

North Dorset Local Accessibility Study

The accessibility of local services and facilities

March 2010



Planning Policy
North Dorset District Council
Nordon
Salisbury Road
Blandford Forum
Dorset
DT11 7LL

Contents

1.0	Purpose	4
2.0	Introduction.....	5
3.0	National, Regional and Local Context	8
	National Context.....	6
	Regional Context.....	7
	County and Local Context	8
	Dorset Sustainable Communities Strategy.....	8
	Dorset Multi Area Agreement	8
	Dorset Local Area Agreement.....	8
	Dorset (excluding South East Dorset) Local Transport Plan.....	10
	North Dorset District-Wide Local Plan	10
	Local Studies.....	10
	Issues Arising from Consultation.....	10
4.0	Accessibility in North Dorset.....	12
5.0	Conclusions.....	16

ANNEX A North Dorset Accessibility

ANNEX B Potential indicators for monitoring improvements in accessibility

ANNEX C Key Groups' Accessibility to Services/Facilities

1.0 Purpose

- 1.1. This study is produced as part of the preparation of the Local Development Framework for North Dorset. It provides a general overview of accessibility in North Dorset, summarising the evidence base which informs the policies in the Core Strategy and Development Management Policies DPD. It sets out the general background at national, regional and local levels.

2.0 Introduction

- 2.1. The basic question concerning accessibility has been put as 'can people get to key services at reasonable cost, in reasonable time and with reasonable ease?'¹ Subsidiary questions include: does transport exist between the people and the service? Are people physically and financially able to access transport? Are the services and activities within a reasonable distance? Solving accessibility problems may be about transport but is also about locating and delivering key activities such that people can reach them easily and conveniently.
- 2.2. The decline in local shops and services, and centralisation of services, mean that rural residents have further to travel to access them. People who live in rural areas and have no access to a car face increasing difficulties accessing employment opportunities and essential services, especially those in sparsely populated areas and areas less well served by public transport.
- 2.3. Improving accessibility is crucial in maintaining thriving rural communities and reducing social exclusion, allowing individuals better access to the labour market, educational opportunities, health care and other essential services. Again, improved accessibility can be brought about not only through improved transport but also by reducing the need to travel to services.
- 2.4. North Dorset is a district characterised by a settlement pattern of market towns and surrounding villages set within rural hinterlands. The whole District is categorised as 'rural' in terms of population distribution² and at the time of the last Census (in 2001) over half its population lives in villages or countryside areas (Figure 1). This generally dispersed nature of development means that accessibility is a significant and crosscutting issue, with many personal and community economic and social impacts.

Urban	Rural						Total	%rural
	Less Sparse			Sparse				
	Town	Village	Dispersed	Town	Village	Dispersed		
0	29,679	26,251	5,975	0	0	0	61,905	
0.0%	47.9%	42.4%	9.7%	0.0%	0.0%	0.0%		100%

Figure 1: Population Distribution in North Dorset 2001³

¹ Making the Connections: Final Report on Transport and Social Exclusion - Social Exclusion Unit, Office of the Deputy Prime Minister (February 2003)

² Census 2001 - Office of National Statistics. Settlements of over 10,000 inhabitants are classified as 'urban'; others are 'town and fringe', 'village or hamlet' and 'dispersed' depending on size. The definition is based on residential densities in 1 hectare cells across England and Wales. Density is also used to assess sparseness.

³ Census 2001 and Access to Rural services : Focus on Rural Areas - Department for Environment, Food and Rural Affairs (October 2004)

3.0 National, Regional and Local Context

National Context

- 3.1. The various problems relating to poor accessibility are well recognised by the government. The Rural White Paper⁴ and the Rural Strategy⁵ both recognised that rural communities face particular accessibility problems. In addition, the various individual and community costs incurred are acknowledged in many reports and studies, the most recent of which is the 2010 Rural Advocate Report⁶.
- 3.2. While accessibility is concerned with more than simply travel, including matters which are not travel based (such as broadband access), travel is an important component of accessibility in rural areas. People living in rural areas are relatively disadvantaged when compared with the rest of the population. Figure 3 illustrates that in rural areas people have less access to public transport and use cars more. The gradual and continuous erosion of the provision and availability of both public and private services and facilities in rural areas means that the local accessibility of goods and services is reduced and so more travel is required. Coinciding with this, the decline in public transport availability means that there is increased reliance on the car.

Indicator	Rural	GB
Households with access to a car	85%	72%
Annual mileage	10,400	9,200
Households within 13 minutes of hourly or better bus service	48%	89%
Rail trips per person per year	7	20
Local bus trips per person per year	27	57
% of total journeys made on foot	20%	26%
Average length of car journey (miles)	10.5	8.5
Total distance travelled per year by car (miles)	8,900	6,800

Figure 2 : Travel statistics 2001⁷

- 3.3. However, some tension exists in government policy. While Planning Policy Statement 1⁸ (PPS1) puts sustainable development at the heart of spatial planning and urges Local Planning Authorities to 'encourage

⁴ Rural White Paper - Our Countryside : The Future - A Fair Deal for Rural England - Department for the Environment, Transport and the Regions (November 2000)

⁵ Rural Strategy 2004 - Department for Environment, Food and Rural Affairs (July 2004)

⁶ Rural Advocate Report 2010: Commission for Rural Communities (March 2010)

⁷ Source : TravelWatch 2006, originally derived from Transport Statistics 2001

⁸ Planning Policy Statement 1: Delivering Sustainable Development - Department for Communities and Local Government (January 2005)

patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight', the PPS also presses Local Planning Authorities to 'provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be more difficult in rural areas'.

- 3.4. Accessibility was further recognised as a key concern in Planning Policy Guidance 4⁹ (PPG 4), now replaced by Planning Policy Statement 4¹⁰ - Planning for Prosperous Economies, stressed that LPAs should recognise *'that accessibility – whether by private transport, public transport, walking and cycling – is a key consideration'* when they look at economic development proposals in rural areas. However, *'LPAs should also support proposals which foster a strong and diverse rural economy, recognising that not all development in rural areas can be accessed by public transport'.*
- 3.5. PPS 4 similarly expects local planning authorities to recognise that accessibility - whether by private transport, public transport, walking and cycling - is a key consideration when determining planning applications.
- 3.6. The key national policy context for transport is to be found in Planning Policy Guidance 13¹¹ (PPG 13) which highlights planning's key role in delivering integrated transport. The main objectives are to integrate planning and transport at all levels and include promoting accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling while reducing the need to travel, especially by car.
- 3.7. Planning Policy Statement 7¹² (PPS 7) restates government policy set out in other PPGs and PPSs as it relates to sustainable development in rural areas. Generally, the government intends that accessibility should be a key consideration in all development decisions.

Regional Context

- 3.8. The emerging Regional Spatial Strategy¹³ (RSS) provides the regional policy framework within which is the Regional Transport Strategy (RTS) at Section 5 - Regional Approach to Transport. This replaces the original RTS published in 2001 and developed and updated in 2004.

⁹ Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms - Department of the Environment (January 1988)

¹⁰ Planning Policy Statement 4: Planning for Sustainable Economic Growth - Department for Communities and Local Government (December 2009)

¹¹ Planning Policy Guidance 13: Transport - Office of the Deputy Prime Minister (April 2001)

¹² Planning Policy Statement 7: Sustainable Development in Rural Areas - Department for Communities and Local Government (August 2004)

¹³ The Draft Revised Regional Spatial Strategy for the South West incorporating the Secretary of State's proposed changes (July 2008)

- 3.9. In the RSS, Policy CSS - The Core Spatial Strategy - is based on making provision for accessibility, amongst other things. Matters such as the mixed use of community facilities are raised, as well as accessibility to sustainable modes of transport. The RSS takes a wide ranging view of accessibility and includes the accessibility of broadband and other future communication technologies as well as to employment opportunities and services and facilities such as medical and health, sports, cultural and community.
- 3.10. Within the RSS there are specific objectives directed towards improving accessibility to jobs and services. In particular, the RTS highlights the need to implement demand management so that transport systems can work effectively.
- 3.11. The Regional Economic Strategy¹⁴ (RES) helps underpin the RSS and, amongst other things, stresses that the growth of businesses in rural areas should be focussed on the most sustainable and accessible locations. In that respect, one of the regional priorities (Priority 3A) sets out in the RES is crucial, that is, to improve transport networks. As the RES points out, *“In terms of rural accessibility, 20% of households in the region still have no regular bus service within walking distance – the highest level in the UK”*.

County and Local Context

Dorset Sustainable Communities Strategy

- 3.12. The Dorset Sustainable Communities Strategy (DSCS)¹⁵ sets the community framework for the Core Strategy. Preparation of the Core Strategy must be in close alignment with the priorities in the DSCS. The strategy seeks better access to services, employment and leisure and sees improvements to the county’s transport infrastructure as key to achieving that objective.

Dorset Multi Area Agreement

- 3.13. In 2008 a Multi Area Agreement (MAA) was agreed between Bournemouth Borough Council, Dorset County Council, the Borough of Poole and central government - North Dorset plays a part in this. Amongst the concerns which it was set up to tackle was the need to address transport issues which include connectivity within Dorset. A primary outcome is to achieve a sustainable, reliable and efficient transport system which will assist in improving accessibility to services and facilities.

Dorset Local Area Agreement

- 3.14. North Dorset Council is a partner in the Dorset Local Area Agreement

¹⁴ Regional Economic Strategy for South West England 2006 - 2015 - South West of England Regional Development Association (May 2006)

¹⁵ Shaping Our Future: The Community Strategy for Dorset 2007 - 2016 - Dorset Strategic Partnership (June 2007)

(LAA) which has been agreed for 2008-2011. Councils may enter into a Local Area Agreement (LAA), normally a three year agreement based on the DSCS vision that sets out improvement targets for the priorities of a local area. The spatial components are delivered through the LDF. Within the LAA's improvement aspirations are accessibility targets which include access to services and facilities by public transport, walking and cycling and use of public transport.

Dorset (excluding South East Dorset) Local Transport Plan

- 3.15. The current LTP¹⁶ is for the period 2006/7-2010/11 and the next one, LTP3, will embrace the period 2011/12-2015/16. The current LTP sets a number of priorities under the overarching core principle of Sustainability, of which accessibility is one.
- 3.16. The LTP sets out in some detail the problems and challenges facing Dorset in terms of accessibility and use of the private car allied to the provision of public transport. In particular, measures are proposed to increase accessibility in the area and increase/improve alternatives to the private car.
- 3.17. Implementation of national and regional policies relating to accessibility rest heavily on LTPs and these must now contain an Accessibility Strategy which has to include an assessment as to how easily people can get to key services and facilities and whether they can get there at reasonable cost, in reasonable time and with relative ease.

North Dorset District-Wide Local Plan

- 3.18. The current Local Plan¹⁷, adopted to 2011, does not include any specific policies relating to accessibility but does include reference to the LTP's aim to improve public transport so that accessibility is increased.

Local Studies

- 3.19. The Council has not commissioned any specific studies of accessibility to inform the LDF process but has drawn on information available from Dorset County Council's Accessibility Study and is a partner in the North and north East Dorset Transport Study, which includes some assessment of accessibility. In particular, that Study looks at pedestrian accessibility to services and facilities in relation to housing sites identified in the Strategic Housing Land Availability Assessment.

Issues from Consultation

- 3.20. In June/July 2007 the Council undertook consultation¹⁸ on the issues and options¹⁹ for a core strategy in June – July 2007. This exercise took place before the Proposed Changes to the RSS were produced;

¹⁶ Dorset (Excluding South East Dorset) Local Transport Plan - Dorset County Council (March 2006)

¹⁷ North Dorset District-Wide Local Plan (First Revision) - North Dorset District Council (January 2003)

¹⁸ The Council recently decided to produce a Development Plan Document (DPD) containing both the Core Strategy and a limited number of development management policies

¹⁹ Core Strategy: Issues and Alternative Options - North Dorset District Council (June 2007)

consequently, the issues and options discussed were based on the draft RSS²⁰ as it stood at the time.

- 3.21. Accessibility to facilities was seen by respondents to the consultation exercise as important in determining, for example, the levels of residential and destination car parking which should be provided. It was also suggested that this provision should vary spatially according to accessibility to other forms of transport.

²⁰ The Draft Regional Spatial Strategy for the South West 2006 - 2026 - South West Regional Assembly (June 2006). It should be noted that the overall level of growth proposed for North Dorset has increased (from 5,100 net additional dwellings in the draft RSS to 7,000 net additional dwellings in the RSS (Proposed Changes). Consultation responses were based on the original 2007 RSS and should be assessed accordingly.

4.0 Accessibility in North Dorset

- 4.1. The basic issue of improving accessibility in both urban and rural areas is clear in national planning policy and guidance. Improving accessibility is one significant element of PPS 1, elaborated in PPG 13 which also stresses the need to integrate land use and transport planning policies. In PPS 6 and elsewhere it is implicitly accepted that public transport does not extend into all rural areas. The Council recognises the issues surrounding accessibility and rural transport needs in areas of scattered communities and population.
- 4.2. In the regional context, the RSS and RTS clearly identify the need to link homes, services and employment in such a way as to reduce the amount of necessary travel while improving public transport and managing travel demand to improve accessibility.
- 4.3. The issue of access to employment, goods and services as well as leisure and the importance of transport infrastructure is seen again in the DSCS.
- 4.4. More specifically, the Dorset Accessibility Study (DAS) revealed a close alignment between population density, car ownership and accessibility.
- 4.5. The general distribution of population in Dorset is shown in Figure 3 and the fairly low population densities of North Dorset (Figure 3a) away from the urban areas may be seen as part of the wider picture in the countryside areas of Dorset as a whole.
- 4.6. Allied to the distribution of car ownership levels (Figure 4), there is a close relationship between population density and the levels of overall accessibility revealed in the Dorset Accessibility Study²¹ and shown at Figure 5²². This shows that in the northern part of the District, the relative proximity to services is high around the two market towns of Gillingham and Shaftesbury. There is also a high relative level of proximity to services towards the north-western edge of the District where the two small towns of Sturminster Newton and Stalbridge and Marnhull (the District's largest village) are clustered together. The denser settlement pattern in the Blackmore Vale means that the rural hinterlands of the towns are relatively small and, in general terms, most of the population live in relatively close proximity to a range of services.
- 4.7. In the southern part of the District, the relative proximity to services is

²¹ Dorset Local Accessibility Study - Dorset County Council (2009)

²² The data on which this map is based are set out at Annex B. The approach used rested on the identification of settlement centre points and calculating the distances from these points to the nearest services/facilities. These were train station, secondary school, community leisure centre, library, GP surgery, occupied industrial estate, primary school, general store, post office, community sports facility, bus services three times or more daily, public house and village hall. The settlements were those with a settlement boundary as identified in the Assessment of Settlements Based on Population and Community Facilities: Supporting Document to the Core Strategy Issues and Options Paper, North Dorset District Council (May 2007)

high around the market town of Blandford but falls away quickly on the chalk downlands to the north-east and south-west. However, there is a corridor of relatively high proximity to services along the Stour Valley, from Spetisbury in the south-east, via Blandford and Sturminster Newton, to Stalbridge in the north-west. The sparser settlement pattern on the chalk outcrops means that Blandford’s rural hinterland is relatively large and proximity to services is generally relatively low away from the Stour Valley.

- 4.8. The Study poses particular challenges in terms of the location of services and facilities in North Dorset. It also raises issues with regard to public transport provision, especially so far as the type, routing and timetabling of public transport are concerned.
- 4.9. However, the benefits of accessible public transport cannot be enjoyed unless people are able to reach it. Consequently, such matters as footway provision and maintenance and the availability of safe road crossings also need to be addressed as part of the overall issue of accessibility.

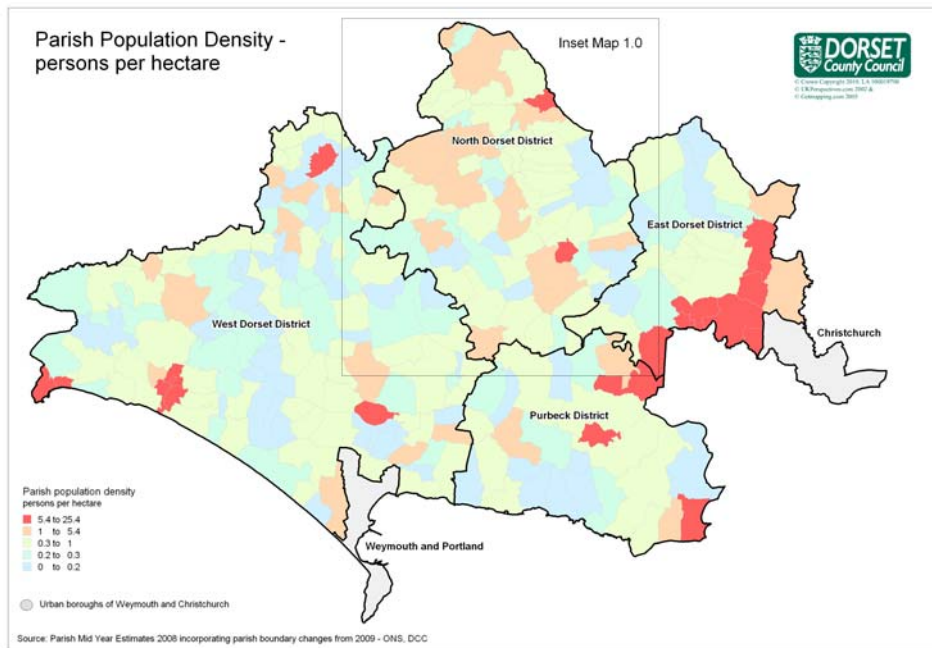


Figure 3 : Parish Population Density in Dorset 2001

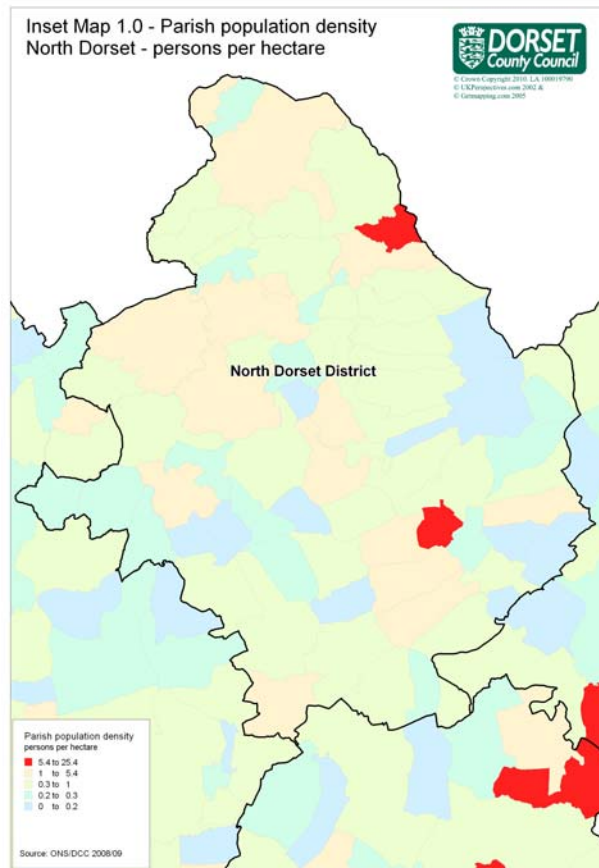


Figure 3a : Inset Map 1.0 Parish Population Density in North Dorset 2001

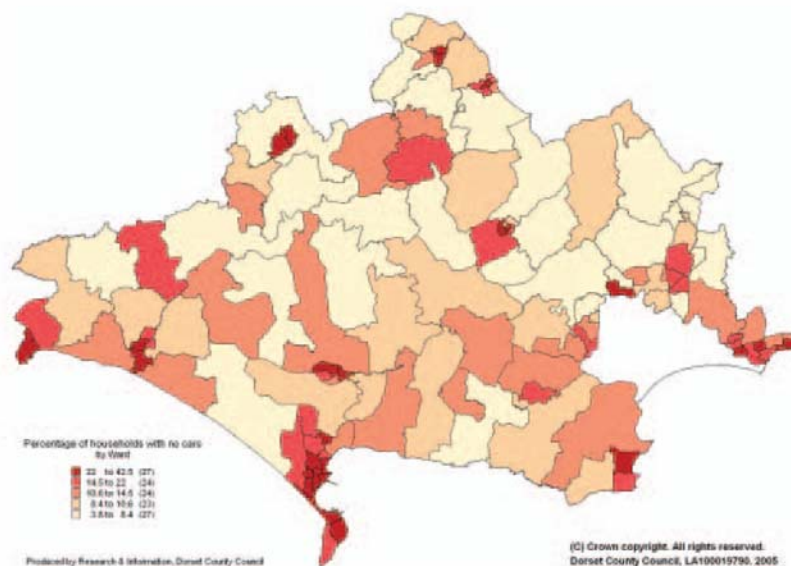


Figure 4 : Car Ownership in Dorset 2001

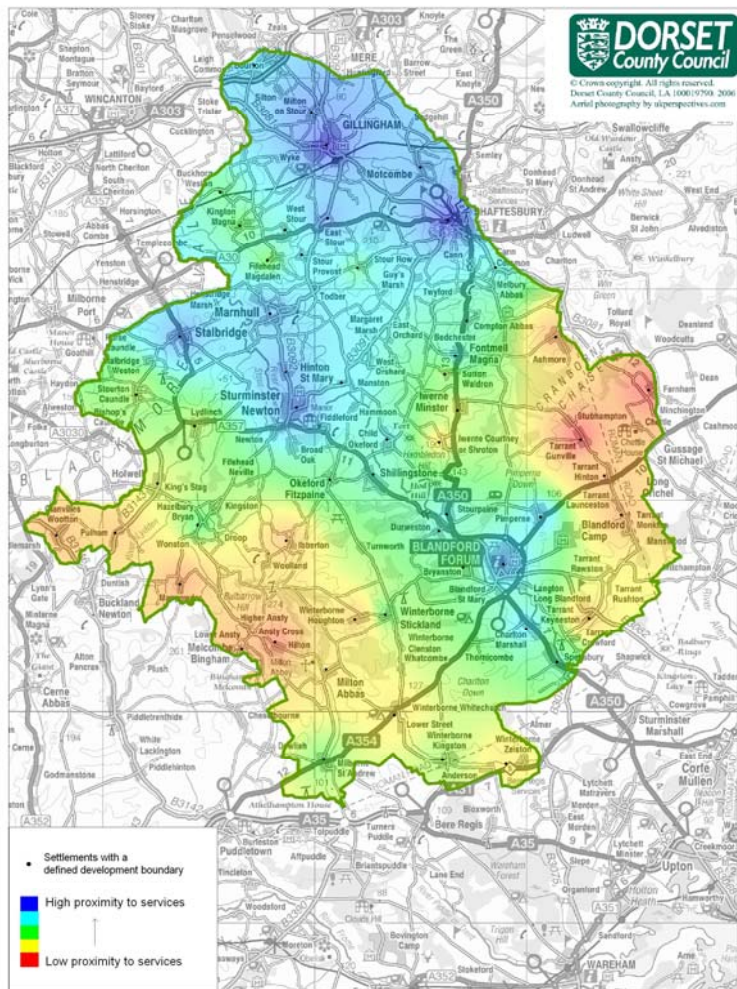


Figure 5 : Proximity to Services in North Dorset 2008

4.10. The generally dispersed nature of the rural population and poor provision, or complete lack, of public transport in many parts of the District in 2001 means that car ownership and usage in the District is relatively high outside the towns. In North Dorset, some 86% of households have access to car compared with 85% nationally but outside the towns in North Dorset this figure rises to 92%.

Number of cars or vans		No car or van	1	2	3	4 or more
Urban		0	0	0	0	0
Rural	Town	2,613 73.6%	6,322 54.9%	3,363 42.9%	677 39.3%	218 36.0%
	Village	803 22.6%	4,334 37.6%	3,597 45.8%	810 47.0%	301 49.7%
	Dispersed	133 3.7%	858 7.5%	888 11.3%	235 13.6%	87 14.4%
Total		3,552	11,514	7,848	1,722	606
Total %		100%	100%	100%	100%	100%

Figure 4: Vehicle Ownership in North Dorset 2001

- 4.11. Without easily accessible public transport services, accessibility in the more rural parts of the District away from the main settlements rests heavily on use of the private car, posing challenges for the Council. Community led transport schemes and other innovative ways of working will be required alongside more conventional public transport provision to meet these challenges.
- 4.12. The problems connected with poor accessibility create costs for individuals, communities and the state. The government highlighted these in 'Making the Connections'²³ where individual impacts were identified across a range of issues. For example, 40% of job seekers say transport is a problem and half of 16 -18 year olds in education find their transport costs hard to meet. There are other impacts - during the course of a year, 1.4 million people will either miss, turn down or not even seek hospital appointments because of problems with transport.
- 4.13. The Dorset Local Accessibility Study isolated certain life opportunity elements as part of its preparation of the LTP (namely, access to food shops, work, learning and healthcare) and examined their accessibility in North Dorset with regard to particularly vulnerable groups. These are the young, the elderly, those on lower incomes and those with mobility impairment. For the young, access to education and work opportunities is most important whereas for the elderly access to food shops and healthcare is more significant. Young and the elderly may also have impaired mobility and/or lower incomes so access to food shops, work, learning and healthcare opportunities will be important to those groups.
- 4.14. The Study shows that the overall patterns of accessibility of the different elements for the three groups varies slightly²⁴ but a general overall pattern in accessibility variation is discernible across the District.

²³ Making the Connections: Final Report on Transport and Social Exclusion - Social Exclusion Unit, Office of the Deputy Prime Minister (February 2003)

²⁴ The detailed maps are set out in Annex C.

Conclusions

- 4.15. If employment opportunities and services (particularly new developments) are in locations that are poorly served by public transport then they will be inaccessible to parts of the population. When people are prevented from accessing employment opportunities, services and facilities because they have no or limited access to private transport, cannot afford fares or there are inadequate public transport services and connections then they are likely to feel excluded from the wider community. On the other hand, accessibly located new developments, or changes to existing business and services locations, together with improvements to transport, will help them to access those services and facilities which they need.
- 4.16. Study of accessibility in North Dorset shows that there are particular segments of the population and certain parts of the District which are particularly affected by poor accessibility. Low population densities in parts of North Dorset make it uneconomical to run traditional public transport services and so innovative approaches must be adopted to tackle problems of accessibility²⁵.
- 4.17. Opportunities exist for achieving more sustainable transport patterns within the existing physical fabric in North Dorset but the location of new development must be determined within the transport framework. For example, managing travel demand will be significant in achieving more sustainable transport patterns in North Dorset and will need to be achieved by a combination of means.
- 4.18. The effectiveness of measures put in place to improve accessibility must be monitored if they are to be worthwhile. Indicators have been put forward by the government to assist in this²⁶.

²⁵ For example, the Community Travel Exchange Centres approach set out in the North and north East Dorset Transport Study.

²⁶ Set out at Annex C.

ANNEX A

North Dorset Accessibility

Access Rank	From	Primary School Dist	Primary School Time	GP Dist	GP Time	Emp Dist	Emp Time	Community Sport Dist	Community Sport Time
1	GILLINGHAM	0.632965	1.0517	0.542658	0.914076	0.291588	0.583176	0.68491	1.19858
2	SHAFTESBURY	0.699741	0.839689	0.425468	0.637203	0.576679	0.992246	0.28004	0.565993
3	STURMINSTER NEWTON	0.700486	0.915626	0.320783	0.419588	0.254327	0.42575	0.248816	0.434002
4	MILTON ON STOUR	0.571317	0.863725	1.53301	2.23553	0.680579	1.04968	1.67526	2.52004
5	EAST STOUR	1.8465	2.51261	2.32184	2.96996	1.79538	2.31069	0.249023	0.298827
6	STALBRIDGE	0.255838	0.296652	0.156869	0.197683	0.49172	0.748828	0.412402	0.61845
7	HINTON ST MARY	1.67818	2.11849	1.39526	1.73859	0.0987721	0.148158	0.12417	0.186255
8	MOTCOMBE	0.553015	0.893425	2.69702	3.91874	2.61463	4.03192	0.489052	0.818949
9	BLANDFORD	0.638037	1.25312	1.00415	1.40876	0.713182	1.25194	0.638037	1.25312
10	MARNHULL	0.0965136	0.141421	0.145497	0.218246	1.91698	2.32598	0.414222	0.687436
11	BOURTON	0.342829	0.542028	0.691155	1.07193	2.82111	3.157	1.06901	1.60352
12	PIMPERNE	0.158415	0.261633	2.75846	3.17789	0.266977	0.400465	0.170244	0.311446
13	CHARLTON MARSHALL	0.982472	1.09195	2.12018	2.76682	1.45554	1.82824	1.45492	1.62234
14	MANSTON	2.57079	3.15999	2.19109	2.66396	1.42925	1.71509	1.87434	2.38463
15	STOUR PROVOST	1.1419	1.71056	2.36054	3.11221	3.49786	4.41491	0.0750251	0.112538
16	CHILD OKEFORD	0.507086	0.760629	0.15627	0.234405	1.3331	1.94991	0.477867	0.716801
17	CANN COMMON	1.9766	2.72736	1.97118	2.51734	2.51478	3.54197	1.84001	2.39943
18	STOURPAINE	0.974832	1.08869	3.17115	3.56817	0.93593	1.05654	0.347143	0.466575
19	FONTMELL MAGNA	0.0351652	0.0527478	0.269897	0.404846	4.88843	5.66434	0.269897	0.404846
20	WEST STOUR	2.52288	3.19632	3.92517	4.8313	3.39872	4.17202	1.35431	1.56251
21	SHILLINGSTONE	0.225719	0.261519	1.84716	2.44478	0.538568	0.619813	0.32527	0.487905
22	DURWESTON	0.117019	0.175528	3.14501	3.58942	0.28359	0.45159	0.153446	0.230169
23	COMPTON ABBAS	1.2808	1.42214	1.51553	1.77424	3.8045	4.62114	1.51553	1.77424
24	STOUR ROW	0.905449	1.37887	2.94591	4.24052	3.96298	5.80076	1.97232	2.97689
25	SPETISBURY	0.534292	0.534292	3.40636	3.94352	2.74172	3.00494	0.177726	0.235667

26	OKEFORD FITZPAINE	1.30282	1.95423	2.92855	3.98777	1.61567	2.31252	1.85381	2.70365
27	BUCKHORN WESTON	3.65355	5.45886	4.35121	6.26855	4.32167	6.47654	1.88259	2.85138
28	BRYANSTON	1.61453	4.53479	1.76019	2.61307	1.54922	2.32384	1.5781	4.48015
29	HAZELBURY BRYAN	0.783386	1.18658	4.5743	6.62099	2.04598	3.25068	0.0689301	0.114895
30	KINGTON MAGNA	3.65292	5.45791	4.14826	6.1736	3.09163	3.98514	0.0183285	0.0549855
31	FIFEHEAD MAGDALEN WINTERBORNE	2.58146	3.82432	2.5607	3.84106	2.15186	3.3115	1.81886	2.75578
32	STICKLAND	0.246639	0.480073	2.71143	4.22056	4.08163	6.25877	0.329303	0.604068
33	MILBORNE ST ANDREW	0.27168	0.462601	0.21163	0.379843	0.69486	0.870632	3.19579	4.85608
34	SUTTON WALDRON	0.810272	0.941678	1.045	1.29378	4.76143	6.8578	1.045	1.29378
35	STOURTON CAUNDLE	2.09259	2.97215	2.43643	3.63525	2.77128	4.18639	1.88403	2.7636
36	WINTERBORNE KINGSTON	0.26845	0.423033	2.32116	3.35751	4.93203	6.24659	0.370375	0.731448
37	LYDLINCH	2.89794	3.02603	3.17665	3.32009	2.21539	2.32321	3.03118	3.15434
38	KINGS STAG	2.80442	4.11517	5.19856	5.40913	0.496782	0.82392	2.08996	3.04349
39	IWERNE MINSTER	1.85823	1.9921	2.09296	2.3442	4.80692	5.01705	0.199097	0.342176
40	IWERNE COURTNEY	2.8776	4.32745	2.3848	3.58825	3.70361	5.51672	0.261541	0.50487
41	WINTERBORNE ZELSTON WINTERBORNE	2.28192	3.59633	3.6835	4.67665	3.254	3.9948	2.56029	4.1694
42	WHITECHURCH	0.561863	0.870064	2.84984	4.31805	2.64375	2.79381	2.57723	4.02137
43	MILTON ABBAS	2.6781	4.16711	0.38649	0.772985	3.83615	5.75505	0.3185	0.627705
44	TARRANT KEYNESTON WINTERBORNE	3.52127	4.80666	3.96898	4.89064	3.99363	5.01731	3.1647	4.50803
45	HOUGHTON	1.15687	1.7353	3.62166	5.47579	5.21794	7.85312	1.46561	2.19842
46	PULHAM	2.57675	3.20011	6.24422	8.81181	0.392246	0.592672	2.6056	3.22321
47	IBBERTON	2.28161	3.42242	5.06898	7.64676	3.80966	5.60351	2.28161	3.42242
48	GLANVILLES WOOTTON TARRANT MONKTON/TARRANT	2.63701	3.53093	5.69727	6.49269	3.01926	3.7008	2.5275	3.34649
49	LAUNCESTON	2.30986	5.76343	2.65321	6.79347	3.83639	4.61433	3.73966	4.52531
50	ASHMORE	3.25209	4.87813	3.38831	5.03087	6.40947	8.56794	0.326149	0.489224
51	TARRANT HINTON	2.70101	2.92929	5.30106	5.84554	2.80957	3.06812	2.71284	2.9791
52	LOWER ANSTY	2.22998	3.34498	3.62975	5.77203	5.90599	8.64006	3.56176	5.62675
53	MAPPOWDER	2.71511	4.07267	6.33044	9.82307	4.04522	5.82432	2.25874	3.38811

54	HILTON	3.60412	5.43413	2.36744	3.90652	5.09551	7.45229	2.29945	3.76124
55	FARNHAM	3.60959	5.5441	4.18724	6.32791	6.17814	7.03047	3.41169	5.11754
56	TARRANT GUNVILLE	4.09439	5.01935	6.04915	8.32519	4.20295	5.15818	4.10622	5.06917

Access Rank	From	General Store Dist	P.O. Dist	P.O. Time	Library Dist	Library Time	Train Dist	Train Time	Community Venue Dist	Community Venue Time
1	GILLINGHAM	0.432237	0.549163	0.887849	0.570235	0.924011	1.15003	1.66922	0.0353039	0.105912
2	SHAFTESBURY	0.116639	0.246011	0.410906	0.0958147	0.191629	4.18573	5.2046	0.128969	0.24136
3	STURMINSTER NEWTON	0.325861	0.325861	0.391033	0.355908	0.42709	9.07207	10.9785	0.254327	0.42575
4	MILTON ON STOUR	0.159957	0.159957	0.239935	1.65713	2.34141	2.05817	3.01134	1.21038	1.81557
5	EAST STOUR	0.47832	0.115236	0.138284	2.33835	2.91821	1.83608	2.29527	0.115236	0.138284
6	STALBRIDGE	0.0819341	0.126898	0.167712	0.339528	0.464031	3.60377	3.79847	0.375	0.946132
7	HINTON ST MARY	1.30356	1.30356	1.5939	1.27351	1.55784	7.6402	9.28985	0.12417	0.186255
8	MOTCOMBE	0.127806	0.127806	0.255612	2.28279	3.48602	3.73096	5.21123	0.489052	0.818949
9	BLANDFORD	0.389091	0.389091	0.656198	0.66211	1.08039	12.5164	14.5542	0.360004	0.661907
10	MARNHULL	0.475192	0.73426	1.10139	3.09172	3.73566	5.79514	7.07176	0.414222	0.687436
11	BOURTON	0.254286	0.2915	0.437249	3.24231	3.62306	5.08816	6.6169	0.227057	0.383416
12	PIMPERNE	0.0580828	0.0580828	0.0871242	2.3521	3.08102	13.7043	15.1665	0.352142	0.528213
13	CHARLTON MARSHALL	1.60132	0.251403	0.366596	2.15661	2.89902	9.95098	11.2244	0.361199	0.47068
14	MANSTON	2.19617	2.19617	2.6354	2.22622	2.67146	7.4841	9.84319	0.209899	0.510007
15	STOUR PROVOST	1.22416	1.58724	1.96594	4.04083	5.02244	3.53856	4.3995	0.0750251	0.112538
16	CHILD OKEFORD	0.111627	0.580602	0.95385	4.42334	5.08682	9.84907	13.3906	0.0751036	0.150207
17	CANN COMMON	2.01856	2.07766	2.63416	2.1981	2.85848	6.58501	8.22336	0.666541	0.79985
18	STOURPAINE	0.121247	0.121247	0.125227	2.82911	3.23981	14.3172	15.6283	0.202878	0.260303
19	FONTMELL MAGNA	0.2157	0.2157	0.239904	4.57801	4.93141	8.96492	10.2963	0.269897	0.404846
20	WEST STOUR	0.539357	1.4881	1.72305	3.94169	4.77955	3.43942	4.15661	0.163458	0.245187
21	SHILLINGSTONE	0.0715993	0.398372	0.434172	3.80944	3.93735	12.5256	14.4887	0.107796	0.143596
22	DURWESTON	0.971099	0.971099	1.02247	2.80297	3.26105	14.6573	16.7349	0.0664823	0.199447
23	COMPTON ABBAS	1.128	1.128	1.19294	3.49408	3.88821	7.88098	9.25309	0.386626	0.579939
24	STOUR ROW	2.41121	2.40915	3.40239	3.38392	4.92692	4.13	5.55938	0.0414027	0.0828055
25	SPETISBURY	2.8875	1.28821	1.29392	3.44279	4.07572	8.43422	9.59813	0.0673395	0.0673395
26	OKEFORD FITZPAINE	0.030988	0.030988	0.046482	3.423	4.01251	12.1392	14.5639	0.15003	0.251748
27	BUCKHORN WESTON	0.129742	0.129742	0.194612	4.14869	5.96895	3.82737	5.71341	0.129742	0.194612
28	BRYANSTON	1.79063	1.77566	2.70335	1.79662	2.74528	12.7743	14.9688	1.79803	4.90977

29	HAZELBURY BRYAN	0.406974	0.0689301	0.114895	4.51265	6.51236	9.90439	11.8036	0.306575	0.471362
30	KINGTON MAGNA	1.86426	1.86426	2.79639	3.94575	5.874	4.22915	6.19306	0.0183285	0.0549855
31	FIFEHEAD MAGDALEN	1.68584	1.97194	2.95791	5.08817	6.14128	4.5859	5.51834	0.199935	0.299903
32	WINTERBORNE STICKLAND	0.193169	0.193169	0.399867	4.38222	6.73379	12.0974	15.7065	0.167697	0.382805
33	MILBORNE ST ANDREW	0.21163	0.290525	0.481446	4.1698	4.85939	7.05321	9.2249	0.321022	0.511943
34	SUTTON WALDRON	0.93557	0.93557	1.0266	5.29788	5.71811	9.68479	11.083	0.209419	0.418838
35	STOURTON CAUNDLE	2.09259	2.97215	2.43643	3.63525	2.77128	4.18639	1.88403	2.7636	2.09259
36	WINTERBORNE KINGSTON	0.26845	0.423033	2.32116	3.35751	4.93203	6.24659	0.370375	0.731448	0.136015
37	LYDLINCH	2.89794	3.02603	3.17665	3.32009	2.21539	2.32321	3.03118	3.15434	2.83051
38	KINGS STAG	2.80442	4.11517	5.19856	5.40913	0.496782	0.82392	2.08996	3.04349	0.187489
39	IWERNE MINSTER	1.85823	1.9921	2.09296	2.3442	4.80692	5.01705	0.199097	0.342176	0.164731
40	IWERNE COURTNEY	2.8776	4.32745	2.3848	3.58825	3.70361	5.51672	0.261541	0.50487	1.31228
41	WINTERBORNE ZELSTON WINTERBORNE	2.28192	3.59633	3.6835	4.67665	3.254	3.9948	2.56029	4.1694	0.412646
42	WHITECHURCH	0.561863	0.870064	2.84984	4.31805	2.64375	2.79381	2.57723	4.02137	2.34287
43	MILTON ABBAS	2.6781	4.16711	0.38649	0.772985	3.83615	5.75505	0.3185	0.627705	0.100554
44	TARRANT KEYNESTON	3.52127	4.80666	3.96898	4.89064	3.99363	5.01731	3.1647	4.50803	3.62775
45	WINTERBORNE HOUGHTON	1.15687	1.7353	3.62166	5.47579	5.21794	7.85312	1.46561	2.19842	1.08996
46	PULHAM	2.57675	3.20011	6.24422	8.81181	0.392246	0.592672	2.6056	3.22321	1.71722
47	IBBERTON	2.28161	3.42242	5.06898	7.64676	3.80966	5.60351	2.28161	3.42242	2.25063
48	GLANVILLES WOOTTON TARRANT MONKTON/TARRANT	2.63701	3.53093	5.69727	6.49269	3.01926	3.7008	2.5275	3.34649	3.02376
49	LAUNCESTON	2.30986	5.76343	2.65321	6.79347	3.83639	4.61433	3.73966	4.52531	3.6275
50	ASHMORE	3.25209	4.87813	3.38831	5.03087	6.40947	8.56794	0.326149	0.489224	3.33581
51	TARRANT HINTON	2.70101	2.92929	5.30106	5.84554	2.80957	3.06812	2.71284	2.9791	2.60068
52	LOWER ANSTY	2.22998	3.34498	3.62975	5.77203	5.90599	8.64006	3.56176	5.62675	0.0828633
53	MAPPOWDER	2.71511	4.07267	6.33044	9.82307	4.04522	5.82432	2.25874	3.38811	1.93871
54	HILTON	3.60412	5.43413	2.36744	3.90652	5.09551	7.45229	2.29945	3.76124	1.29127
55	FARNHAM	3.60959	5.5441	4.18724	6.32791	6.17814	7.03047	3.41169	5.11754	2.10723
56	TARRANT GUNVILLE	4.09439	5.01935	6.04915	8.32519	4.20295	5.15818	4.10622	5.06917	3.99406

Access Rank	From	Pub Dist	Pub Time	Leisure Dist	Leisure Time	Sec School Dist	Sec School Time	Combined Distance	Within 800m Bus
1	GILLINGHAM	0.038863	0.0777255	0.909479	1.53239	0.766519	1.45236	6.6039506	Yes
2	SHAFTESBURY	0.128969	0.24136	0.084177	0.101012	0.755349	1.16234	7.7235863	Yes
3	STURMINSTER NEWTON	0.254327	0.42575	1.07151	1.49423	0.925434	1.20208	14.10971	No
4	MILTON ON STOUR	1.25689	1.92221	1.89983	2.85385	1.75687	2.77381	14.61935	Yes
5	EAST STOUR	0.794891	0.994865	2.22734	2.8963	2.30936	3.14414	16.427556	Yes
6	STALBRIDGE	0.126898	0.167712	5.23	7.7013	5.23	7.40916	16.4308571	Yes
7	HINTON ST MARY	0.017639	0.0264585	1.07897	1.53281	0.932894	1.24067	16.9708851	Yes
8	MOTCOMBE	0.291144	0.500619	2.25393	3.37474	3.0269	4.44387	18.684105	Yes
9	BLANDFORD	0.360004	0.661907	0.271538	0.479869	0.766008	1.53709	18.707652	Yes
10	MARNHULL	0.213384	0.426768	2.89717	3.71063	2.7511	3.41849	18.9454006	Yes
11	BOURTON	0.501446	0.752169	5.02761	6.60609	4.37932	6.64464	23.935793	Yes
12	PIMPERNE	0.058083	0.0871242	1.70869	2.10124	2.45599	3.53771	24.1015664	Yes
13	CHARLTON MARSHALL	0.276288	0.385769	2.569	3.40701	2.50356	3.36294	25.683472	Yes
14	MANSTON	0.370406	0.444487	1.91642	2.73804	1.83067	2.56655	26.495525	Yes
15	STOUR PROVOST	1.70248	2.10422	3.92982	5.00052	4.01184	5.24836	27.1852802	Yes
16	CHILD OKEFORD	0.111627	0.16744	5.13893	6.15395	4.99286	5.86181	27.7574826	Yes
17	CANN COMMON	2.16495	2.80875	2.35445	2.96497	1.86022	2.46006	28.228061	No
18	STOURPAINE	0.121247	0.125227	2.8631	3.27612	2.27995	2.57525	28.285034	Yes
19	FONTMELL MAGNA	0.048409	0.0726138	4.73436	5.0379	4.07873	4.29089	28.5691154	Yes
20	WEST STOUR	0.189857	0.284786	3.83068	4.75764	3.9127	5.00548	28.706342	No
21	SHILLINGSTONE	0.398372	0.434172	4.52503	5.00449	4.37896	4.71234	29.1518863	Yes
22	DURWESTON	0.971099	1.02247	2.83696	3.29737	2.25381	2.5965	29.2298843	Yes
23	COMPTON ABBAS	1.29529	1.36023	3.65042	3.9947	2.99479	3.24769	30.074546	Yes
24	STOUR ROW	1.49903	2.26924	3.26898	4.74362	3.50072	5.29798	30.4310717	No
25	SPETISBURY	0.271577	0.271577	3.85518	4.58371	3.78974	4.53964	30.8966545	Yes
26	OKEFORD FITZPAINE	0.115652	0.209659	4.1386	5.07965	3.99252	4.78751	31.721828	Yes
27	BUCKHORN WESTON	0.06382	0.0957303	4.66794	6.70334	4.57421	6.78398	31.8802762	No
28	BRYANSTON	2.06507	3.08669	2.20901	3.25327	2.14357	3.2092	32.85493	Yes
29	HAZELBURY BRYAN	0.06893	0.114895	5.22825	7.5795	5.08217	7.28735	33.0514653	No

30	KINGTON MAGNA	1.84646	2.43622	4.46499	6.60839	4.37126	6.68903	33.515597	No
31	FIFEHEAD MAGDALEN	1.35583	1.70027	4.97716	6.11936	5.05918	6.3672	34.036835	No
32	WINTERBORNE STICKLAND	0.1536	0.340514	4.79461	7.24177	4.72917	7.1977	34.080037	Yes
33	MILBORNE ST ANDREW	0.27168	0.462601	9.12661	9.66444	9.12333	10.0471	34.941767	Yes
34	SUTTON WALDRON	0.76828	0.85931	5.45423	5.8246	4.7986	5.07759	35.746041	Yes
35	STOURTON CAUNDLE	0.172353	0.258529	6.1672	7.29916	6.02113	7.00701	36.423843	No
36	WINTERBORNE KINGSTON	0.308891	0.508978	7.18545	9.13556	7.12001	9.09149	36.848473	No
37	LYDLINCH	2.3366	3.02056	3.8306	4.2786	3.68453	3.98646	37.066743	No
38	KINGS STAG	0.304844	0.365813	6.47362	7.13219	6.32755	6.84004	38.923155	No
39	IWERNE MINSTER	0.147265	0.240762	6.50218	6.87502	5.84656	6.12801	38.9266915	Yes
40	IWERNE COURTNEY	0.127608	0.202461	5.84427	6.52937	5.26112	5.82849	40.956643	Yes
41	WINTERBORNE ZELSTON WINTERBORNE	0.516	1.34681	8.02145	10.2737	6.10468	9.24221	42.220836	No
42	WHITECHURCH	0.300129	0.450194	6.45038	7.31192	6.38494	7.26785	42.360513	Yes
43	MILTON ABBAS	0.100554	0.235657	8.76462	10.9422	8.69918	10.8982	42.657558	Yes
44	TARRANT KEYNESTON	0.036915	0.055373	3.98864	5.08117	4.35236	5.48677	45.6005954	No
45	WINTERBORNE HOUGHTON	1.12953	1.69429	5.93092	8.83613	5.86548	8.79206	46.24559	Yes
46	PULHAM	0.074749	0.133996	8.45577	9.55507	8.3097	9.26293	47.9474578	Yes
47	IBBERTON	0.192514	0.288771	5.74873	8.34873	5.60266	8.05659	48.388705	No
48	GLANVILLES WOOTTON TARRANT MONKTON/TARRANT	1.2209	1.74319	7.1609	7.42572	7.73397	8.69079	49.862493	Yes
49	LAUNCESTON	0.191694	0.287541	5.27811	6.31511	6.02541	7.75158	50.1663876	No
50	ASHMORE	2.36005	3.0592	6.24914	7.99095	5.75491	7.48604	50.526088	No
51	TARRANT HINTON	1.61769	2.42055	4.25129	4.7689	4.99859	6.20536	50.6393872	Yes
52	LOWER ANSTY	0.082863	0.124295	9.02401	13.2616	8.87794	12.9695	51.3815732	Yes
53	MAPPOWDER	2.25874	3.38811	7.41805	10.8527	7.27198	10.5606	52.61846	No
54	HILTON	1.29127	1.96486	9.18939	13.5377	9.04331	13.2455	56.69189	Yes
55	FARNHAM	0.006486	0.0097287	7.61985	8.73125	8.36715	10.1677	60.73142582	No
56	TARRANT GUNVILLE	3.01107	4.51061	5.64467	6.85896	6.39197	8.29543	62.5156203	No

ANNEX B

Potential indicators for monitoring improvements in accessibility²⁷

Journey times and distance to bus stops

Proportion of people within 10 minutes walk of a [5,10,15] - minute bus service
Proportion of people who can get to [key employment locations/appropriate hospital/affordable food shop/] within [45] minutes door-to-door by public transport
Proportion of 5–11-year-olds who can get to [xx] primary schools within [1 km]
Barriers to using public transport
Proportion of fully accessible buses on certain routes or in areas
Proportion of people who say they do not use public transport because of fear of crime

Trip rates

Trips per person by mode of transport or journey purpose
Customer care and satisfaction
Proportion of transport staff trained in customer care and disability awareness
Overall customer satisfaction with public transport services

Impacts

Number of child pedestrian casualties per 1,000 children in population
Levels of air pollution

Driving/car access

Proportion of households with access to cars

Cost of travel

Average local bus fare per mile
Average bus fare

Access to services

Proportion of people saying they find access to specific services (for example, hospital, GP, school, college, etc) difficult

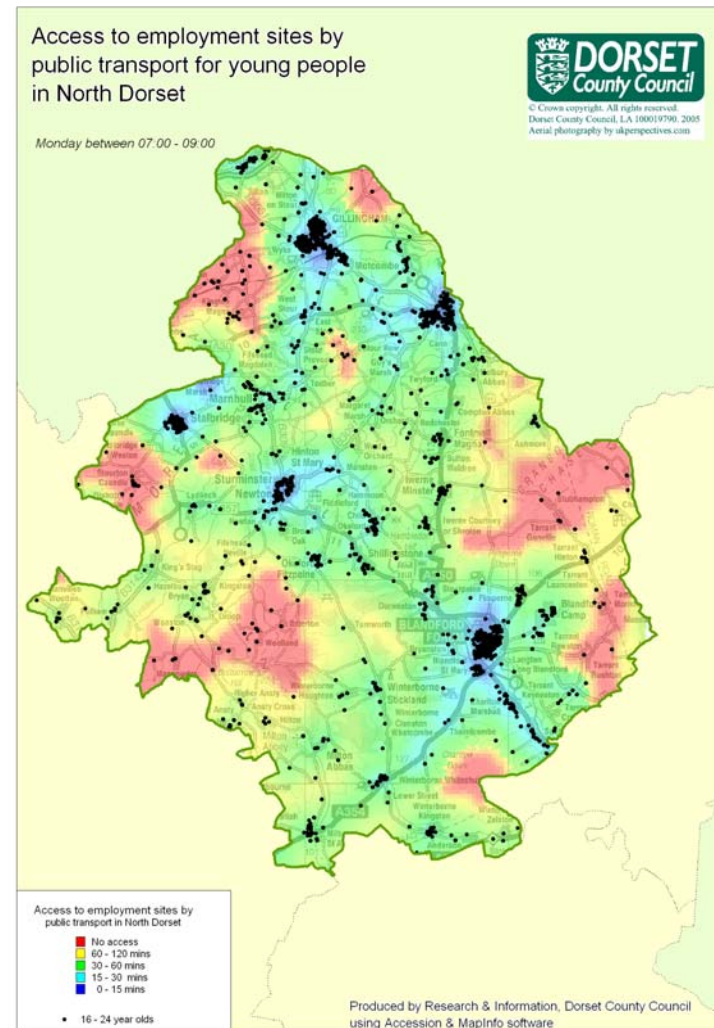
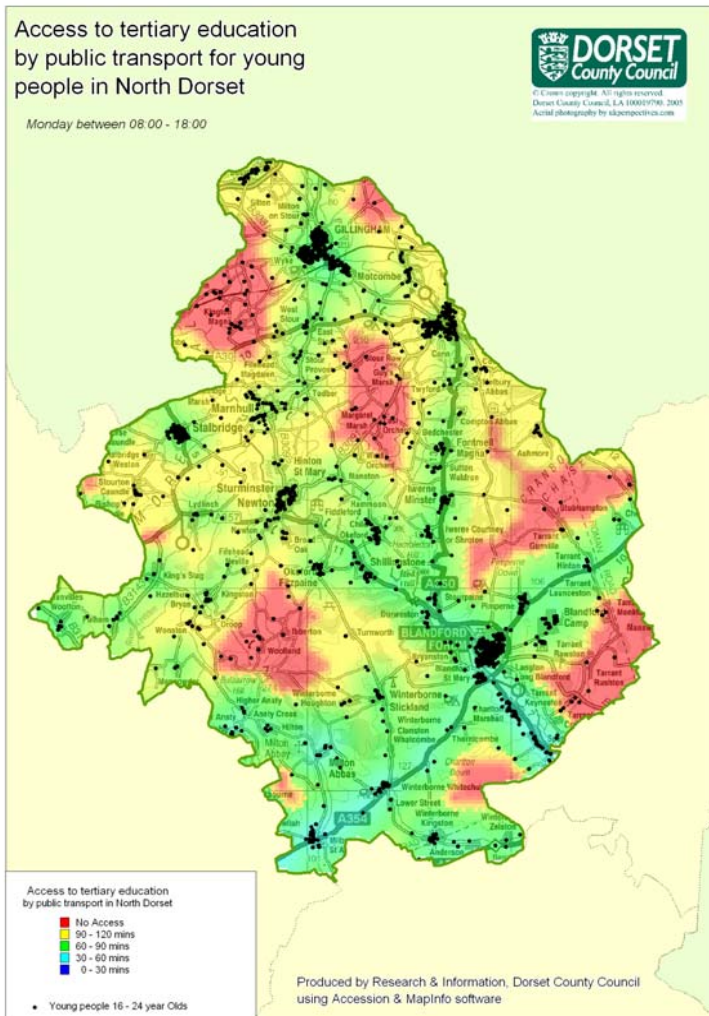
Access to food shops

Proportion of people within [500 metres] walk of a food shop

²⁷ Making the Connections: Final Report on Transport and Social Exclusion - Social Exclusion Unit, Office of the Deputy Prime Minister (February 2003)

ANNEX C

Key Groups' Accessibility to Services/Facilities

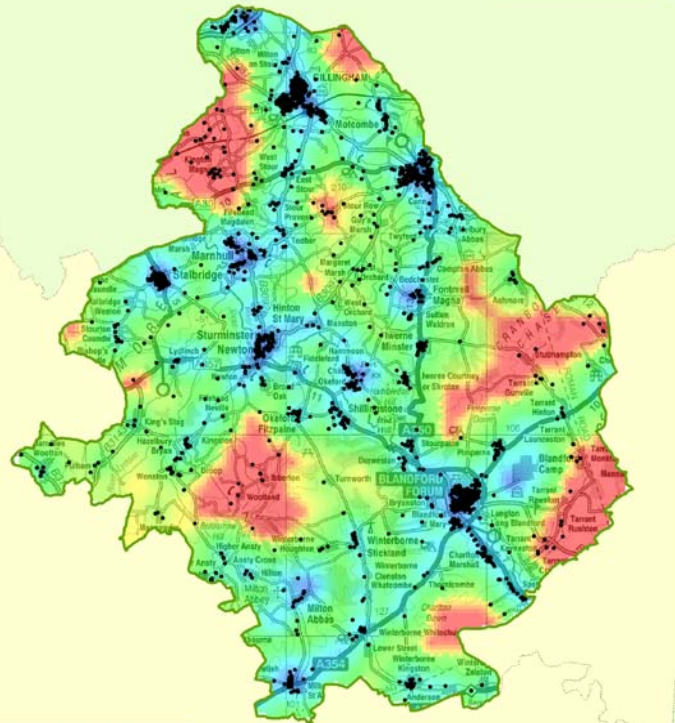


Access to GP surgeries by public transport for older people in North Dorset

Monday between 08:00 - 18:00



© Crown copyright. All rights reserved.
Dorset County Council, LA 100019790, 2005
Aerial photography by sky Perspectives.com



Access to GP surgeries by public transport in North Dorset

- No access
- 60 - 120 mins
- 30 - 60 mins
- 15 - 30 mins
- 0 - 15 mins

• Older People 75 years +

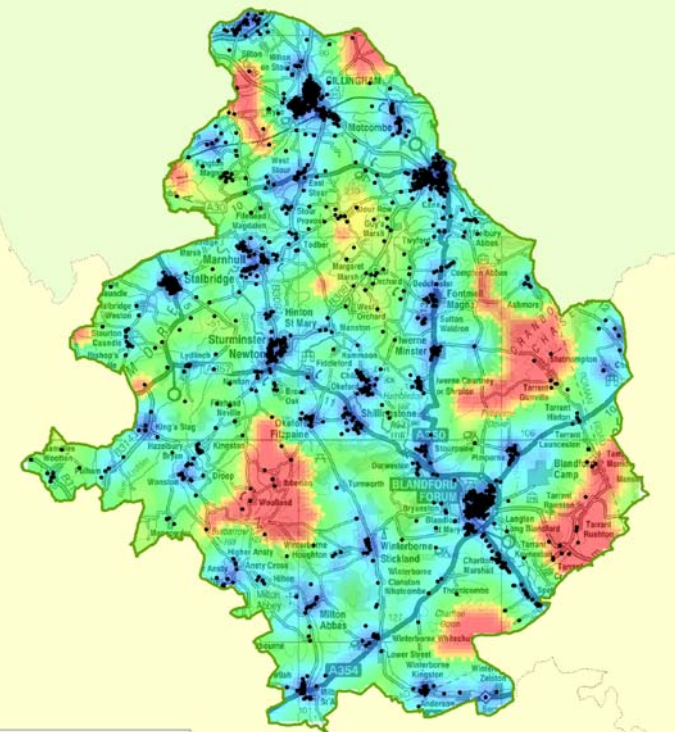
Produced by Research & Information, Dorset County Council using Accession & Mapinfo software

Access to food shops by public transport for older people in North Dorset

Monday between 08:00 - 18:00



© Crown copyright. All rights reserved.
Dorset County Council, LA 100019790, 2005
Aerial photography by sky Perspectives.com

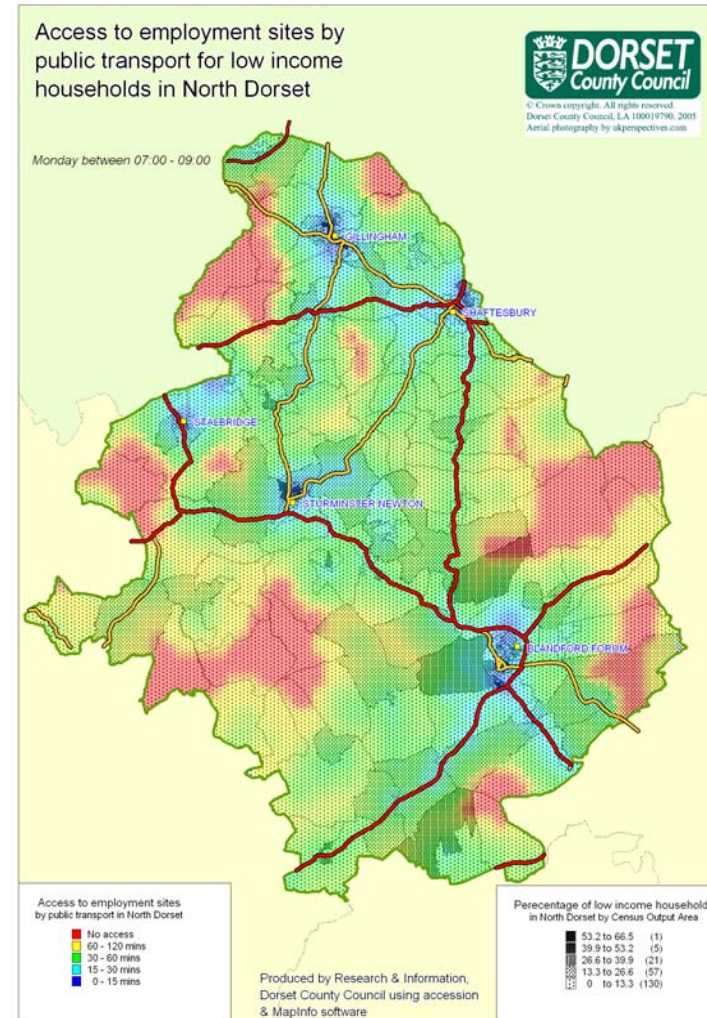
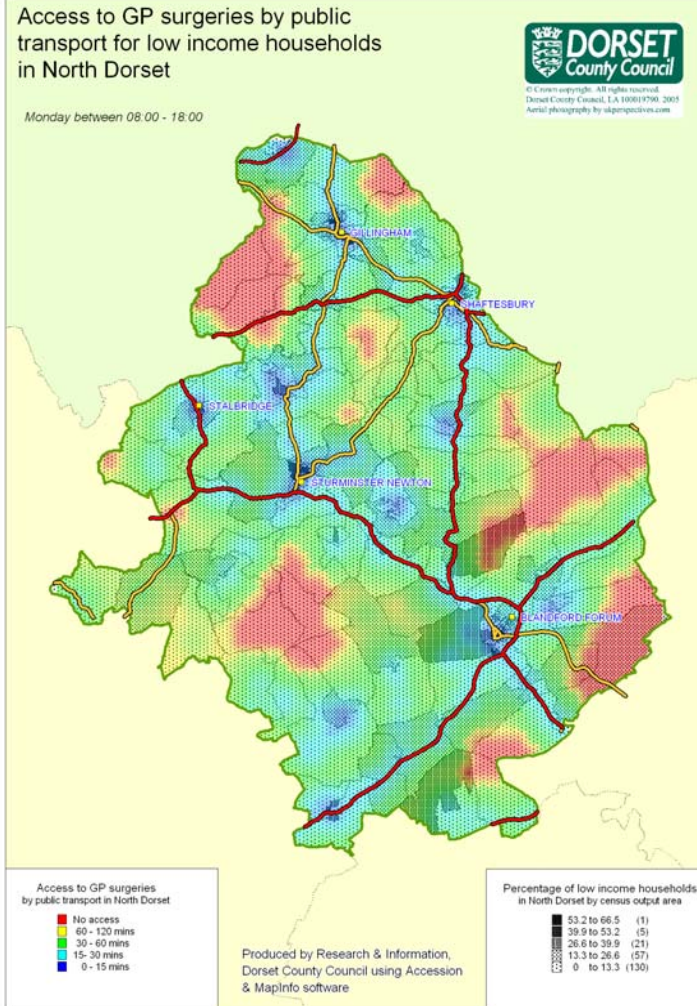


Access to food shops by public transport in North Dorset

- No Access
- 60 - 120 mins
- 30 - 60 mins
- 15 - 30 mins
- 0 - 15 mins

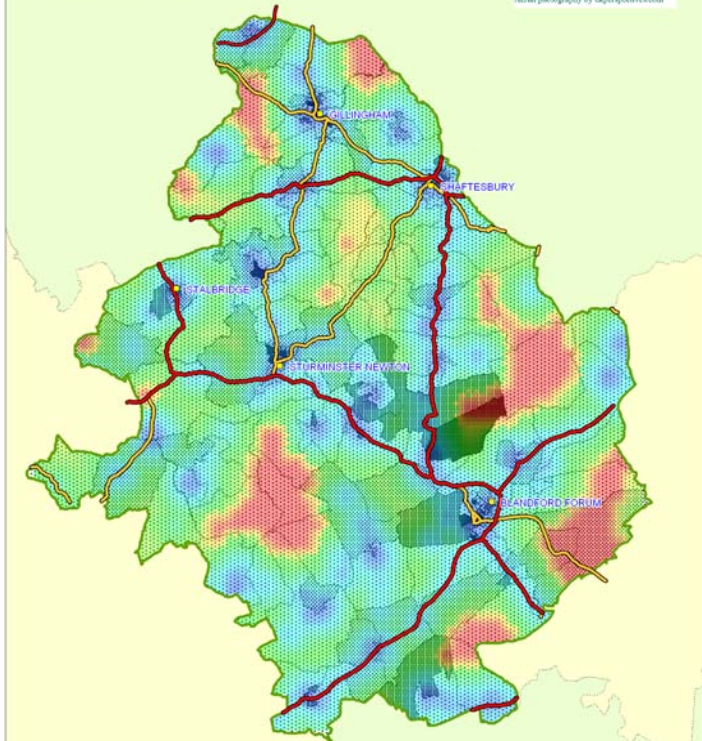
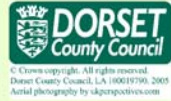
• Older people 75 years +

Produced by Research & Information, Dorset County Council using Accession & Mapinfo software



Access to food shops by public transport
for low income households in North Dorset

Monday between 08:00 - 18:00



Access to food shops
by public transport in North Dorset

- No Access
- 60 - 120 mins
- 30 - 60 mins
- 15 - 30 mins
- 0 - 15 mins

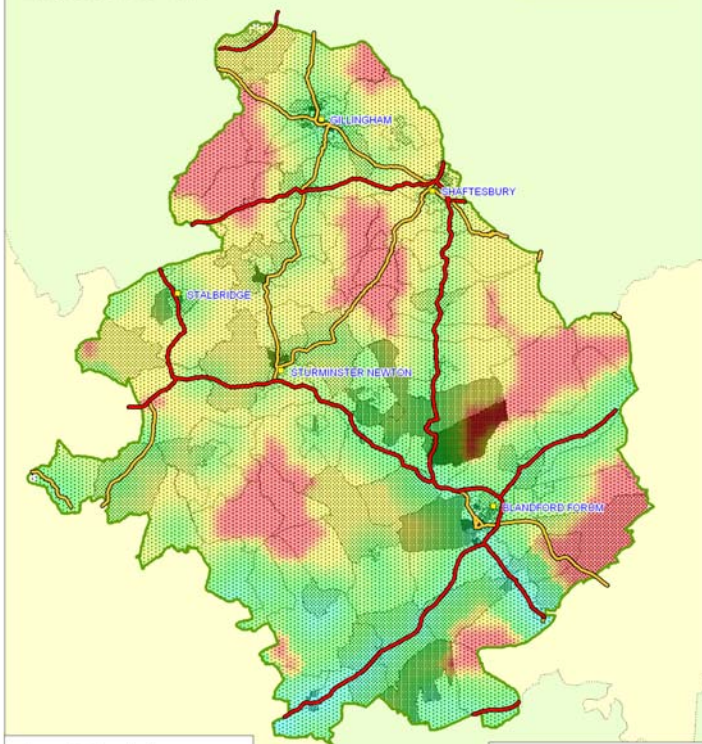
Percentage of low income households
in North Dorset by census output area

48 to 60.2	(1)
36 to 48	(9)
24 to 36	(27)
12 to 24	(51)
0 to 12	(126)

Produced by Research & Information,
Dorset County Council using Accession
& MapInfo software

Access to tertiary education
by public transport for low
income households in North Dorset

Monday between 08:00 - 18:00



Access to tertiary education
by public transport in North Dorset

- No Access
- 90 - 120 mins
- 60 - 90 mins
- 30 - 60 mins
- 0 - 30 mins

Percentage of low income households
in North Dorset by census output area

48 to 60.2	(1)
36 to 48	(9)
24 to 36	(27)
12 to 24	(51)
0 to 12	(126)

Produced by Research & Information,
Dorset County Council using Accession
& MapInfo software

