 | 4 | 16 |
| TA4 | 0 | 3 | 0 | 3 |

Table 2.3

2.42 Opinion was divided on the Preferred Option. Fewer comments were received on the Alternative Non Preferred Option with no-one supporting this approach.

2.43 The main issues raised in respect of the Preferred Option (TA3) were:

- Reductions in parking should not disadvantage young families, elderly and disabled people.
- Reductions in short stay parking will drive people to shop in supermarkets and centres where parking is free, or online.
- Reducing parking disadvantages those who live in inaccessible locations themselves and have to travel by car.
- Parking policy for Wimborne appears flawed, as there is significant underused public car parking, whilst free on street parking is allowed. This means that residents are unable to park outside their homes as streets are full from those avoiding parking charges.
- TA3 better serves the needs of public transport, under utilised parking could be given over to enhanced public transport facilities.
- Support for Park & Ride.

2.44 The Highways Agency supported option TA3. Dorset County Council's Transport Planning Group commented that national guidance has changed with the intention of removing maximum parking standards currently set out in PPG13. The Local Transport Plan 3 will contain parking guidance and the Core Strategy should refer to this.

2.45 Comments in objection to the Non Preferred Option (TA4) were:

- Parking policy for Wimborne appears flawed, as there is significant underused public car parking, whilst free on street parking is allowed. This means that residents are unable to park outside their homes as streets are full from those avoiding parking charges.
- New car parking in Verwood was also considered unnecessary.
- It was felt that maintaining car parking at current levels simply perpetuates dependence on the car.

2.46 During the Core Strategy Options consultation period, a focus group was held on transport issues (15th November 2010), and another on town centres (6th December 2010). Neither group considered the issue of parking policy in any great detail, however the following comments were made:

- Car parking should be elevated to a more significant issue. Parking difficulties are well known.
- A view from both groups that short stay shoppers car parking should be retained, with any reduction in parking targeted toward longer stay spaces.
- Waitrose car park is very hard to get out of, which deters people from shopping there. The A35 study has options for re-designing the Fountain Roundabout.

2.47 Officer Response

2.48 Car parking provision for Christchurch and East Dorset will be in line with the policy approach set out in the adopted Local Transport Plan 3 (see below). Town centre parking reviews need to be undertaken.

2.49 The A35 Route Management Study has examined options for Fountain Roundabout which will be implemented during the plan period.

Consideration of Evidence and Policy

2.50 A full review and assessment of national and local policies relating to transport has been undertaken in the Transport & Accessibility Key Issues Paper produced at Preferred Options stage.

2.51 This section is therefore intended to update on any changes to the national or local policies which relate to transport, and specifically to public and private car parking.

2.52 The primary national policy relating to Transport is PPG13. PPG13 promotes traffic management-reallocating road space away from cars, identifying key routes for bus improvements and improving routes for pedestrians and cyclists.

2.53 Sustainable development is to be supported through extending choice in transport and securing mobility. 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.

2.54 Local Transport Plans should include accessibility strategies and should set out parking standards and policies. These policies should meet the requirements of national policy and also reflect the nature of the local area. It is important to ensure that parking policies do not undermine the wider transport objectives.

2.55 An important change to PPG13 policy on parking was announced on 3rd January 2011 by the Secretary of State for Communities & Local Government, Eric Pickles, and the Transport Secretary, Phillip Hammond:

- *Ministers are today removing national planning restrictions put in place in 2001 that required councils to limit the number of parking spaces allowed in new residential developments and set high parking charges to encourage the use of alternative modes of transport.*
- *The Government believes these rules unfairly penalised drivers, led to over-zealous parking enforcement, and increased unsightly on-street parking congestion - putting the safety of drivers, cyclists and pedestrians at risk.*
- *From now on, councils and communities will be free to set parking policies that are right for their areas. This could include taking into account the effect of parking charges on the vitality of their local economy and local shops. Councils wanting to attract shoppers through setting competitive local parking charges in town centres will now be able to do so without interference from Whitehall.*

2.56 The result of these policy changes is to allow much greater flexibility for local authorities to adopt specific car parking policies for new development, and for public car parking which reflect local circumstances.

2.57 The most significant changes to the policy and evidence base for the Core Strategy Transport policies since the Options Consultation, have been the completion of the South East Dorset Multi Modal Transport Study (SEDMMTS), and the adoption of the Local Transport Plan for Bournemouth, Dorset & Poole (LTP3) in April 2011.

2.58 The SEDMMTS draft final report was published in June 2011. The report notes that parking controls can influence private car use in several ways:

- Increased or improved enforcement of existing parking controls;
- Varying the cost of parking – either generally, by time of day, duration of stay, or by area;
- Controls on the supply of parking spaces;
- Limits on parking for certain types of user, e.g. residents only zones, car sharing spaces, or disabled only bays;
- Parking standards for new developments.

2.59 The study notes however that parking restraint or increased charges can have other consequences, for example on retail trading and the economic prosperity of a town centre. This might be offset by focusing increased charges or reduced spaces on long stay commuter parking rather than short stay shoppers parking. The study recommends that parking provision and policy is reviewed periodically as part of a wider transport strategy.

2.60 The SEDMMTS has been taken forward into policy through the Local Transport Plan 3, submitted to the Secretary of State in April 2011.

2.61 Objective K of the Local Transport Plan 3 aims to implement balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips. This is aimed at complementing policies to enhance choice of modes of transport, including walking and cycling.

2.62 The broad approach of the Local Transport Plan strategy is to develop balanced parking policies which improve the way existing parking is used and priced to support sustainable travel and promote economic development.

2.63 Policy Local Transport Plan K1 states:

- *Complementary parking policies will support the vitality of the local economy but, through supply and pricing, will not undermine the use of public transport and low carbon forms of travel. Through supply and pricing mechanisms, parking policies in the urban areas and main towns will seek to:*
 - i) reduce the attractiveness of commuter/long stay parking in the town centres*
 - ii) actively encourage the use of park and ride, public transport and other low carbon forms of travel to urban centres.*
 - iii) Support the wider Local Transport Plan strategy and compliment locational policies of development plans*

- *iv) Reinforce the attractiveness and competitiveness of town centres*
- *v) Take into account the needs of residents, tourists and those with mobility impairments.*

2.64 The policy approach will be for a co-ordinated approach between authorities in Dorset, whilst tailoring individual parking policies to different areas if required. Policy Local Transport Plan K-2 notes that parking policies of one authority should not prejudice the development aims of adjoining areas.

2.65 The strategy also contains a policy to further develop controlled parking zones, such as residential residents parking schemes, or pricing of on street spaces.

2.66 In terms of parking standards for new development, Policy Local Transport Plan K-4 states:

- *Parking standards for new development, including for cycles, will be applied through Local Development Documents, having regard to accessibility by all transport modes, and the need to promote sustainable transport outcomes and protect highway safety.*

2.67 The Bournemouth, Dorset and Poole Residential Parking study sets out standards for residential car parking for all areas of Dorset based on whether they are urban, fringe, village, or hamlet.

2.68 The parking standards are designed to balance the continuing need to avoid over provision of car parking in new development, with the recognition that standards need to have regard to local circumstances. Under provision of parking space, can lead to lack of provision for visitors and residents, and consequently to congested on street parking.

2.69 The latest standards allow for provision of either allocated or unallocated parking for residents, and provision for visitors. Commercial parking standards have also been produced by Dorset County Council.

2.70 As noted in the Options Key Issues Paper on transport, the Colin Buchanan Study on Christchurch car parking undertook a review of existing car parks together with a strategy on their use. The study examined existing car parking capacity, future demand for parking and showed that some car parks could be redeveloped and others decked. It made further recommendations on the parking hierarchy, tariffs, signing and routing strategy, options for park and ride and public transport. The study points out that if there is a shortfall in the supply of parking then there is a need to reduce demand by use of charges and by making alternative transport available.

2.71 The study also considers that supply could be increased but it is recognised that this is against government policy.

2.72 There is presently sufficient car parking capacity in the town centres, however better use of underused car parks is required to satisfy the demand in some of the other car parks. Shortages in demand are predicted by 2016 in Quayside car parks and by 2021 in core town centre car parks

‘Options for Consideration’ Sustainability Appraisal

2.73 Integration of parking policy with a wider transport strategy will provide opportunities to encourage people to change to more sustainable modes of travel, and help to reduce unnecessary town centre parking and thereby reduce congestion.

2.74 Simply maintaining car parking at current levels is a blunt policy approach which may not be in the best interests of the environment, the economy or people’s access needs.

| Relevant Sustainability Appraisal Objectives | Preferred Option TA3 | Alternative Non-Preferred Option TA4 |
|--|------------------------|--------------------------------------|
| Objective 1: Protect, enhance and expand habitats | POSITIVE IMPACT | NEGATIVE IMPACT |
| Objective 3: Minimise Pollution. | POSITIVE IMPACT | NEGATIVE IMPACT |
| Objective 4: Minimise factors contributing to climate change. | POSITIVE IMPACT | NEGATIVE IMPACT |
| Objective 5: Provide access to meet people’s need. | POSITIVE IMPACT | NEGATIVE IMPACT |
| Objective 7: Create conditions to improve health, promote healthy lifestyles. | POSITIVE IMPACT | NEGATIVE IMPACT |
| Objective 12: Facilitate a sustainable and growing economy, that creates economic and employment opportunity, as well as providing for vital and viable town centres. | POSITIVE IMPACT | NEGATIVE IMPACT |

Table 2.4

‘Options for Consideration’ Habitats Regulations Assessment

2.75 The Habitats Regulations Assessment concluded that the Non Preferred Option to maintain car parking at current levels was unlikely to have a significant effect on the integrity of any European site in Christchurch or East Dorset.

2.76 For the Preferred Option (TA3) the Habitats Regulations Assessment concluded an uncertain impact. The assessment notes that this option may lead to transport-related development (expansion of car parking sites, new park and ride schemes) and depending on the nature, scale and precise location of this development, there may be significant effects on European sites.

‘Options for Consideration’ Health Impact Assessment

2.77 The HIA concludes that It is unclear how much the Preferred Option (TA3) would impact on improving accessibility but it has the potential to deliver walking and cycling routes as well as public transport which would benefit the health of residents. The assessment concludes that the alternative non-preferred option (TA4) will not promote active travel.

‘Options for Consideration’ Equalities Impact Assessment

2.78 The EQIA concludes that Improving access to town centres would be beneficial, in particular to the groups shown improving accessibility to town centres, potentially freeing up land for other town centre uses who are less likely to have access to a car. For the alternative non-preferred option improvements in accessibility will be more limited and there will be a negative impact on the groups who have limited access to cars.

Infrastructure Requirements

2.79 Little detail is known yet regarding any specific proposals to alter car parking provision in Christchurch and East Dorset. Any proposals will depend on the implementation of the first phase of the Local Transport Plan strategy for the period 2011-2014.

| Site | Infrastructure | Timing | Funding | Responsibility |
|---------|------------------|-----------|---------|----------------|
| Various | Public car parks | 2014-2026 | LTP3 | CBC/EDDC + DCC |

Table 2.5

Conclusions

2.80 The Preferred Option TA3 continues to be broadly in line with Government policy on transport, although more discretion is given to local authorities on parking standards, and a move away from rigid maximum parking levels for new development.

2.81 Impact assessments tend to favour TA3 over the non-preferred alternative TA4 although there is some uncertainty about its impacts until it forms part of a wider transport strategy. This is now clearer through the completion of the South East Dorset Multi-Modal Transport Study, and the adoption of the Local Transport Plan .

2.82 The Options consultation produced a fairly limited response on this issue. There was no support for simply maintaining parking at current levels (TA4). The Preferred Option TA3 generated equal levels of support and objection. Most concerns centred on striking the appropriate balance between encouraging alternative modes of travel, with maintaining economically viable centres, and not putting off potential workers and shoppers by restricting parking or significantly raising pricing.

2.83 The options consultation, and further consideration of evidence leads to the conclusion that future policy on parking should broadly reflect the Preferred Option TA3, namely that levels of public parking should be adapted to form part of a wider transport strategy through the Local Transport Plan, rather than simply maintained at current levels.

2.84 Car parking standards for new development should reflect the detailed guidance contained in the Dorset Residential Parking Study, and now adopted as part of the Local Transport Plan 3.

2.85 A number of detailed amendments are proposed to the Pre-Submission draft policy for car parking:

- To have a separate but complementary policy approach for public parking and car parking for new development.
- To include a policy for parking in new development in the Pre-Submission Core Strategy but not a policy for public parking provision. Public parking provision will be set out in a separate Site Allocations Development Plan Document.
- The car parking policy for new development should make clear reference to the Local Transport Plan.
- In a future Site Allocations document, the car parking levels and policy for town centres should include reference to the need to consider the future vitality and viability of the centres when deciding future car parking policy and provision.

3 Pre Submission Options

3.1 Following the options consultation, appraisal of options, and a review of evidence and policy, it is proposed that a tariff based approach is the most appropriate to take forward. Following recent government confirmation of the continuation of the community infrastructure Levy, from 2014 this will be the method by which the Councils will collect, pool and use developer contributions for the benefit of the community. The Councils have set out the intention to prepare Community Infrastructure Levy charging schedules in the respective local development schemes. Policy KS10 and KS11 of the Pre Submission Core Strategy set out the requirement for Community Infrastructure Levy contributions and S106 contributions for transport improvements. Further detail is set out in the Pre Submission Key Strategy Background Paper. The Community Infrastructure Levy schedule and Core Strategy will set out the strategic and local transport schemes we expect CIL to part fund and those types of site specific transport schemes which S106 agreements will cover.

There will not be a policy for the collection of developer contributions just for transport improvements. The collection of contributions towards transport will be merged into a wider Community Infrastructure Levy policy. Alongside the Community Infrastructure Levy, S106 agreements will also be used for site specific transport improvements.

3.2 Following the options consultation, appraisal of options, and a review of evidence and policy, it is proposed that the Preferred Option TA3 forms the basis of draft Pre-Submission Core Strategy Policy on parking.

3.3 This is subject to the following amendments arising from the Options consultation:

- To have a separate but complementary policy approach for public parking and car parking for new development.
- To include a policy for parking in new development in the Pre Submission Core Strategy but not a policy for public parking provision. Public parking provision will be set out in a separate Site Allocations document.
- The car parking policy for new development should make clear reference to the Local Transport Plan.
- In a future Site Allocations document, the car parking levels and policy for town centres should include reference to the need to consider the future vitality and viability of the centres when deciding future car parking policy and provision.

3.4 The proposed Pre-Submission draft policies for parking are as follows:

Public Car Parking Strategy

This is the general policy approach which will be used in a future Site Allocations document. Different town centres may have different requirements for parking provision and this can be explored in more detail at this stage.

The use of town centre public car parks will be monitored and reviewed as part of the overall transport strategy 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 provided that this would not compromise the future vitality and viability of the centre.

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.

Parking Provision for New Development

Policy KS12

Parking Provision for New Development

Adequate vehicle and cycle parking facilities will be provided by the developer to serve the needs of the proposed development. Cycle and vehicle parking for residential development should be of the highest quality design and use land efficiently. Development proposals should make provision for parking in accordance with the Local Transport Plan parking guidance, including provision for parking for people with disabilities.