

# Multi Modal Transport Planning in Dorset

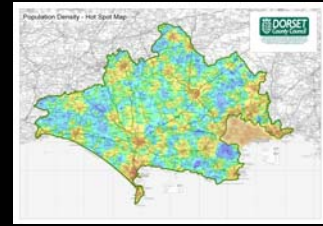
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## Overview of Dorset



- Dorset – Area 1,000 Sq Miles  
Population 700,000

## Dorset Tourism



Durdle Door  
Part of Jurassic Coast



Corfe Castle



Maiden Castle

## Importance of the Car in the UK

- Large disparity in Public Transport provision between the Conurbations and Rural Areas
- Lack of Public Transport Patronage due to high costs and personal perceptions
- Long travel distances between Home and Work base in rural areas
- Results in tendency to have a high level of single occupancy vehicles

## Previous Predict and Provide Culture



## Change in Policy



- Release of TA Guidance in 2007 changes the driving force of Transportation.  
Car is now at the bottom of the pile. Sustainable travel on top.
- National Increase in Car Taxation and Fuel Duties have been imposed – to little effect.

## Dorset's Problems



## What are we trying to do?



## Combined transport routes



## Public Transport



Dial-a-Ride Rural Bus Scheme



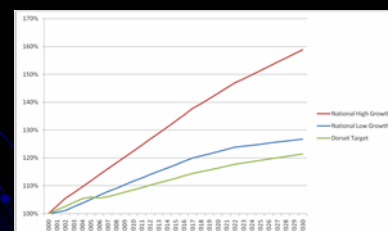
Nordon Park & Ride Steam Train

## Non-Car based Improvements



## The Future to 2030

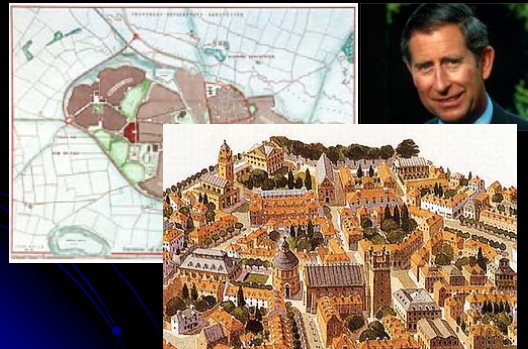
- Dorset to reduce car travel growth
- Minimise new highway construction
- Reduce number of Road Traffic Accidents



## Problems Dorset Face

- Additional 3,300 dwellings per year
- Total Housing requirement of 66,200 dwellings by 2026
- Additional 52,000 Jobs
- Improve freight movements

## Sustainable Development



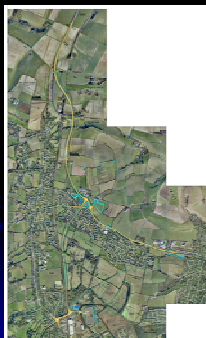
## Travel Plans



## What else can we do?

- Every new house being built pays £1,000
- Continue to build upon the existing improving public transport network
- Provide information upon travel choices and their benefits
- Improve current network to promote non-car modes of travel and improve safety

## One exception – Weymouth Relief Road



Artists Impression of Northern Section of the Relief Road



## 2012 Olympics



