

Bridport Access & Movement

Supporting Evidence



HighgateTransportation

Population & Demographics

Population Data

Projected distribution of Households by age of Household Reference Person in the Bridport Area NP (Bridport, Allington, Bothenhampton, Bradpole, and Symondsburry):

Year	Age of HRP 24 and under	Age of HRP 25 to 34	Age of HRP 35 to 54	Age of HRP 55 to 64	Age of HRP 65 and over
2011	186	482	2,082	1,439	2,829
2014	220	463	1,882	1,441	3,153
2036	220	463	1,882	1,441	4,613

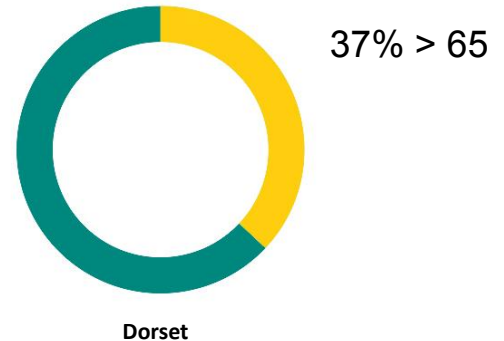
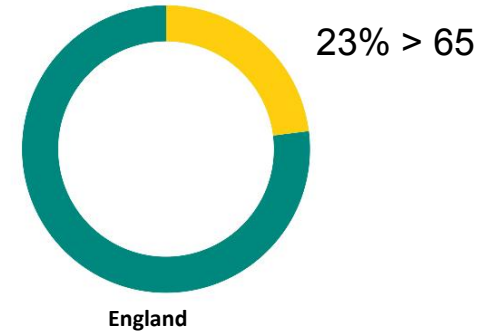
Source: AECOM Calculations

“A significant increase in households in age group >65 yrs in the next 15 years whilst most other age groups remain similar to 2014 levels.

This will have implications for a whole range of service provisions and possibly shape future retail needs.”

Source: AECOM Calculations - High Street Healthcheck 2019

Forecast % of population
over 65 by 2035 (ONS)



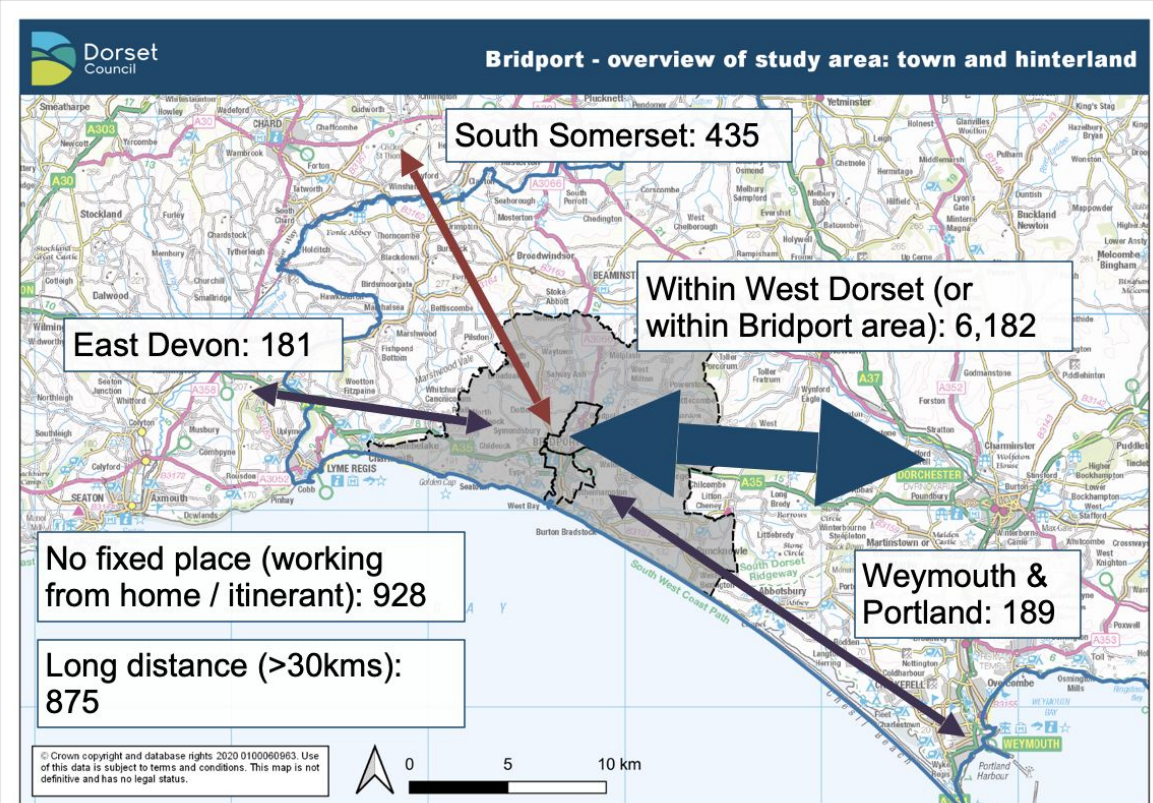
2011 Commuter flows: local authority areas

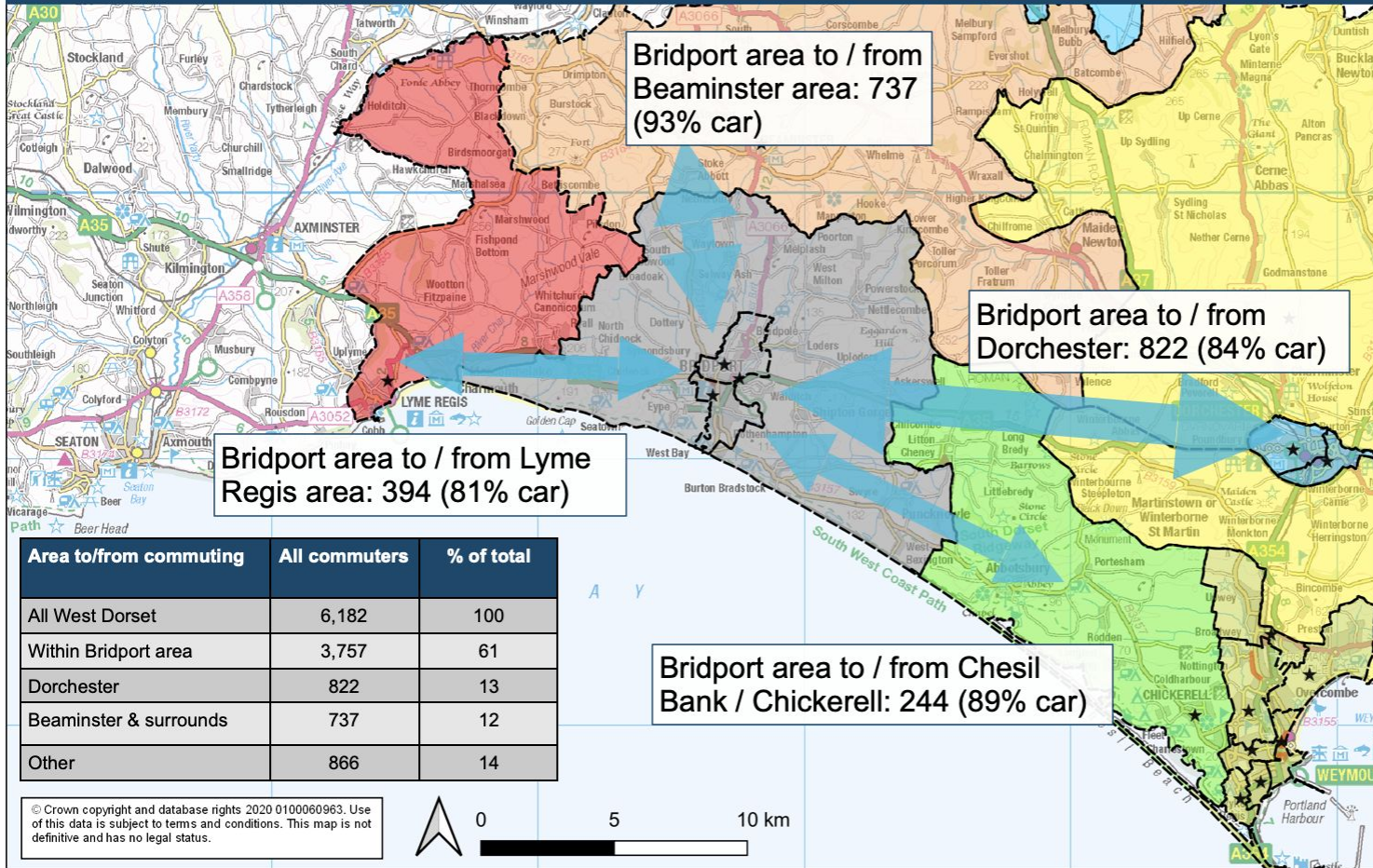
2011 Census data remains the best data we have for determining how people move for work purposes between locations.

It provides aggregated locations for the home and workplace, by mode. For the purpose of this study the built up area of Bridport and the rural hinterland surrounding the town including villages from Puncknowle to Chideock. 30% of the people who commute from or to this area travel to Bridport.

In 2011, this comprised 8,790 people, 70% of whom work within the West Dorset area.

Source: Dorset Council





Source:
Dorset
Council

A: Within study area

3,757 total commuters
 2,285 (61%) by car
 1172 (31.2%) on foot
 219 (5.8%) by bike
 81 (2.2%) other

**D: Between South Bridport /
 Bothenhampton / West Bay and
 outer villages**

635 total commuters
 494 (78%) by car
 88 (13.9%) on foot
 29 (4.6%) by bike
 24 (3.8%) other

E: Between outer villages

635 total commuters
 494 (78%) by car
 88 (13.9%) on foot
 29 (4.6%) by bike
 24 (3.8%) other

**B: Between North Bridport /
 Bradpole and South Bridport /
 Bothenhampton / West Bay**

1,033 total commuters
 483 (46.8%) by car
 388 (37.6%) on foot
 77 (7.5%) by bike
 22 (2.2%) other

**F: Within north Bridport /
 Bradpole**

556 total commuters
 240 (43%) by car
 231 (42%) on foot
 38 (6.8%) by bike
 6 (1%) other

**C: Between North Bridport /
 Bradpole and outer villages**

572 total commuters
 466 (82%) by car
 66 (11.5%) on foot
 56 (4.9%) by bike
 12 (2.1%) other

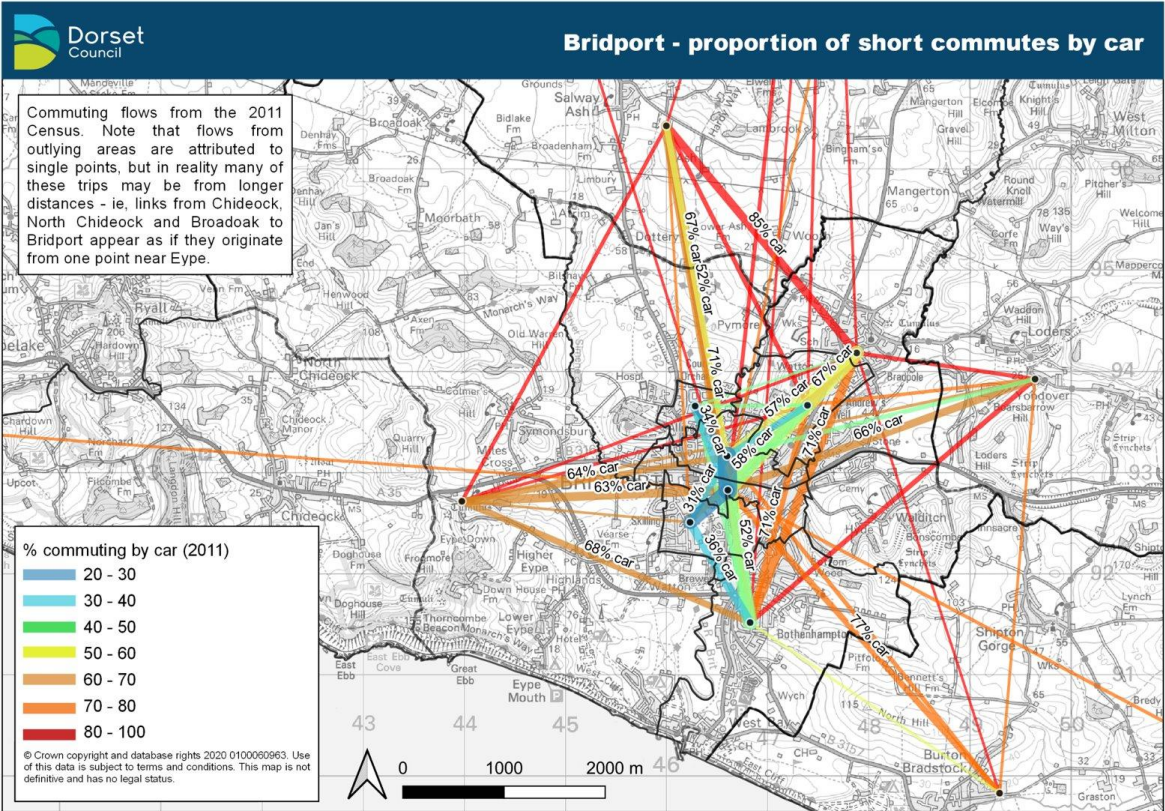
**G: Within south Bridport /
 Bothenhampton / West Bay**

602 total commuters
 234 (39%) by car
 315 (52%) on foot
 43 (6.8%) by bike
 10 (1.7%) other

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Modal Choice for Short Journeys. Source ONS / Dorset Council



Car Park Capacity Study

(source: High Street Healthcheck 2019)

Bridport

Location	Count 1 Weds July 17th			Count 2 Sat August 24th			Count 3 Thurs Sept 19th			Count 4 Tues October 22nd		
Weather	Dry/sunny/ warm			Dry/sunny /warm			Dry/sunny/warm			Dry/ cool some sun		
Times	9.00	11.00	14.30	9.00	11.00	14.30	9.00	11.00	14.30	9.00	11.00	14.30
East Street Car Park(Long Stay - 79 spaces))	Full	0	10		0	50	12	1	12	13	10	5
East Street (Short Stay 64 + 2 disabled spaces)	21	0	11		0 (+2 dis)	27	29	5	10	40	6	4
South Street Car Park (98 + 5 disabled spaces)	66	4	44		1	49	84	29 (+1 dis)	53 (+2 dis)	87	37 (0 dis)	44 (3 dis)
Wykes Court Car Park (96 spaces)	75	24	51		0	46	80	45	62	87	30	41

Vearse Farm Traffic Projections

(as presented as part of Design Review May 2021)

Table 5.10 Percentage increase

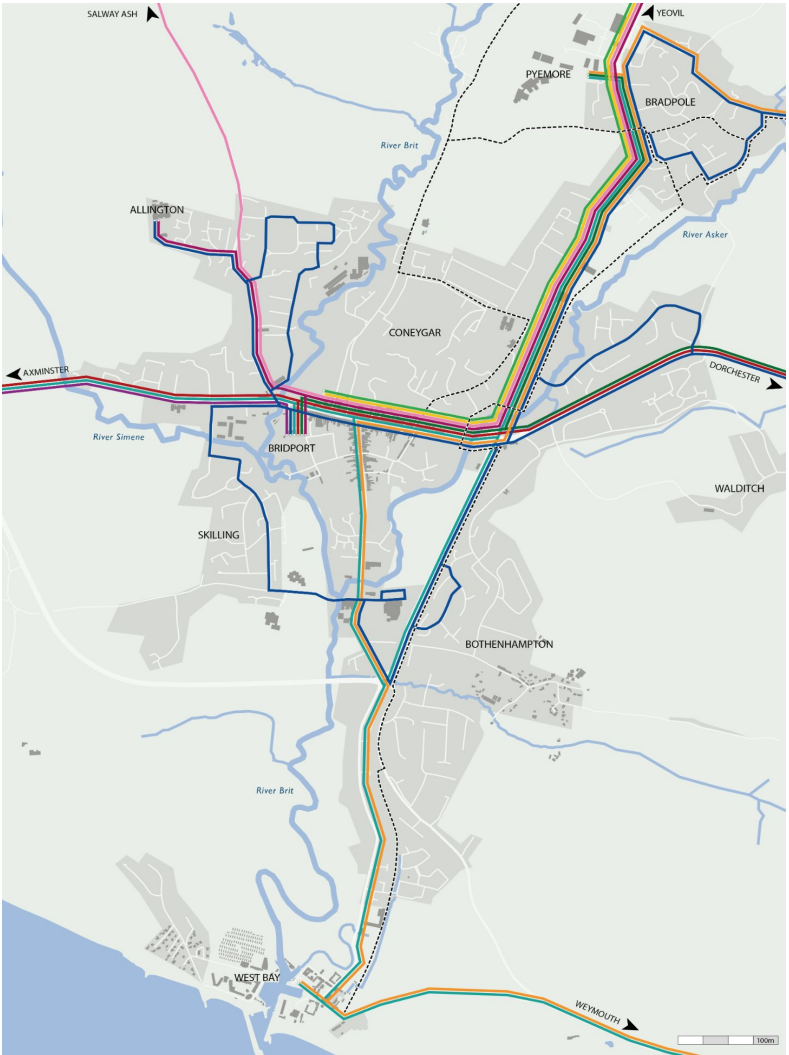
Link	Base Line Traffic Flow		With development		Percentage	
	Morning Peak	Evening Peak	Morning Peak	Evening Peak	Morning Peak	Evening Peak
A35 west of West Street	1,146	1,070	1,195	1,122	4.3%	4.9%
B3162 east of the A35	862	794	1,104	1,053	28.1%	32.6%
B3162 between access points	862	794	948	886	10.0%	11.6%
B3162 west of North Allington	862	794	1,153	1,105	33.8%	39.2%
North Allington	939	910	1,009	984	7.5%	8.1%
B3162 east of North Allington	1,263	1,189	1,500	1,426	18.8%	19.9%
South Street north of Broad Lane	501	470	570	543	13.8%	15.5%
B3162 west of A35	1,084	958	1,214	1,098	12.0%	14.6%
A3066 Sea Road North	1,631	1,315	1,751	1,432	7.4%	8.9%
A35 East Road	1,580	1,646	1,684	1,758	6.6%	6.8%
A35 east of West Bay Road	1530	1453	1,636	1,566	6.9%	7.8%
B3157 Burton Road	608	576	663	635	9.0%	10.2%
B3157 West Bay Road south	395	351	428	387	8.4%	10.3%
A35 west of the West Bay Road	935	1026	1,128	1,233	20.6%	20.2%
B3157 West Bay Road north	969	915	969	915	0.0%	0.0%

Junction Capacity Analysis (TA Vearse Farm Transport Assessment)

Link	AM Peak		PM Peak	
	Degree of saturation	Max Queue	Degree of saturation	Max Queue
West Street	88.8%	12	87.3%	11
East Street	87.5%	10	78.6%	9
South Street	82.8%	6	89.2%	8

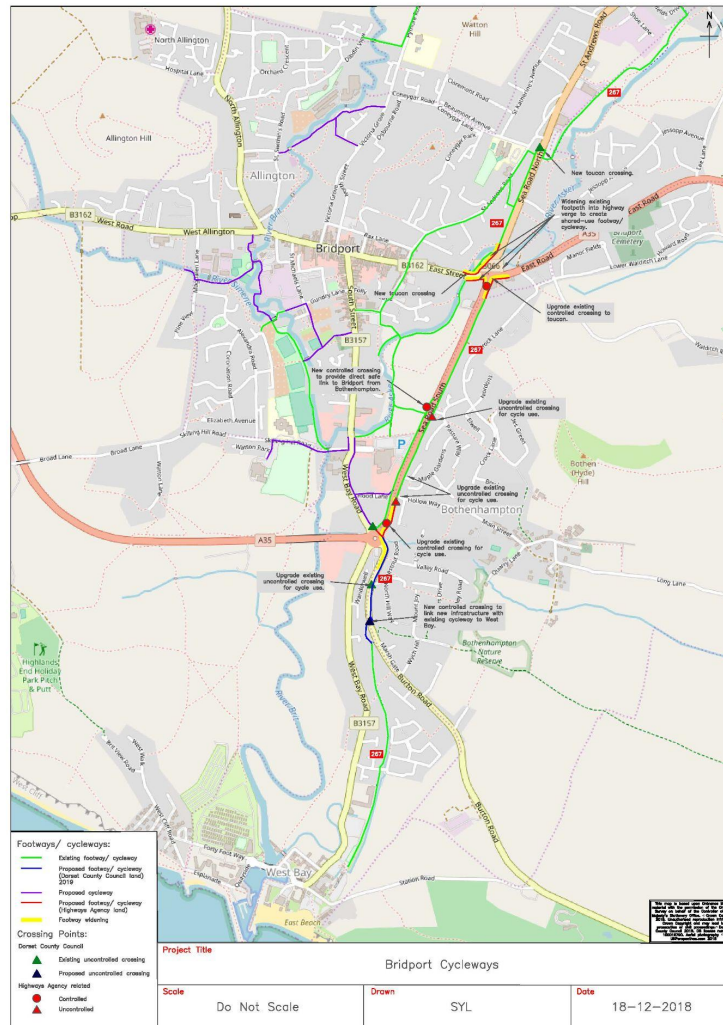
Figure 9I: West Street/East Street – 2027 with development

Bus Routes



- Bus Route - 6
- Bus Route - 6A
- Bus Route - 6B
- Bus Route - 7
- Bus Route - A3
- Bus Route - B5
- Bus Route - C1
- Bus Route - C2
- Bus Route - X51
- Bus Route - X53

Cycle Routes



Propensity to Cycle Tool: scenarios for future growth

- While some modal shift can be achieved from very short car trips to walking trips, the biggest gains result in car trips of 1.5-3 miles shifting from car to bike.
- Analysis conducted for the Department for Transport has derived where the biggest potential for cycling is – the **Propensity to Cycle**.
- This creates a model which assigns the commuting and school travel to the local cycle network (and road network)

Growth scenario 1: 'Government target'
Cycling levels doubled by 2025

Growth scenario 2: 'Go Dutch'
Cycling levels reach levels found in the Netherlands (possible potentially by 2035)

Growth scenario 3: 'Go Dutch'
Cycling levels reach levels found in the Netherlands (possible potentially by 2035)

Origin / destination Lower Super Output Areas	Bradpole	Court Orchard	Centre North	Coneygar	Burton Bradstock	Chideock & Symondsbur	Loders	Netherbury	Skilling	Centre South & Allington	Bothenhampton & West Bay	Total		Bradpole	Court Orcha	Centre North	Coneygar	Burton Brad	Chideock & Symondsbu	Loders	Netherbury	Skilling	Centre South & Allington	Bothenhampton & West Bay	
All	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	Total		006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	
Bradpole 006A	63	26	84	92	26	32	40	81	52	145	91	732		0.55	2.04	2.04	0.88	6.91	5.41	2.20	3.82	2.70	2.16	3.25	
Court Orchard 006B		4	66	42	8	13	15	16	10	105	43	322			0.46	1.20	2.11	6.60	3.74	4.22	4.32	1.71	1.25	2.94	
Centre North 006C			74	67	43	59	46	61	65	186	111	712				0.29	1.49	5.61	3.49	4.32	4.96	1.04	0.38	1.95	
Coneygar 006D				38	20	31	35	46	52	107	66	395					0.43	6.24	4.74	3.06	4.46	2.03	1.49	2.58	
Burton Bradstock 007A					53	23	28	21	20	61	28	234						1.59	7.53	6.58	10.50	5.26	5.23	3.83	
Chideock & Symondsbur 007B						57	30	39	26	87	66	305							1.11	7.59	7.57	2.86	3.60	3.87	
Loders 007C							38	19	18	77	49	201								1.05	5.59	5.16	4.40	5.43	
Netherbury 007D								51	27	108	68	254									1.47	5.56	5.26	6.80	
Skilling 008A									15	135	88	238										0.44	1.37	1.59	
Centre South & Allington 008B										125	142	267											0.36	1.57	
Bothenhampton & West Bay 008C											97	97												0.57	
Total	63	30	224	239	150	215	232	334	285	1136	849	3757													
Foot	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	Total													
Bradpole 006A	25	4	20	18	0	3	2	5	10	37	10	134		40%	15%	24%	20%	0%	9%	5%	6%	19%	26%	11%	
Court Orchard 006B		2	34	15	1	1	1	1	3	54	14	126			50%	52%	36%	13%	8%	7%	6%	30%	51%	33%	
Centre North 006C			56	33	1	13	15	16	34	130	31	329				76%	49%	2%	22%	33%	26%	52%	70%	28%	
Coneygar 006D				24	1	3	3	0	9	48	8	96					63%	5%	10%	9%	0%	17%	45%	12%	
Burton Bradstock 007A					22	1	7	2	1	5	2	40						42%	4%	25%	10%	2%	5%	3%	
Chideock & Symondsbur 007B						23	4	3	3	15	12	60							40%	13%	8%	6%	14%	18%	
Loders 007C							6	2	1	14	4	27								16%	11%	2%	13%	6%	
Netherbury 007D								14	3	22	6	45									27%	6%	21%	9%	
Skilling 008A									9	88	43	140										60%	65%	49%	
Centre South & Allington 008B										81	49	130											65%	35%	
Bothenhampton & West Bay 008C											45	45												46%	
Total	25	6	110	90	25	44	38	43	73	494	224	1172	31%												

Town areas only are no more than 3.25 kms apart

Kms between centre of each area

% of people commuting on foot

Origin / destination Lower Super Output Areas	Bradpole	Court Orchard	Centre North	Coneygar	Burton Bradstock Chideock & Symondsbur	Loders	Netherbury	Skilling	Centre South & Allington	Bothenhampton & West Bay	Total		Bradpole	Court Orchard	Centre North	Coneygar	Burton Bradstock Chideock & Symondsbur	Loders	Netherbury	Skilling	Centre South & Allington	Bothenhampton & West Bay		
Scenario 2030 'Dutch'	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	Total	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	
Bradpole 006A	11	6	20	15	5	6	11	15	15	45	28	178	18%	24%	23%	16%	18%	17%	27%	19%	30%	31%	31%	
Court Orchard 006B		1	22	10	2	3	3	4	4	35	15	97		28%	33%	23%	20%	23%	21%	26%	36%	33%	16%	
Centre North 006C			18	20	9	12	13	12	22	43	35	186			24%	30%	22%	21%	29%	20%	34%	23%	39%	
Coneygar 006D				8	4	6	8	8	18	38	24	115				22%	22%	20%	24%	17%	35%	36%	26%	
Burton Bradstock 007A					16	2	3	2	4	14	6	48					30%	10%	10%	9%	9%	13%	7%	
Chideock & Symondsbur 007B						12	4	5	4	19	9	54						22%	15%	12%	8%	18%	10%	
Loders 007C							10	3	5	24	13	54							25%	14%	10%	22%	14%	
Netherbury 007D								12	6	25	13	56							24%	11%	24%	14%		
Skilling 008A									4	55	26	85								29%	41%	29%		
Centre South & Allington 008B										34	46	80									42%	32%		
Bothenhampton & West Bay 008C											25	25											26%	
Total	11	7	59	53	35	41	53	61	84	333	239	978	26%											
Scenario - 2040 'ebike'	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	Total	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	
Bradpole 006A	19	10	31	27	8	10	16	27	21	61	38	267	30%	37%	37%	30%	30%	31%	39%	33%	41%	42%	42%	
Court Orchard 006B		1	27	15	3	5	5	6	4	43	19	129		34%	42%	36%	32%	36%	34%	38%	44%	41%	21%	
Centre North 006C			23	27	15	20	19	20	27	58	47	255			31%	40%	34%	35%	40%	33%	41%	31%	51%	
Coneygar 006D				12	7	10	13	14	23	46	30	155				31%	33%	33%	37%	31%	44%	43%	33%	
Burton Bradstock 007A					21	5	6	4	7	22	10	75					40%	22%	23%	18%	13%	20%	11%	
Chideock & Symondsbur 007B						19	8	9	8	31	19	95						34%	26%	24%	16%	29%	21%	
Loders 007C							14	5	7	32	18	76							36%	28%	14%	30%	20%	
Netherbury 007D								18	9	39	21	87								36%	18%	36%	23%	
Skilling 008A									5	62	35	103								35%	46%	40%		
Centre South & Allington 008B										41	59	101									51%	42%		
Bothenhampton & West Bay 008C											33	33											34%	
Total (column vals)	19	11	81	81	53	70	81	105	113	435	329	1376	37%											

% cycle commuting if this was the Netherlands

% cycle commuting if this was the Netherlands and we all had e-bikes

Carbon dioxide emission savings from reduced car kms

		Bradpole	Court Orchard	Centre North	Coneygar	Burton Bradstock	Chideock & Symondsbur	Loders	Netherbury	Skilling	Centre South & Allington	Bothenhampton & West Bay	
Scenario 2030 'Dutch'	Dutch CO2 delta												
Bradpole 006A		-169	-146	-756	-252	-1572	-751	-959	-2232	-1033	-1818	-2747	-12435
Court Orchard 006B			-11	-232	-249	-278	-138	-322	-281	-223	-606	-748	-3088
Centre North 006C				-27	-405	-1885	-990	-1099	-781	-264	-142	-1300	-6892
Coneygar 006D					-45	-840	-771	-791	-727	-703	-948	-1688	-6514
Burton Bradstock 007A						-676	-679	-612	-650	-760	-2470	-370	-6216
Chideock & Symondsbur 007B							-273	-845	-1519	-303	-1694	-743	-5377
Loders 007C								-326	-545	-598	-2928	-2482	-6878
Netherbury 007D									-475	-989	-3264	-2080	-6808
Skilling 008A										-13	-750	-490	-1253
Centre South & Allington 008B											-128	-1223	-1351
Bothenhampton & West Bay 008C												-274	-274
Total		-169	-158	-1015	-951	-5252	-3602	-4954	-7208	-4884	-14749	-14143	-57086
Scenario - 2040 'ebike'	E-bike	006A	006B	006C	006D	007A	007B	007C	007D	008A	008B	008C	
Bradpole 006A		-274	-294	-1413	-608	-2638	-1682	-1413	-4013	-1570	-2750	-3850	-20504
Court Orchard 006B			-14	-323	-500	-449	-398	-629	-546	-272	-786	-1019	-4937
Centre North 006C				-36	-596	-2962	-1870	-1610	-1829	-341	-203	-1881	-11327
Coneygar 006D					-67	-1450	-1569	-1298	-1913	-1002	-1196	-2233	-10728
Burton Bradstock 007A						-915	-1484	-1356	-1371	-1189	-3879	-784	-10977
Chideock & Symondsbur 007B							-444	-1725	-2982	-654	-3005	-2020	-10829
Loders 007C								-483	-1051	-983	-4111	-3663	-10291
Netherbury 007D									-745	-1678	-5494	-3983	-11900
Skilling 008A										-18	-864	-772	-1653
Centre South & Allington 008B											-162	-1738	-1901
Bothenhampton & West Bay 008C												-368	-368
Total (column vals)		-274	-308	-1772	-1770	-8414	-7447	-8513	-14450	-7707	-22449	-22312	-95417

School travel – Bridport and surrounds

School name	2011 School Census data					Cambridge scenario						
	All	Bike	Foot	Car	Bus	% Foot	% Car	% Bus	Bike (CAM)	Car (CAM)	Car change	CO2 savings
The Sir John Colfox School	846	46	292	285	223	35%	34%	26%	186	226	-59	-13467
Bridport Primary School	400	7	150	228	15	38%	57%	4%	44	207	-21	-1313
St Catherine's RC VA School	131	7	43	75	6	33%	57%	5%	15	70	-5	-372
St Marys Primary School	187	0	96	81	10	51%	43%	5%	0	75	-6	-430
Burton Bradstock School	95	0	25	61	9	26%	64%	9%	8	57	-4	-172
Symondsburry CE VA Primary School	102	0	11	75	16	11%	74%	16%	0	68	-7	-566
Loders CE VC Primary School	81	0	13	54	14	16%	67%	17%	5	51	-3	-182
Powerstock CEVA Primary School	52	0	9	25	18	17%	48%	35%	0	25	0	-61
Salway Ash CE VA Primary School	113	0	0	79	34	0%	70%	30%	0	71	-8	-318
Total	2007	60	639	963	345	32%	48%	17%	259	850	-113	-16884

ONS Data: Taxis & Private Hire Vehicles

Taxis and Private Hire Vehicles (PHVs): Drivers and Vehicles, England and Wales by licensing area

			Licensed Vehicles			Licensed Drivers		
LA code	Licensing Authority		2018	2019	2020	2018	2019	2020
E06000059	Dorset		1,252	1,345	963	1,925	2,081	1,468
E07000049		East Dorset Zone	171	176	152	252	264	241
E07000050		North Dorset Zone	171	209	182	254	282	281
E07000051		Purbeck Zone	113	103	87	152	107	136
E07000052		West Dorset Zone	246	249	231	426	492	402
E07000053		Weymouth and Portland Zone	294	314	311	338	396	408
E07000048		Christchurch	257	294	..	503	540	..
England			284,650	292,021	298,795	361,373	362,693	364,938

ONS: Comparative Analysis

				Licensed vehicles per 1000 people ²		
LA code	Licensing Authority	Rural urban classification ¹	Population (mid-2019 estimate) ³	Taxis	Private Hire Vehicles (PHVs)	Total taxis and PHVs
E06000059	Dorset	Largely Rural	378,508	1.2	1.4	2.5
	ENGLAND		56,284,737	1.2	4.1	5.3
	By area classification	London	8,961,989	2.1	10.7	12.8
		Mainly Rural	4,901,593	1.2	1.6	2.7
		Largely Rural	6,864,352	1.1	1.3	2.4
		Urban with Significant Rural	7,344,416	1.0	1.5	2.5
		Urban with City and Town	14,753,260	1.1	2.7	3.8
		Urban with Minor Conurbation	2,217,367	1.1	2.3	3.4
		Urban with Major Conurbation	11,241,760	0.9	5.5	6.4