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South East Dorset Urban Mobility Strategy

Appendix A: Evidence Review Report

Dorset Local Enterprise Partnership
In Partnership with BCP Council and Dorset Council

Project number: 60617892

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Quality information

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Revision History

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1. Introduction

The South East Dorset Urban Mobility Strategy (SEDUMS) will supersede the 2012 South East Dorset Multi-Modal Transport Strategy (SEDMMTS). The SEDMMTS report was developed to guide transport investment decisions in the South East Dorset sub-region to 2026, in line with the Delivering a Sustainable Transport System (DaSTS) document produced by the Department for Transport (DfT).

This Urban Mobility Strategy is being undertaken to review and provide an update to the SEDMMTS to develop a refreshed transport strategy to 2038. It is being developed to respond to the changes experienced since 2012 to reflect current growth aspirations, transport and economic conditions and make use of innovative and available technologies. in full accordance with latest guidance and best practice.

The Urban Mobility Strategy also accounts for the Bournemouth, Poole, Dorset Local Transport Plan 3 (LTP3) and associated sub-strategies, carrying forward objectives from these documents.

This evidence base document is presented as a separate annex to the South East Dorset Urban Mobility Strategy and presents the evidence collated for the study.

2. Study Context

This section set out the context for the Urban Mobility Strategy study, including the preceding transport strategy, national and local policies.

2.1 2.1 SEDMMTS

The 2012 South East Dorset Multi-Modal Transport Study (SEDMMTS) was produced by Atkins for, and alongside, the South East Dorset Client Partnership. The aim of SEDMMTS was to identify initiatives and interventions that would *"ensure the area has an excellent transport system in the future"* (p. 11) and provide an evidence base for future funding applications. SEDMMTS was guided by the following objectives:

To support national economic competitiveness and growth, by delivering reliable and efficient transport networks:

- Support existing and forecast sustainable economic activity and regeneration;
- Help create a modern, efficient and integrated transport system;
- Improve journey time reliability;
- Enhance connectivity and help to overcome regional peripherality;

To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change:

- Promote alternatives to the car and encourage behavioural change;
- To contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health:
- Enhance the safety of users of the transport system;

To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society:

- Improve accessibility to work, education, shopping, leisure and healthcare services;

To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment:

- Reduce the impact of transport on the environment and enhance the quality of life of residents;

The contents of the strategy should also be:

- Affordable;
- Capable of being implemented.

To help meet the objectives outlined above, SEDMMTS identified five key intervention themes. Within these themes, a long-list of interventions for potential implementation within the short/medium-term (up to 2020) and long term (2021 to 2026) were appraised and subsequently recommended. Table 2-1 outlines the themes and examples of intervention measures.

Table 2-1: SEDMMTS Themes and Intervention Measure Examples

Theme	Example Measures
Encourage the Use of Alternative Modes	Travel Plans (Personalised, Origin and Destination), Information and Marketing, Walking and Cycle improvements
Public Transport	Park and Ride, Public Transport Interchanges, Smartcard Ticketing, Rapid Transit
Demand Management	Parking Controls, including workplace. (Congestion Charging also reviewed but not recommended)
Highways	Localised and Strategic highway schemes
Freight	Connectivity enhancements at hotspots, additional lorry parking provision, rail and air freight

Since the publication of SEDMMTS, there have been widespread governance changes, both nationally and locally. The original Client Partnership members have evolved into government-owned companies (Highways Agency to Highways England), amalgamated (Bournemouth, Poole and Christchurch councils into a unitary authority, BCP Council and the creation of Dorset Council from the merger of the former Dorset County, East Dorset, North Dorset, Purbeck, Weymouth & Portland councils), or disbanded (Government Office for the South West, South West Regional Development Agency).

Whilst many of the issues reviewed within the SEDMMTS remain pertinent, the creation of the Dorset Local Enterprise Partnership in 2011 and the subsequent a series of new strategy documents has provided the impetus for an update to the SEDMMTS to help meet updated connectivity and mobility ambitions.

2.2 2.2 Strategic Policy Context

Several relevant local and national policies have been considered during the development of the Mobility Strategy. The Industrial Strategy, Future of Mobility and National Infrastructure Assessment documents are of particular importance to the development of a transformative strategy for future mobility up to 2038.

2.3 2.3 National Policy

2.3.1.1 Department for Transport Departmental Plan (2018)

The Department for Transport's single departmental plan sets out the Department's objectives to 2020 and the plans for achieving them. The plan emphasises the importance of transport's role in delivering cross-cutting governmental priorities including the Industrial Strategy, environment and clean growth, housing and race disparity. The following six core objectives are outlined:

1. Support the creation of a stronger, cleaner, more productive economy
2. Help to connect people and places, balancing investment across the country
3. Make journeys easier, modern and reliable
4. Make sure transport is safe, secure and sustainable
5. Prepare the transport system for technological progress, and a prosperous future outside the EU
6. Promote a culture of efficiency and productivity in everything we do

It is recognised that the SEDUMS period extends beyond the departmental plan and this latter could be subject to changes in Governmental priorities and policy.

2.3.1.2 National Infrastructure Delivery Plan (2016)

The National Infrastructure Delivery Plan (NIDP) sets out the medium-term plan for investment in social and economic infrastructure in the UK. It provides a framework for how the UK will prioritise, finance and deliver transportation, science and other projects from an almost £300 billion pipeline until 2021.

Transport is outlined to benefit from almost £89 billion (or 30%) of NIDP funding, the majority of which is forecast to be publicly funded. The plan prioritises Smart Motorways, Crossrail, HS2 and rail enhancements with much of the funding being allocated to delivery partners such as Highways England and Network Rail. The details of any potentially SEDUMS-relevant infrastructure outlined within the NIDP is included within the Highways England and Network Rail sections provided in Section 2.4 Regional / Sub-regional Policy on page 12 and 13 respectively.

The supporting National Infrastructure and Construction Pipeline (2018) provided an update on future spending plans, with a projection of £600 billion of investment up to 2028. The update also outlined the government's ambition to produce a National Infrastructure Strategy during 2019, drawing upon the findings of the National Infrastructure Commission's (2018) 'National Infrastructure Assessment', covering the United Kingdom's infrastructure needs up to 2050.

2.3.1.3 UK Industrial Strategy (2017)

The Department for Business, Energy and Industrial Strategy's (BEIS) 'Industrial Strategy: Building a Britain fit for the future' White Paper is outlined to herald *"a new approach to how government and business can work together to shape a stronger, fairer economy"* (p.4). The aim of the White Paper is

to enhance the United Kingdom's future international competitiveness and achieve a position of leadership in 'industries of the future' through the following five foundations:

1) **Ideas:** the world's most innovative economy
2) **People:** good jobs and greater earning power for all
3) **Infrastructure:** a major upgrade to the UK's infrastructure
4) **Business environment:** the best place to start and grow a business
5) **Places:** prosperous communities across the UK

To assist with the achievement of the strategy's overall aim, four 'Grand Challenges' have been set, encompassing 'Artificial Intelligence and the Data Economy', 'Clean Growth', 'Future of Mobility', and 'Ageing Society'. Several funding streams were bolstered or created as part of the strategy, including the Transforming Cities Fund for intra-city projects that drive productivity by improving connections within city regions, such as South East Dorset.

2.3.1.4 Future of Mobility (2019)

As one of the 2017 Industrial Strategy's 'Grand Challenges', the 'Future of Mobility' has been the subject of two prominent strategic reports from the Government Office for Science (GOfS) and the DfT:

- Future of Mobility: A time of unprecedented change in the transport system (GOfS)
- Future of Mobility: Urban Strategy (DfT)

The two strategic reports focus upon the expectation that transport technology is expected to change at a rate that is faster than any period since the Victorian era, and aim to guide the development of a *"genuinely integrated 21st Century transport system underpinned by digital connectivity and data"* (GOfS, p.iii) up to 2040. The understanding of travel behaviours and how they interact to societal change is emphasised as key to understanding future demand and the role of transport within the context of societal and environmental challenges, in addition to the traditional focus upon economic growth.

The DfT's strategy for the future of urban mobility (for freight, passengers and services) is manifested in the following nine key principles:

1) New modes of transport and new mobility services must be safe and secure by design.
2) The benefits of innovation in mobility must be available to all parts of the UK and all segments of society.
3) Walking, cycling and active travel must remain the best options for short urban journeys.
4) Mass transit must remain fundamental to an efficient transport system.
5) New mobility services must lead the transition to zero emissions.
6) Mobility innovation must help to reduce congestion through more efficient use of limited road space, for example through sharing rides, increasing occupancy or consolidating freight.
7) The marketplace for mobility must be open to stimulate innovation and give the best deal to consumers.
8) New mobility services must be designed to operate as part of an integrated transport system combining public, private and multiple modes for transport users.
9) Data from new mobility services must be shared where appropriate to improve choice and the operation of the transport system.

One of the key short-term priorities listed in the 'Future of Mobility: Urban Strategy' is the proposed regulatory review to help facilitate the testing and implementation of alternative transport modes. The results of this review pave the potential for legislation allowing the wider uptake of 'disruptor' Mobility as a Service (MaaS)[1] or 'micromobility'[2] providers such as Uber or e-scooters. The sector is rapidly evolving, and SEDUMS will need to be flexible and adaptable to accommodate such innovations and disruptors.

[1] DfT definition: Mobility as a Service involves *"the integration of various modes of transport along with information and payment functions into a single mobility service. Recent services that allow customers to purchase monthly subscription packages giving them access to public transport and private taxi and bike hire schemes are an example"*
[2] DfT definition: Micromobility is *"the use of small mobility devices, designed to carry one or two people, or 'last mile' deliveries. e-scooters and e-bikes are examples"*

Despite the evident focus for future mobility to be assisted by new technologies, established transport solutions such as active mode promotion, mass-transit and integration of different modes are still outlined to play a central role[3]. In practice the SEDUMS will therefore need to help facilitate a safe and equitable mobility network which utilises technology to increase non-private vehicular journeys where possible and reduce the impact of essential private vehicular journeys.

2.3.1.5 Clean Air Strategy (2019)

The Department for Environment, Food & Rural Affair's (DEFRA) 2019 'Clean Air Strategy' sets out the requirement for action to address air pollution, cited as the top environmental risk to human health in the UK. Chapter 5 is dedicated to addressing transport's contributory role and supports recent central government strategies and guidance in the form of the 2018 'The Road to Zero' and the 2017 Clean Air Zone framework[4]. As the study area contains only two relatively small Air Quality Management Areas (AQMAs), at Commercial Road and Ashley Road in Poole[5] (Figure 2-1), the statutory requirement for formal Clean Air Zones outlined in the 2017 framework is unlikely. However, the Clean Air Strategy acknowledges that there is a need to minimise exposure to harmful concentrations of pollution, and this requirement will need to be addressed in the Mobility Strategy.

[3] Emphasised by principles 3, 4 and 8
[4] Which outlined the principles for setting up Clean Air Zones (including provision of road user charging) in England
[5] DEFRA (2019)

Figure 2-1: SE Dorset Air Quality Management Areas

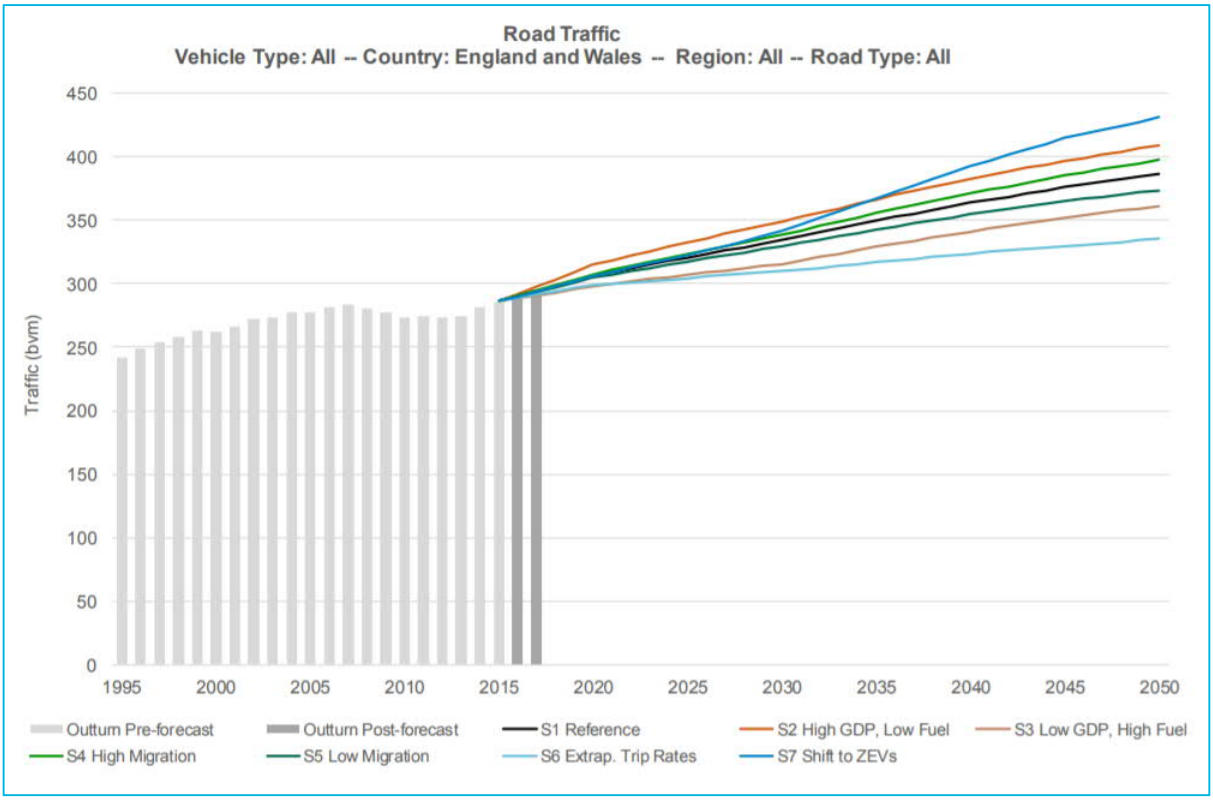
2.3.1.6 Road to Zero (2018)

The Department for Transport's 'The Road to Zero' strategy supplements the 2017 Industrial Strategy and is built around a core mission of putting the UK at the forefront of the design and manufacturing of zero emission vehicles and for all new cars and vans to be effectively zero emission by 2040. In addition, the ambition of almost every car and van being zero emission by 2050 is also outlined.

A key driver behind 'The Road to Zero' is transport's position as the largest sector for UK greenhouse gas emissions[6], with transport's contribution to emission reduction targets mandated by the Climate Change Act 2008[7] falling significantly behind other sectors including Energy production. Three main actions are outlined as necessary to achieve the strategy's ambitions:

1) **Adequate vehicle supply:** as only 38 cars are currently eligible for the plug-in car grant, as opposed to hundreds of conventional vehicle options
2) **A strong consumer base and the right market conditions:** only 38% of consumers considering a new car purchase were found to consider an electric car, with only 2% of new car sales currently ultra-low emission vehicles
3) **A fit for purpose infrastructure network:** requirement for easily accessible, affordable, efficient and reliable charging infrastructure

Whilst the first two ambitions listed above are generally outside of the realm of the local authorities within the SEDUMS area, the SEDUMS will intrinsically be required to help achieve a fit for purpose infrastructure network at a local level. It is important to note that the 2018 Road Traffic Forecasts predict potentially significant demand increases in the event of widespread Zero Emissions Vehicle (ZEV) uptake, which could represent demand levels 51% higher than 2015 by 2050[8]. Scenario 7 of Figure 2-2 demonstrates the additional road demands predicted in the event of high ZEV uptake.



[6] Producing 27% of all emissions, of which road transport accounts for 90%
[7] A reduction of greenhouse gas emissions by at least 80% of 1990 levels by 2050
[8] As opposed to 17% in the 'extrapolated trip rates' scenario (Scenario 6)

Figure 2-2: Vehicle Mile Forecasts for England & Wales. Source: DfT (2018) Road Traffic Forecasts (Figure 25)

With the government's recent announcement that the UK will eradicate its net contribution to climate change by 2050[9], there is the potential for Road to Zero measures to be either fast-tracked or supported by greater funding and may expedite the predicted road demand increases, but may be supported by increased funding.

2.3.1.7 Aviation 2050 (2018)

The DfT's 'Aviation 2050: The Future of UK aviation' consultation document presents the government's initial plans for implementing a long-term aviation plan, to 2050 and beyond. One of the key themes presented is the desire to build a global and connected Britain, which supports regional growth and connectivity. Bournemouth International Airport is the only airport within the SEDUMS area and has secured nearly £60 million of funding[10] to support improved accessibility to the airport, providing the potential to benefit from the improved regional and international connectivity promoted by the emerging policy.

2.3.1.8 Maritime 2050 (2019)

The DfT's 'Maritime 2050: Navigating the Future' strategy outlines the government's long-term plan for the maritime sector up to 2050, with the ambition for the UK to be a world-leading nation long into the future. The strategy presents five core values:

- A premium brand, not compromising on safety
- A balanced set of priorities
- A commitment to the rules-based approach
- A truly global United Kingdom
- Real partnership between government and industry

Importantly, the strategy outlines continued support for maritime infrastructure, trade and supporting industries, prominently regarding the government's promotion of the early adoption of advanced maritime technologies. The Port of Poole is the main freight and passenger hub within the SEDUMS area and has historically secured up to £23.3 million of Growth Deal funding[11] to improve access take advantage of the forecast high levels of global growth, potentially trebling by 2050[12], within the policy.

2.3.1.9 Inclusive Transport Strategy (2018)

The DfT's 'Inclusive Transport Strategy' outlines the governments ambitions for an inclusive transport system:

> *"Our vision is for disabled people to have the same access to transport as everyone else. They will travel confidently, easily and without extra cost. By 2030 we envisage equal access for disabled people using the transport system, with assistance if physical infrastructure remains a barrier"*

Whilst many of the requirements referred to in the strategy were previously covered by legislation in the form of the *Equality Act 2010*, the strategy aims to supplement the legislation by presenting objectives that work towards addressing current implementation shortfalls. In addition, the strategy contributes to the 2017 Industrial Strategy's Ageing Population 'Grand Challenge' and several other White Papers and cross-departmental strategies[13], and therefore provides an important consideration when considering the mobility of all segments of society within South East Dorset.

2.3.1.10 Cycling and Walking Investment Strategy (2017)

The Cycling and Walking Investment Strategy outlines the DfT's strategy through to 2040 for making cycling and walking the natural choice for shorter journeys, or as part of a longer journey. The strategy aims to change perceptions of active travel (cycling in particular) as a niche activity, rather than normal

[9] https://www.gov.uk/government/news/pm-theresa-may-we-will-end-uk-contribution-to-climate-change-by-2050
[10] £45.2 million Growth Deal, £14.2m private/public sector match funding. Source: https://dorsetlep.co.uk/delivery/local-delivery-the-growth-deal/bournemouth-international-growth-programme/
[11] https://dorsetlep.co.uk/delivery/local-delivery-the-growth-deal/port-of-poole/
[12] DfT (2019) Maritime 2050. Figure 2
[13] Including the 2017 'Improving lives: the future of work, health and disability and the 2018 'A connected society: A Strategy for tackling loneliness – laying the foundations for change'

activities for all, and subsequently achieve substantial economic, social and environmental benefits. By 2025, the strategy aims to:

- Double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages;
- Increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year;
- Increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55%; and
- Reduce the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled

The strategy also outlines approximately £1 billion worth of funding sources for the settlement period up to 2020-21, with the intention of reducing the potentially negative impacts resulting from the previously stop-start funding of cycle and walking projects. Supporting guidance and tools, in the form of Local Cycling and Walking Infrastructure Plan (LCWIP) guidance and the Propensity to Cycle Tool[14] was also presented alongside the strategy to assist potential active travel scheme identification and development. BCP Council are developing an LCWIP for completion scheduled Winter 2019.

2.3.1.11 Rail Strategy (2017)

The DfT's vision for rail is to invest up to £34.7bn in the five years from 2019 to 2024 as part of a £47.9bn overhaul of the network in England and Wales, including a significant increase in asset renewals to improve reliability and reduce disruption. The delivery of rail infrastructure falls under the remit of Network Rail and therefore the implementation impacts within SE Dorset are covered in the Network Rail section later.

The following objectives are outlined:

1. A more reliable railway – identifying improvements on lines (which are currently extensively used, are aging and are putting reliability at risk), to make sure passengers, freight customers and communities get the most out of the existing network;
2. An expanded network – investment in capacity to rebalance the economy and create more homes by forging new links between places, spurring development and economic growth;
3. A better deal for passengers – ensuring the right controls and incentives are on each part of the network to improve the customer experience on an increasingly busy railway;
4. A modern workforce – improving skills, diversity, training and development in the rail workforce, and staff sharing in the success of the railway; and
5. A productive and innovative sector – understating that a productive, innovative rail industry is essential to delivering ambitions for the railway and for the UK economy overall.

Following the release of the vision document, the DfT announced in 2018 that it was undertaking a rail review in Britain to look at the structure of the whole rail industry, including increasing integration between track and train, regional partnerships and improving value for money for passengers and taxpayers. Led by the independent chair, Kenneth Williams, the review's findings and recommendations are due to be published in a White Paper in autumn 2019, with reforms implemented from 2020[15].

2.3.1.12 Rail Network Enhancement Pipeline (2018)

The DfT's 'Rail Network Enhancement Pipeline' (RNEP) outlines the approach that is applied to any rail enhancements within England and Wales. This outlines the government's priorities for rail investment and the principles to be applied when making investments. It also outlines a framework for investments and how enhancements will enter and move through the pipeline.

For a scheme to be included RNEP enhancements must meet one or more of the following priorities:

a. **Keeping people and goods moving smoothly and safely:** Ensuring there are less capacity issues and to provide a more reliable and enhanced performance for users.

[14] https://www.pct.bike/
[15] https://www.gov.uk/government/collections/the-williams-rail-review

b. **Delivering the benefits from committed programmes and projects already underway:** Ensure good value for money while making the best use of other funded schemes.

c. **Offering more- New and better journeys and opportunities for the future:** Support new industrial, economic or housing growth such as the reopening of old lines to support communities or the development of new corridors for economic growth.

d. **Changing the way the rail sector works for the better:** Ensure outcomes of a project keep the railway modern and effective, for example using of digital signalling.

The pipeline process is made up of five different stages as seen in Figure 2-3.

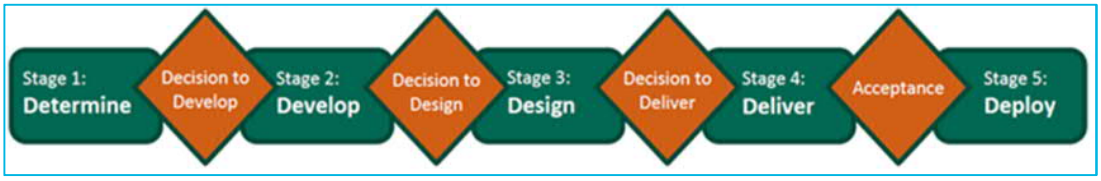


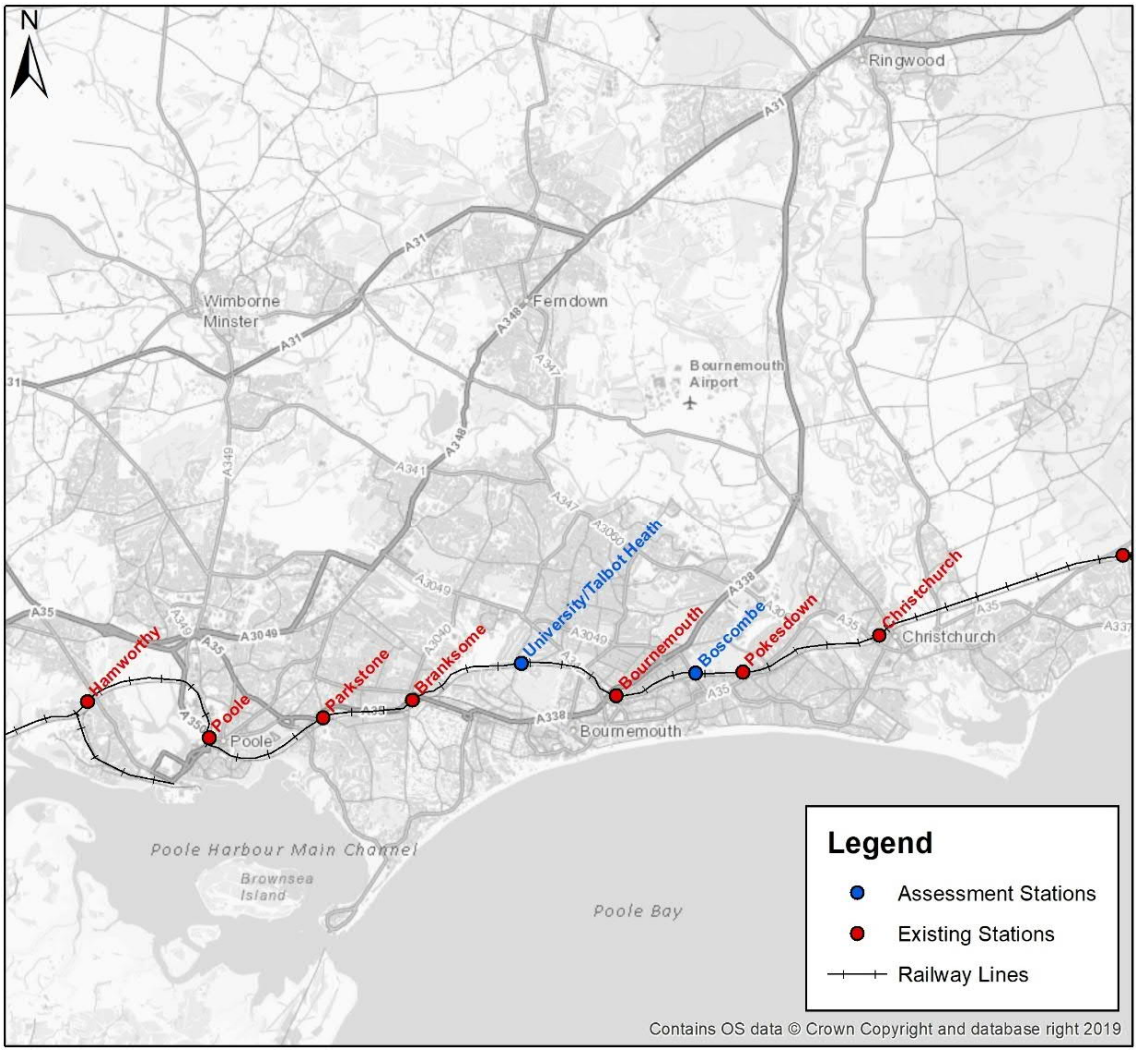
Figure 2-3: The Five Stage Pipeline Process. Source: DfT RNEP, p.10

Any rail-based schemes will need to follow the Five Stage Pipeline process shown above to pass through to deployment. The requirement for any proposals to develop a robust business case[16] provides local authorities with the opportunity to develop and promote schemes which may not otherwise have been pursued, but production of these documents would require potentially significant costs.

A number of separate, high-level, rail studies have been undertaken outside of the Network Rail strategies to investigate potential schemes within SE Dorset. These include:

- Talbot Heath New Station Demand Study (WSP Parsons Brinckerhoff, March 2017)
- Bournemouth Borough Council New Stations Study (WSP, December 2018)

The potential provision of two new stations within SE Dorset was reviewed across the above studies. These stations were proposed to be located at Bournemouth University/Talbot Heath and Boscombe (Figure 2-4). However, the 2018 study concluded that neither of the stations present a strong case for further development, with the journey time disbenefit for existing rail users would partly outweigh the benefit of the increased demand generated.



[16] In accordance with relevant HM Treasury Green Book and DfT (2013) Business Case guidance

Figure 2-4: Proposed Rail Stations

2.3.1.13 Transport Investment Strategy (2017)

The Transport Investment Strategy sets out the DfT's priorities and approach for future transport investment decisions and explains how transport investment can deliver a stronger, fairer Britain. It describes what the government is aiming to achieve through:

- Investment in transport infrastructure
- Priorities and propositions that will guide future investment decisions
- Institutional frameworks within which those decisions will be taken
- Actions being taken at achieving the ambitions.

The policy document includes a commitment to consult on a new 'major road network' which will complement the Strategic Road Network which is managed by Highways England. It also outlines plans for a new 'rebalancing' measure, which will judge how investment programmes contribute to a more balanced economy. Since the implementation of the strategy in 2017, Major Road Network (MRN) proposals have undergone a consultation period, with responses informing the development of investment guidance for schemes along the designated network.

The emerging MRN guidance emphasises the requirement for Sub-National Transport Bodies (STBs), or regional groups of local highway authorities where STBs do not already exist, to plan and prioritise investments. Prioritised schemes stand to benefit from a £3.5 billion fund during the period 2020-2025. The local authorities within the SEDUMS area are members of the Western Gateway STB, with more details of scheme prioritisation and strategy covered in the 'Sub-National Transport Body Creation' section.

2.3.1.14 National Infrastructure Assessment (2018)

The National Infrastructure Commission (NIC) is an independent body, set up by the government, with the purpose of providing impartial advice on the UK's long-term infrastructure challenges and needs. The NIC's 'National Infrastructure Assessment' reviews available evidence from across infrastructure sectors and sets out the long-term strategy for the UK's economic infrastructure from 2020 to 2050. Although the report is not a statutory government policy, the government has committed to respond to its recommendations and adopt any agreed recommendations as government policy. The National Infrastructure Assessment therefore provides a reasonably foreseeable view into the government's forthcoming National Infrastructure Strategy.

Table 2-2 presents the NIA's core recommendations alongside a selection of potential implications for mobility in SE Dorset.

Table 2-2: National Infrastructure Assessment Core Recommendations and Potential Mobility Impacts

Recommendation	Mobility Impact
Nationwide full fibre broadband by 2033	Increased attractiveness of working from home and potential for teleconferencing as a result of enhanced connections
Half of the UK's power provided by renewables by 2030	Reduced emissions from electric vehicles (indirect)
Three quarters of plastic packaging recycled by 2030	*No direct impacts*
£43 billion of stable long-term transport funding for regional cities	Opportunity to access significant additional funding, owing to SE Dorset city-region status
Preparing for 100 per cent electric vehicle sales by 2030	Infrastructure adaptation and potential demand implications in response to reduced vehicle operating costs
Ensuring resilience to extreme drought through additional supply and demand reduction	*No direct impacts*
National standard of flood resilience for all communities by 2050	Infrastructure adaptation to improve flood resilience, particularly for SE Dorset coastal communities

When viewed in greater detail, a number of direct transport recommendations could have a significant impact on the SEDUMS if adopted in the National Infrastructure Strategy. For example, the report recommends that the government should require local authorities to *"allocate 5 per cent of their parking spaces (including on-street) by 2020 and 20 per cent by 2025… to electric vehicle charge points"* (p.60). In response to the potential for electric or Connected and Autonomous Vehicles (CAV) to increase the number of vehicles on the road[17], the report recommends that every city need to act now to ensure that *"space in cities is used effectively, with room allocated for fast, frequent public transport systems, well-connected and affordable housing, and pleasant public spaces" which will "require a new approach to governance, strategy and funding"* (p.70).

Of direct relevance to SEDUMS, the report utilises the Commission's new measure of transport connectivity to identify potential large funding priority locations, of which Bournemouth is classified as one of ten *"high congestion, high employment growth"* locations in the UK (Figure 2-5). If implemented in the National Infrastructure Strategy, SE Dorset could be strategically well-positioned to benefit from funding levels greater than experienced in recent years.

Figure 2-5: National Infrastructure Commission capacity constraints on the roads and employment growth projection for 2018-2050 analysis (outside of London). Source: National Infrastructure Commission (2018) National Infrastructure Assessment (Figure 4.3)

2.3.1.15 The National Planning Policy Framework (2019)

Introduced in 2012, and most recently updated in February 2019, the National Planning Policy Framework (NPPF) defines the UK government's planning policies and how these should be applied. It is the starting point Local Planning Authorities when considering future plans and making development decisions. It is supported by the web-based Planning Practice Guidance (PPG).

At the heart of the NPPF is a presumption in favour of 'sustainable development'[18] which should run through all plan making. In the context of planning for transport this means actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel.

Consideration of the NPPF at a local level, through the implementation of Local Plan documents, is discussed in greater detail in the Local Plans section on page 20.

2.4 2.4 Regional / Sub-regional Policy

2.4.1.1 Highways England

Highways England takes responsibility for the Strategic Road Network (SRN) through its **Road Investment Strategy 2015/16 –2019/20 (RIS)**. Highways England's remit is to ensure strategic roads

[17] As discussed in greater detail in the Road to Zero policy review
[18] The NPPF summarises sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs, in line with Resolution 42/187 of the United Nations General Assembly

are more dependable, durable and safe. Its guiding principles to deliver these aims are to ensure the SRN is:

- Free flowing –where routine delays are infrequent and journeys are reliable;
- Safe and serviceable –where no-one should be harmed when travelling or working;
- Accessible and integrated –so people are free to choose their mode of transport and can move safely across and alongside our roads;

Furthermore, Highways England's role is to support economic growth with a modern and reliable road network that reduces delays, creates jobs, helps business and opens new areas for development, and to ensure its activities result in a long term and sustainable benefit to the environment.

The RIS sets the strategic vision for Highways England and shows how it will achieve that vision through a five-year plan which is accompanied by a confirmed funding envelope. No schemes were progressed within the SEDUMS area during RIS Period 1 (up to 2020), but the A31 Ringwood road widening scheme on the eastern border of the area was carried forward and is expected to be open to traffic in 2022[19]. The RIS Period 2 schemes (covering the period from 2020 to 2025) are currently being appraised, with more details expected to be released later in 2019. However, the Government's objectives[20] for the period are broadly similar those adopted previously and outlined above.

Two of Highways England's Route Strategies, created in support of the RIS2 process, are relevant to the SEDUMS area. The most relevant is the '**Solent to Midlands**[21]', incorporating the A31 from Bere Regis to where it meets the M27 near Cadnam. The '**South West Peninsula**[22]' Route Strategy lies outside of the study area and is therefore of less direct relevance but includes important strategic links within the vicinity of the study area, including the A35, A303 and A36.

2.4.1.2 Network Rail

Strategic Business and Wessex Strategic Route Plans (2018)

Network Rail's Strategic Business Plan outlines the plans for Control Period 6 (CP6), running from 2019 to 2024. The document emphasises Network Rail's four key responsibilities of running a safe, reliable, efficient and growing railway. **The 2018 Wessex Route Strategic Plan** encompasses the SEDUMS area (with connectivity to Exeter and London) and was presented concurrently to provide greater detail of route enhancements and objectives during and beyond CP6 (up to 2029). The 'sunburst diagram' reproduced in Figure 2-6 presents the vision and objectives for the Wessex route.

[19] Highways England (2019) A31 Ringwood Scheme
[20] DfT (2018) Draft Road Investment Strategy 2: Government Objectives
[21] Highways England (2017) Solent to Midlands Route Strategy
[22] Highways England (2017) South West Peninsula Route Strategy

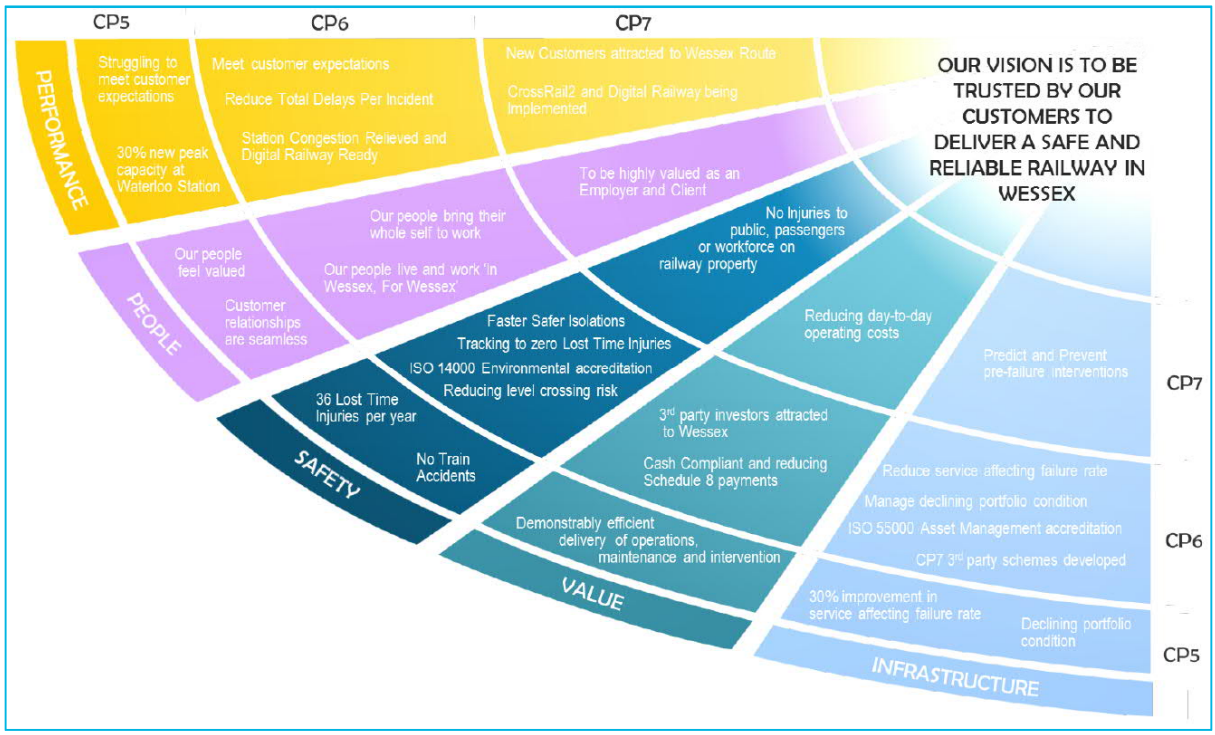


Figure 2-6: Wessex Route Strategy (2018) Vision and Objectives Sunburst Diagram (p.5)

Much of the Wessex Strategic Route Plan and the 2015 Wessex Route Study focus upon interventions within the vicinity of the London for the period up to 2029, although wider 'Digital Railway' improvements are expected to cover the SE Dorset area by the end of control period 8 (2034), The Wessex route plans acknowledge that increase frequency of services and reduced journey times are constrained by the location of signals between Southampton and Weymouth requiring successive trains to be spaced far apart. The repositioning of existing signals and provision of up to 48 additional signals is considered as a scenario in the 2015 Wessex Route Study[23], but no commitment to implement such a scheme is outlined within any documents reviewed.

Long Term Planning Process (LTPP) Strategy

The LTPP considers the role that rail can play in delivering the following strategic goals:

- Enabling economic growth;
- Reducing carbon and the transport sectors impact on the environment;
- Improving the quality of life for the communities and individuals; and
- Improving affordability to funders and value for money.

The LTPP looks at the long-term capability of the rail network up to 30 years in the future to promote efficient use of capacity. It considers the views of stakeholders to identify solutions to drive and support economic growth and provides relevant authorities and passenger/freight train operating companies a basis on which to plan the future of their rail services.

The LTPP is made up of three individual elements; market studies, route studies and cross-boundary analysis. The three of the four market studies which are relevant to this study in SE Dorset: the **Long Distance Market Study**, the **Regional Urban Market Study** and the **Freight Market Study**.

Long Distance Market Study (2013)

Released in October 2013, this market study forecast future rail demand based on stakeholder views on rail services and how they could support the delivery of the strategic goals. This market is defined by travel usually greater than 50 miles or by 30 miles between large cities and towns and includes both leisure and business journeys. The strategic goals for long distance rail, within the high-level headings provided earlier are:

[23] Network Rail (2015) Wessex Route Strategy (page 100)

Enabling economic growth
- By providing sufficient capacity for people travelling to take part in economically productive activities;
- By improving business to business connectivity; and
- By improving connectivity to/from the retail, tourism and leisure sectors of the economy.

Reducing carbon and the transport sector's impact on the environment
- By directly reducing the environmental impact of rail; and
- By reducing the use of less carbon efficient modes of transport.

Improving the quality of life for communities and individuals
- By connecting communities;
- By providing access to social infrastructure such as educational establishments and major leisure venues; and
- By reducing road congestion.

Improving affordability and value for money
- By meeting other outputs in a value for money and affordable way; and
- By directly reducing whole industry subsidy.

Regional Urban Market Study (2013)

This market study focussed on travel in an area less than 50 miles from a regional centre for either commuting or leisure purposes. The strategic goals for this market study within the overall headings are slightly different from the other market studies:

Enabling economic growth
- By providing sufficient capacity for employers to access the labour pool;
- By improving access to workers for businesses; and
- By improving connectivity to/from the retail, leisure and tourism sectors of the economy.

Reducing carbon and the transport sector's impact on the environment
- By reducing the use of less carbon efficient modes of transport; and
- By directly reducing the environmental impact of rail.

Improving the quality of life for communities and individuals
- By improving access to employment and training opportunities;
- By providing sufficient capacity for workers to access employment;
- By connecting communities;
- By providing access to social infrastructure such as educational establishments and major leisure venues; and
- By reducing road congestion.

Improving affordability and value for money for Government and other funders
- By meeting other outputs in an affordable and value for money way;
- By directly reducing whole industry subsidy; and
- By improving the value for money for passengers and taxpayers.

Wessex Route Weather Resilience and Climate Change Adaptation Plan (2014)

The 2014 Weather Resilience and Climate Change Adaptation Plan was aimed at providing a detailed understanding of the vulnerability of rail assets to weather events, and potential impacts from climate change, to maintain the resilience of the Wessex Route's railway. The sea level rise impact assessment identified that several sections of the Wessex Route that pass through the tidal flood zone, including the Bournemouth mainline at Poole, are vulnerable to predicted sea-level rises and may require construction of formal coastal defences or raised sections of track.

Freight Market Study (2013)

This market study looks at the overall freight market in Great Britain and demand forecasts for freight over a 10, 20- and 30-year planning horizon. Overall, rail freight is expected to continue to grow. Total freight traffic, in terms of tonne kilometres moved, is forecast to increase at an average of 2.9 per cent per annum through to the year 2043, implying that the size of the market more than doubles over this period. The overarching strategic goal for this market study is to enable economic growth:

- By enabling rail freight volumes to stabilise or increase, following recent declines; and
- By funding improvements identified by the industry to continue rail freight expansion in England and Wales.

2.4.1.3 Sub-national Transport Body Creation

Following the initial announcement as part of the Transport Investment Strategy (2017), the DfT produced additional details of the proposed Major Road Network (MRN) in a December 2017 consultation document. The consultation document outlined the Government's proposals for the network and sought views on its core principles, the definition of the network, investment planning, and eligibility and investment assessment. The MRN is outlined around five central objectives:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users
- Support the Strategic Road Network

The consultation outlined that, in addition to £6.2 billion of sustained funding between 2015 and 2021, local road networks would also benefit from access to an additional £9 billion funding and other incentive driven, competitive schemes. One of the additional funding streams is the Transforming Cities Fund, discussed in UK Industrial Strategy (2017) on page UK Industrial Strategy (2017)3.

The development of Sub-National Transport Bodies (STB), where they did not already exist, is outlined as one of the key elements of the Transport Investment Strategy. The STBs are expected to develop a Regional Evidence Base and enable regions to speak with one voice on strategic transport planning, particularly in relation to the MRN, to boost economic growth and development. The SEDUMS area is part of the recently formed 'Western Gateway' STB, consisting of several neighbouring local authorities covering the area outlined in Figure 2-7.

Figure 2-7: Western Gateway Sub-National Transport Body Area. Source: Western Gateway (2019) Sub-national Transport Body Outline Case Report (p. 1)

Located in the south of the Western Gateway STB, the SEDUMS study area is bordered by the South West Peninsula and South East STBs and needs to consider the objective and scheme proposals presented within these areas.

The **Western Gateway STB** is targeting an additional 300,000 homes and over 190,000 new jobs by 2036, and has identified the following five main challenges:

1) Improving metro connectivity, including multi-modal and car-demand minimisation to improve connections in and around Bournemouth and Poole;
2) Improving network resilience, including smart operation;
3) Improve strategic connectivity, including from the South Coast to the West of England and the M4 Corridor;
4) Improve access to Bristol Airport;
5) Improved access, specifically highway connectivity linking Bournemouth Airport, the Port of Poole and Portland Port to national and sub-regional networks and enable growth at these international gateways; and
6) Improving digital technology and innovation.

The Western Gateway STB presented their Regional Evidence Base and a number of prioritised schemes to the DfT at the end of July 2019, with Phase 2 of the Wessex Field scheme in Bournemouth the only inclusion for MRN funding from the SE Dorset area. Phase 2 of the scheme builds upon the initial phase completed as part of the Bournemouth International Growth Programme, providing a grade-separated all movement junction on the A338 Wessex Way and a second access to the Royal Bournemouth Hospital. At a cost of approximately £21 million, the scheme is forecast to relieve congestion, improve safety and unlock an additional 6 hectares of development in the area[24].

[24] Western Gateway STB (2019) Appendix A

2.4.1.4 Homes England

Homes England is a non-departmental public body, sponsored by the Ministry of Housing, Communities and Local Government (MHCLG), created in 2017 to accelerate the delivery of housing across England[25]. Homes England's (2018) Strategic Plan outlines how, up to 2023, they intend to use their £27 billion budget to assist the delivery of 300,000 homes per year. The strategy included the announcement of the £5.5 billion Housing Infrastructure Fund (HIF), for a variety of housing development-based infrastructure projects including transport, to enable development that could not otherwise go-ahead. Two sites within the SEDUMS area have been approved for HIF 'Marginal Viability' grants; West of New Link Road (£2.25 million) and Phase 2 of the Poole town centre north regeneration (£6 million)[26].

2.5 2.5 Local Policy

Local Authority governance in the SEDUMS area experienced significant change on 1st April 2019, with the creation of the Bournemouth, Christchurch and Poole Unitary Authority (BCP Council). In addition, Dorset Council was created from a merger of the former Dorset County, East Dorset, North Dorset, Purbeck, Weymouth & Portland councils. A consequence is that no unified BCP Council or Dorset Council corporate strategies were available at the time of the SEDUMS study. However, the extant policies of the legacy bodies remain valid until new plans are developed and adopted. BCP Council and Dorset Council have begun this process, and the SEDUMS study will be one of the early combined strategies to emerge to inform future spatial and movement policies.

2.5.1.1 Dorset Local Industrial Strategy

In December 2018, the Government invited Dorset Local Enterprise Partnership (LEP) to develop a Local Industrial Strategy (LIS) for Dorset to help deliver the national Industrial Strategy. Building upon the existing evidence base, including the **Dorset Horizon 2038: A Vision for Growth** (2018)[27] and **Dorset's Economic Ambition** (2018)[28] documents, consultation events have been ongoing to influence the development of the LIS. The first draft of Dorset's LIS is expected to be tested in Dorset and with Government in Autumn 2019, with the final LIS launched in January 2020[29].

Horizon 2038 outlines the county's economic strategy for the period 2018 to 2038. Horizon 2038 documents the LEP's vision to *"double Dorset's productivity and economic output to £35.6 billion over the next twenty years, generating 80,000 jobs, building around 78,000 new homes, and creating a local economy that is sustainable, innovative and inclusive"* (p.3).

Five key foundations are identified as being crucial to meeting the vision:

1) **Innovation:** To capitalise on Dorset's potential for productivity growth through innovation, particularly in our key sectors, including advanced manufacturing and engineering, financial services, digital and creative industries and health, which have the highest potential to increase productivity
2) **Skills and Enterprise:** To create a workforce that is highly productive, aspirational and agile; where the talents of all contribute to prosperity, well-being and innovation.
3) **Connectivity and Mobility:** To create an efficient, sustainable technology-driven transport system which enables increased productivity across all areas of the transport network.
4) **Business Support:** To create a world-class business support hub which will help businesses to start, grow and maximise their potential.
5) **Digital:** To become a first class, smart and connected digital region at the forefront of the emerging digital era.

The Connectivity and Mobility ambition includes the desire to *"encourage and enable projects that support travel by public transport, greater use of electric vehicles or travel by walking and cycling to improve health, wellbeing, productivity, as well as reducing carbon emissions and air pollution to support clean growth"*[30] (p.10). One of the key drivers of the ambition is to reduce the severe congestion

[25] As part of a wider strategy coinciding with the MHCLG's (2017) 'Fixing our broken housing market' White Paper
[26] MHCLG (2019) Approved Marginal Viability Fund Projects (amended 3 May).
https://www.gov.uk/government/publications/housing-infrastructure-fund
[27] Dorset LEP (2018) Horizon 2038
[28] Dorset LEP (2018) Dorset's Economic Ambition
[29] Dorset LEP (2019) Local Industrial Strategy
[30] In addition to the development of the SEDUMS, which is outlined to focus upon improving the transport network (including reducing demand, moving to sustainable methods of transport and optimising the current network

experienced in recent years, with congestion in the Bournemouth-Christchurch-Poole conurbation among the most severe in England, which is stated to cost the county approximately £275 million per annum in lost productivity. The ambition outlines that over £93.7 million of Local Growth Funding (LGF) and matched local contributions for a number of transport infrastructure projects, including:

- Bournemouth International Growth Programme, unlocking the Aviation Business Park, Parley Cross and Wessex Fields development sites (Figure 2-8); and
- Port of Poole Programme, unlocking housing and employment sites within the vicinity of the port (Figure 2-9).

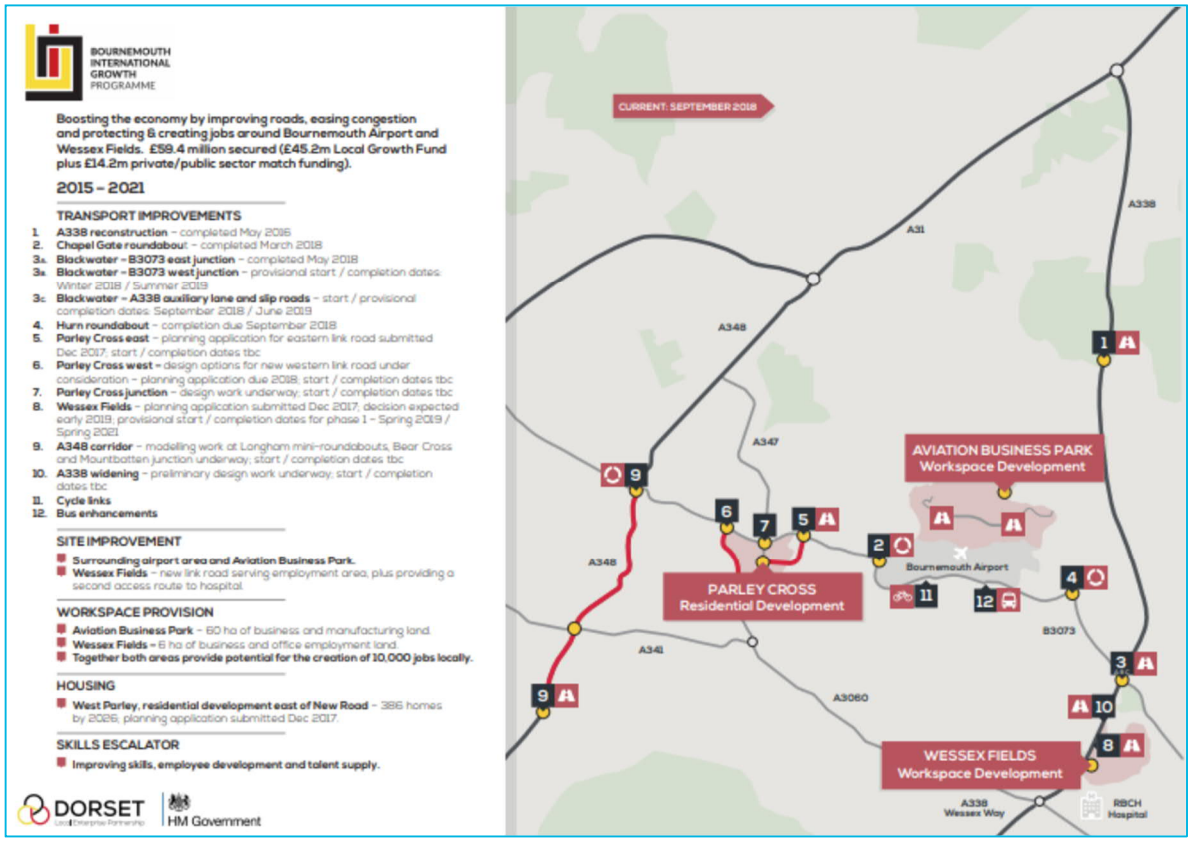


Figure 2-8: Bournemouth International Growth Programme Transport and infrastructure Improvements, 2015 to 2021[31]

[31] Dorset LEP (2019) Bournemouth International Growth

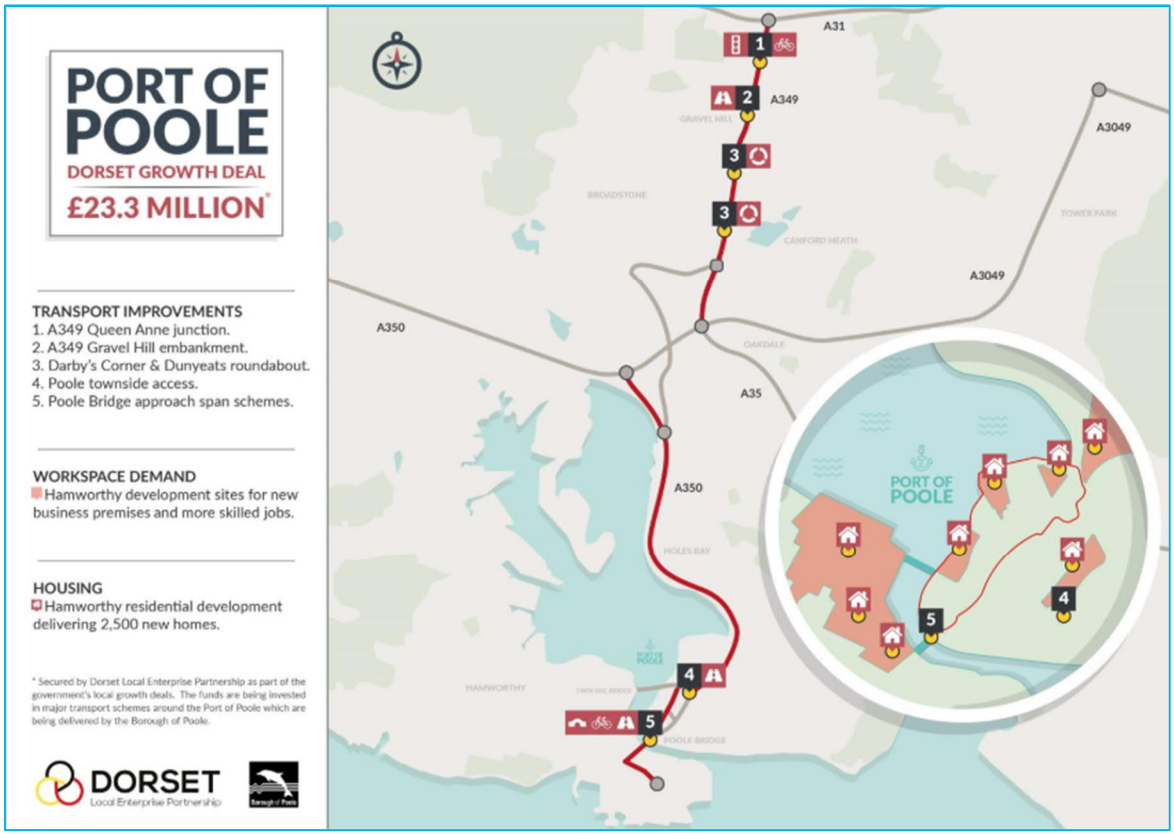


Figure 2-9: Port of Poole Programme Transport and infrastructure Improvements[32]

2.5.1.2 BCP Council Local Cycling and Walking Infrastructure Plan

A Local Cycling and Walking Infrastructure Plan (LCWIP) is currently in development with a provisional completion date of Winter 2019.

LCWIPs, as set out in the Government's Cycling and Walking Investment Strategy, are a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.

The key outputs for the BCP Council LCWIP will include:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development;
- A prioritised programme of infrastructure improvements for future investment in the short, medium and long term; and
- A report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network and makes a case for future funding.

2.5.2 Local Plans

Each Local Plan sets out spatial development plans and site allocations for housing, employment land and jobs for a designated plan period. The respective Local Plans are; **Poole Local Plan (2013-2033), Bournemouth Local Plan Core Strategy (2006-2026),** and **Christchurch and East Dorset Local Plan Core Strategy (2018-2028)**.

Bournemouth Borough Council were in the process of consulting on a new Local Plan prior to the creation of the new BCP Council on 1st April 2019; consequently, this plan will not be progressed further, and a new Bournemouth, Christchurch and Poole Local Plan will instead be prepared. The extant Local Plan policies remain statutory policy documents until a BCP Council Local Plan is adopted.

[32] Dorset LEP (2019) Port of Poole Programme

The Eastern Dorset Strategic Housing Market Assessment (SHMA) identifies the need for 57,600 homes across the Eastern Dorset Housing Market Area within the period 2013 to 2033[33]. Poole plans to deliver a minimum of 14,200 homes between 2013 and 2033, of which around 6,000 homes will be within Poole town centre; Bournemouth plans to deliver 14,600 dwellings between 2006 and 2026; and Christchurch and East Dorset plan to deliver 8,490 dwellings between 2012 and 2028.

In accordance with guidance set out in the NPPF, retail, business leisure and community attractions will be focussed within the town centres of each respective area in SE Dorset, with development outside of that considering the hierarchy of retail centres in terms of district and local centres.

Within the plan period, Poole intends to create 9,000 full time equivalent (FTE) jobs and provide 33 hectares of employment land. Bournemouth plans to provide 16,000 jobs between 2006 and 2026 within the existing urban area, and Christchurch plans to provide 80 hectares of employment land.

A summary of the planned development for each area within the SE Dorset conurbation is shown in Table 2-3 below. Detailed overviews for each legacy planning authority can be found in Appendix A.

Table 2-3: Local Plan Development Provisions

Development Type	Planned Development Quantum (within plan period)		
	Poole	Bournemouth	Christchurch and East Dorset
Plan Period	*2013-2033*	*2006-2026*	*2012-2028*
Residential (homes)	14,200	14,600	8,490
Employment Land (hectares)	33 ha	17 ha	80 ha

Figure 2-10 provides a summary of the major employment and residential development sites in SE Dorset from the Poole Local Plan, Bournemouth Local Plan Core Strategy, and Christchurch and East Dorset Local Plan Core Strategy. In general, the pattern of development follows the polycentric nature of the conurbation, with significant development planned for the principal centres of Poole, Bournemouth and Christchurch. Alongside this, infill site development is planned with some strategic urban extensions across each of the Poole, Bournemouth and Christchurch districts.

Along the coastline, developments are generally located within close proximity of the rail lines and within acceptable cycling distance of at least one train station.

Further North within the conurbation, development allocations are located within close proximity of either the SRN or MRN, although it is noted that accessibility by active travel modes along the SRN and MRN network has not been investigated. There are some allocations which are located further from the SRN and MRN, however, there is still road provision to these sites. There is no rail accessibility to developments further north within SE Dorset.

[33] East Dorset Strategic Housing Market Assessment (2015)

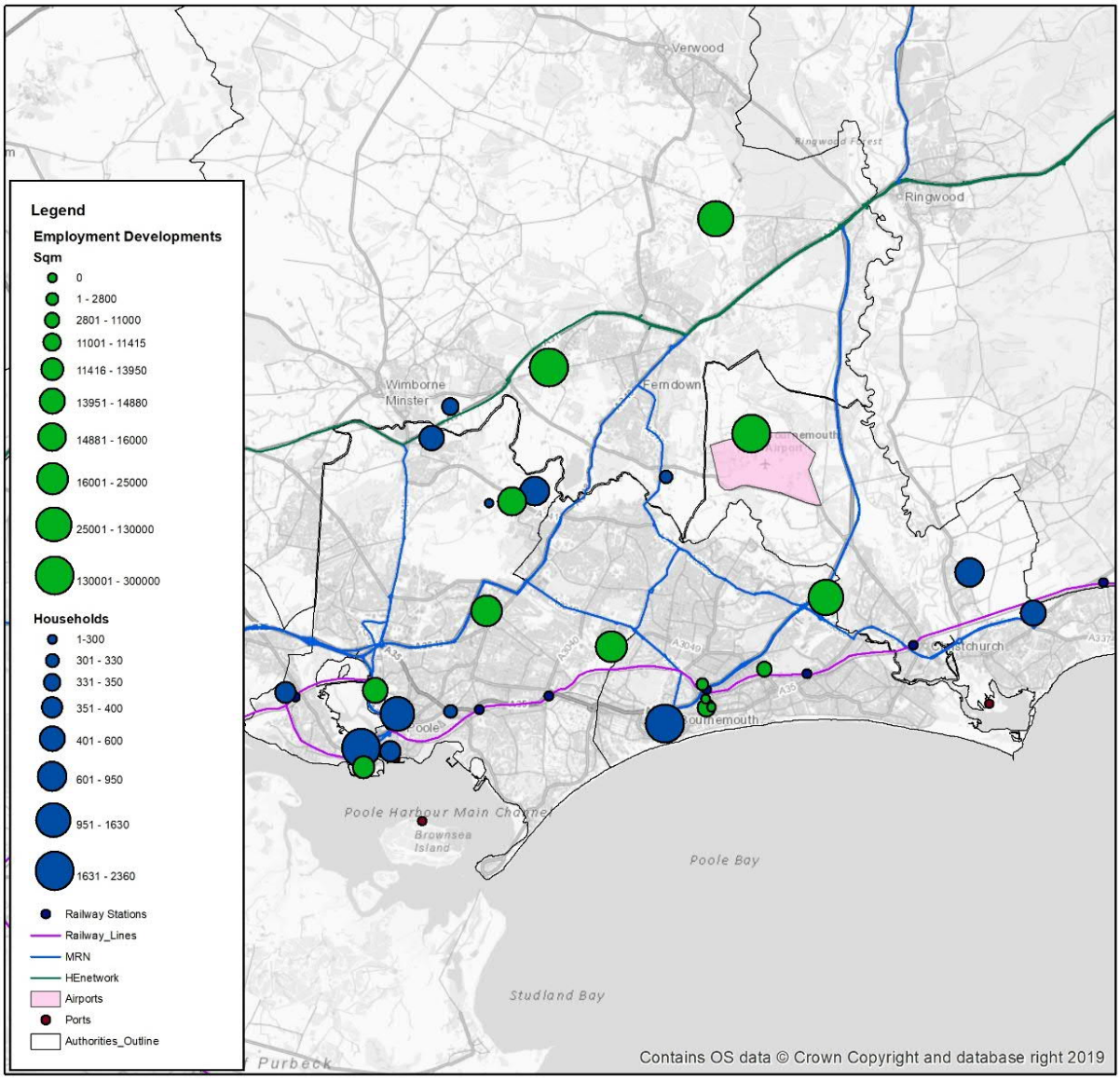


Figure 2-10 Summary of SE Dorset's Employment and Residential Sites

2.5.2.1 Neighbourhood Plans

Introduced as part of the 2011 Localism Act[34], Neighbourhood Plans allows communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area[35]. Neighbourhood Plans become part of the Local Plan and the policies contained within them are then used in the determination of planning applications, although Neighbourhood Plan policies cannot block development that is already part of the Local Plan[36]. There are currently seven neighbourhood plans either adopted or in development within the SE Dorset conurbation (Figure 2-11):

- **Bournemouth**: Queens Park Ward Area (*Area Designation*) and Boscombe and Pokesdown (*Examination*);
- **Christchurch**: Burton (*Area Designation*) and Hurn (*Area Designation*);
- **Poole**: Broadstone (*Adopted*) and Poole Quays (*Adopted*);
- **East Dorset**: Alderhot (*Area Designation*)

[34] Localism Act 2011, Part 6, Chapter 3
[35] Ministry of Housing, Communities and Local Government (2019) Guidance: Neighbourhood Planning
[36] Royal Town Planning Institute (2019)

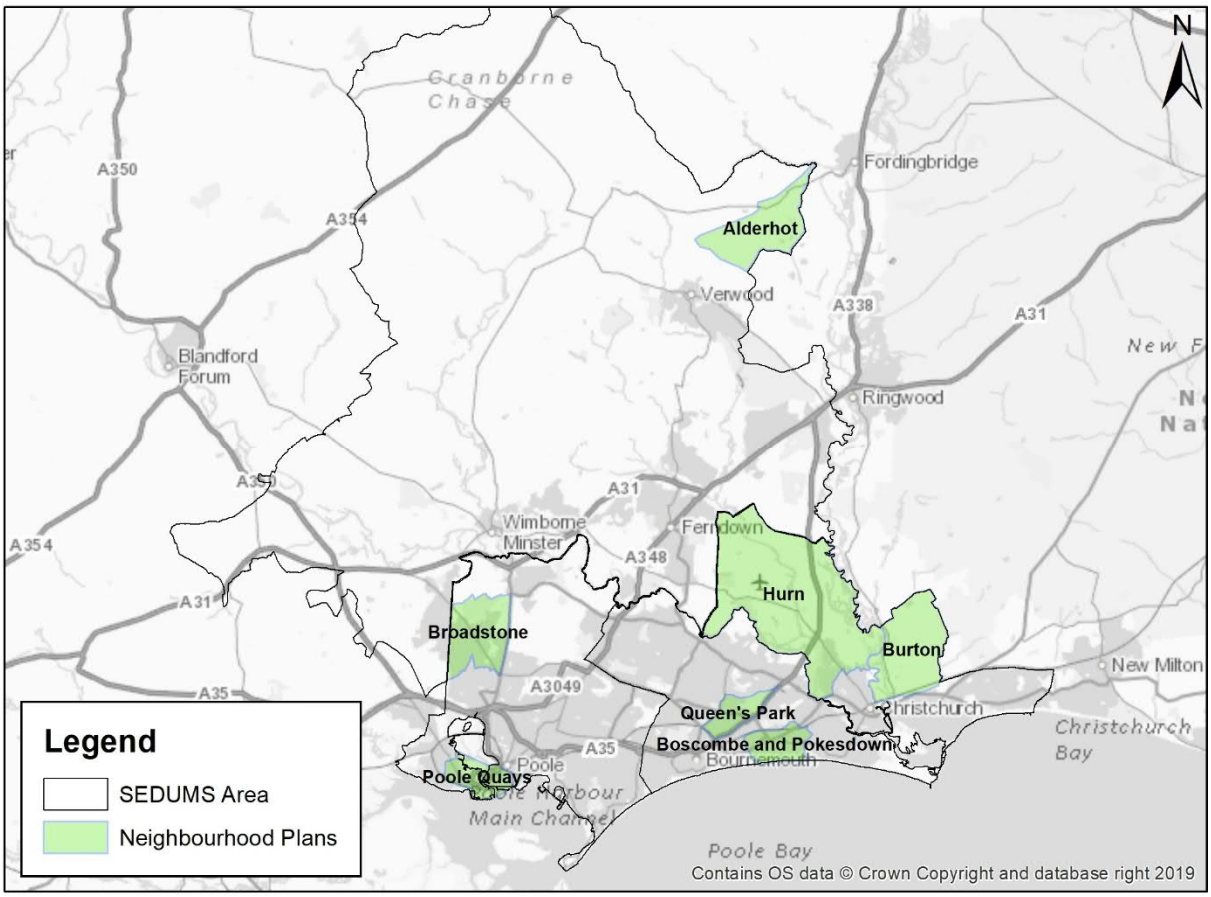


Figure 2-11: SE Dorset Neighbourhood Plan Locations

2.5.2.2 Bournemouth Airport Masterplan (2006 – 2030)

This document was obtained but has not been added to the evidence base for the following reasons:

1) Age of document and evidence base being significantly out of date, specifically with pre-recession forecasting and superseded policy context;
2) The airport changed ownership in 2017

Despite this, SEDUMS will need to consider the role of the airport in the context of the study.

2.5.2.3 Bournemouth Town Centre Action Plan (2013) and Development Design Guide (2015)

The **2013 Bournemouth Town Centre Action Plan**[37] outlines a vision for the rejuvenation of Bournemouth Town Centre by 2026. The Action Plan acknowledges that the proposed levels of development for the town centre cannot be accommodated by allowing unrestrained use of the car, and subsequently promotes several measures aimed at enhancing active mode infrastructure and improving public transport provision and facilities. £1.5 million of Improvements to Bournemouth interchange have subsequently been completed since publication of the Action Plan[38].

The 2015 Bournemouth Town Centre Development Design Guide supports the Local Plan's Core Strategy, the primary document of the Local Plan, and the 2013 Action Plan. The guide covers the area within Bournemouth town centre, with the aim of injecting more quality and reinstating the excellence on which the town's reputation was built. Of direct relevance to transport, the guide presents design standards for car parking provision and includes measures to encourage the use of car clubs through increased visibility.

2.5.2.4 Bournemouth Public Realm Strategy (2013)

The Public Realm Strategy supports the Local Plan's Core Strategy, the primary document of the Local Plan. It provides more detail about how the policies of the Core Strategy should be put into practice within the Bournemouth Borough. One of the strategy's overarching aims is to improve the function of the public realm network to promote walking and cycling, reduce motor vehicle dominance and aid

[37] Bournemouth Borough Council (2013)
[38] BCP Council (2019)

navigation. This is outlined to be achieved by implementing practices including legible, pedestrian and cycle friendly spaces, with appropriate facilities for public transport.

2.5.2.5 Bournemouth, Christchurch and East Dorset Joint Retail and Leisure Study (2017 and 2019)

The Bournemouth, Christchurch and East Dorset Retail and Leisure Study[39] assesses recent retail trends, the health of each defined centre and provides an updated needs assessment for retail and other main town centre uses up to 2033. The study identifies five national trends which inherently impact the transport demand and choices within SE Dorset:

- **Retail Trends:** Failure of large number of national operators, leaving major voids within centres and retail parks;
- **Expenditure Growth:** Trends show consistent growth which are expected to continue in the future, although the level of growth is forecast by Experian to be lower in the short-term due to the impact of the EU referendum;
- **New Forms of Retailing:** Continued growth in 'multi-channel shopping' or 'e-tailing', such as home/electronic shopping and Click and Collect. The internet's share of total retail sales increased from 4.7% in June 2008 to 11.7% in mid-2016, with growth to a share of 20.4% by the mid-2030s; **(reduced demand for individual trips, although these can be displaced and previous shopping time used for other leisure purposes; increased number of LGVs and the nature of deliveries is relatively difficult to understand or predict)**
- **Food Store Operators:** A movement away from proposed larger food stores (generally out of town) to smaller formats capable of being accommodated within town and local centres; (**more frequent trips to shops [i.e. less likely to weekly shop], but potentially reduced car-based use due to reduced distances travelled to reach stores)** and
- **Comparison Retailers:** Reduction in operator demand for space, with national multiples preferring to locate in larger centres, such as Bournemouth. Much of the occupier demand in smaller centres has come from the discount and charity sectors or non-retail services, rather than higher order comparison goods shopping. **(provision of destination venues, with shopping and non-shopping in the same area could reduce the number of separate trips, but also condense demand for a wider area into a single location, leading to localised issues)**

The study reviewed the existing retail offer, finding it to be concentrated within the urban area between Bournemouth town centre and Christchurch and therefore attracting demand from a wide catchment area within the SE Dorset conurbation into the centre.

2.5.2.6 Bournemouth, Dorset and Poole Workspace Strategy (2016)

The 2016 Workspace Strategy[40] was prepared to provide updated employment land projections and business sector forecasts. It is integral to achieving the objectives of the Dorset Strategic Economic Plan and aspirations for economic growth across the Dorset LEP area. Four potential growth scenarios were assessed to establish preferred employment land requirements up to 2033, with a scenario allowing for development of approximately 500 hectares of employment land within the SE Dorset and the legacy Dorset Council area.

[39] Lichfields (2017 and 2019)
[40] Dorset Council (2016)

3. Progress on the Current LTP3

3.1 3.1 Overview

The current Local Transport Plan (LTP3) was adopted in April 2011. It includes a Vision and Strategy for Dorset for the 15-year period from 2011 to 2026. The strategy covers all transport modes and focuses upon five main priority goals (Figure 3-1) that are underpinned by the requirement for any measures to provide value for money.

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

Figure 3-1: Local Transport Plan 3 Goals (Local Transport Plan 3, Figure 3.1; p. 17)

Seven key strategy measures were outlined to help achieve the above goals and provided the foundation of the policies and solutions contained within LTP3 (and subsequent three-year Implementation Plans). The key measures focussed upon sustainable measures such as reducing the need to travel, active travel and 'greener' travel choices, and facilitating public transport alternatives to the car. The positioning of strategic infrastructure improvements as the seventh and final key measure emphasises the priority that the LTP3 placed on providing solutions that worked within existing infrastructure and provided value for money, where necessary. For reference, the seven key measures were:

1) **Reducing the need to travel**, such as: better integration of land use and transport, "non-transport solutions" and good practice in design;
2) **Managing & maintaining the existing network more efficiently**, such as: re-allocating road space, Intelligent Transport Systems and junction improvements;
3) **Active travel and "greener" travel choices**, such as: improved cycling/walking infrastructure, active travel campaigns / initiatives and support for low carbon vehicle technology;
4) **Public transport alternatives to the car**, such as: Quality Bus Corridors, smartcard ticketing and transport interchange hubs;
5) **Car parking measures**, such as: balanced and proportionate parking controls/charges, parking standards in new development;
6) **Travel safety measures**, such as: casualty reduction, vulnerable user prioritisation and 20 mph zones / home zones; and
7) **Strategic infrastructure improvements**, such as: targeted road improvements, trunk road schemes and improved public transport links.

3.2 3.2 Summary of Progress on Outcomes

Several major achievements throughout the Bournemouth, Poole, Dorset Local Transport Plan 3 (LTP3) period have been highlighted in the IP2 and IP3 documents, many of which were focussed upon delivering the sustainable transport measures prioritised within LTP3. The two most significant sustainable travel measures identified within South East Dorset are the "Three Towns Travel (3TT)" and "BESMArT" programmes, which benefitted from a combined £16.7 million of funding from the DfT Local Sustainable Transport Fund. The two programmes aimed to remove key barriers to sustainable travel and reduce car dependency through interventions such as non-car network improvements (including

bus lanes and improved cycle facilities) and increased public transport information and marketing campaigns. The breadth of schemes was substantial within Bournemouth alone (Figure 3-2), with 86 bus stops upgraded, 350 cycle parking stands installed, and 30 kilometres of new or improved cycle and pedestrian routes implemented.

Whilst sustainable transport measures have formed the focus of LTP3 priorities and a large amount of funding, most of the transport funding within the LTP3 period appears to be centred upon highway-based schemes. For example, the near-£60 million Bournemouth International Growth Programme has centred upon tackling the issue of a congested and inadequate road network surrounding the airport and will provide a significantly enhanced highway network surrounding the Blackwater junction. Whilst highway schemes are inherently more capital-intensive and therefore demand a greater proportion of funding than demand-based interventions, several maintenance and highway-based infrastructure projects have also been utilised as opportunities to enhance cycle and pedestrian facilities and support the demand-based interventions, such as the A349 Gravel Hill Improvements.

3.2.1.1 Update on the LTP3 Monitoring Plan

Within SE Dorset, the legacy local authorities have monitored the implementation of LTP3 against 15 Performance Indicators (PI), with results reported in the three-yearly Implementation Plans. The most recent Implementation Plan (IP3) covers the period 2017 to 2020 and provided results from 2013/14 to 2015/16. These results have been reproduced in Appendix B, alongside baseline results for 2010/11 and 2016 to 2017/18 results for Bournemouth[41].

[41] No information was available from other authorities in these years

Figure 3-2: Significant '3TT' and BESMArT' Improvements in Bournemouth (LTP3 IP3 Figure 2.3; p.13)

4. Local Context

4.1 4.1 Geographical Context

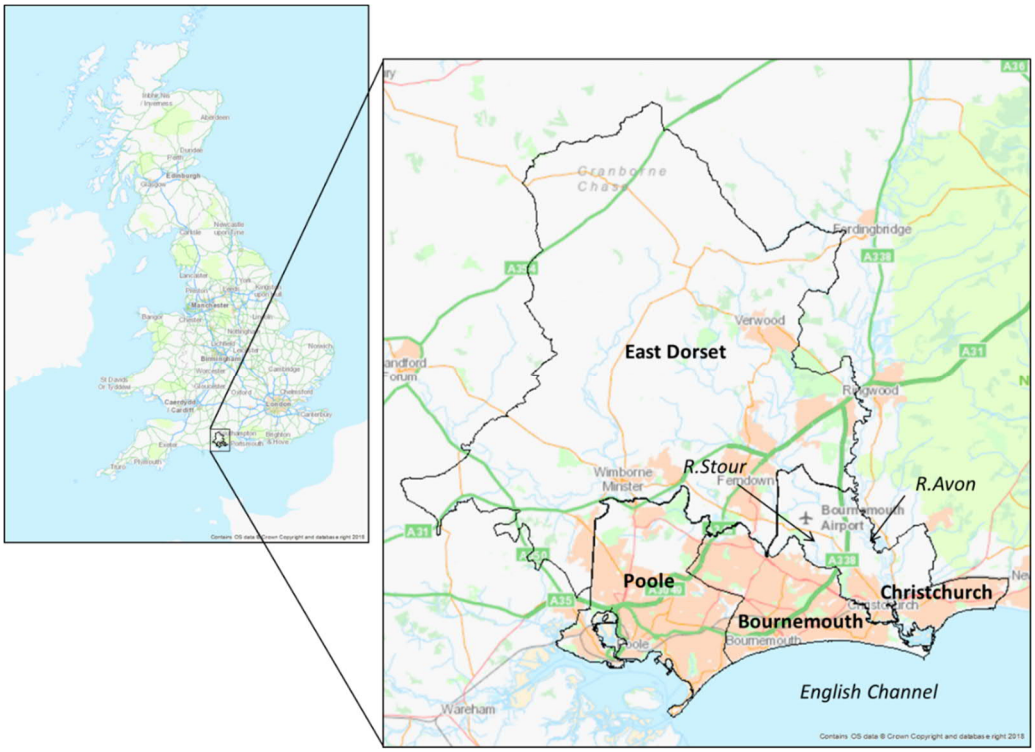
This section sets out the geographical context of SE Dorset as a conurbation, as well as the districts of Poole, Bournemouth, and Christchurch and East Dorset. The geographical context is critical in understanding the opportunities and constraints for SE Dorset, with several notable features to consider including the coastline and its natural and built heritage.

4.1.1 South East Dorset

The SE Dorset Conurbation is a polycentric area incorporating three principle centres of Bournemouth, Christchurch and Poole, as well as a wider range of employment and residential areas. With a population of nearly 500,000, SE Dorset is the second largest conurbation in the south west. Local authorities for the conurbation are the BCP Council and Dorset Council. The geographical context of SE Dorset is shown in Figure 4-1.

Geographically, the southern extent of SE Dorset is limited by the English Channel, with Bournemouth, Christchurch and Poole all being located on the coast. The River Stour and River Avon drain into the English Channel, with the River Avon joining the River Stour at its estuary in Christchurch. The River Stour's course routes in an approximately east-west orientation to the north of Poole and Bournemouth town centres, whilst the River Avon drains into the estuary from the north. The Dorset Heaths, located within the Poole Basin, are important areas of heathland which span across the areas of Bournemouth, Christchurch and Poole. Large areas of the Dorset Heaths are protected.

Figure 4-1: SE Dorset Conurbation Context Map



4.1.2 Poole

Poole is the easternmost centre within the SE Dorset conurbation, with a population of 151,500 of which 72,700 are economically active[42]. Poole has a key trading port located on the south coast which functions as the area's focal centre.

[42] Key economic statistics for Poole and Bournemouth (2018)

Poole town centre is unique in that it is separated by a water course, Back Water Channel, and is considered to consist of three main areas; 'Twin Sails', 'High Street, Old Town and Quay', and 'Town Centre North' Figure 4-2. The Twin Sails area of Poole is located to the east and west of Back Water Channel, north of the Port of Poole. The wider Poole area has developed with compact urban areas interspersed with large open spaces used for recreational purposes. This is largely due to the sensitive environmental nature of the open areas restricting development, leading to high density development outside of these areas.

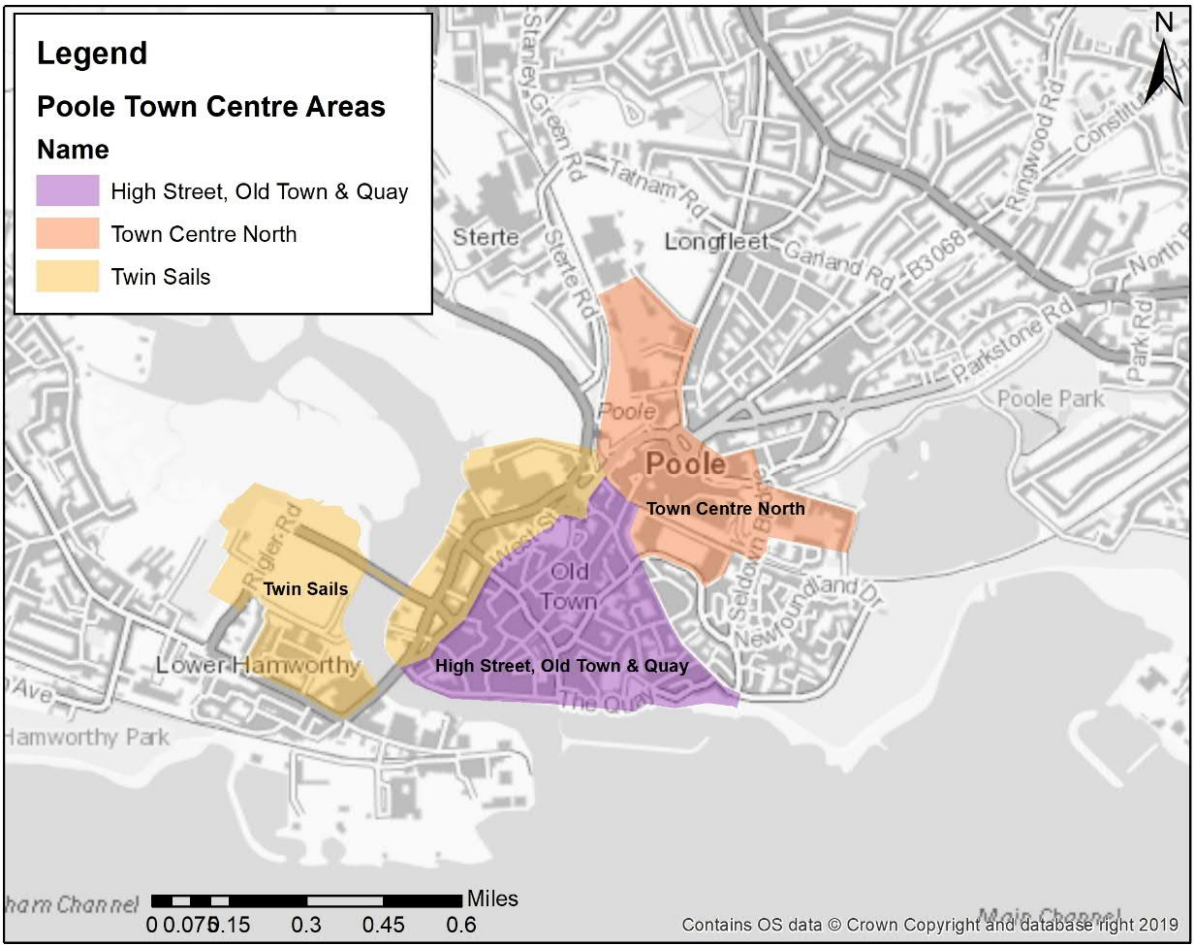


Figure 4-2: Poole Town Centre Main Areas (Adapted from Poole Local Plan, p. 10)

In addition to the Town Centre, Poole has a number of key settlement areas; Hamworthy, Oakdale, Parkstone, Canford Cliffs, Newtown, Canford Heath, Wallisdown, Broadstone, Bearwood and Merley. The area is home to Arts University Bournemouth and Bournemouth University (which sits across both Bournemouth and Poole's administrative areas).

Early development in Poole focussed on industrial and manufacturing trades relating to the port, whilst more recently, Poole has a diverse economic sector including advanced engineering and manufacturing, financial and business services, tourism and leisure[43].

Poole Harbour is the second largest natural harbour in the world and is home to Brownsea Island. Both Poole Harbour and Poole's low-lying heathland areas are internationally protected habitats[44], meaning there is a legal duty to protect these areas. Canford Heath is Poole's largest section of Dorset Heath. The Green Belt areas of Poole are predominantly located in the north, in between the areas of Merley and Bearwood and to the north of Broadstone. In addition, there are smaller sections of green belt on the western Poole boundary, north of Hamworthy and south of Creekmoor.

[43] Poole Local Plan (2018)
[44] Poole Local Plan (2018)

4.1.3 Bournemouth

Bournemouth is a coastal town located East of Poole and West of Christchurch on the southern coast within SE Dorset, with population of around 194,800[45]. Bournemouth town centre is considered the key location for the wider sub-region in terms of retail, tourism, culture, higher education, office-based employment, and other services such as hospitals[46]. The area is home to Bournemouth University (which sits across both Bournemouth and Poole's administrative areas).

Bournemouth has a number of key settlement areas; Westbourne, Springbourne, Charminster, Winton, Wallisdown, Moordown, Castlepoint, Boscombe, Boscombe East, Southbourne and Tuckton. The most densely populated ward is Boscombe West, whilst East Southbourne and Tuckton are the least densely populated wards[47].

Bournemouth has seven miles of beaches, which is a key factor in a strong tourism industry to the area. The Dorset Heath extends through Bournemouth, with key areas being Hengistbury Head, Turbary Common and Kinson Common which are of international importance. In addition, Christchurch Harbour, which is a designated Site of Special Scientific Interest (SSSI) split between Bournemouth and Christchurch, is an internationally designated site along the River Avon.

4.1.4 Christchurch and East Dorset

Christchurch is located at the eastern extent of SE Dorset. The core strategy for Christchurch also covers the district of East Dorset which lies to the north west of Christchurch; the combined core strategy area has a population of about 135,000 people. Development has extended along Christchurch's major roads, and includes key areas such as Highcliffe which has its own district shopping centre, and Burton. In East Dorset, there are a number of key settlements; Wimborne, Corfe Mullen, Colehill, Ferndown, West Parley, West Moors, St Leonards and St Ives and Verwood, as well as a large rural area.

The area has a diverse and high-quality natural environment, with 24% of Christchurch covered by one or more nature conservation designations. The River Avon joins the River Stour at its estuary in Christchurch, and drains into the harbour. Due to the presence of sandbars, Christchurch Harbour is only accessible to shallow boats.

Christchurch is home to Bournemouth International Airport and its adjoining Aviation Business Park, which provides around 80 hectares of employment land.

4.2 4.2 Demography

The following statistics are taken from the Office of National Statistics, with the 2018 population projection based upon mid-year estimates for 2012-2016.

In 2018 there were approximately 485,000 people residing in SE Dorset[48], of which 49% are aged between 25 and 64. This is nearly 3% lower than the proportion for England and Wales. Figure 4-3 demonstrates that approximately 23% of the area's population is aged above 64, in comparison to 18% in England and Wales. This higher than average proportion of 'older' citizens, combined with a significant rural population within the region, brings significant transport challenges[49]. As acknowledged in the Industrial Strategy, future transport approaches will need to increasingly consider older people[50], with over 80% of population growth to 2041 forecast to be in the over-65 age group and higher proportions concentrated within the South West[51].

[45] Bournemouth Council (2019)
[46] Bournemouth Core Strategy (2012)
[47] Bournemouth Council (2019)
[48] Using the Centre for Cities Primary Urban Area definition of the East Dorset, Bournemouth, Christchurch, Poole LAs.
[49] Age UK (2015)
[50] 'Ageing Society' and the 'Future of Mobility' are two of the Department for Business, Energy & Industrial Strategy's 'Grand Challenges'.
[51] Government Office for Science (2019) Future of Mobility

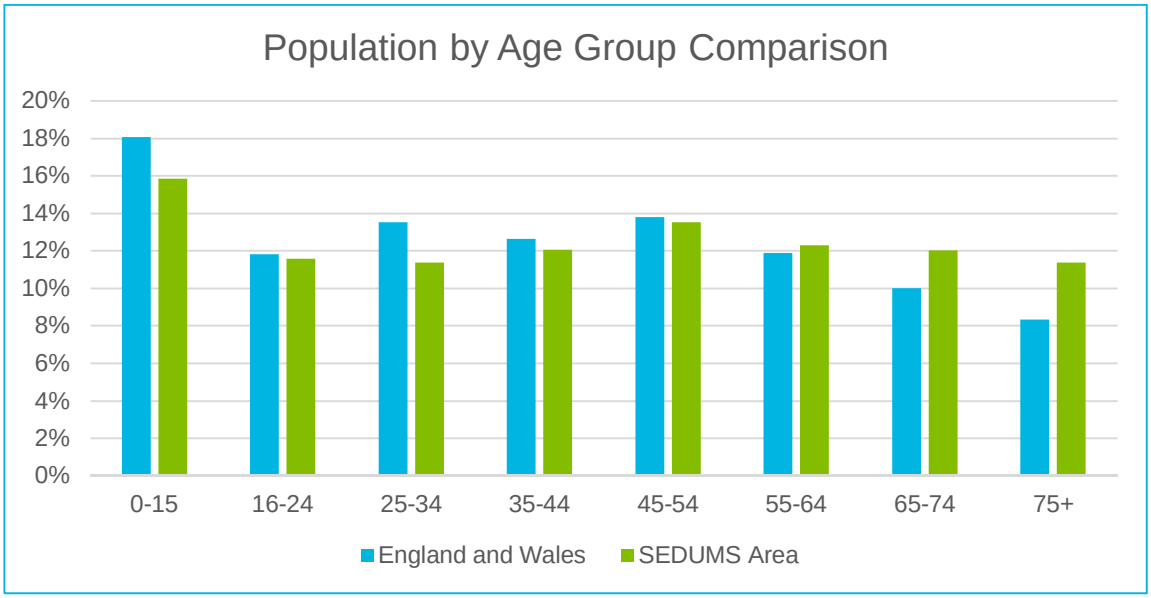


Figure 4-3: South East Dorset Demographics (Mid-2018 Estimates[52])

4.2.1 Population Distribution

The population density distribution map of the output areas within SE Dorset is displayed in Figure 4-4. This is based on data from the last UK Census (2011) and gives an indication of the spatial distribution of population within the area, highlighting higher density areas of all three principal centres along the coastal margin.

[52] Office for National Statistics (2019)

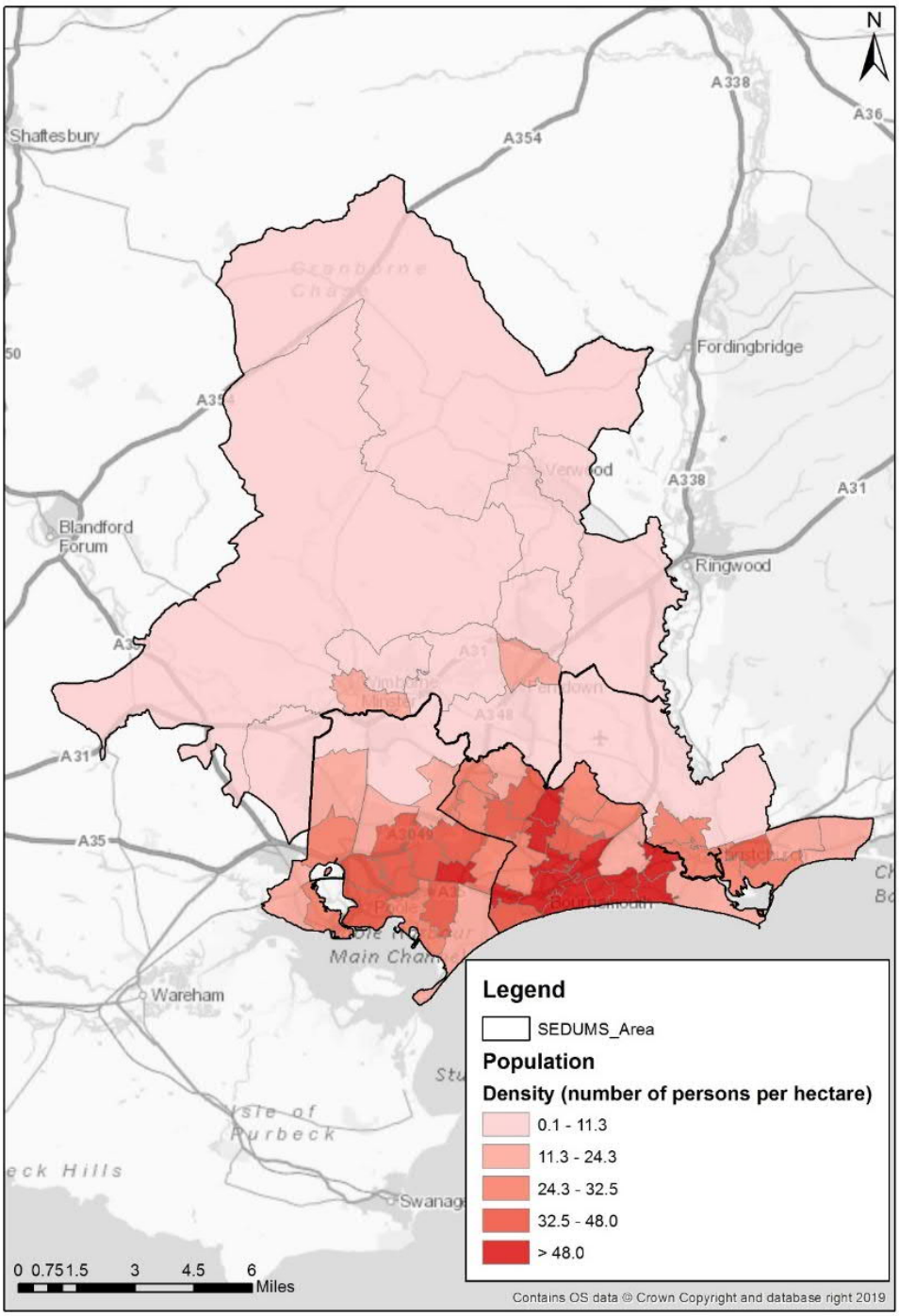


Figure 4-4: South East Dorset Population Distribution (2011 Census[53])

4.2.2 Social Context

Figure 4-5 illustrates indices of multiple deprivation scores, with the lower numbers representing lower levels of deprivation. When viewed within the national context, the SE Dorset area experiences relatively low levels of deprivation, with only 6 lower super output areas within the area (2% of SE Dorset) within the top 10% of deprived areas in England and Wales. The lower super output areas are within the Boscombe West and Kinson South 2011 Census Wards. In general, the areas scoring more highly in the IMD are located within the more urbanised areas, although there are also rural clusters which score relatively highly. It is important to ensure that these areas are well connected by alternative modes, including bus, walking and cycling to increase accessibility to services that can improve social mobility.

[53] Office for National Statistics (KS101EW)

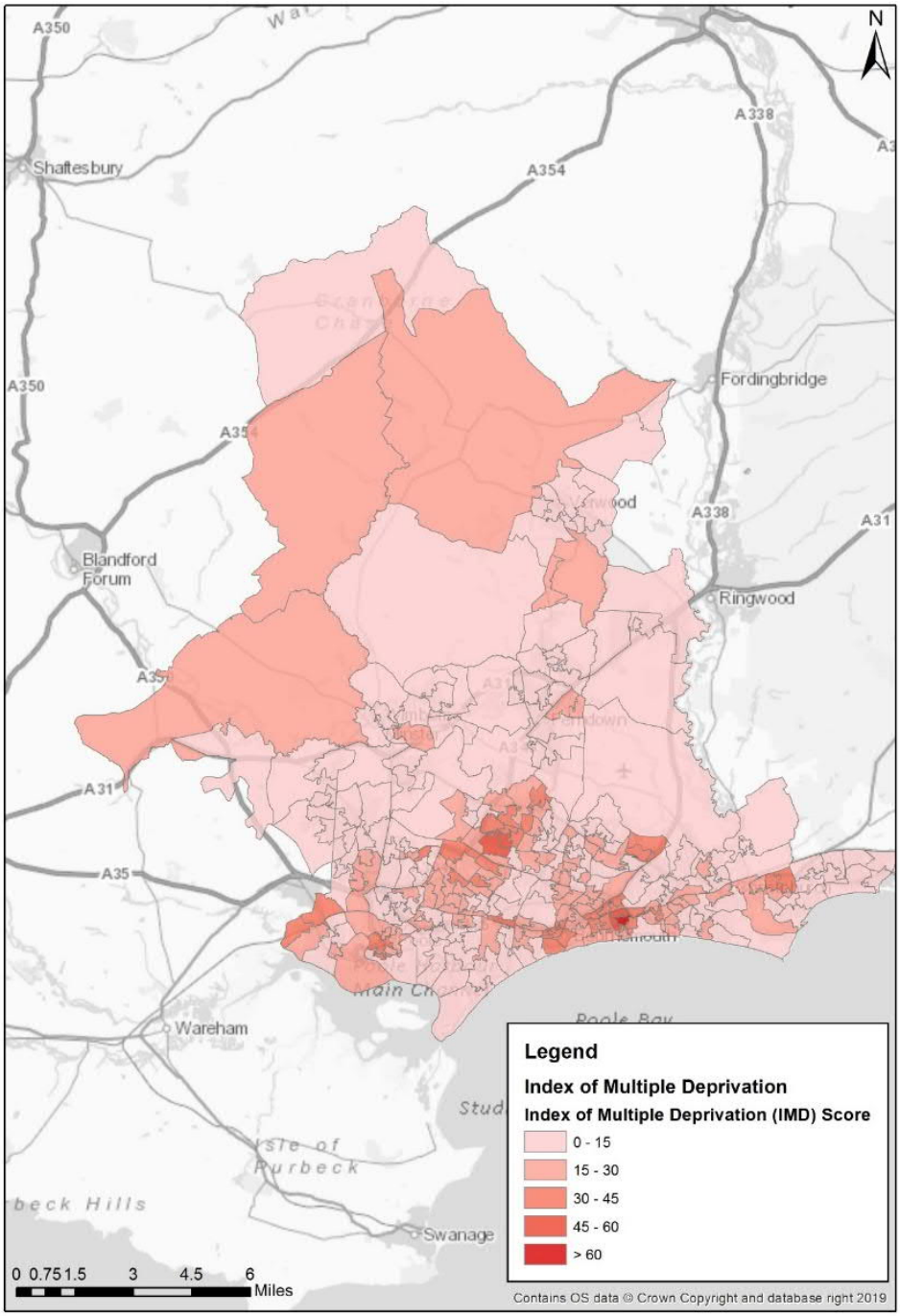


Figure 4-5: South East Dorset Index of Multiple Deprivation (2015[54])

[54] Office for National Statistics: English Indices of Deprivation 2015

4.2.3 Employment

4.2.3.1 Employment Distribution

Employment density is a measure of employment (employees) per hectare. It shows where built up employment areas are and helps to visualise what areas are likely to attract trips in the peak periods. In some cities, employment areas represent a major part of built-up areas but include little to no residential population. However, from the employment distribution map shown in Figure 4-6, it is evident that the main employment areas within SE Dorset are generally located within the areas with the greatest population density. The MSOAs with the highest employment densities are centred around Bournemouth town centre, Poole town centre and the Royal Bournemouth Hospital.

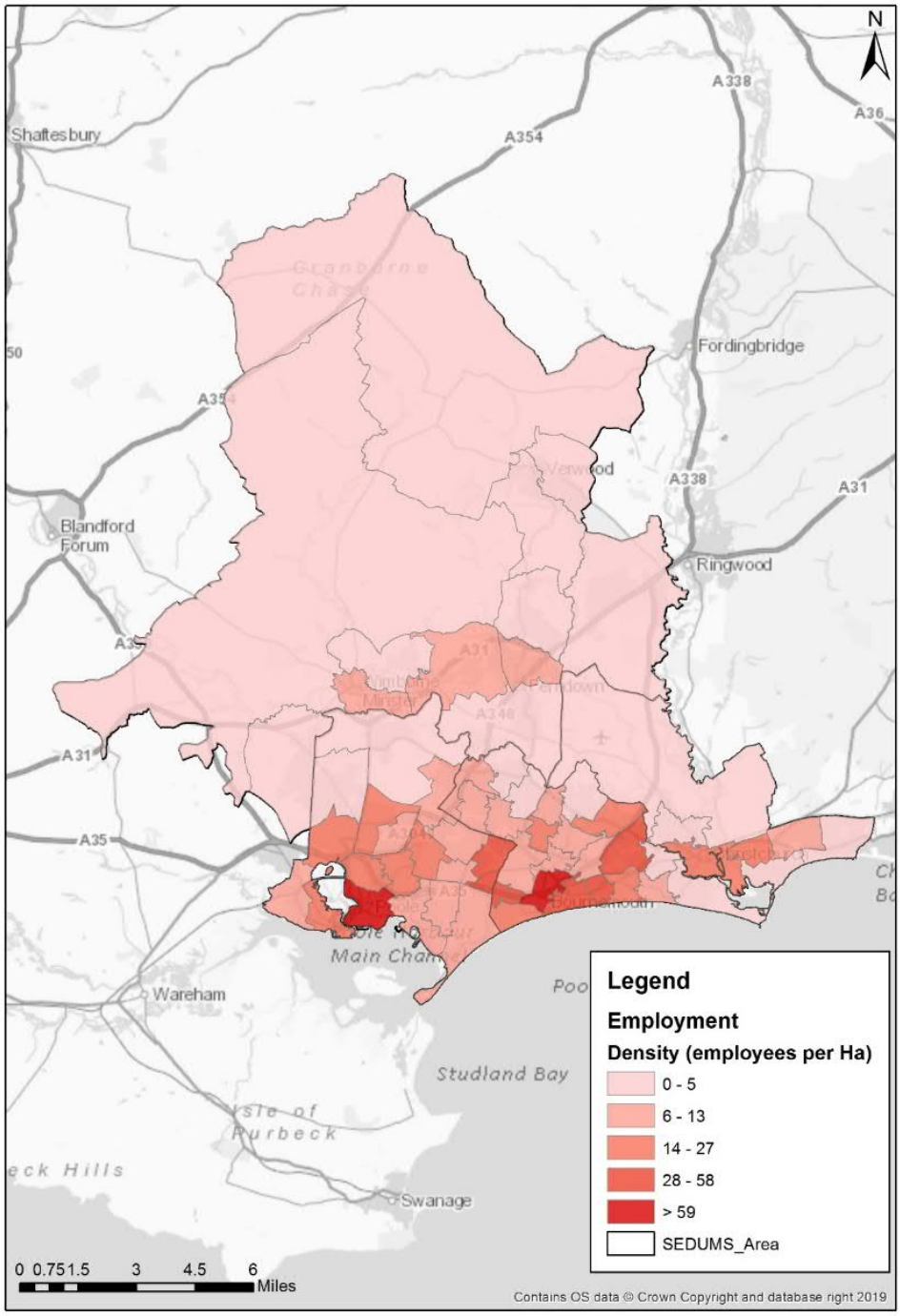


Figure 4-6: South East Dorset Employment Distribution (2017 data[55])

[55] Office for National Statistics (2017) Business Register and Employment Survey

4.2.3.2 Employment

Office for National Statistics (ONS) local labour market statistics for the 2018/19 financial year[56] have been reviewed to establish how the Dorset LEP compares to the United Kingdom on key labour supply indicators (Table 4-1). The Dorset LEP has relatively high employment levels, slightly above the national average (+3%), with unemployment marginally lower (-1%). This suggests a highly economically active working age population, which could lead to higher journey to work trip proportions than in other areas of the country within these age ranges.

Table 4-1: Labour Supply Key Indicator Comparison, Dorset LEP and United Kingdom, Working Age Population (16 to 64 years old)

	United Kingdom	Dorset LEP	Difference
Employment	75%	78%	+3%
Unemployment	4%	3%	-1%
Economic Inactivity	21%	20%	-1%

Note: Employment, Unemployment and Economic Activity totals are not 100% due to rounding

4.2.4 Car Ownership

The car ownership per household within SE Dorset is highlighted in Figure 4-7. It shows the spatial distribution of car and van vehicles per household across the area at the time of the last census (2011).

Car ownership is lowest within the more urban areas of Poole, Bournemouth and Christchurch where amenities are within walking or cycling distance and where there is access to more public transport options. The more rural and inter-urban areas to the north show the highest car ownership per household, where alternatives, such as public transport, are least accessible, as can be seen later in Figure YY (Data awaited).

[56] Office for National Statistics (2019) LI05 Regional labour market: Local indicators for Local Enterprise Partnerships

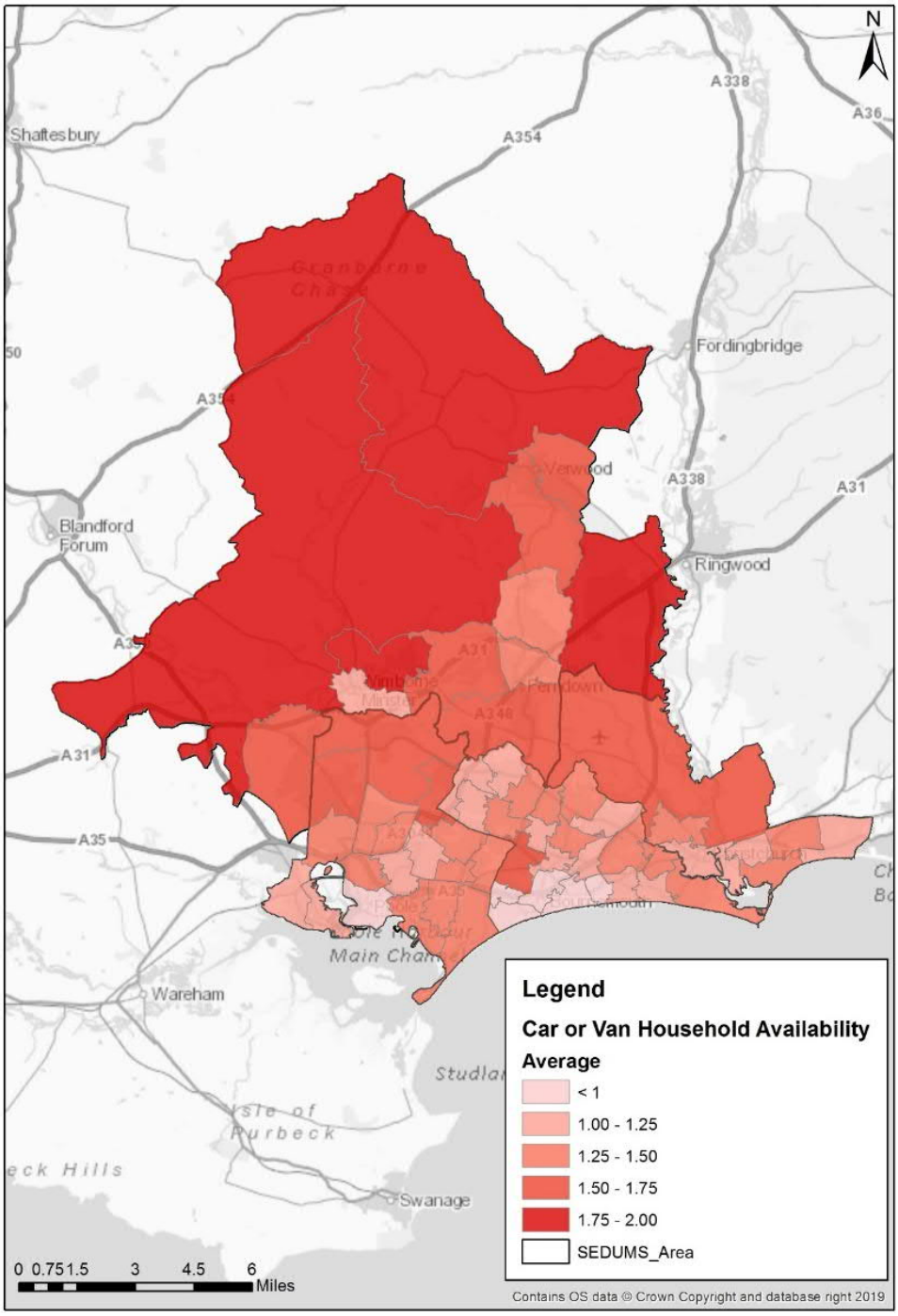


Figure 4-7: South East Dorset Car Ownership, per Household (2011 Census[57])

4.2.5 Commuting Patterns

Journey to Work (JTW) data is collected as part of the Census and describes aspects of commuting behaviour. This data provides a valuable insight in to the mode choice of both residents and commuters in and out of SE Dorset.

4.2.5.1 Mode Share

For the purpose of this exercise, only trips to / from the South West and SE of England have been included. Sustainable trips include those taken by train, bus, as a passenger in a car, bicycle or on foot. Table 4-2 shows the modal split for journeys to work in SE Dorset. The SE Dorset conurbation demonstrates similar levels of walking and cycling to England as a whole, but experiences higher levels of levels of car driving (7% higher). In addition, there are great differences in journey to work mode patterns between the legacy local authorities, particularly with regard to the uptake of active travel

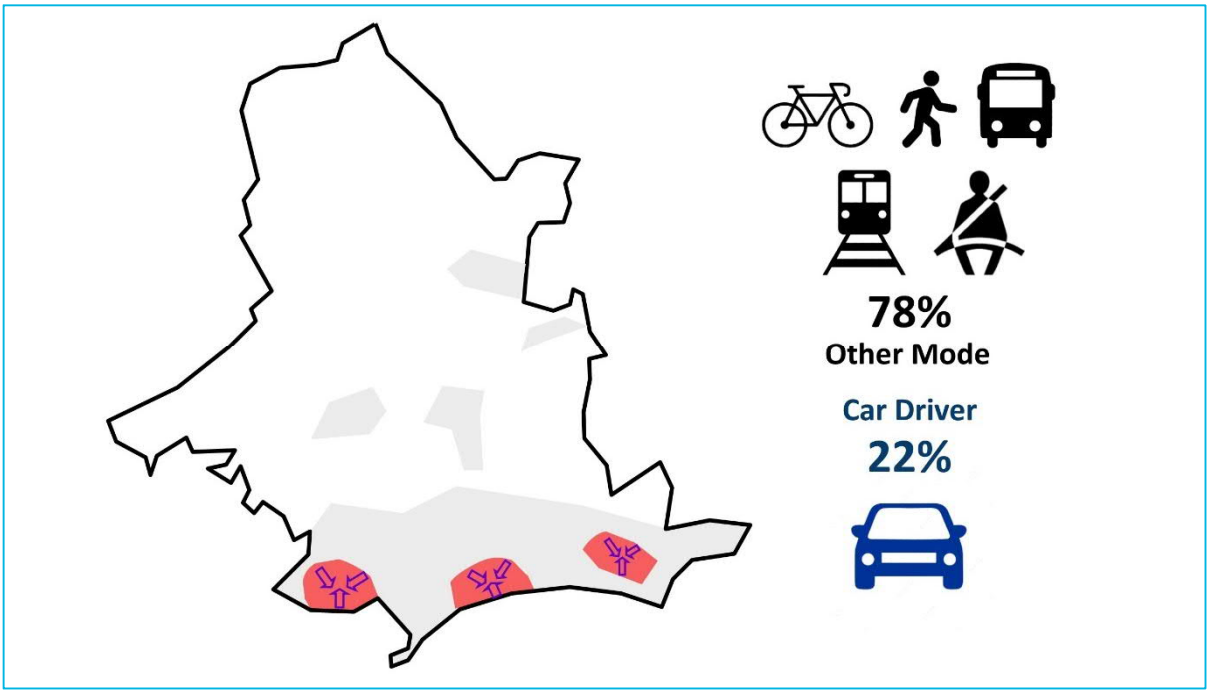
[57] Office for National Statistics (KS404EW)

modes. Whilst walking is more widely utilised than cycling in all local authorities, 12% of workers walk to work in Bournemouth as opposed to just 5% in East Dorset, reflecting the generally greater commuting distances associated with more rural areas. The difference in bus use between the local authorities generally corresponds with the provision of services to employment locations, demonstrating that the impact of bus availability in influencing mode choice.

Table 4-2: Journey to Work Mode Share

Travel to Work Method	Bournemouth	Christchurch	Poole	East Dorset	SE Dorset	England
Mainly Work From Home	10%	12%	10%	15%	11%	10%
Walk	12%	7%	10%	5%	10%	10%
Cycle	5%	5%	5%	2%	4%	3%
Bus, Minibus or Coach	9%	4%	5%	2%	6%	7%
Train	2%	2%	2%	1%	2%	5%
Car or Van Passenger	5%	5%	5%	4%	5%	5%
Driving Car or Van	56%	63%	61%	70%	61%	54%
Other	2%	2%	2%	2%	2%	6%
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

The proportion of trips by different modes from the 2011 Census[58] are shown in Figure 4-8 to Figure 4-13. It can be seen in the mode share proportions shown below that there is a clear dominance of car trips for the majority of trip types, with the exception in intra-urban centre journeys. The overall pattern can be attributed to a number of personal determinants which may include cost, habit, comfort, travel time and convenience.



[58] Office for National Statistics (WU03EW)

Figure 4-8: Journey to Work Mode Split, Live and Work in Same Urban Centre

For journeys by travellers that live and work within the same urban centre (of Bournemouth, Christchurch or Poole), combined non-car modes are the dominant methods, with 78% of commuters travelling to work this way. Of those travelling by other modes, the most dominant modes are walking[59], cycling, and bus travel respectively. These proportions demonstrate that active travel modes are the most popular choice for short intra-urban journeys, albeit this may result from convenience, journey time and cost benefits as much as any enhanced provision of infrastructure for such journeys.

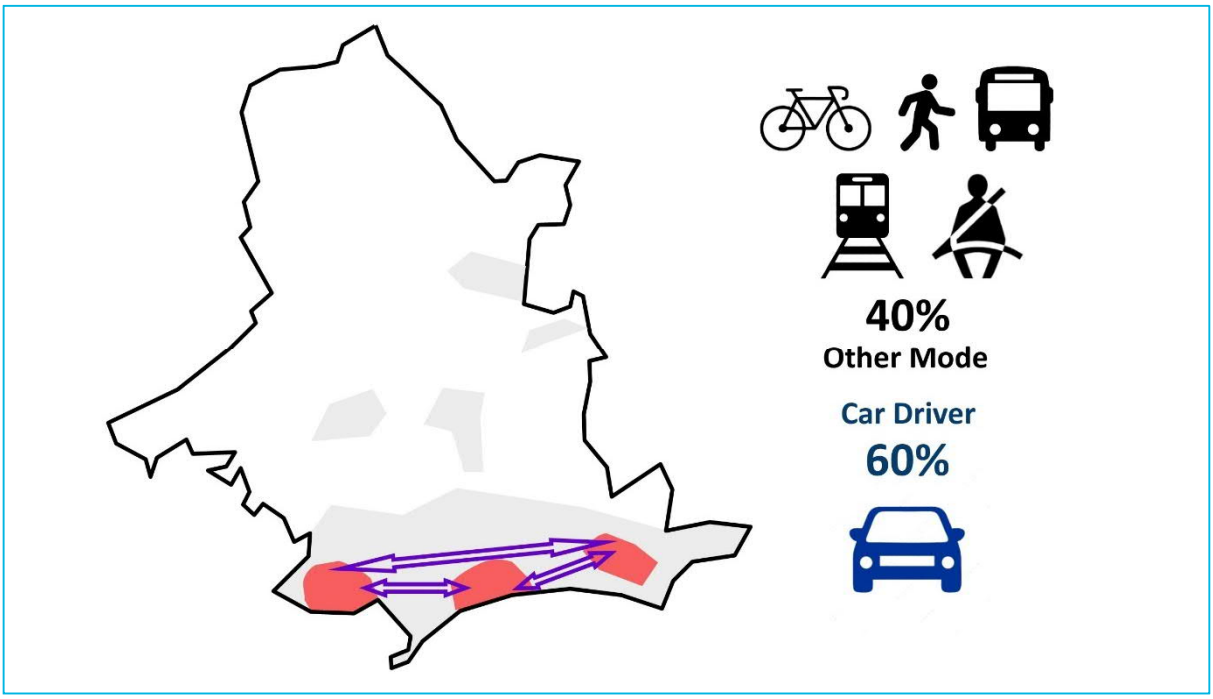


Figure 4-9: Journey to Work Mode Split, Live and Work in Different Urban Centre

For journeys that live in either the Bournemouth, Poole or Christchurch urban centre but work in another urban centre, driving a car is the dominant method, with 60% of commuters travelling to work this way. Of those travelling by other modes, the most dominant modes are bus, rail, and car passenger respectively. Bus journeys are the dominant non-car mode for journeys starting and finishing and Bournemouth[60], with rail the most popular non-car mode for trips between Poole and Christchurch[61]. Whilst car travel is the most popular individual mode, these other mode proportions demonstrate that rail travel is favoured for longer distance inter-urban .

[59] Living and walking to work within the Bournemouth = 66% of all journeys, Christchurch = 50%, Poole = 59%
[60] With bus from Central Bournemouth to Central Poole accounting for 23% of the total trips
[61] Rail from Central Christchurch to Central Poole = 26% of total journeys for this movement, Central Poole to Central Christchurch = 16%

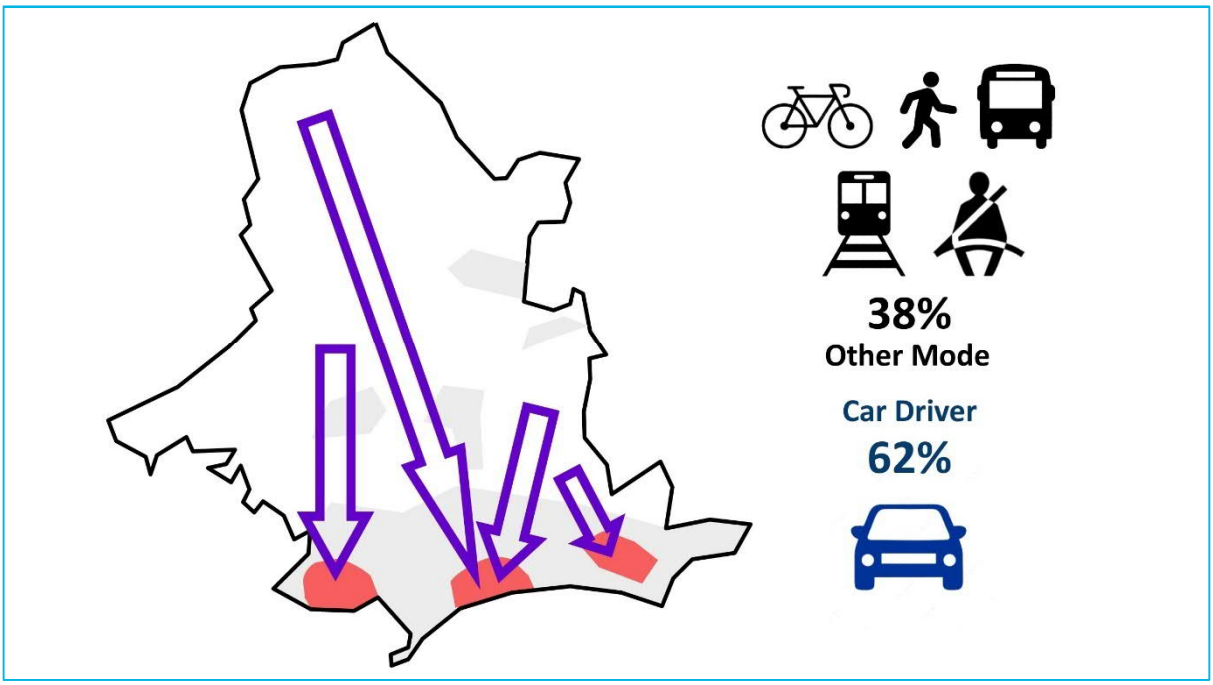


Figure 4-10: Journey to Work Mode Split, Live in SE Dorset and Work in Urban Centre

For journeys by travellers that live in the wider SE Dorset conurbation but work in the urban centres of Bournemouth, Christchurch or Poole, driving a car is the dominant method, with 62% of commuters travelling to work this way. Of those travelling by other modes, the most dominant modes are bus and rail respectively, with bus travel more popular for trips from the areas with the conurbation due to the lack of rail provision to the north.

Rail trips account for a small percentage of total trips for some movements where stations are available, such as Pokesdown for trips from between Bournemouth and Christchurch to Central Poole (11% of all movements). Active modes account for a small proportion of trips, with these mainly being from outer suburbs to the nearest urban centre of Bournemouth, Christchurch or Poole. Overall, these proportions demonstrate that car-based travel is the most convenient option in most circumstances, but where residents have access to bus and rail services there is potential for use of non-car modes.

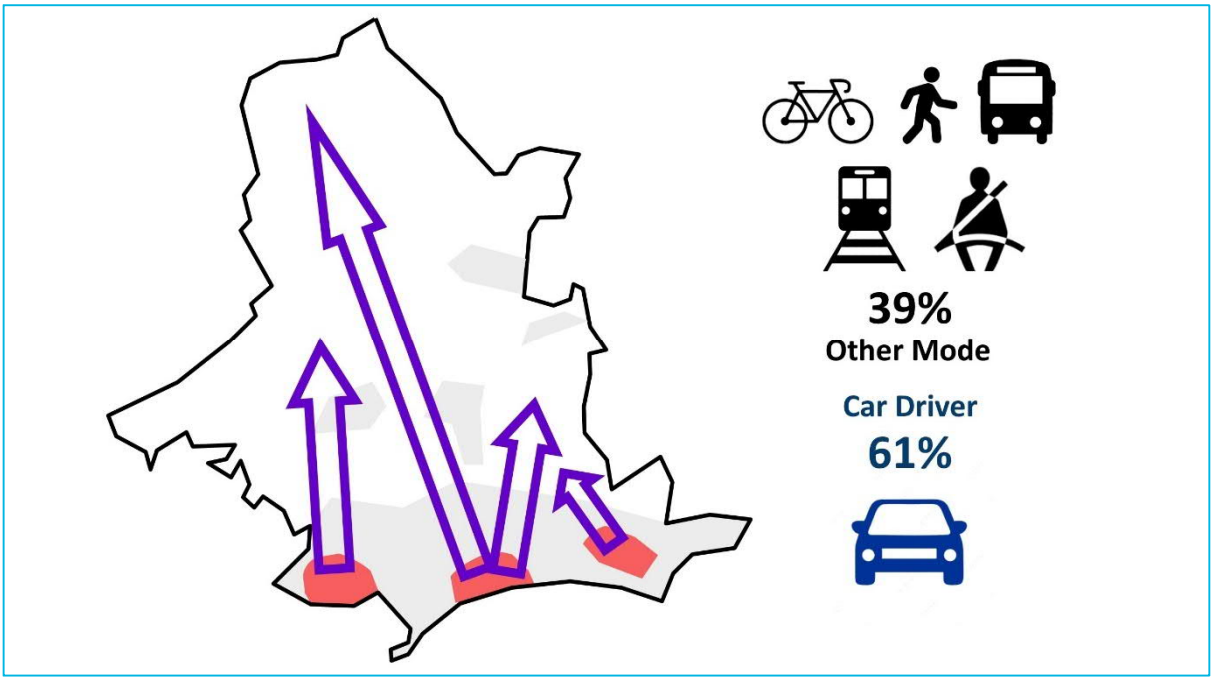


Figure 4-11: Journey to Work Mode Split, Live in Urban Centre and Work in Rest of SE Dorset

For journeys by travellers that live in the Bournemouth, Christchurch or Poole urban centres but work in the wider SE Dorset conurbation, driving a car is the dominant method, with 61% of commuters travelling to work this way. Of those travelling by other modes, the most dominant mode is the bus, with little to no rail usage. Trips to the rural areas of the SE Dorset conurbation, such as Wimborne Minster or Ferndown, experience significantly reduced levels of bus usage relative to suburban locations[62].

Whilst the overall mode splits are similar to the reverse journeys (Figure 4-12), these proportions demonstrate that the reduced rail availability or bus integration at non-central locations impacts opportunities to use the mode, although bus usage generally suggests a reasonable level of suburban service.

[62] For example, from Central Bournemouth to Poole suburbs the bus = 18% of all trips for this movement, to Bournemouth suburbs = 28%, to Christchurch suburbs = 10%. Central Bournemouth to East Dorset = 8% of all trips

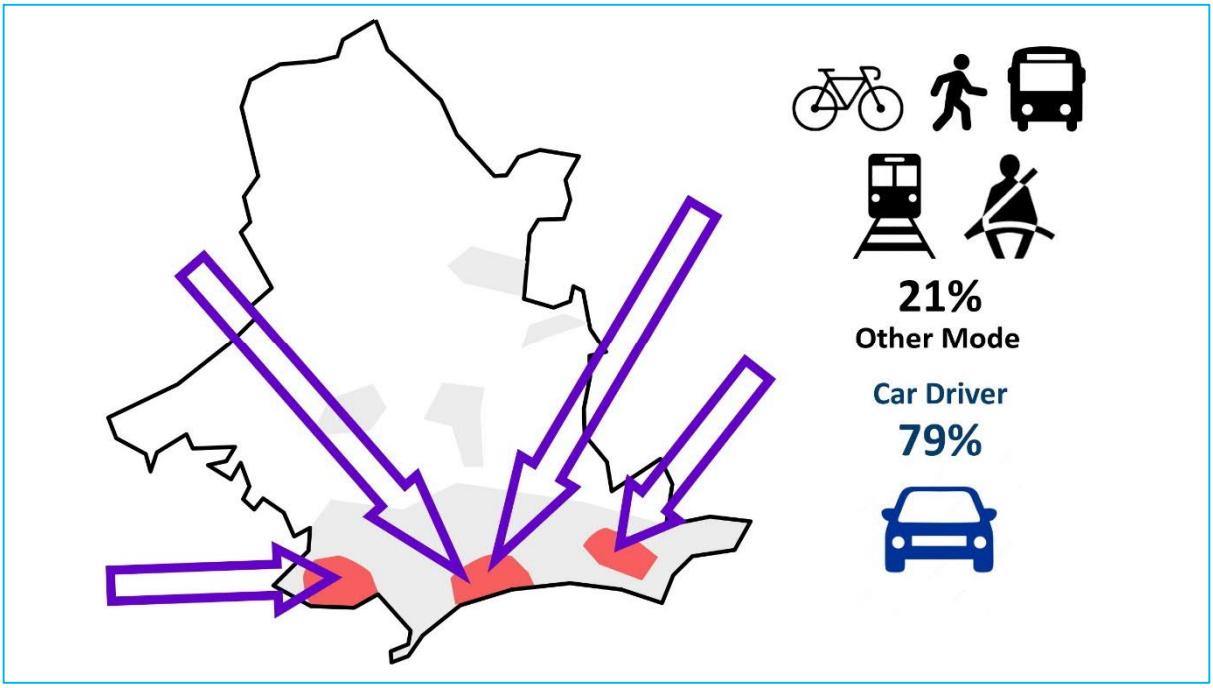


Figure 4-12: Journey to Work Mode Split, Live Outside SE Dorset and Work in Urban Centre

For journeys by travellers that live outside SE Dorset but work in the urban centres of Bournemouth, Christchurch or Poole, driving a car is by far the dominant method, with 79% of commuters travelling to work this way. Of those travelling by other modes, the most dominant modes are rail, car passenger and bus respectively. Despite the predominance of rail within other modes, mode share proportions do not exceed more than 12% of all journeys for any movement[63]. These proportions demonstrate that non-car-based travel is significantly more desirable than all other modes including rail, despite traffic congestion and potential cost implications such as parking in central locations.

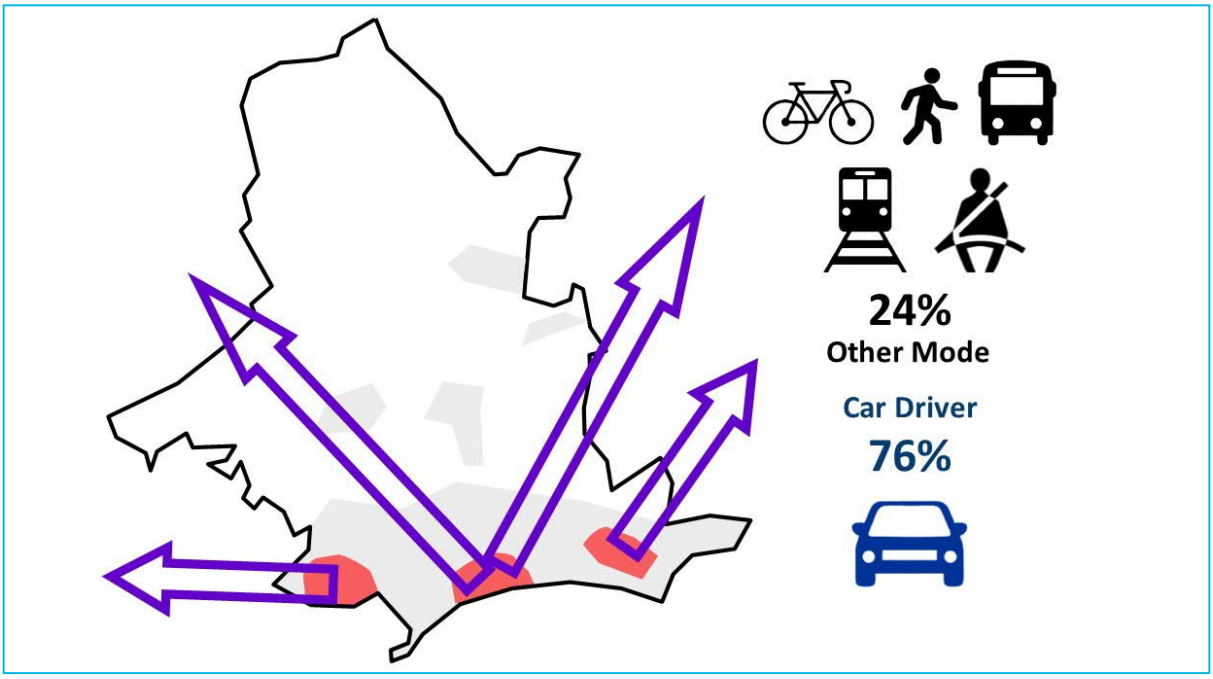


Figure 4-13: Journey to Work Mode Split, Live in Urban Centre and Work Outside SE Dorset

For journeys by travellers that live in the urban centres of Bournemouth, Christchurch or Poole but work outside of SE Dorset, driving a car is by far the dominant method, with 76% of commuters travelling to

[63] For trips from the South East (excluding London) to Bournemouth Central and Poole Central respectively

work this way. Of those travelling by other modes, the most dominant modes are train and car passenger respectively[64]. Rail journey proportions are the greatest for trips to the South East, including locations such as Southampton, Portsmouth and Basingstoke, with similar car passenger proportions for destinations in the rest of the South West, including Weymouth, Exeter and Yeovil. These other mode proportions could demonstrate that rail connectivity is greater to major employment destinations in the South East than the South West, although it may also reflect more rural employment centres within the South West that are naturally less well connected.

4.2.5.2 Principal Journey to Work Destinations

Origin – destination data was taken from the Census data and mapped to determine the principal origins and destinations within SE Dorset to visually highlight commuting patterns. Figure 4-14 and Figure 4-15 on the following pages show the main origin and destinations by middle layer super output areas (MSOA). The main destinations are centred on the urban centres of Poole, Bournemouth and Christchurch.

However, as observed in Figure 4-9, commuting patterns do not represent the exclusive living and working within the same urban centre, with a majority of inter-urban centre journeys occurring by car. This observation is broadly supported by findings in the 2019 Bournemouth, Christchurch and Poole Travel Survey, which found that 50% of trips to work that were less than 5 kilometres were completed by car[65].

[64] But with no more than 11% of mode share for any individual movement
[65] BCP Council Policy Insight Team (2019) Figure 22 (p. 21)

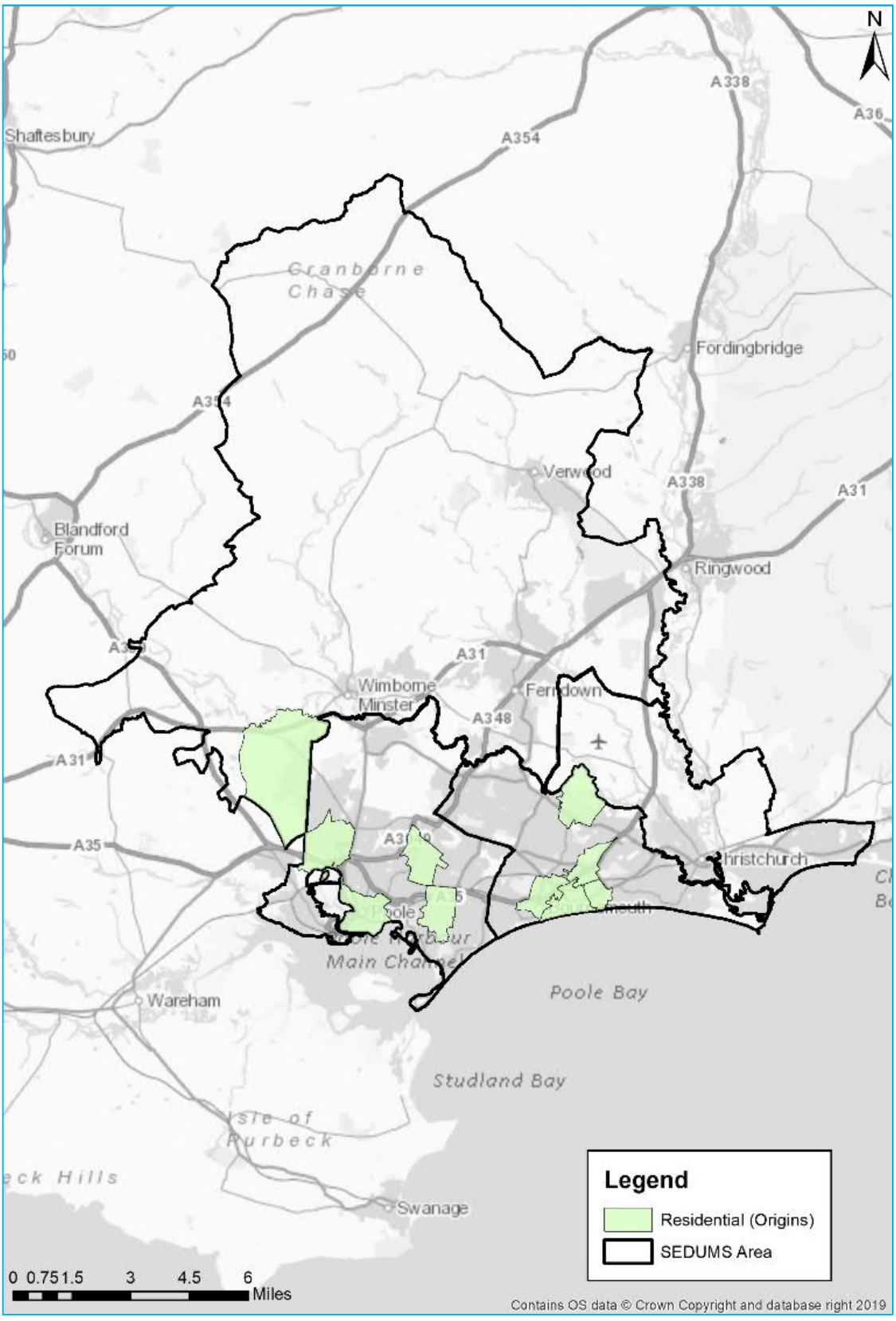


Figure 4-14: Journey to Work Top 10 Origins (Residential)66

[66] Office for National Statistics (WU03EW)

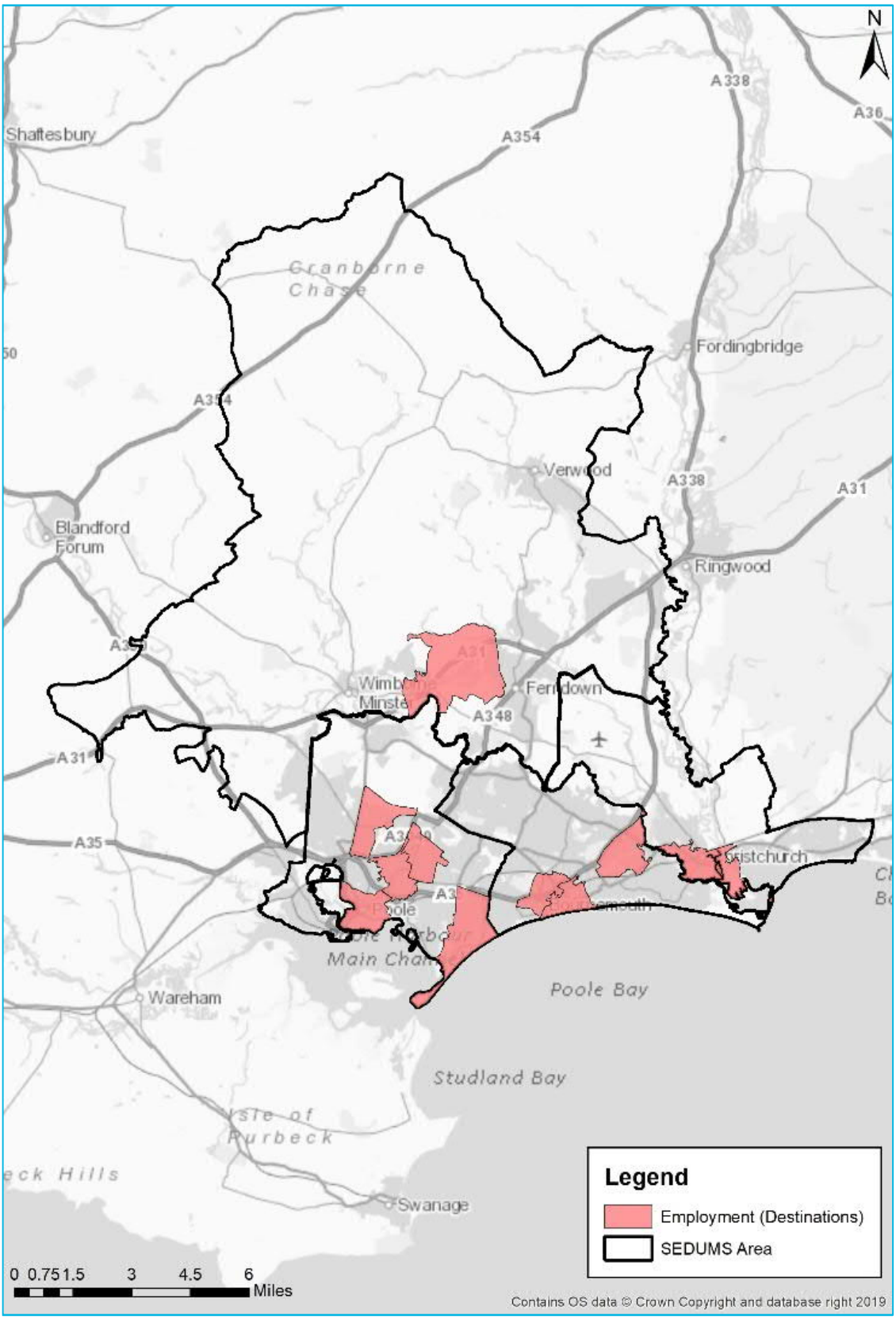


Figure 4-15: Journey to Work Top 10 Destinations (Employment)[67]

[67] Office for National Statistics (WU03EW)

4.2.6 Key Leisure Attractors

As noted in the employment sector review, the tourism-based sector is a prominent specialism within SE Dorset. The study area features numerous leisure attractions, which produces additional demands on the regional and local transport networks. In 2017, around 15 million tourists were calculated to have visited SE Dorset, contributing a total spend of nearly £1 billion (9% of the total South West spend). Figure 4-16 presents a selection of significant leisure attractors within the conurbation.

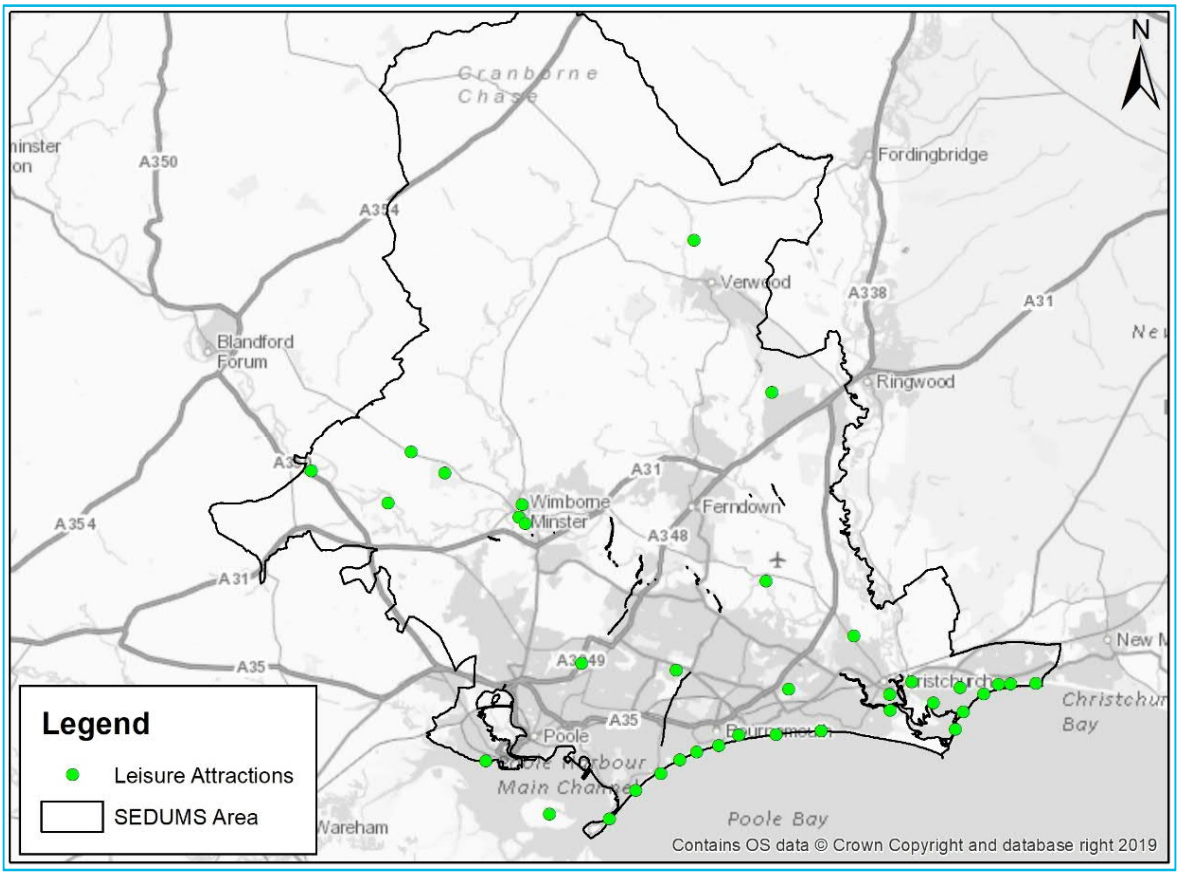


Figure 4-16: Key Leisure Attractors within SE Dorset (Source: Visit Dorset[68])

4.2.7 Education

Nationally, education provides a relatively noteworthy trip attractor, accounting for 13% of all trips in 2018[69]. The Poole Home to School Transport Policy (2015) outlines that free bus travel will generally be provided for trips over 2 to 3 miles, with up to 6 miles considered in certain circumstances dependent upon location, age of student and income status. Concessionary travel is also provided based upon similar criteria, at a cost of £400 per annum (in 2015-16)

Figure 4-17 illustrates the locations of the key education providers within SE Dorset. The location of education providers demonstrates that Verwood and Ferndown have no secondary education providers, with pupils requiring to travel to the BCP Council area or Wimborne. Colleges are also limited in the area, with the two major colleges in Poole and Bournemouth. These limited local education facilities could lead to increased non-active mode demand due to distance.

[68] Visit Dorset (2019) Attractions in Dorset
[69] DfT (2019) National Travel Survey Dataset NTS0409

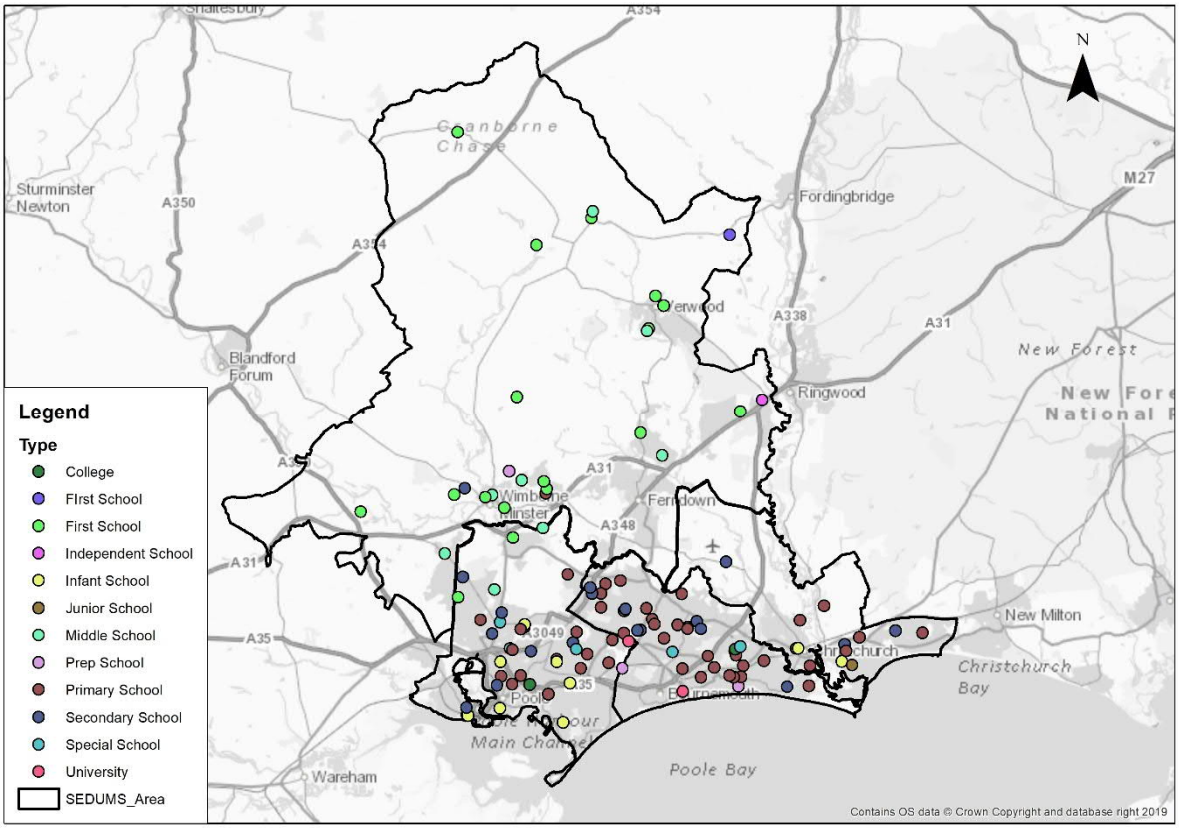


Figure 4-17: Education Provider Locations within SE Dorset

5. Existing Transport Conditions

5.1 5.1 Bus Network

There are currently over 65 different bus routes serving SE Dorset, including urban, rural, school, college, shopping and leisure routes. Bus travel within the SE Dorset area is predominantly provided by two operators: Yellow Bus and MoreBus. The bus operators have their own price and payment structure, adding a level of complexity to using public transport which can be a deterrent to potential users.

Bournemouth, Poole and Christchurch councils have created a route map that is available for all bus services in SE Dorset. However, there is no single online point of contact for journey planning and purchasing tickets, with users instead directed to individual operators for more details.

5.1.1.1 Bus Patronage

Table 5-1 below outlines the change in total passenger journeys on local bus services within SE Dorset, since 2010/11.

Table 5-1: Bus Passenger Journeys (million passengers)[70]

Local Authority	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017	2017/ 2018	2010/11 to 2017/18 % Change
Bournemouth	15.00	17.55	17.59	18.17	18.47	17.81	17.44	17.72	+18.17%
Dorset	11.14	10.68	9.85	10.20	9.98	10.03	8.74	8.05	-27.74%
Poole	8.39	9.43	9.48	10.32	10.59	10.47	10.40	10.65	-26.96%
Total	**34.52**	**37.65**	**36.92**	**38.69**	**39.04**	**38.31**	**36.58**	**36.42**	**5.50%**

The results in Table 5-1 demonstrate that bus travel in Bournemouth and Dorset has increased significantly since 2010, at 18% and 27% respectively. This increase in travel within these areas is in contrast to the wider Dorset local authority area (27% reduction) and more significantly the rest of England itself, which has reduced by approximately 6% within the same period.

In the 2018 Bus Passenger Survey completed by Transport Focus, Bournemouth and Poole scored 91% for overall satisfaction, 3% above the average for Local Authorities in England. The survey discovered that 75% were satisfied with the punctuality of services and 64% with value for money. Whilst the passenger usage and satisfaction statistics paint a positive picture for bus travel within SE Dorset, there is still room for improvement to encourage bus usage as an alternative to single-occupancy car journeys. According to the DfT Public Attitude to Buses Report, users are more likely (than non-users) to agree that they would travel more by bus if aspects of the bus service were improved. These include:

- Faster journey times;
- More frequent services; and
- Reduced ticket cost.

According to the “Door to Door” report completed by the Transport Research Laboratory (TRL) Ltd, passengers require the following information and ticketing options if public transport is to be an attractive alternative to the car:

- Information on the fares, times of departure and arrival before travelling, and the ability to compare different ways of reaching the same destination;
- Real-time information about their journey;
- Simple fares that are flexible;
- Simple ticketing options (e.g. zonal fares); and
- Through ticketing – origin to destination ticketing via multiple service providers on a single ticket.

[70] DfT (2019) BUS0109

5.1.1.2 Cost of Bus Travel in SE Dorset

Table 5-2 lists the cost per day for commuting to the major urban centres within SE Dorset using the bus network.

Table 5-2: Bus Operator Charges (Fees as of July 2019)

Operator	Cost (per working day)	Travel Bounds
Yellow Bus (Monthly Ticket)	£3.00	to/from Wimborne, Bournemouth Airport, Poole, Sandbanks, Bournemouth, Christchurch, New Milton
Yellow Bus (Daily Ticket)	£4.20	to/from Poole, Bournemouth, Christchurch
	£6.20	to/from Wimborne, Bournemouth Airport, Poole, Sandbanks, Bournemouth, Christchurch
	£8.20	to/from Wimborne, Bournemouth Airport, Poole, Sandbanks, Bournemouth, Christchurch, New Milton
MoreBus (Monthly Ticket)	£2.40	m1 and m2 bus services to/from Poole, Westbourne, Bournemouth, Castlepoint/Southbourne
	£2.70 (via app) to £3.20 (on bus)	Zone A to/from Poole, Bournemouth, Christchurch, Northbourne, Sandbanks
	£3.20 (via app) to £3.70 (on bus)	Zone AB- Zone A and Wimborne
	£4.85 (via app) to £5.10 (on bus)	Zone ABC- Zone AB and New Milton, Lymington, Ringwood, Salisbury, Swanage
MoreBus (Daily Ticket)	£3.70	m1 and m2 bus services to/from Poole, Westbourne, Bournemouth, Castlepoint/Southbourne
	£4.00 (via app) to £4.20 (on bus)	Zone A to/from Poole, Bournemouth, Christchurch, Northbourne, Sandbanks
	£6.20	Zone AB- Zone A and Wimborne
	£9.00	Zone ABC- Zone AB and New Milton, Lymington, Ringwood, Salisbury, Swanage

Cost of bus travel varies greatly within the SE Dorset area, depending upon location of travel, frequency of ticket purchase and also by method of purchase[71]. The average cost of travelling within and between the main urban areas on monthly tickets is around £2.70 per day, with daily tickets being around £4.00 per day. The average cost of travelling by bus from neighbouring towns is as low as £3.00 when purchasing a monthly ticket (on the Yellow Bus Service) but can stretch as high as £9.00 per day when using the MoreBus daily ticket option[72]. Although the monthly ticket options can provide relatively good value for money, the requirement to pay up-front and travel regularly by services to achieve the cost efficiency may act as a barrier to some users.

BCP Council are trying to improve on separate tickets for different bus operators by providing the integrated 'Getting About' smartcard and ticket, which provides the potential to reduce the barriers of through-ticketing. The £5.00 daily price[73] (or £5.80 when purchased on-board) and location use restrictions relative to the single provider options, with tickets not allowing travel outside the Yellow Bus Zone A or to the Bournemouth Airport area, could make uptake slightly less attractive.

The option of a PlusBus ticket for combined bus and rail travel also exists, which is offered to rail passengers using the Bournemouth Interchange and Poole rail stations. They can add a PlusBus ticket to their rail ticket when purchasing online for participating bus operators within the area shown in Figure 5-1. On this ticket, passengers can take unlimited bus travel for £4.00 per day for adults and cheaper for children and students, with weekly, monthly and annual discounts offered[74]. Tickets are only valid for purchase with a rail ticket.

[71] Yellow Bus charges more for some tickets when users pay via an app or travelcard, whereas MoreBus provides a discount for app users.
[72] Although this does allow travel to locations such as Salisbury
[73] As of July 2019 (Bournemouth Council, 2019)
[74] PlusBus (2019)

Figure 5-1: PlusBus Ticket Coverage

5.2 5.2 Rail Network

Several rail stations are located within the SE Dorset area (Figure 5-2). These stations are located on Network Rail's Wessex Route on the South Western Main Line (SWML) and are served by South Western Railways and CrossCountry trains. The SWML services allow direct passenger travel to Weymouth, London Waterloo and Manchester Picadilly (via stations such as Southampton). A small number of freight services, approximately 13 per week[75], run between Hamworthy and Westbury Down in Wiltshire or Whatley Quarry in Somerset. The requirement for services through Poole to negotiate a level crossing on the High Street has resulted in numerous near-misses, which resulted in Network Rail releasing a video of dangerous crossing attempts from pedestrians and cyclists to highlight the dangers of misusing the crossing[76].

[75] Network Rail Working Time Table (WTT), week commencing 23rd September 2019.
[76] Network Rail (2018), via BBC News

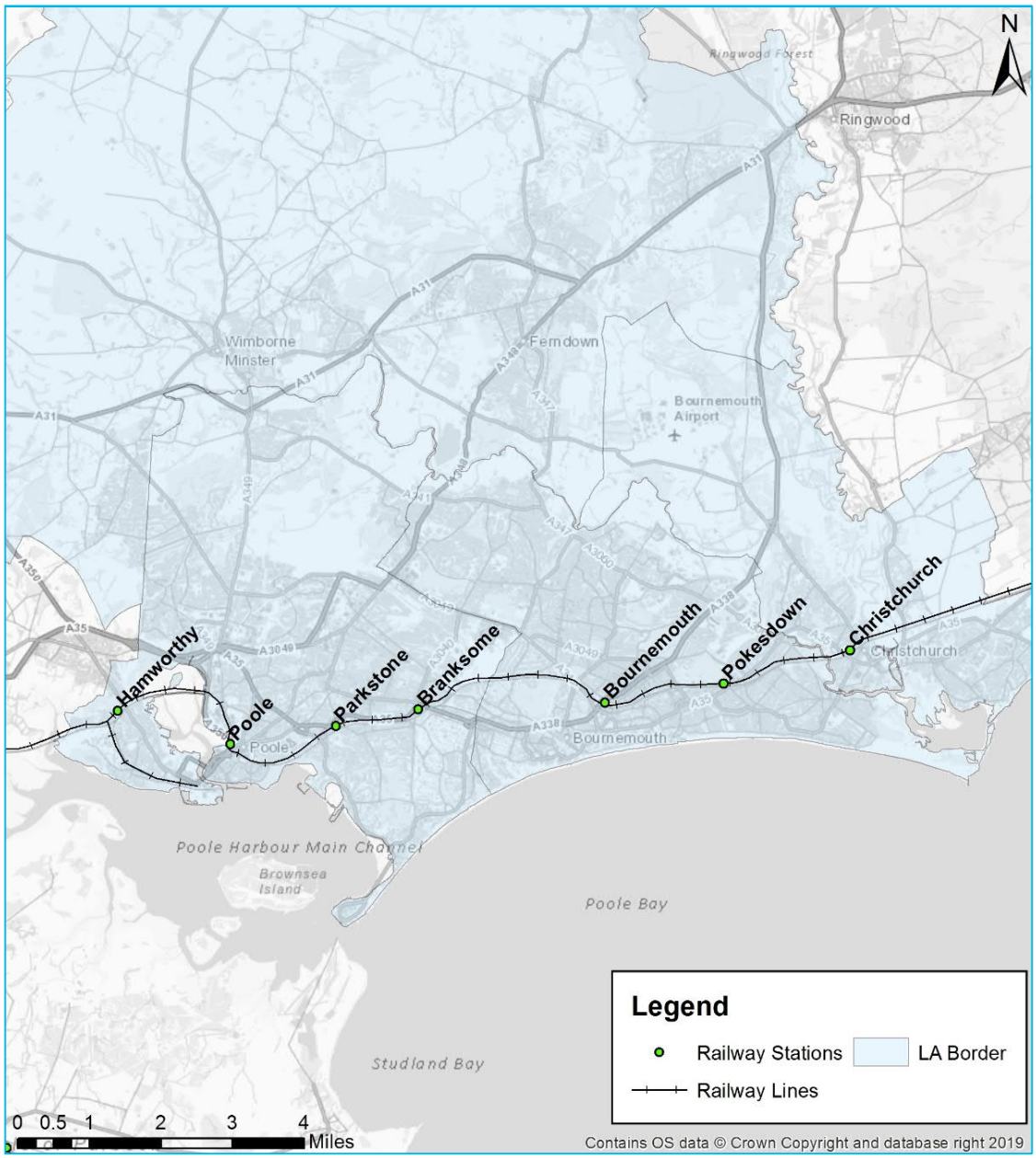


Figure 5-2: SE Dorset Rail Stations

The South Western Railways and CrossCountry services operating within SE Dorset have cycle restrictions (for non-folding bikes) based upon time of travel or destination. South Western Railways restrict usage on services arriving into London Waterloo at peak times, but otherwise operate on a 'first come, first served' basis[77]. CrossCountry provide two reservable cycle spaces and one unreserved space (first come, first served) on all services[78].

5.2.1.1 Rail Station Facilities

The rail stations within SE Dorset generally provide a reasonable number of cycle spaces (Table 5-3), although some stations have little to no parking and that there are more cycle parking spaces than vehicle parking spaces at stations in the area.

The lack of step free access to 5 of the 7 stations within SE Dorset reduces the accessibility of rail as a mode for passengers with disabilities and also provides a barrier to those with (non-folding) cycle use to and from stations.

[77] South Western Railways (2019)
[78] CrossCountry Trains (2019)

Table 5-3: SE Dorset Rail Station Parking and Accessibility Facilities[79]

Station Name	Cycle Parking	Car Parking	Step Free Access?
Bournemouth	118	329	Yes
Pokesdown	48	0	No
Branksome	20	30	No
Hamworthy	6	0	No
Parkstone	6	14	No
Poole	90	146	Yes
Christchurch	122	66	No
Total	**410**	**585**	**2 of 7**

5.2.1.2 Rail Patronage

Table 5-4 lists the annual passenger usage for stations within SE Dorset. The annual estimates are based on sales of tickets which end or originate at the stations.

Table 5-4: Estimated Annual Passenger Usage for SE Dorset Stations (millions)[80]

Station Name	2010/11	2017/18	Growth
Bournemouth	2.58	2.72	5.4%
Pokesdown	0.33	0.34	3.9%
Branksome	0.23	0.29	23.3%
Hamworthy	0.16	0.16	2.0%
Parkstone	0.19	0.24	26.6%
Poole	1.22	1.13	-7.7%
Christchurch	0.45	0.52	14.4%

Table 5-4 shows that a majority of stations within SE Dorset have shown an increase in passenger numbers since 2010/11, with Poole being the exception, experiencing a reduction of nearly 8% of passengers over the period. Overall, the SE Dorset area has experienced passenger growth of approximately 10%, which broadly follows wider trends of increased passenger numbers within the rail industry.

5.3 5.3 Active Travel Network

The BCP Council active travel network varies across the three towns. Bournemouth and Christchurch active travel routes are relatively sparse, with limited off-road routes, however an off-road route along the seafront connects Christchurch to ferry

(Figure 5-3). During July and August, BCP Council forbids cycling on the promenade between 10am and 6pm. Poole has a higher number of off-road routes, however are focused along the main artery road routes.

Bournemouth and Poole have access to the dock less hire bike scheme Beryl Bikes. There are 1000 bikes positioned at key attractions, transport hubs and workplaces throughout the city.

[79] National Rail (2019) Station Services and Facilities
[80] Office of Rail and Road (2019)

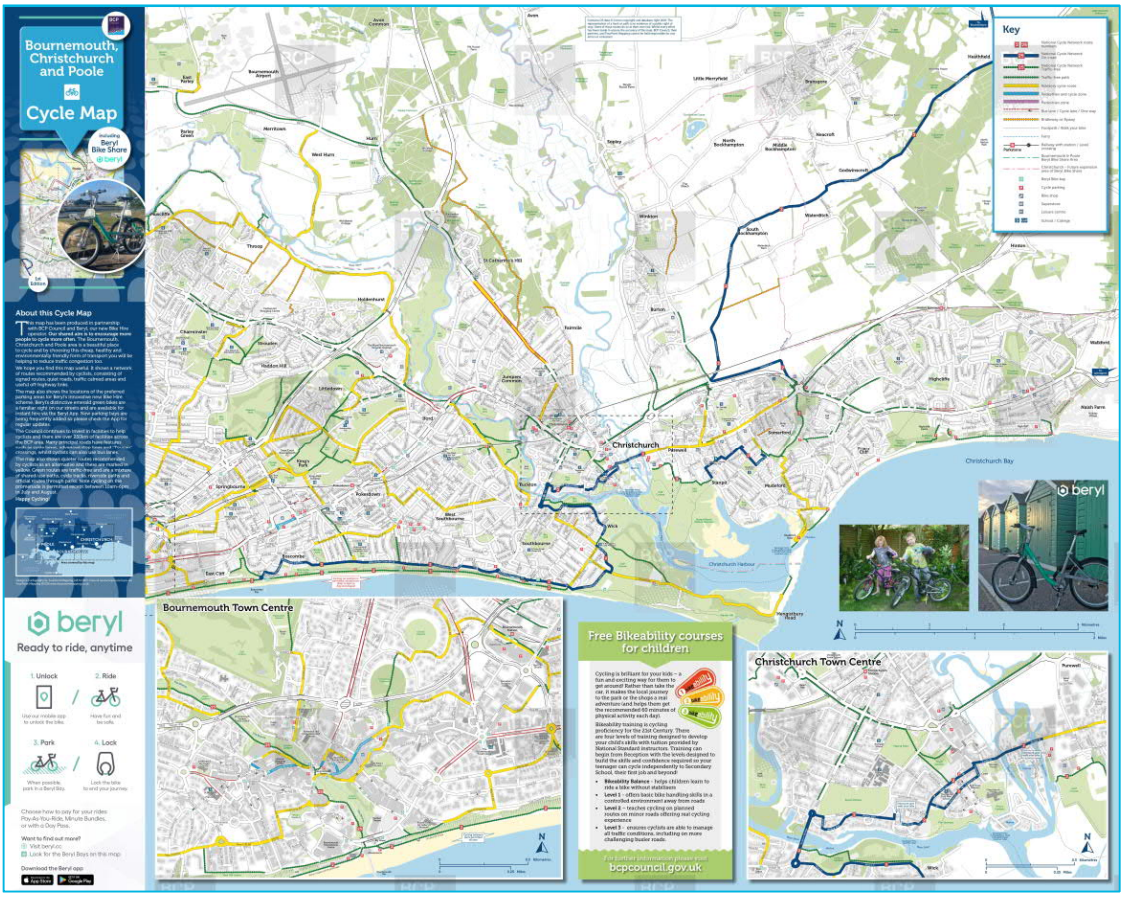


Figure 5-3: BCP Council Active Travel Map side 1

Figure 5-4: BCP Council Active Travel Map side 2

5.4 5.4 Road Network Characteristics

Figure 5-5 present the road network within SE Dorset. The SE Dorset conurbation is bisected by the A31 on the Strategic Road Network, which connects the conurbation to the South East via the M27 and the rest of the South West via the A35. A number of significant routes within the conurbation are outlined to receive Major Road Network status, with all of these routes linking the A35 to the urban centres of Bournemouth, Christchurch and Poole. As to be expected, all of the A-roads and the majority of B-roads are situated within the more urbanised areas to the south of the A35.

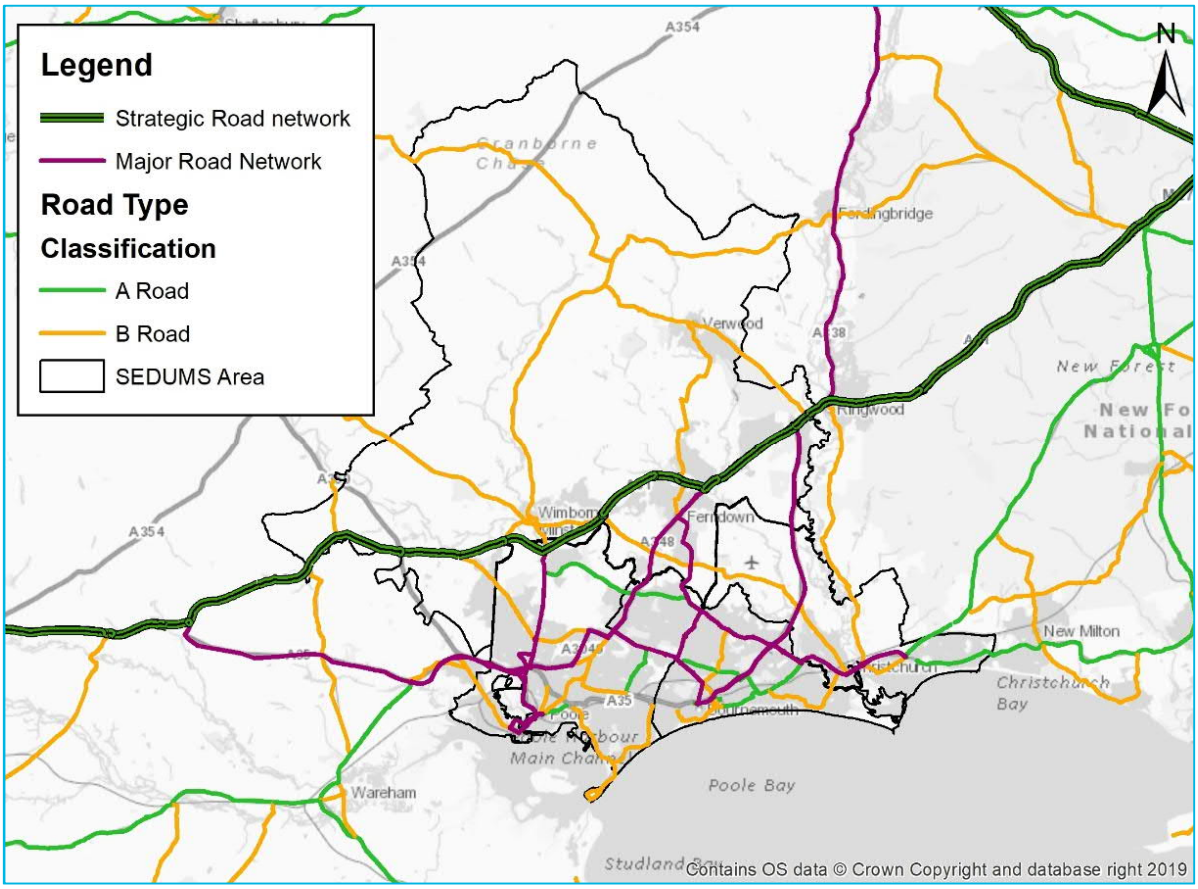


Figure 5-5: SE Dorset Road Network

5.4.1.1 Main Routes

The main local road network routes within the conurbation are summarised below and illustrated in Figure 5-6. All roads identified are part of Dorset's HGV/Freight Route Network.

- A350, from near Sturminster Marshall to Poole harbour in the west of the conurbation;
- A35, from the south west to south east of the conurbation via Bournemouth;
- A349, from Wimborne Minster to Poole (via A350);
- A341 and A3060, from Wimborne Minster to Christchurch
- A338, from near St Ives in the east to Bournemouth in the south and within the vicinity of Bournemouth Airport;
- A347, from Ferndown to Christchurch (via B3073/A3069) and Bournemouth;
- A348 Ringwood Road and A3049 from Ferndown to Poole and Bournemouth (via A347); and
- B3073, from Canford Bottom to Christchurch.

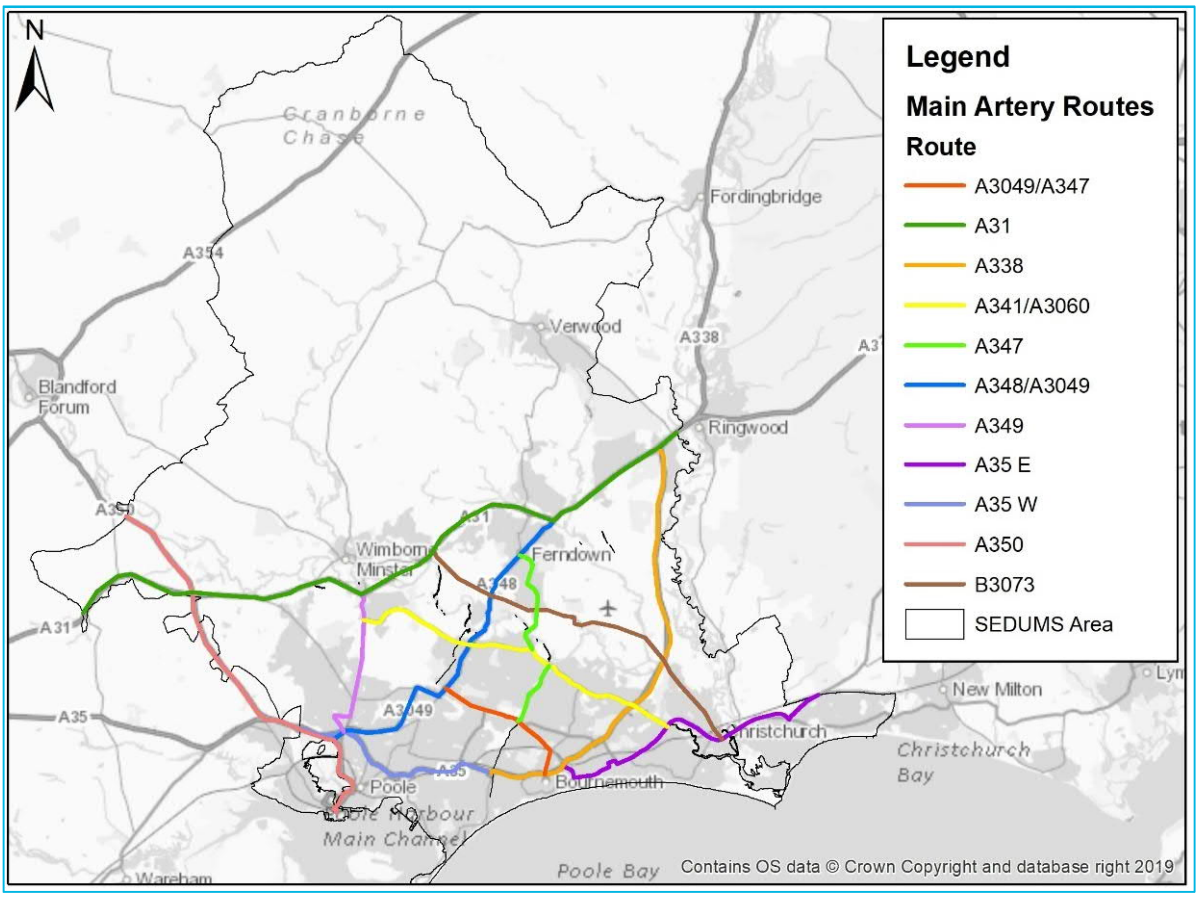


Figure 5-6: Main Artery Routes

5.4.1.2 Existing Road Demand

Average Annual Daily Traffic (AADT) count data from Dorset County Council's C2 database and the DfT[81] have been reviewed to understand the relative demand on a selection of key roads within the SE Dorset conurbation in 2017 (Figure 5-7).

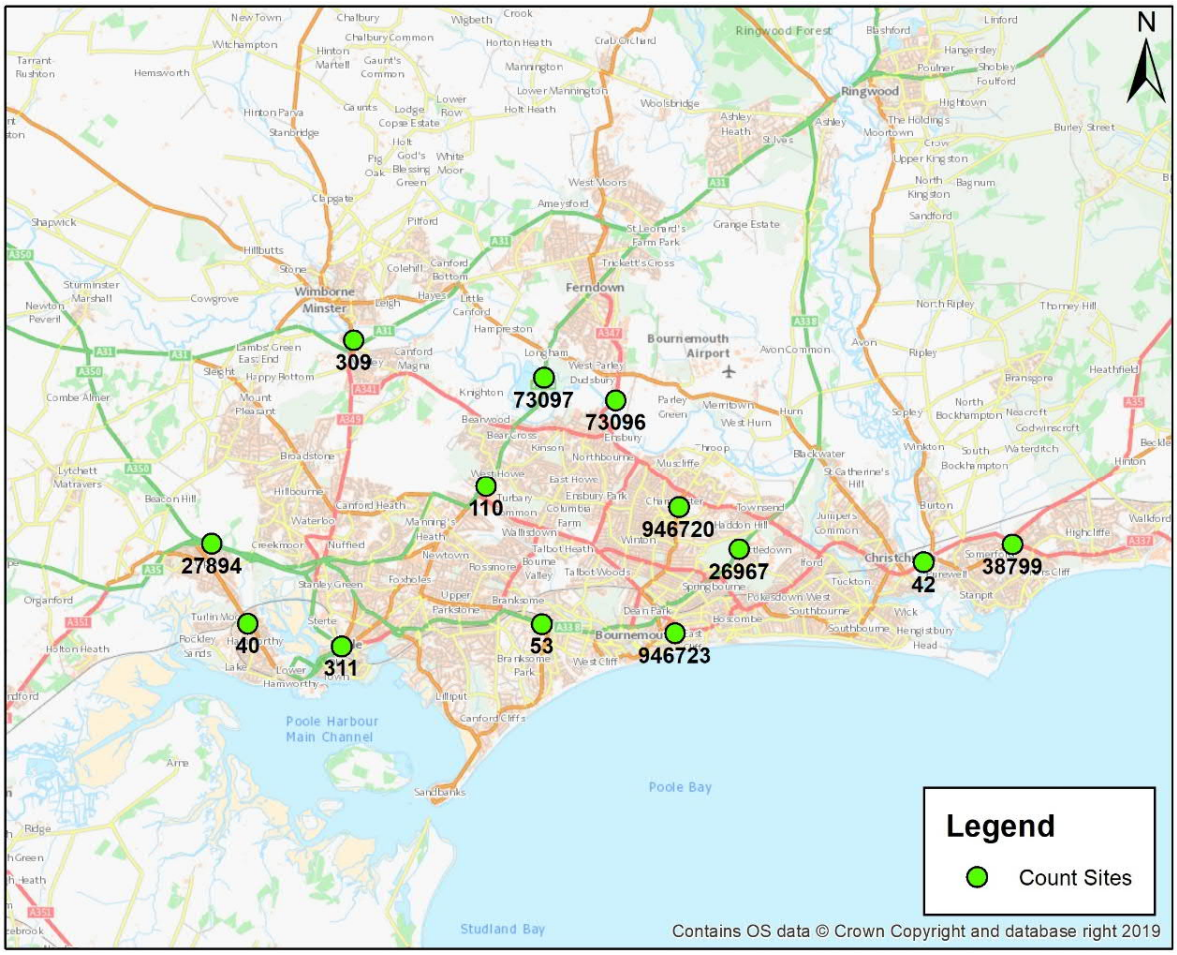


Figure 5-7: SE Dorset Key Link Data Sites

The C2 traffic count database is a web browser-based system allowing for the easy access of traffic data. It contains various points throughout Dorset of traffic counts collected from the towns in the area such as Poole, Bournemouth and Christchurch. The data is available in various forms including Automated Traffic Counts (ATC) (temporary and permanent), Automatic Number Plate Recognition (ANPR), Bluetooth, Manual Classified Count (MCC), turning movements, etc.[82] All data taken from the C2 database is fully observed.

The DfT traffic count database provides street-level data for every junction-to-junction link on the motorway and 'A' road network, and for some minor roads in Great Britain. These counts consist of both estimated and observed data, compiled from around 8,000 roadside 12-hour manual counts and continuous data from automatic traffic counters.[83]

Table 5-5 presents the AADT and Heavy Goods Vehicle (HGV) proportions. The observed demand demonstrates that the A338 near the Vitality Stadium and A35 at the Upton Roundabout are experience the greatest demand, with over 50,000 vehicles per day. These observations generally match expectations as they are located on high capacity routes to the periphery of the major employment, leisure and education locations within Poole and Bournemouth.

Table 5-5: SE Dorset Key Link Observed Demand

Count Site	Road	AADF	HGV %
26967	A338 Wessex Way	63,028	1.5%

[81] Department for Transport (2019) Road Traffic Statistics
[82] Drakewell (2017) About C2-Cloud
[83] DfT (2019)

Count Site	Road	AADF	HGV %
27894	A35	54,157	2.5%
311	A350 Towngate Bridge	50,825	1.3%
42	A35 Christchurch Bypass	46,972	7.0%
110	A348 Ringwood Road	36,619	N/A
38799	A337 Highcliffe Road	30,011	1.4%
73096	A347 New Road	24,084	1.2%
73097	A348 Ringwood Road	23,367	4.7%
53	A35 Poole Road	22,550	5.6%
309	B3073 Oakley Hill	16,998	1.4%
40	B3068 Blandford Road	14,978	2.1%
946723	B3064	9,838	1.1%
946720	B3063	9,508	0.6%

5.4.1.3 Journey Times

Web-based journey routing software has been utilised to demonstrate the journey times on the main artery routes presented in Figure 5-6. The journey times represent neutral weekday morning peak period trips. The observed journey times demonstrate that the A338 and A31 provide the highest average speeds, in accordance with the higher capacity and speed limits provided along these routes. The A3049/A347 between West Howe and Bournemouth town centre achieves the lowest average speeds in the morning peak period, at around 15 miles per hour (mph), which is consistent with high levels of demand utilising lower capacity sections of road that has multiple junctions to navigate.

Table 5-6: Main Artery Route Journey Times

Route	Direction	Distance (miles)	Time (mins)	Ave Speed (mph)
A3049/A347	Northbound	3.6	15.0	14.4
	Southbound	3.6	14.0	15.4
A31	Eastbound	17.9	32.0	33.6
	Westbound	17.9	32.0	33.6
A338	Northbound	11.2	20.0	33.6
	Southbound	11.2	17.0	39.5
A341/A3060	Eastbound	8.5	30.0	17.0
	Westbound	8.5	31.0	16.5
A347	Northbound	5.0	14.0	21.4
	Southbound	5.0	16.0	18.8
A348/A3049	Northbound	9.6	24.0	24.0
	Southbound	9.6	32.5	17.7
A349	Northbound	3.3	9.5	20.8
	Southbound	3.3	10.5	18.9
A35 E	Eastbound	4.7	17.0	16.6
	Westbound	4.7	17.0	16.6
A35 W	Eastbound	6.0	22.0	16.4
	Westbound	6.0	22.0	16.4
A350	Northbound	10.6	20.0	31.8
	Southbound	10.6	22.0	28.9
B3073	Northbound	9.4	23.0	24.5
	Southbound	9.4	27.0	20.9

5.4.1.4 Road Safety

Ensuring the safety of all users is a central tenet of any mobility system. The **Dorset Road Safety Strategy 2011 to 2026[84],** included the aspiration to exceed the national Road Safety Indicators. At a national level, the number of fatalities as a result of personal injury road traffic accidents in Great Britain has experienced a small increase of 1.6% since SEDMMTS was completed in 2012. This trend reverses the significant reductions in such accidents that had previously been experienced from 2004 to 2012, which experienced a reduction of 54%[85].

There were 5,529 personal injury road traffic collisions within SE Dorset during the period from 2013 to 2017, occurring in the locations presented in Figure 5-8. Of these, 44 were fatal, 925 were classed as severe and 4,560 were classed as slight.

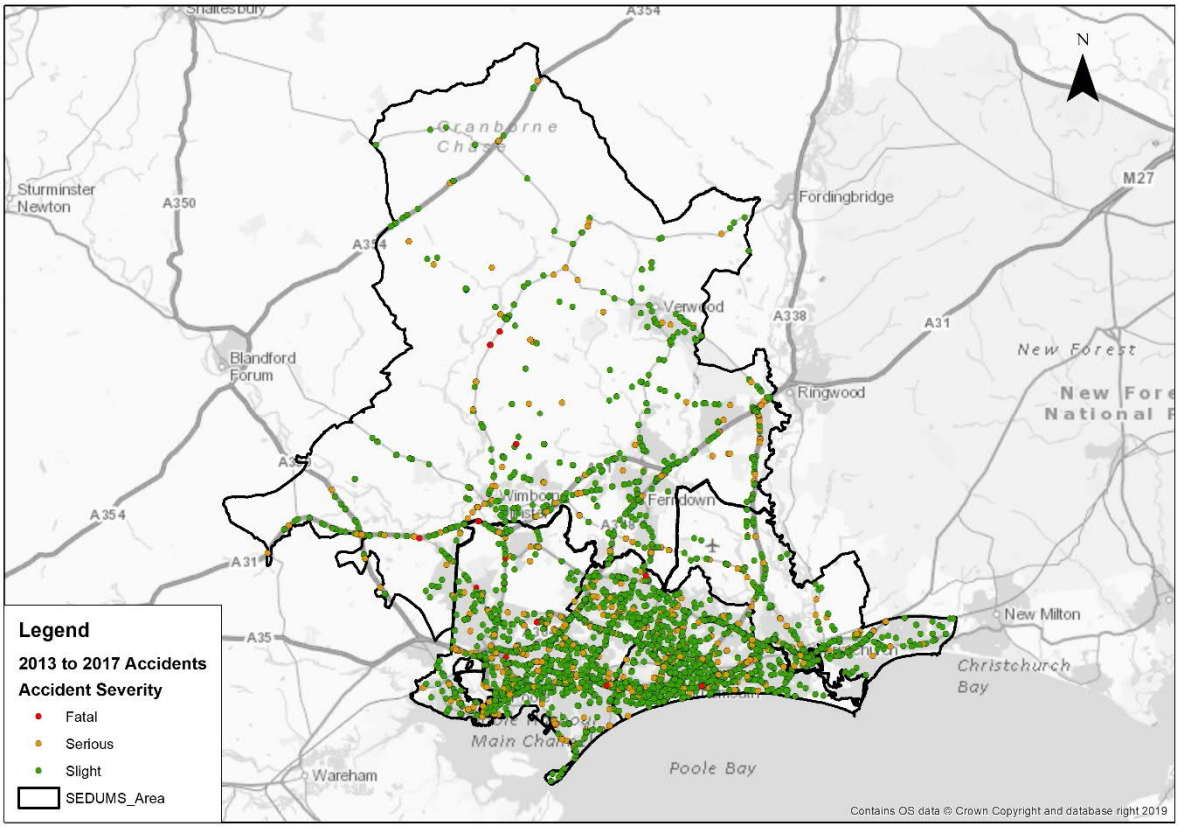


Figure 5-8: SE Dorset Personal Injury Road Traffic Accidents[86]

Table 5-7 highlights the number of casualties between 2013 and 2017 in the SE Dorset Area. The highest number of fatalities have been pedestrians, followed by car occupants. 52% of all casualties in the area were occupants of cars; 16% were cyclists, 13% were motorcyclists and 11% were pedestrians.

Table 5-7: Casualties in the SE Dorset region between 2013 and 20175.8 Summary of Existing Conditions

Severity	Pedestrian	Cyclists	Motorcyclist	Car Occupants	Van/Goods Vehicles	Other	Total
Fatal	17	2	10	13	1	1	44
Serious	206	240	249	278	12	34	1019
Slight	557	941	649	3437	157	381	6122
Total	**780**	**1183**	**908**	**3728**	**170**	**416**	**7185**

5.4.1.5 Parking

As acknowledged in LTP3, the cost and availability of parking has a major influence has a major influence on travel choices and is an important factor in the well-being of residential, commercial and

[84] Dorset Council (2011)
[85] DfT (2019) Reported Road Casualties in Great Britain: Main Results 2018. Figures are not adjusted for changes in traffic.
[86] DfT (2018) STATS19

retail areas. A significant amount of public and private car parking is available within the SE Dorset conurbation, catering for long-term stays (suitable for commuters) and short-term stays (suitable for retail and leisure). There are no permanent Park & Ride sites within the SE Dorset conurbation, although services are in operation for major events such as the Bournemouth Air Festival or during Christmas shopping periods. Park & Rail is possible from the rail stations (5.2 Rail Network).

Whilst the legacy local authorities have adopted individual parking standards as part of their statutory development plan documents, a uniform approach across the conurbation would ensure a coherent future transport strategy. BCP Council are to undertake a parking study in 2020, which will seek to understand the provision and utilisation of residential, private and public parking facilities within the conurbation. It is likely that a parking strategy would be informed by the parking study. Therefore, SEDUMS must address parking at a strategic level, whilst recognising that the evidence and details of a parking strategy for implementation will be developed subsequently.

5.5 5.6 Aviation

Bournemouth airport is the only commercial airport within SE Dorset, serving domestic and continental flights to over 25 locations[87] from its single runway. Alternative airports to reach comparative locations or further afield include Southampton, Exeter, Bristol and London Heathrow/Gatwick. With the exception of Southampton, these airports require travel times of more than an hour and indirect rail services.

Located to the east of the SE Dorset area, the airport is connected to the urban centres by the A338 and Ringwood Road, in addition to the YellowBus 737 route from Bournemouth. The 2015 Bournemouth Airport Monitoring Plan[88] outlined the (then) hourly bus service achieved a modal share of 4.8%. However, since the 2015 report it is important to note that the YellowBus 737 route operates six weekday and three weekend/public holiday services per day[89] and the sustainable travel mode share would be expected to reduce as a result. There is no rail access to the airport.

With nearly 700,000 passengers recorded in 2017, Bournemouth airport usage has increased by approximately 13% since 2011 (Figure 5-9). Despite the growth within this period, airport usage is still lower than the pre-recession levels of the near 1.1 million passengers recorded in 2007.

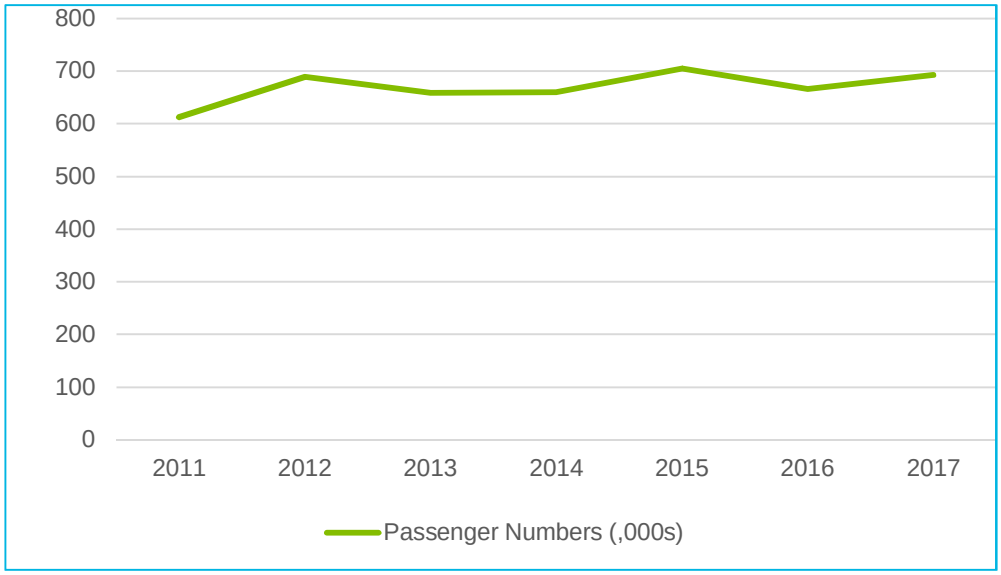


Figure 5-9: Bournemouth Airport Terminal Passenger Numbers[90] (thousands)

5.6 5.7 Ports and Harbours

There are three ports and harbours within SE Dorset, Poole, Brownsea Island and Christchurch, the largest of which is Poole. The level of goods transported through Poole harbour has fluctuated between

[87] Bournemouth Airport (2019)
[88] Bournemouth Airport (2015)
[89] YellowBus (2019) Jetbus 737 Timetable (7th April 2019)
[90] Department for Transport (2019) AVI0102

2011 and 2017 (Figure 5-10), with an overall reduction of 14% (in tonnes). This change is of a similar scale to other ports such as Southampton and Cardiff, as well as the general trend for all ports and harbours within the United Kingdom (7% reduction).

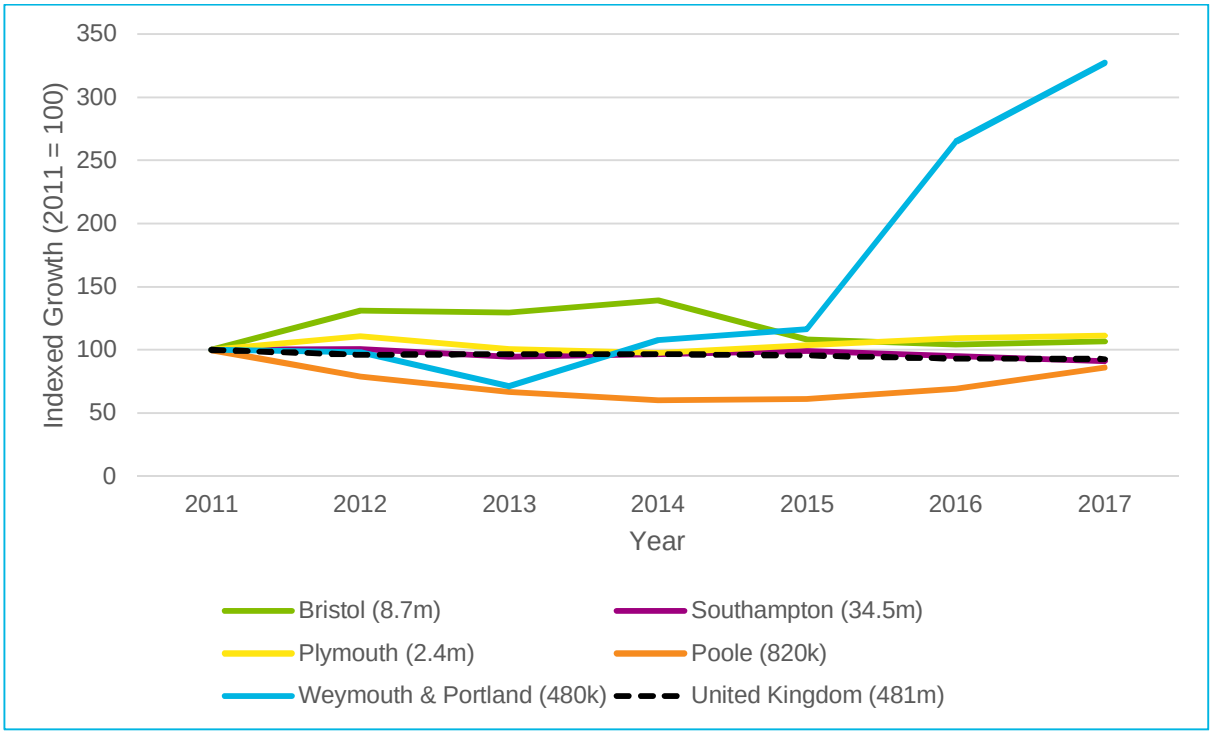


Figure 5-10: Change in Total Goods Transported by Port, 2011 to 2017[91] (numbers in brackets = 2017 total tonnes transported)

The **2012 Poole Harbour Masterplan**[92] set out the Poole Harbour Commissioner's vision for up to approximately 2042. Within the context of challenging commercial conditions, the masterplan identified the paucity of Dorset road links as a potential constraint on expansion of its activities and places it at a competitive disadvantage in relation to nearby ports such as Southampton and Portsmouth. The Twin Sails bridge (opened in April 2012) was outlined as an important improvement in road-based links from the port to the A31, although the bridge has recently encountered frequent maintenance issues which has resulted in reduced operation or closures to traffic[93].

Poole Harbour also provides passenger ferry services operated by Brittany Ferries and Condor Ferries. Condor Ferries operate daily services to Guernsey, Jersey and Saint Malo[94], with Brittany Ferries operating up to two services per day to Cherbourg[95]. Passenger numbers at Poole harbour have fluctuated since 2010 but remain similar overall at approximately 200,000 per year (Figure 5-11), with instances of relatively high demand resulting from external circumstances such as the temporary closure of Weymouth due to safety concerns. However, passenger numbers are significantly below the levels observed in the early 2000s, when up to 623,000 passengers used the harbour.

[91] Department for Transport (2019) PORT0101
[92] Poole Harbour Commissioners (2012)
[93] BBC News (9th August 2019)
[94] Condor Ferries (2019) Poole Port Departures
[95] Brittany Ferries (2019) Poole Port Departures

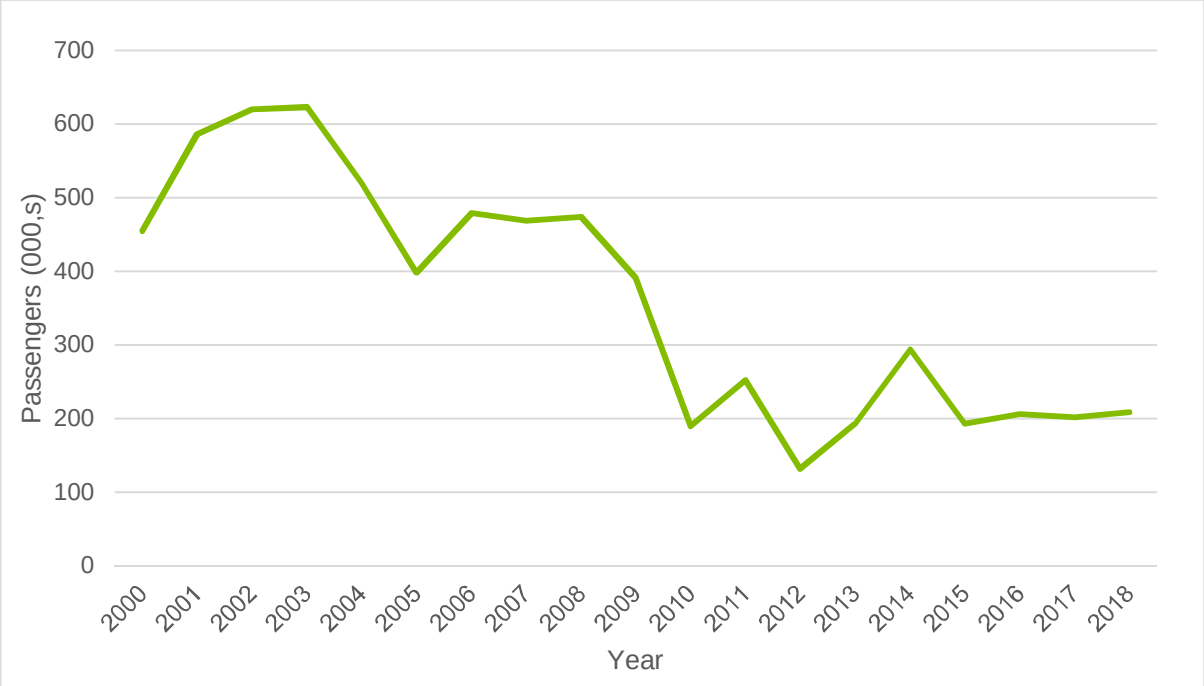


Figure 5-11: Poole Harbour Sea Passengers, 2000 to 2018[96]

[96] DfT (2019) SPAS0101

Appendix A

5.7 Local Plan Summary

5.8 Poole Local Plan

Overview

A significant amount of Poole's development is planned for the town centre, with an objective set out in the local plan being to transform and revitalise Poole town centre. This includes 6,000 homes within the town centre, prioritising delivery on brownfield sites in Town Centre North and around the Twin Sails Bridge, providing new public quays along Harbour Edge, and re-focussing the centre to include an additional 14,500 sqm of shopping floor space.

Employment needs and provision in Poole will be focussed on Poole town centre through intensification of existing employment land uses along with strategic development in the Port of Poole, Talbot Village and Magna Business Park.

Residential Development

Poole's Local Plan sets out to deliver 14,200 homes, firstly by maximising development on brownfield sites, but also through strategic urban extensions through release of Green Belt land. Table below provides further details of some of the allocated sites, focussing on the larger sites (defined within this study as those delivering more than 300 dwellings), and also strategic urban extensions. Figure A-1 provides a map showing the approximate location of Poole's residential site allocations.

Table A-1: Major Residential Site Allocations – Poole

Key Residential Development Sites	Details
North of Merley (UE1)	A strategic urban extension involving release of green belt land between Merley and the River Stour. Expected to deliver 500 dwellings and incorporating a minimum 60 bed care home. The site is expected to be delivered in conjunction with contributions to a sustainable transport corridor between the site and Poole and Wimborne.
North of Bearwood (UE2)	A strategic urban extension involving release of green belt land between Bearwood and the River Stour, expected to deliver 800 dwellings and incorporating a minimum 60 bed care home. The development will have a community hub and is anticipated to be delivered in conjunction with contributions to a sustainable transport corridor between the site and Poole and Bournemouth town centres.
Twin Sails	Regeneration area focussing on development of brownfield and infill sites to create a new mixed-use community. New development is planned to be delivered to facilitate pedestrian and cycle access to Upton Country Park as well as providing pedestrian and cycle links between the site and town, and incorporate relevant floor defences. A total of 2,360 dwellings are planned for the area across five sites: • Former Power Station – 900 dwellings; • Between Twin Sails and RNLI – 550 dwellings; • Between the Bridges – 450 dwellings; • Sydenham Timber – 300 dwellings; and • Pilkington Tiles – 160 dwellings.
Town Centre North	A total of 1,630 dwellings are planned for the Town Centre North area of Poole across six brownfield sites: • Dolphin Centre – 500 dwellings; • Stadium – 430 dwellings; • Goods Yard – 300 dwellings; • St Johns House – 200 dwellings; • Former Natwest – 150 dwellings; and • 6-12 Wimborne Road – 50 dwellings. A requirement for developments in this area is that they should contribute to enhancing pedestrian and cycling movements in the town centre, and removing any physical barriers to active travel.

High Street, Old Town and Quay	The High Street, Quay and Old Town areas of Poole combine to make up the Town Centre Heritage Conservation Area, with a number of listed buildings and local heritage assets. Due to its nature, significant development in this area is not possible; however, the Local Plan outlines an ambition to allow some carefully managed development. This will include provision of at least 390 homes across four sites: • Quay Thistle – 180 dwellings; • Skinner Street and Surrounds - 100 dwellings; • Lagland Street and Hill Street – 60 dwellings; and • Poole Pottery – 50 dwellings. Development in this area of Poole is required to provide active ground floor frontages along the High Street, Lower High Street and Quay, support the provision of pedestrian focussed environments, and provide flood protection measures.
Urban allocations outside town centre	A number of sites allocated across Poole including: • Turlin Moor (N) – 400 dwellings; • West of Bearwood – 300 dwellings; and • Civic Centre – 330 dwellings.

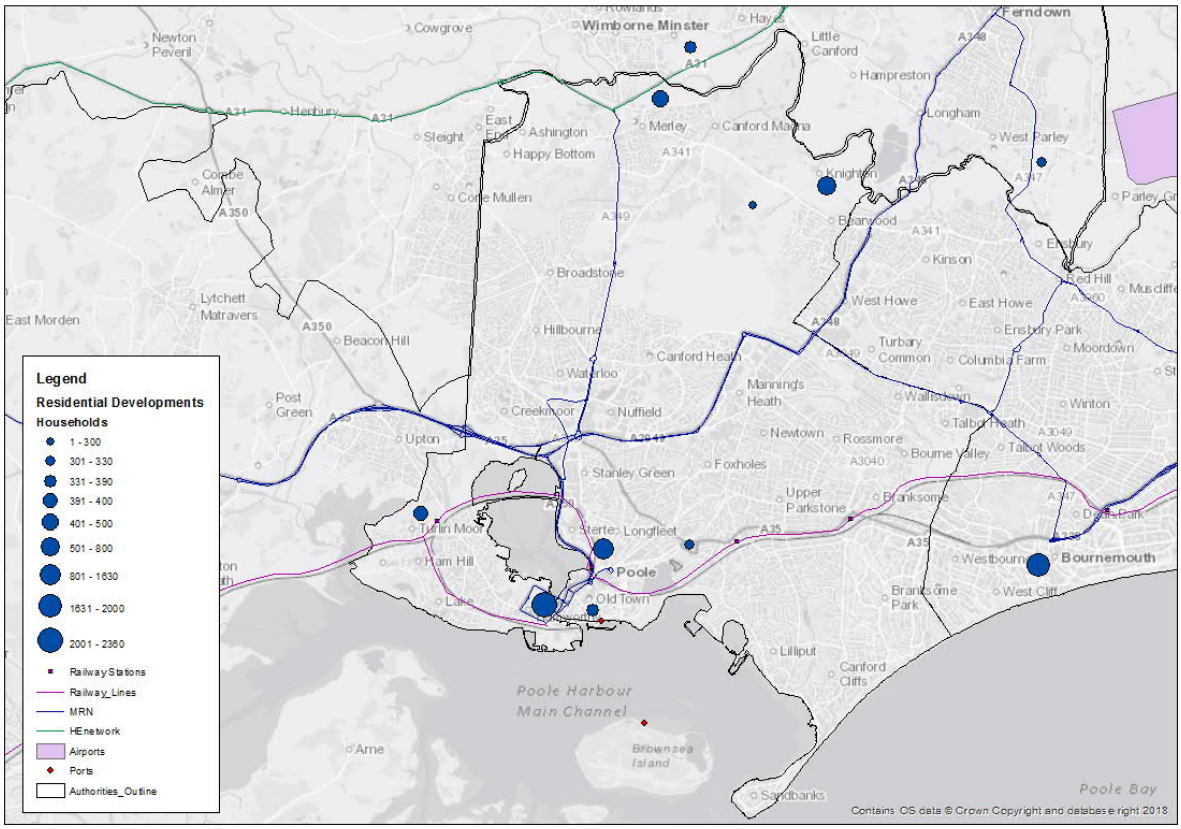


Figure A-1: Location of Poole's residential allocations

Employment Land Allocations

Employment land provisions in Poole will be focussed on intensifying existing employment areas in conjunction with strategic allocations at Port of Poole, Talbot Village and Magna Business Park. Retail and commercial development will be focussed in Poole town centre. Table A-2 below provides details of some of the allocated sites, focussing on the larger sites (defined within this study as those delivering more than 10,000 sqm employment floorspace). Figure A-2 provides a map showing the approximate location of Poole's employment allocations.

Table A-2 Major Employment Site Allocations – Poole

Key Employment Development Sites	Details
Innovation Quarter, Talbot Village	25,000 sqm employment floor space providing around 1,770 FTE jobs. Alongside this, it is expected that expansion of Bournemouth University and the Arts University will deliver 33,000 sqm of additional academic floor space and 450 student bed spaces on or adjacent to the existing university campuses.
Magna Business Park, Bearwood	16,000 sqm employment floor space providing around 314 FTE jobs.
Land at Sterte Avenue West	14,880 sqm employment floor space providing around 382 FTE jobs.
Poole Port	13,950 sqm employment floor space providing around 358 FTE jobs.
North of Newtown	A number of smaller employment sites within an existing employment area to the North of Newtown, comprising: • Land at Innovation Close – 8,230 sqm employment floor space, 118 FTE jobs • Land south-east of Yarrow Road – 4,430 sqm employment floor space, 114 FTE jobs • Vantage Way, Mannings Heath – 3,040 sqm employment floor space, 78 FTE jobs • 3 Aston Way, Mannings Heath – 480 sqm employment floor space, 12 FTE jobs • Area 2, Ling Road – 5,270 sqm employment floor space, 135 FTE jobs

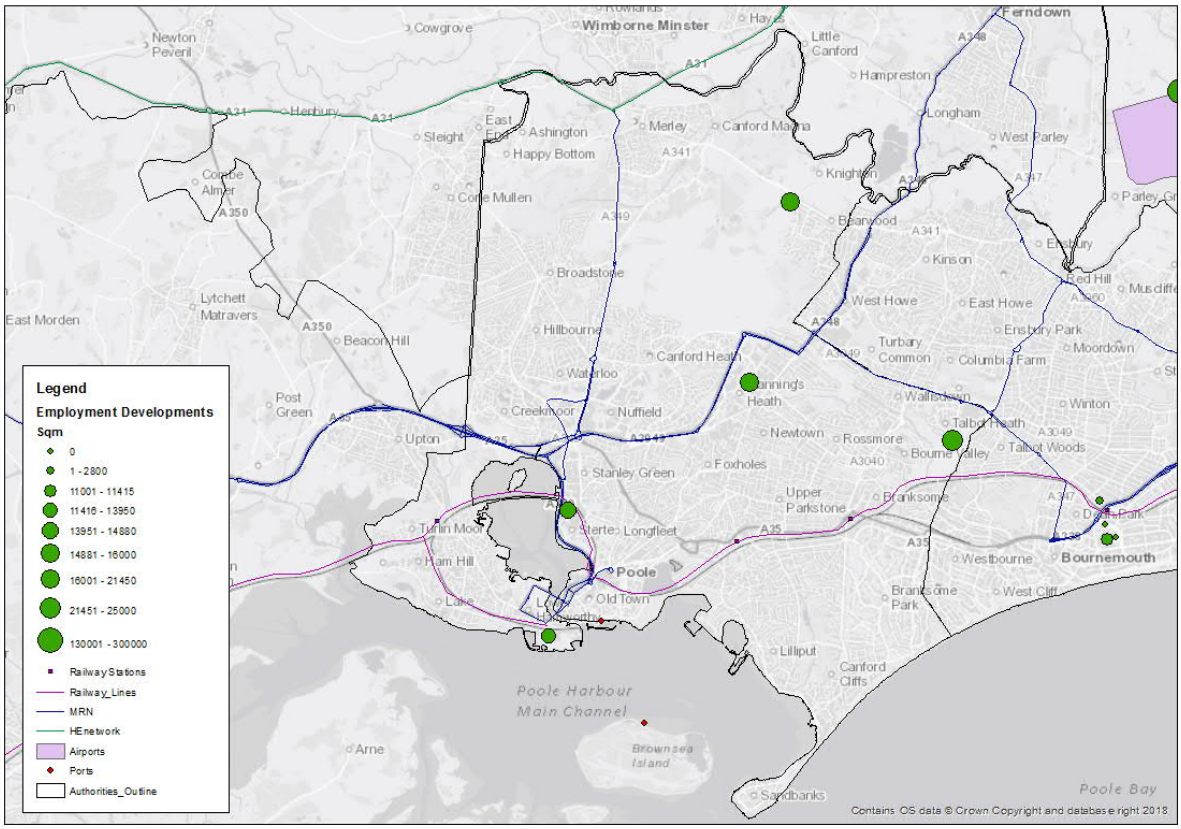


Figure A-2: Location of Poole's Employment allocations

5.9 Bournemouth Local Plan Core Strategy (2006 – 2026)

Overview

A significant amount of Bournemouth's development is planned for the town centre, with further development planned for District Centres. Bournemouth's Core Strategy provides reference to an Area Action Plan for Bournemouth Town Centre, which sets out plans for the area in more detail. The Lansdowne area of Bournemouth Town Centre, considered as the town's main business and employment district, will be a key location for the provision of high density employment land use.

Residential Development

Bournemouth's Core Strategy sets out to deliver 14,600 homes within the plan period, with 1500-2000 of these in Bournemouth Town Centre. 65% of the housing target had been delivered by December 2018. Between 2,000 and 3,000 dwellings are proposed to be located within 400m of a district centre, and 1,500 to 2,500 dwellings are planned to be located within 400m of a key transport route. However; specific sites have not been allocated within these parameters.

Table A-3 below provides further details of some of the allocated sites for the Town Centre, focussing on the larger sites (defined within this study as those delivering more than 300 dwellings). Figure A-3 provides a map showing the approximate location of Bournemouth's residential site allocations.

Table A-3 Major Residential Site Allocations – Bournemouth

Key Residential Development Sites	Details
Bournemouth Town Centre	High density residential/student /tourist accommodation or mixed use accommodation, providing 1500-2000 dwellings across 31 sites, including allocated sites at: • ASDA between Bournemouth Railway Station and St Paul's – 100 dwellings as part of a mixed-use scheme; • Berry Court – 80 dwelling; • Central Car Park – 200 dwellings; • Glen Fern Road – 50 dwellings; • Holdenhurst Road – 50 dwellings; • Leyton Mount – 70 dwellings; and • Richmond Gardens – 150 dwellings.

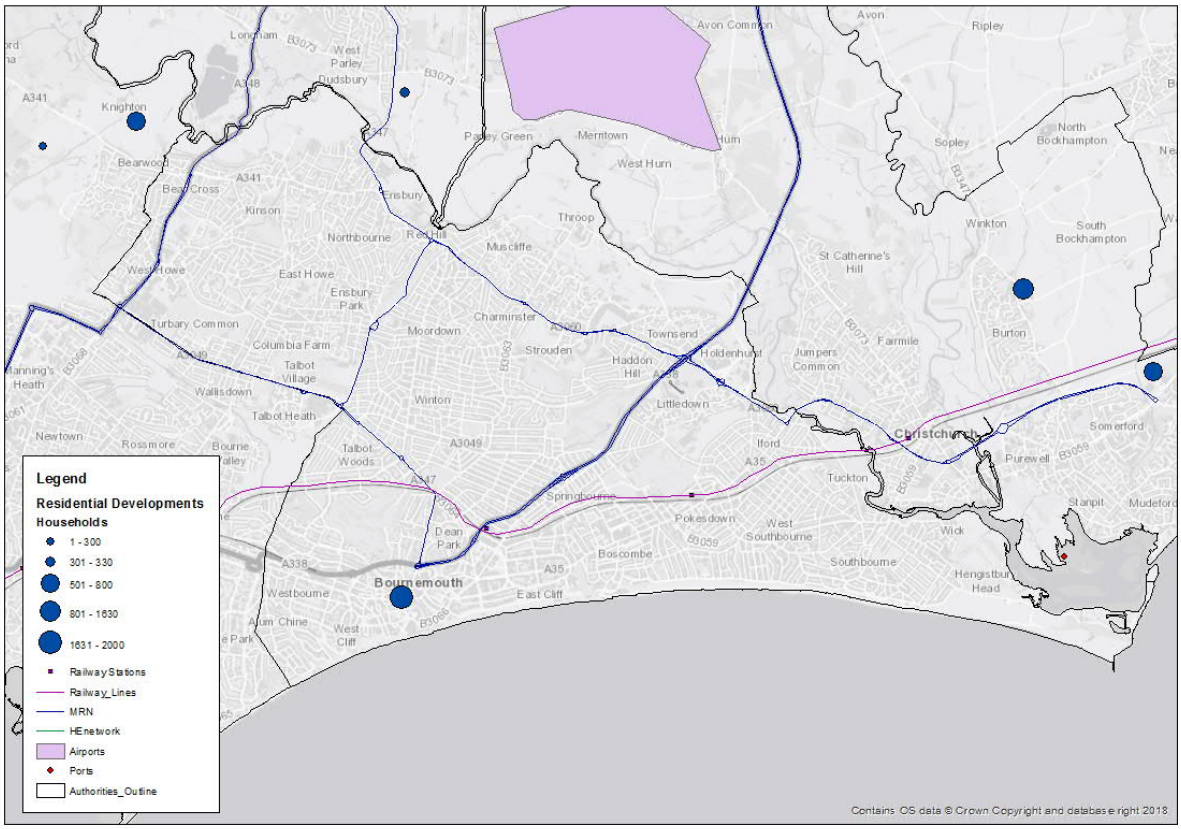


Figure A-3: Location of Bournemouth's residential allocations

Employment Land Allocations

Employment land provisions in Bournemouth will be focussed largely on Bournemouth Town Centre for large scale retail, business, cultural, leisure and community attractions. Significant development is planned for the Lansdowne Area of Bournemouth. Table A-4 below provides details of some of the allocated sites, focussing on key sites (as identified in the Core Strategy where details are available). Figure A-4 provides a map showing the approximate location of Bournemouth's residential site allocations.

Table A-4: Major Employment Site Allocations – Bournemouth

Key Employment Development Sites	Details
Lansdowne Employment Allocation	3,373 sqm B1a under construction as at December 2018 on Christchurch Road, with a significant amount of change of use already implemented. 6,209 sqm B1a under construction as at December 2018 on Holdenhurst Road, with a significant amount of change of use already implemented. 1,833 sqm B1a under construction as at December 2018 on Oxford Road, with a significant amount of change of use already implemented.
Ashley Road Coal Yard	1.11 hectares suitable for new employment development.
Wellington Road	Existing site, with 0.28 ha developable area remaining. Allocated as it's a sustainable existing employment location with potential for new employment.
St Paul's Place	Employment or tertiary teaching led scheme will be permitted.

Cotlands Road	Employment or tertiary teaching led scheme, plus 420 space public car park.
Wessex Fields and Land off of Deansliegh Road	Approx.. 7.7 ha B1, B2 and B8 employment development

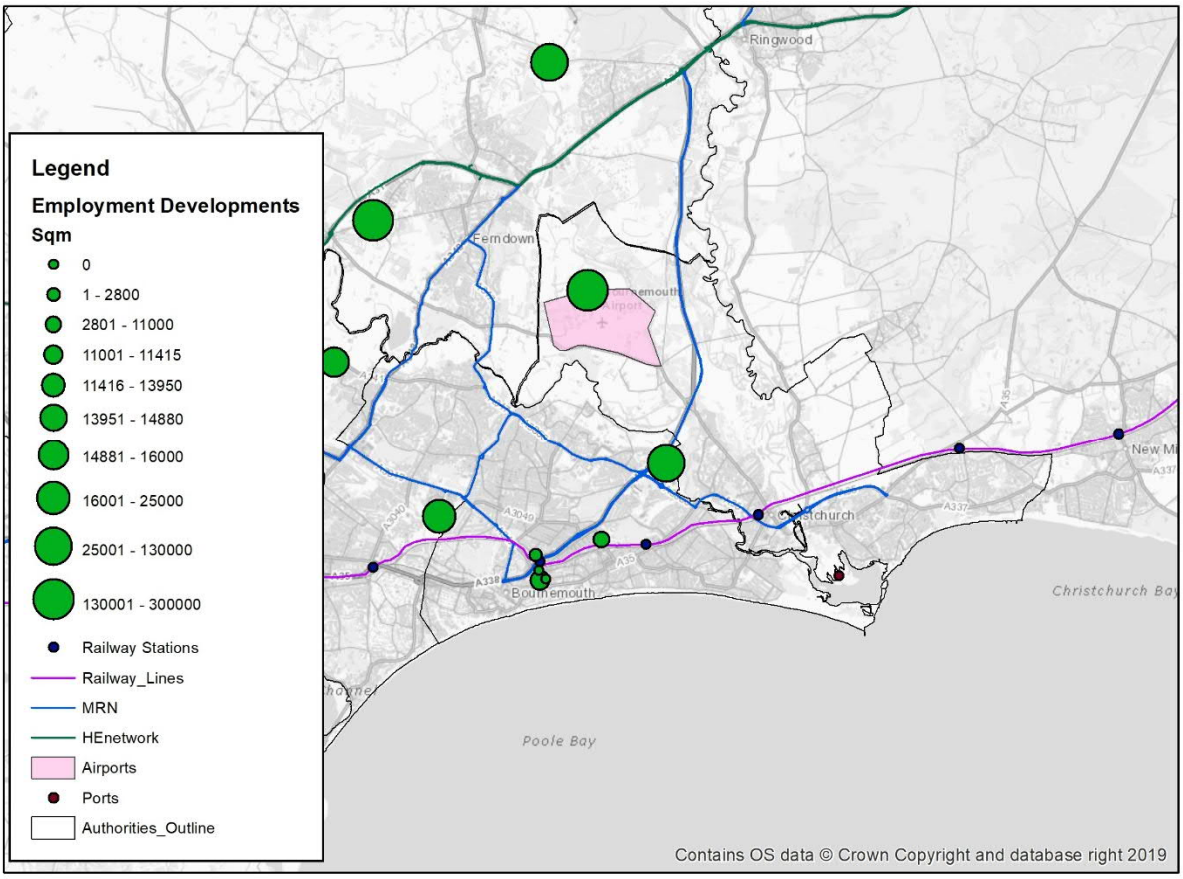


Figure A-4: Location of Bournemouth's Employment allocations

5.10 Christchurch and East Dorset Local Plan Core Strategy (2018-2028)

Overview

There are relatively limited opportunities for large development sites in Christchurch and East Dorset, predominantly due to land or environmental constraints including the coast and Dorset Heathlands, and as such there is heavy reliance on numerous smaller site allocations for both housing and employment.

The creation of Stour Valley Park, which will extend across large areas of green belt from Wimborne to Christchurch along the River Stour, is a significant green infrastructure development within Christchurch and East Dorset. This will not only provide a recreational resource, but also a walking and cycling route spanning the conurbation.

Residential Development

Christchurch and East Dorset's Core Strategy sets out to deliver 8,490 homes within the plan period, of which 5,000 will be within existing urban areas, and 3,465 will be new neighbourhoods at Christchurch, Burton, Corfe Mullen, and Wimborne/Colehill. Table A-5 below provides further details for some of the allocated sites, focussing on the larger sites (defined within this study as those delivering more than 300 dwellings).

Table A-5: Major Residential Site Allocations – Christchurch and East Dorset

Key Residential Development Sites	Details
Christchurch Urban Extension	950 dwelling development located on Land south of the railway line to the east of Salisbury Road to the borough boundary at Roeshot Hill. A requirement for the site is to include a pedestrian/cycle link through the urban extension from the existing bridleway at Roeshot Hill to Hawthorn Road, and from Ambury Lane to Old Lyndhurst Road.
Cranborne Road New Neighbourhood	16.7 hectare site comprising around 600 homes, a primary school and local centre. Site delivery requires adjustment to the green belt boundary. Public transport routes to be provided through the scheme, and a network of dedicated pedestrian and cycle routes are to be provided.
South of Leigh Road New Neighbourhood, Wimborne	Delivery of 350 new homes as part of a 75 hectare mixed use site to include a sports village and country park. Site delivery requires adjustment to the green belt boundary. Provisions for walking and cycling towards the town centre and Castleman Trailway are a requirement for the site.
East of New Road New Neighbourhood, West Parley	A new neighbourhood to deliver circa. 320 homes, and additions to the village centre which could include a convenience food store of about 800 - 900 sqm. Site delivery requires adjustment to the green belt boundary. Pedestrian and cycle facilities are a requirement for the site to the north, east, west and south towards Bournemouth.

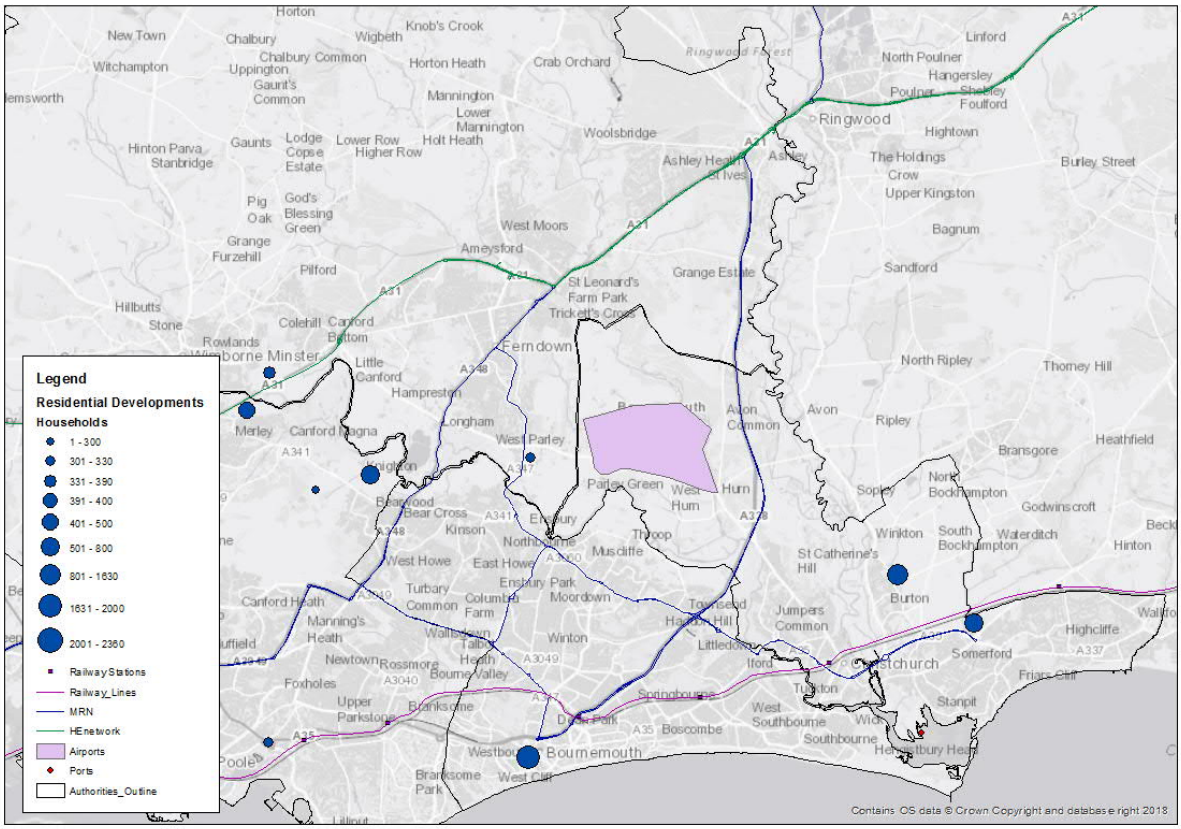


Figure A-5: Location of Christchurch and East Dorset's Residential allocations

Employment Land Allocations

80 hectares of land is planned for employment in Christchurch and East Dorset, dominated by significant plans at Bournemouth Airport and Blunts Farm which provide 30 hectares of land each allocated for employment uses. Table A-6 below provides further details of some of the allocated sites, illustrated in Figure A-6.

TableA-6: Major Employment Site Allocations – Christchurch and East Dorset

Key Employment Development Sites	Details
Airport Northern Business Parks	Anticipated that 30 hectares of employment land will come forward within the plan period. The business parks are allocated primarily for employment uses (B1, B2 and B8). Non B-class uses which create high quality employment opportunities and contribute to raising levels of economic productivity will also be supported.
Blunt's Farm	30 hectares of land to the west of Ferndown and Uddens Industrial Estates is removed from the Green Belt and allocated for employment development. This should include B1, B2 and B8 employment land uses along with ancillary support services.
Land adjacent to Woolsbridge Industrial Estate	Development of 13 hectares of land adjacent to Woolsbridge Industrial Estate to provide B1, B2 and/or B8 employment uses. This will include land being removed from the Green Belt.

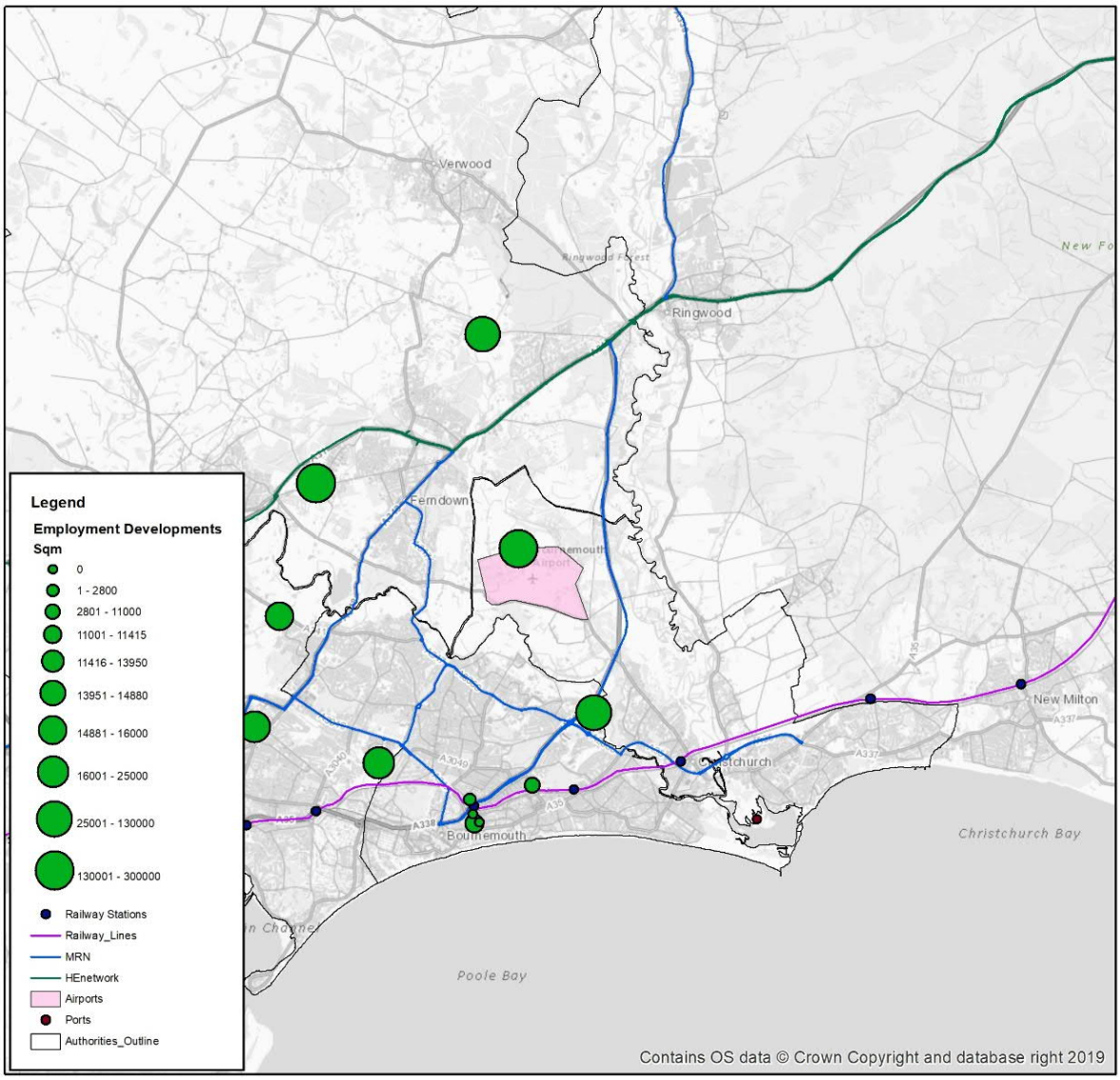


Figure A-6: Location of Christchurch and East Dorset's Employment allocations

Appendix B

5.11 Bournemouth, Poole, Dorset LTP 3 Monitoring Summary Table

PI	Name	Definition	Authority	LTP3 Base	2013/14	2014/15	2015/16	2016/17	2017/18
1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population	Dorset	2.15	1.93	1.96	TBA		
			Bournemouth	1.1	0.95	0.94	0.92	0.94	no data
			Poole	N/A	N/A	N/A	N/A		
2	Bus patronage	Annual number of passengers travelling on buses in the LTP	Dorset	11,685,122	10,231,171	10,077,452			
			Bournemouth	17,638,194	17,793,398	18,463,881	17,598,070	17,183,507	no data
			Poole		9,819,782	10,221,807	10,288,488		
3	Change in area wide vehicle kilometres- Last update April 2017	Total annual vehicle kilometres travelled in the LTP area	Dorset	3,885,667	3,699,000	3,756,000	3,856,000	3,917,000	
			Bournemouth	829,667	807,000	820,000	818,000	836,000	832,000
			Poole		818,000	838,000	842,000		
4a	Travel to urban centres	A) % Mode share of am peak time trips to urban centres by solo car	Dorset (Christchurch)	76.0%	82.0%	81.0%	79.0%		
			Bournemouth	57.0%	63.0%	60.0%	57.0%	68.0%	66.2%
			Poole		49	42	48		
4b	Change in total peak period traffic to urban centres	B) No of vehicles crossing the TC Cordon inbound between 7am and 10am	Dorset (Christchurch)	1,824	1,523	1,674	1,746		
			Bournemouth	24,651	24,075	24,496	24,266	22,487	20,932
			Poole		8,123	8,814	8,758		
5	Percentage of pupils travelling to school by car	Share of journeys by car (including vans and taxis), excluding car	Dorset	29%	26%	no data	no data		
			Bournemouth	36.0%	31.0%	31.4%	27.6%	28.2%	29.6%
			Poole		N/A	N/A	N/A		
6	Traffic congestion - Average Vehicle speeds mph	Average vehicle speeds mph	Dorset	34.8	35.5	35	34.6		
			Bournemouth	24.8	22.7	22.9	23.9	23.6	23.2
			Poole		29.5	30.5	22.4		
7	Access to employment by public transport	% of households within 30 mins of an employment centre by	Dorset		N/A	N/A	N/A		
			Bournemouth	100%	100%	100%	100%	100%	100%
			Poole		N/A	N/A	N/A		
8	Condition of principal A roads (NB: DfT changed definition in 2011-12)	% of network in need of further investigation	Dorset	5%	4.0%	3.0%	3.0%		
			Bournemouth	4.0%	4.0%	3.0%	3.4%	4.0%	no data
			Poole		5.0%	4.0%	3.0%		
9	Condition of non-principal B and C roads (NB:DfT changed definition in 2011-12)	% of network in need of further investigation	Dorset	8	7%	4%	5%		
			Bournemouth	8.0%	7%		8%	8%	no data
			Poole		6%	3%	3%		
10	Road Safety - Calendar Year	A) All serious/fatal casualties - numbers of all Killed and Seriously Injured	Dorset	256	222	239	280		
			Bournemouth	78	72	70	72	69	no data
			Poole		68	81	64		
		B) Child serious/fatal casualties - numbers of Children Killed and Seriously Injured	Dorset	11	16	14	17		
			Bournemouth	8	9	5	8	6	no data
			Poole		2	6	2		
		C) Numbers of slight casualties	Dorset	1,350	1,047	1,037	1,079		
			Bournemouth	592	547	552	522	466	no data
			Poole		387	425	353		
		D) Total casualties: sum of A) + C)	Dorset	1,606	1,269	1,276	1,359		
			Bournemouth	670	619	622	594	535	no data
			Poole		455	506	417		
11	Growth in cycling trips	Annualised index of cycling trips at selected monitoring	Dorset	109	130	130	125		
			Bournemouth	120.7	117.3	118.6	143.4	112.9	no data
			Poole		N/A	N/A	N/A		
12	Number of Air Quality Management Areas	Currently designated AQMAs	Dorset	2	2	2	2		
			Bournemouth	1	1	1	0	0	0
			Poole		2	2	2		
13	Bus punctuality	A) % of buses starting route on time	Dorset	83.1%	85.5%	88.0%	86.5%		
			Bournemouth	85.8%	78.0%	78.0%	84.0%	no data	no data
			Poole		93.8%	92.9%	92.5%		
		B) % of buses on time at intermediate timing points	Dorset	57.9%	64.5%	74.0%	73.0%		
			Bournemouth	74.0%	68.0%	68.0%	69.0%	no data	no data
			Poole		79.9%	77.8%	73.6%		
		C) % of buses on time at non-timing points	Dorset	32.7%	66.2%	23.0%	24.0%		
			Bournemouth	45.6%	no data	no data	no data	no data	no data
			Poole		80.1%	76.1%	76.5%		
		D) Average excess waiting times on frequent service routes	Dorset	1.43	1.35	0.84	1.52		
			Bournemouth	1.51	1.46	1.42	1.60	no data	no data
			Poole		1.10	1.10	1.22		
14	Satisfaction with bus services	% of respondents satisfied with bus services	Dorset	48.5%	57.5%	59.0%	54.0%		
			Bournemouth	64.7%	76.0%	78.0%	79.0%	78.0%	no data
			Poole		68.0%	N/A	77.0%		
15	Low emission vehicles Registered in Calendar year	Number of newly registered Ultra Low Emission Vehicles	Dorset		N/A	N/A	N/A		
			Bournemouth		15	48	93	148	213
			Poole		N/A	N/A	N/A		

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