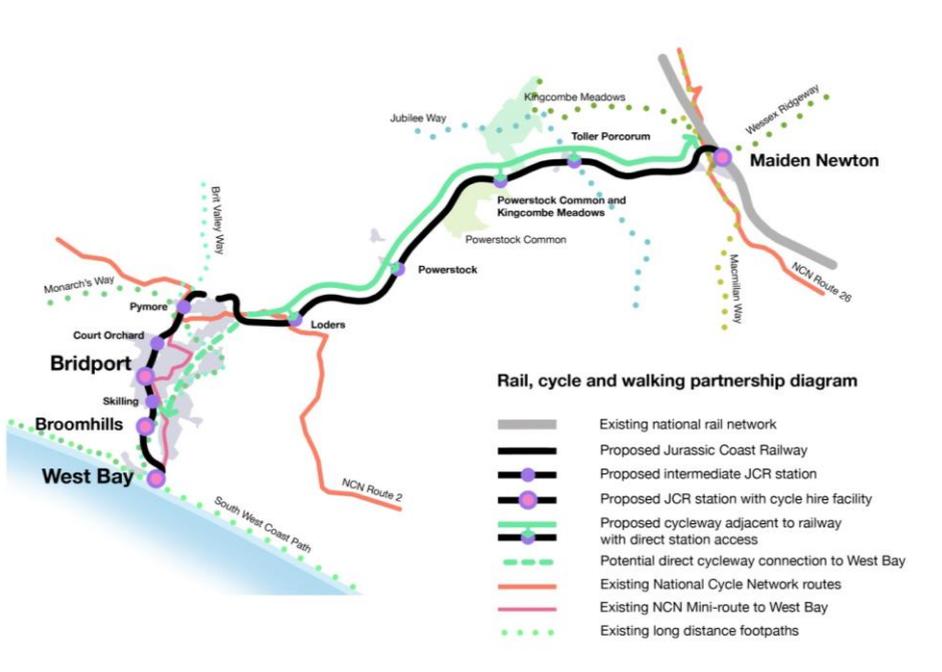


Theme:	Sustainable Transport
Vision 2030 objectives:	To improve access for local residents and visitors around the town, particularly to local services, and reduce reliance on the car.
What the Local Plan says	<p>Strategic objective: Provide greater opportunities to reduce car use; improve safety; ensure convenient and appropriate public transport services; and seek greater network efficiency for pedestrians, cyclists and equestrians.</p> <p>COM7 covers traffic severance / safety issues from new developments and the delivery of a strategic cycle network and improvements to the public rights of way network.</p> <p>COM8 supports proposals for community travel exchanges in urban and rural areas</p> <p>COM9 covers parking standards for new developments</p>
Working group members:	Richard Freer, Bob Driscoll, Michael Farmer, John Collingwood, Rose Chaney, Colin Divall and Anna Lovell

Evidence gathering and research – what we found:

Issue:	<p>The Bridport area suffers frequently from traffic congestion, in particular on market days and also during summer months, as it increases its holiday resort potential. The issue of increasing traffic and the impact on the quality of the environment is of great concern, particularly in view of the large proposed developments in the area, and we believe there is a need to encourage other methods of travel.</p>
Research:	<p>We reviewed the Local Plan and the National Planning Policy Framework and both promote ‘sustainable transport’ as part of land-use planning.</p> <p>We also reviewed the Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 which sets out ‘key strategy measures’ for travel and transport across the area.</p> <p>A Neighbourhood Plan questionnaire was distributed through the summer and autumn of 2016. Although this questionnaire wasn’t limited to the sustainable transport theme, the form encouraged open responses on any land-based topic for the area, including transport.</p> <p>A Neighbourhood Plan Youth Survey was also undertaken in the winter of 2016/17 and again invited open responses on any issues important to younger people in the area.</p> <p>The reports for both consultations can be viewed at http://www.vision-2030.co.uk/questionnaires-results/</p> <p>The cycle routes in and around Bridport were all reviewed by the group and where issues and opportunities were identified, these were discussed and passed on to Dorset County Council, who at the time of writing, is reviewing the cycle network and plans for enhancements in the area.</p> <p>Jurassic Coast Railways, a local organisation, is currently working in Dorset to develop Community Rail Projects and would like to develop a sustainable rail system within, and extending beyond, the Neighbourhood Plan area. The transport group were made aware of their plans and ideas during the development of the Neighbourhood Plan draft proposals.</p>
Findings:	<p>National and regional guidance are consistent in their aims to reduce car use and make other forms of travel easier and more attractive for people where possible. For example, NPPF paragraph 30 states: ‘In preparing Local Plans, local planning</p>

	<p>authorities should...support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'</p> <p>The Local Transport Plan contains two 'Key Strategic Measures' relevant to this issue: Measure 1 - 'Reducing the need to travel' sets out the county-wide priorities, with the aim of: 'Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes' (p.40). Measure 3 - 'Active travel and "greener" travel choices' sets out the aim of 'Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure' (p.58).</p> <p>The Local Plan policy COM7(i) states: 'Development that generates significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes including public transport, walking and cycling can be maximised'. And (v) states: 'The delivery of a strategic cycle network and improvements to the public rights of way network will be supported. Development should not result in the severance or degradation of existing or proposed routes...Where development proposals provide the opportunity to significantly improve links within the public rights of way network, an appropriate link through the development will be required'.</p> <p>We feel there is an opportunity to strengthen these priorities in the Neighbourhood Plan to include 'safe and convenient' access for all and to encourage as much use of public transport as possible by making the links to services needed.</p> <p>Dorset County Council is currently reviewing the cycle routes in and around the Neighbourhood Plan area and the current map of existing and proposed routes is included below. The transport group helped to identify ... (TBC)</p> <p>Colin/ John any comments here ?</p> <p>In the Neighbourhood Plan consultations, increasing traffic was identified as the greatest transport-related threat to the area, with improving/investing in public transport and alternatives to the car as one of the best options. Public transport featured heavily in the responses, including in the Youth survey, and whilst on its own is outside the remit of the Neighbourhood Plan, it is clearly of high local importance that new development connectivity to public transport be implemented and enhanced, which in turn will benefit existing communities. The findings on public transport have helped raise the profile of the issue and research is underway now into the viability/demand for a community-run service to replace services which have been reduced or withdrawn.</p> <p>The idea of the light railway for Bridport has been considered by the group and could be considered as an 'aspiration' for the area, if there is a suitable level of community support. Only part of the proposed route would fall within the Neighbourhood Plan area, so Jurassic Coast Railways would need to work with other areas as well as Bridport, if they wish to pursue this idea.</p> <p>Include the two maps at the end of this manuscript pages 11&12 ?</p>
<p>Evidence sources:</p>	<p>National Planning Policy Framework paragraphs 29-41: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf</p> <p>West Dorset, Weymouth and Portland Local Plan, particularly section 6.5: https://www.dorsetforyou.gov.uk/media/209581/West-Dorset-Weymouth--Portland-Local-Plan-2015/pdf/West_Dorset_Weymouth_Portland_Local_Plan_2015.pdf</p> <p>Local Transport Plan 3: https://www.dorsetforyou.gov.uk/media/163132/Bournemouth-Poole-Dorset-LTP3-</p>

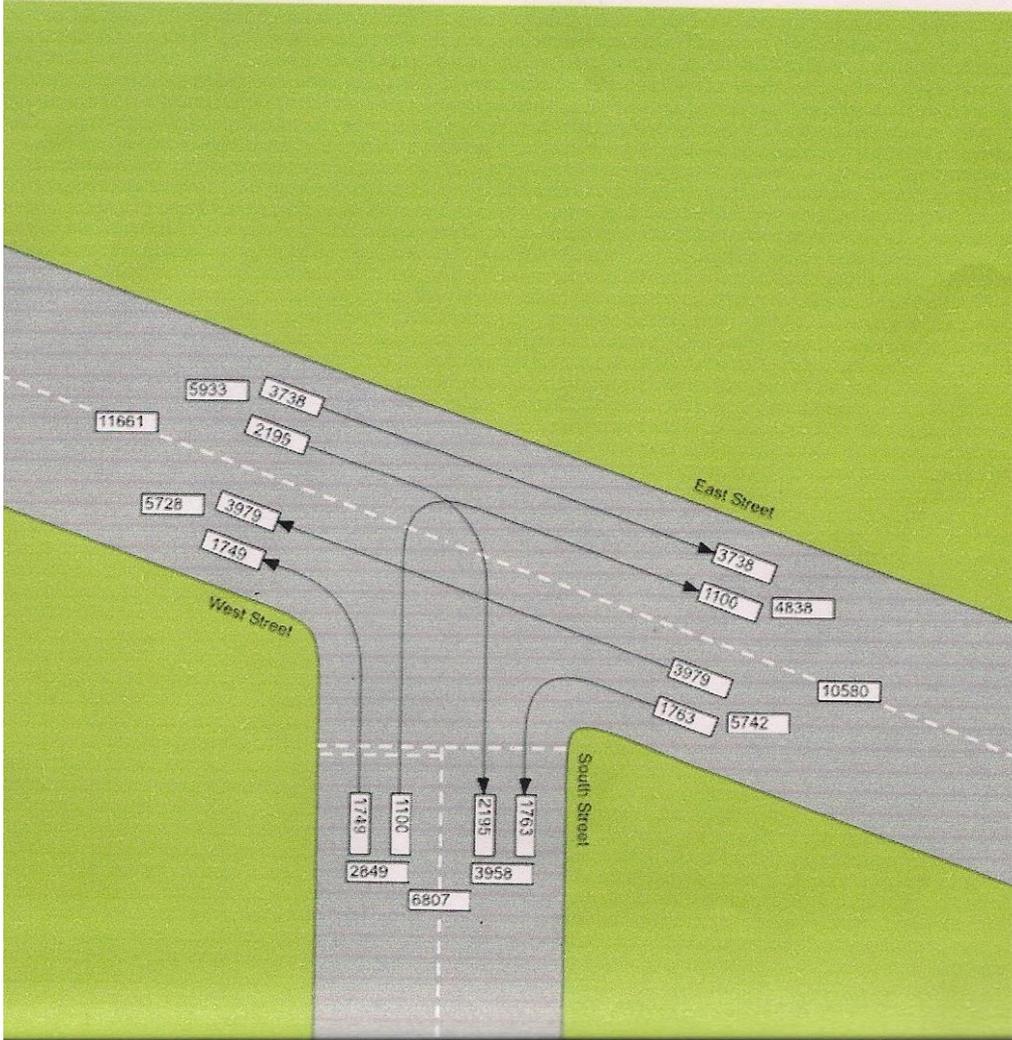
	<p><u>Strategy- Document/pdf/BournemouthPooleDorsetLTP3 Strategy Document Final.pdf</u></p> <p>Bridport Area Neighbourhood Plan 2016 community consultations: http://www.vision-2030.co.uk/questionnaires-results/</p> <p>Transport group cycle routes report (primary research).</p> <p>Dorset County Council – existing and proposed cycle routes in the Bridport area (maps)</p> <p>Perhaps a reference to the DCC roadshow (6/7/2016), whereby the new cycleway from Flood lane to the Crown roundabout to link with the West Bay section, costing £350k.</p>
<p>Potential policies / options to take forward:</p>	<ul style="list-style-type: none"> • Proposals for development to provide or improve cycle or pedestrian routes and associated facilities will be supported • Proposals for new development which are likely to generate increased movement by people or vehicles are required to: <ol style="list-style-type: none"> i. provide for pedestrian movement as a priority; ii. make appropriate connections to existing footpaths, cycle paths, rights of way and bridleways to improve connectivity in and between settlements; iii. enable safe and convenient access to be provided for all people including the disabled; and iv. make possible or do not hinder the provision of improvements to public transport and of facilities for car clubs and electric vehicles. <p>Aspiration: for Jurassic Coast Railways to explore the viability and community support for a light railway to serve between West Bay and Bridport town centre.</p>
<p>Maps / locations</p>	<p>Cycle maps</p> <p>Jurassic Coast Railways map – linked to aspiration for this idea to be explored (exceeds the Neighbourhood Plan area and would require wider consultation):</p>  <p>Rail, cycle and walking partnership diagram</p> <ul style="list-style-type: none"> Existing national rail network Proposed Jurassic Coast Railway Proposed intermediate JCR station Proposed JCR station with cycle hire facility Proposed cycleway adjacent to railway with direct station access Potential direct cycleway connection to West Bay Existing National Cycle Network routes Existing NCN Mini-route to West Bay Existing long distance footpaths <p>Jurassic Coast Railways proposal for a station at Broomhills – linked to aspiration for this idea to be explored (not proposed as a policy):</p>



<p>Issue:</p>	<p>With increasing levels of traffic as the local population increases and more visitors come to the area, the issues of road safety and traffic management are of greater concern.</p>
<p>Research:</p>	<p>We reviewed the Local Plan and the National Planning Policy Framework and both promote ‘sustainable transport’ as part of land-use planning.</p> <p>We also reviewed the Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 which sets out ‘key strategy measures’ for travel and transport across the area.</p> <p>A Neighbourhood Plan questionnaire was distributed through the summer and autumn of 2016. Although this questionnaire wasn’t limited to the sustainable transport theme, the form encouraged open responses on any land-based topic for the area, including transport.</p> <p>A Neighbourhood Plan Youth Survey was also undertaken in the winter of 2016/17 and again invited open responses on any issues important to younger people in the area.</p> <p>The reports for both consultations can be viewed at http://www.vision-2030.co.uk/questionnaires-results/</p>
<p>Findings:</p>	<p>NPPF paragraph 32 refers to the impact of additional traffic due to new developments and how this should be managed. Where developments generate a significant amount of movement, they need to be supported by a Transport Statement or Transport Assessment. Plans for development should take account of:</p> <ul style="list-style-type: none"> • opportunities for sustainable transport modes to reduce the need for major transport infrastructure • safe and suitable access to the site for all people • limiting the impacts of development by undertaking cost effective improvements to the transport network. <p>The Local Transport Plan contains three ‘Key Strategic Measures’ relevant to this issue:</p> <p>Measure 1 - ‘Reducing the need to travel’ sets out the county-wide priorities, with the aim of: ‘Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns’ (p.40).</p> <p>Measure 2 – ‘Managing and maintaining the existing network more efficiently’ sets out the aims of ‘Keeping transport infrastructure well-maintained, safe, and resilient for all users’ and ‘Making better use of Dorset’s transport network to maximise its efficiency for all forms of travel’ (p.48).</p> <p>Measure 6 - ‘Travel safety measures’ sets out the aims of ‘Applying engineering, education and enforcement solutions to create safer travelling environments’ and ‘Working with partners to improve community safety and security’ (p.86).</p> <p>The Local Plan policy COM7(iv) states: ‘Development will not be permitted unless it can be demonstrated that it would not have a severe detrimental effect on road safety, or measures can be introduced to reasonably mitigate potentially dangerous conditions’.</p> <p>Policy COM9 refers to appropriate parking standards in new developments.</p> <p>The Neighbourhood Plan consultations reflected that traffic management, improving road safety and restricting on road car parking were all deemed to be of local importance.</p>
<p>Evidence sources:</p>	<p>National Planning Policy Framework paragraphs 29-41: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf</p> <p>West Dorset, Weymouth and Portland Local Plan, particularly section 6.5: https://www.dorsetforyou.gov.uk/media/209581/West-Dorset-Weymouth--Portland-</p>

	<p>Local-Plan-2015/pdf/West_Dorset_Weymouth_Portland_Local_Plan_2015.pdf</p> <p>Local Transport Plan 3: https://www.dorsetforyou.gov.uk/media/163132/Bournemouth-Poole-Dorset-LTP3-Strategy-Document/pdf/BournemouthPooleDorsetLTP3_Strategy_Document_Final.pdf</p> <p>Dorset County Council South Street, Bridport Traffic Management Options DRAFT Supplementary Feasibility Report (2017)</p> <p>Bridport Area Neighbourhood Plan 2016 community consultations: http://www.vision-2030.co.uk/questionnaires-results/</p>
<p>Potential policies / options to take forward:</p>	<p>The Transport group acknowledges that much relating to road and traffic management on their own are outside the remit of the Neighbourhood Plan, however there is a need to ensure that with any new development, traffic management and road safety are fully considered and addressed. We therefore suggest the following:</p> <p>Development proposals should ensure:</p> <ol style="list-style-type: none"> i. there is safe access onto the adjacent roads and this should not adversely affect existing pedestrian movement; ii. the best use of existing transport infrastructure through improvement and reshaping of roads and junctions where required to improve access and connectivity; iii. proposals would not result in on-street parking but should provide adequate parking for residents and visitors, and preferably include proposals that would reduce any on-street parking that may exist within the area concerned; iv. proposals should not lead to a significant increase in speed or the volume of traffic travelling through the area on roads that do not have sufficient capacity; and v. residential and environmental amenity is not adversely affected by traffic <p>Proposals that cannot meet the above requirements will not be permitted.</p> <p>The consultation has also identified the following aspiration, which we would like to have considered by the appropriate authority, and would welcome the opportunity to discuss this further:</p> <p>Aspirations/projects:</p> <ul style="list-style-type: none"> • To support a comprehensive re-evaluation of traffic speeds, infrastructure and signage in the area, including the A35, to help improve safety for pedestrians, cyclists and car users. • To support the trial pedestrianisation of South Street and related improvements to the Town Hall junction (appendices from Dorset County Council’s South Street feasibility report attached)
<p>Maps / locations</p>	<p>Appendices from Dorset County Council South Street, Bridport Traffic Management Options DRAFT Supplementary Feasibility Report (2017), related to aspirations for Town Hall junction improvements:</p>

Traffic Flows 7am to 7 pm Thursday 11 September 2003



<p>Issue:</p>	<p>Bridport Bus Station has not been managed or maintained for some time and as the first location many coach and bus using visitors will arrive at, there is a need to regenerate and reinvigorate this area.</p>
<p>Research:</p>	<p>We reviewed the Local Plan and the National Planning Policy Framework and both promote ‘sustainable transport’ as part of land-use planning.</p> <p>We also reviewed the Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 which sets out ‘key strategy measures’ for travel and transport across the area.</p> <p>A Neighbourhood Plan questionnaire was distributed through the summer and autumn of 2016. Although this questionnaire wasn’t limited to the sustainable transport theme, the form encouraged open responses on any land-based topic for the area, including transport.</p> <p>A Neighbourhood Plan Youth Survey was also undertaken in the winter of 2016/17 and again invited open responses on any issues important to younger people in the area.</p> <p>The reports for both consultations can be viewed at http://www.vision-2030.co.uk/questionnaires-results/</p>
<p>Findings:</p>	<p>NPPF paragraph 41 states: Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice’.</p> <p>The Local Transport Plan contains several references to transport hubs in Key Strategic Measure 4 - ‘Public transport alternatives to the car’, particularly under priority I: ‘Developing a fully integrated public transport system which is easier to use for everyone’ (pp.76-78).</p> <p>The LTP policy I-4 states: ‘The authorities will work with LTP partners to develop seamless integration between all types of transport modes, with a focus on high quality public transport interchanges. New or improved interchanges / hubs will provide enhanced waiting facilities, information and security and will be well related to walking and cycling networks’ (p.77).</p> <p>The Local Plan makes specific mention of the bus station in paragraph 13.5.2 (p.84): ‘Any redevelopment of the Tannery Road area should not compromise the opportunity to create a community-based transport hub for Bridport’.</p> <p>Policy COM8ii states: ‘Proposals for community travel exchanges in urban and rural areas will be supported, provided that:</p> <ul style="list-style-type: none"> • it can provide safe access to the public right of way network, cycle network and highway network and can accommodate and provide safe access and egress for large vehicles; • it has space to accommodate sufficient car and cycle parking; and • it will support existing community facilities located in the area. <p>Whilst there wasn’t specific mention of the bus station in the Neighbourhood Plan consultations, the high value placed on public transport, improving links and connectivity make the bus station a valuable asset for these aspirations and it should be protected and regenerated to meet these needs.</p>
<p>Evidence sources:</p>	<p>National Planning Policy Framework paragraphs 29-41: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf</p> <p>West Dorset, Weymouth and Portland Local Plan, particularly section 6.5: https://www.dorsetforyou.gov.uk/media/209581/West-Dorset-Weymouth--Portland-Local-Plan-2015/pdf/West_Dorset_Weymouth_Portland_Local_Plan_2015.pdf</p>

	<p>Local Transport Plan 3: https://www.dorsetforyou.gov.uk/media/163132/Bournemouth-Poole-Dorset-LTP3-Strategy-Document/pdf/BournemouthPooleDorsetLTP3_Strategy_Document_Final.pdf</p> <p>Bridport Area Neighbourhood Plan 2016 community consultations: http://www.vision-2030.co.uk/questionnaires-results/</p>
<p>Potential policies / options to take forward:</p>	<p>Bridport Bus Station is designated for retention and enhancement as a local transport hub.</p>
<p>Maps / locations</p>	

<p>Issue:</p>	<p>Whilst it is important to try and encourage people not to use their cars, particularly for short journeys where walking, cycling and public transport could be used, we recognise that as a rural service town, many people do have to rely on their cars and this is leading to increasing pressure on the town's car parks.</p>
<p>Research:</p>	<p>We reviewed the Local Plan and the National Planning Policy Framework and both promote 'sustainable transport' as part of land-use planning.</p> <p>We also reviewed the Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 which sets out 'key strategy measures' for travel and transport across the area.</p> <p>A Neighbourhood Plan questionnaire was distributed through the summer and autumn of 2016. Although this questionnaire wasn't limited to the sustainable transport theme, the form encouraged open responses on any land-based topic for the area, including transport.</p> <p>A Neighbourhood Plan Youth Survey was also undertaken in the winter of 2016/17 and again invited open responses on any issues important to younger people in the area.</p> <p>The reports for both consultations can be viewed at http://www.vision-2030.co.uk/questionnaires-results/</p>
<p>Findings:</p>	<p>NPPF paragraph 39 states: If setting local parking standards for residential and non-residential development, local planning authorities should take into account:</p> <ul style="list-style-type: none"> • the accessibility of the development; • the type, mix and use of development; • the availability of and opportunities for public transport; • local car ownership levels; and • an overall need to reduce the use of high-emission vehicles. <p>Paragraph 40 of the NPPF states: 'Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles'.</p> <p>The Local Transport Plan contains Key Strategic Measure 5 - 'Car parking measures', under priority K: 'Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips' (pp.82-85).</p> <p>Commuter parking is not a particular issue in Bridport, but visitor and shopper parking is and this is where LTP policy K-1 states:</p> <p>'Complementary parking policies will support the vitality of the local economy...' and that towns will seek to: 'reinforce the attractiveness and competitiveness of town centres' and 'take into account the needs of residents, tourists and those with mobility impairments' (p.82).</p> <p>Local Plan policy COM9 sets out the regional policy for parking standards in new development. Specific to Bridport is BRID4 which suggests two key town centre car parks are suitable for retail expansion, which 'will need to retain an appropriate amount of public car parking'. This is of local concern as it has not been set out what an 'appropriate amount' would be, given that these areas can often be at capacity. It is therefore suggested that these key sites are not developed and instead are protected as car parking to support the economic vibrancy of the town centre.</p> <p>One of the highest transport responses in the Neighbourhood Plan consultation was regarding 'not enough car parking' available in the area, as well as a suggestion for 'more car parking on the outskirts of the town centre'.</p>

<p>Evidence sources:</p>	<p>National Planning Policy Framework paragraphs 29-41: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf</p> <p>West Dorset, Weymouth and Portland Local Plan, particularly section 6.5: https://www.dorsetforyou.gov.uk/media/209581/West-Dorset-Weymouth--Portland-Local-Plan-2015/pdf/West_Dorset_Weymouth_Portland_Local_Plan_2015.pdf</p> <p>Local Transport Plan 3: https://www.dorsetforyou.gov.uk/media/163132/Bournemouth-Poole-Dorset-LTP3-Strategy-Document/pdf/BournemouthPooleDorsetLTP3_Strategy_Document_Final.pdf</p> <p>Bridport Area Neighbourhood Plan 2016 community consultations: http://www.vision-2030.co.uk/questionnaires-results/</p>
<p>Potential policies / options to take forward:</p>	<ul style="list-style-type: none"> • Development proposals that result in a loss of public parking provision in Bridport will not be supported unless it is replaced with a comparable provision within reasonable distance of its former location • All new business development should have adequate parking spaces in line with Dorset County Council's non-residential parking guidance to provide for the needs of the business and their customers • To explore options for peak-time/overflow car parking on the outskirts of town
<p>Maps / locations</p>	<p>N/A</p>