



Bournemouth, Poole, Dorset Local Transport Plan 3

May 2017

LTP3 Implementation Plan Three 2017 to 2020



Bournemouth Borough Council
Borough of Poole
Dorset County Council

Local Transport Plan 3
Third Implementation Plan 2017 to 2020
May 2017

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LTP3 Implementation Plan Three (2017 - 2020)

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1. Introduction

1.1 Background and National Context

1.1.1 The third Local Transport Plan (or LTP3) for Bournemouth, Poole and Dorset, published in 2011, sets out the long term goals, strategy and policies for improving transport in the area over the fifteen year period from 2011 to 2026. The LTP3 covers all modes of transport (including walking, cycling, public transport, car based travel and freight), the management and maintenance of the highway network, and the relationships between transport and wider policy issues such as the economy, environment, air quality, climate change, health and social inclusion.

1.1.2 The fifteen year period covered by LTP3 has been broken down into five Implementation Plans, each covering a three year period. This document is the third of those five Implementation Plans and runs from 2017 to 2020.

		Period Covered	Publishing Date
IP1	LTP3 Implementation Plan One	2011 - 2014	April 2011
IP2	LTP3 Implementation Plan Two	2014 - 2017	April 2014
IP3	LTP3 Implementation Plan Three	2017 - 2020	May 2017
IP4	LTP3 Implementation Plan Four	2020 - 2023	April 2020
IP5	LTP3 Implementation Plan Five	2023 - 2026	April 2023

1.1.3 The plan sets out how available funding and resources will be used to deliver the LTP3 strategy and policies during the Implementation Plan 3 (IP3) period. It has been prepared in parallel with the Strategic Economic Plan (SEP), prepared by the Dorset Local Enterprise Partnership (DLEP), and as such is closely aligned with other investment planning for housing, growth and other wider strategic priorities. The plan also recognises the important role of delivery partners such as the Department for Transport, Highways England, Network Rail, Public Transport Operators and Public Health England in bringing forward proposals.

1.1.4 The first Implementation Plan was developed in a period of considerable uncertainty with regards to funding and changing policy. To a degree more funding was made available during the first three years of the LTP than was originally anticipated in IP1. This enabled progress to be made on implementing significant areas of the LTP3 strategy both within the South East Dorset conurbation and the Dorchester to Weymouth corridor.

1.1.5 The second Implementation Plan was a success in delivering a number of transport schemes that aligned with the LTP3's key strategy measures. The award of the LSTF was a significant achievement for the authorities and assisted with the

successful completion of the ‘Three Towns Travel’ (3TT)¹ and ‘BESMArT’ packages (see Section 2.2.4). The Local Growth Fund also contributed in bringing forward major transport schemes in Bournemouth and Poole. Further funding, via OLEV, has enabled the installation of a network of electric vehicle charging points across Dorset² and supports the need for a greater volume of sustainable travel in the region.

1.1.6 A number of changes to national financing for infrastructure improvements have taken place over the last three years, including Local Growth Funding / Growth Deals. These are outlined in some detail in Chapter 4.

1.2 Major Achievements of IP2

1.2.1 The major achievements of IP2 are as follows:

- LSTF Large Joint Project (£12.1m) – This project provided an integrated package of sustainable transport measures, along the main east-west corridor (incorporating the A35) through the three local authority areas. The package was implemented and marketed as “Three Towns Travel” (3TT), and has delivered enhanced local bus, rail, walking and cycling improvements, through a combination of targeted infrastructure, service and operational improvements. Delivery was completed in March 2015;
- LSTF Tranche 2 Project (£4.6m) ‘BESMArT’ – This project delivered a programme of complimentary Capital and Revenue initiatives in Bournemouth, using ‘Getting About’ branding, to encourage increased numbers of sustainable commuter and educational trips, particularly by walking and cycling. This project promoted and supported sustainable tourism benefitting this important sector of the local economy whilst promoting the wider benefits of cycling;
- Better Bus Area Fund (£3.4m) – This South East Dorset-wide initiative delivered a package of targeted measures to build upon the momentum of significant patronage growth in the conurbation (the UK-highest outside of London);
- LSTF Sustainable Access to Employment (£0.57m) – In 2015 Dorset County Council secured LSTF revenue to improve access to jobs through facilitating and promoting sustainable travel at Dorset's three major employment centres; the Portland-Weymouth-Dorchester area, Ferndown Industrial Estate and the Aviation Business Park;
- Business Travel Network (BTN) – This was developed initially in Bournemouth, Poole and Christchurch, and then across Dorset to support workplaces in the development of sustainable travel action plans focused on the staff commute;
- A338 Bournemouth Spur Road Maintenance (£22m) – This scheme is the first of Bournemouth International Growth Programme's transport and infrastructure projects to be delivered in order to release the full potential of Aviation Park. As part of the reconstruction, 70,000 tonnes of material from the

¹

<http://www.bournemouth.gov.uk/travelandtransport/projectsconsultationslocaltransportplans/ThreeTownsTravel/ThreeTownsTravel.aspx>

² The following link illustrates the location of EV Chargers across the LTP area: [EV Charger Locations](#)

old road was recycled, making the scheme one of the greenest road maintenance projects in the country. The scheme involved the reconstruction of the A338 Bournemouth Spur Road between Ashley Heath and Blackwater, in conjunction with other highway improvements;

- A349 Gravel Hill Improvements, Poole (£3.9m) – With funding successfully secured through the Local Growth Fund, via the Dorset LEP – Port of Poole programme, this project involved the strengthening of the embankment and provision of a shared footway / cycleway on Gravel Hill, and significant improvements to the Dunyeats Road, Queen Anne Drive and Hatch Pond junctions in order to introduce reliable journey times and reduce congestion on Gravel Hill with the ultimate aim of improving access to the Port of the Poole; and
- Office for Low Emission Vehicles (£850,000) – Following competitive bidding in April 2015, the three authorities received a grant from the Government Office for Low Emission Vehicles (OLEV) to install a network of 17 rapid electric vehicle charging points across the Dorset region. The chargers are now operational and are managed by a partnership of the three partners under the ‘ChargerNet’ brand. The ‘ChargerNet’ rapid charger network ‘plugs the gap’ on the strategic road network between Southampton and Exeter enabling longer distance journeys and a network of rapid chargers in towns allows motorists to recharge their Electric Vehicles (EVs) once they are in Dorset. The rapid chargers also reassure local businesses that they can purchase and operate EV’s for intensive use within Dorset.

1.2.2 The following major transport schemes will continue to be progressed in the IP3 period:

- Poole Bridge Approach Spans – With £6.1m of funding successfully secured through the Local Growth Fund, via Dorset LEP, this project will safeguard the long-term future of Poole Bridge and, together with the recently constructed Twin Sails Bridge, will ensure that Poole benefits from the resilience of a two-bridge system. The approach spans on Poole Bridge will be completely replaced, whilst the approach roads will be widened to accommodate a wider carriageway, footways and a cycleway;
- Wessex Fields – A successful award of £5.7m of funding through the Local Growth Fund will result in improved connectivity at the Wessex Fields junction to the wider transport network. New on-slip / off-slip roads on the southbound carriageway of the A338 Wessex Way will connect via a new access road to Wessex Fields business park and Royal Bournemouth General Hospital. This will open up the opportunity for the development of designated employment land at Wessex Fields; and
- Blackwater Junction – This scheme will alleviate congestion and improve access to and from Bournemouth Airport and will involve the reconfiguration of the east and west junctions on the B3073, together with the construction of additional approach lanes. The entry and exit slip-roads on the A338 will also be upgraded.

1.3 IP3 – Relationship to the LTP3 Strategy

1.3.1 The Implementation Plan sets out how, where and when the LTP3 strategy and policies will be delivered. Figure 1.1 (below) illustrates the core framework of the LTP strategy – the Implementation Plan provides a feedback loop to ensure that measures are effective and that performance is contributing towards the goals and priorities. Table 1.2 provides greater detail of the LTP3 Strategy Framework that sets the context for the transport investment proposals set out in this Implementation Plan.

1.3.2 The LTP3 Monitoring Plan is a robust monitoring and evaluation programme based on pre-set performance indicators to identify the specific impacts and outcomes of projects. This allows for an understanding of the benefits of such investment and how these can be applied to similar packages of measures as part of the longer-term transport strategy for the area. It is aligned with the Department for Transport's (DfT's) requirement for transport schemes, in particular those which receive Government funding, and was submitted to and approved by the DfT.

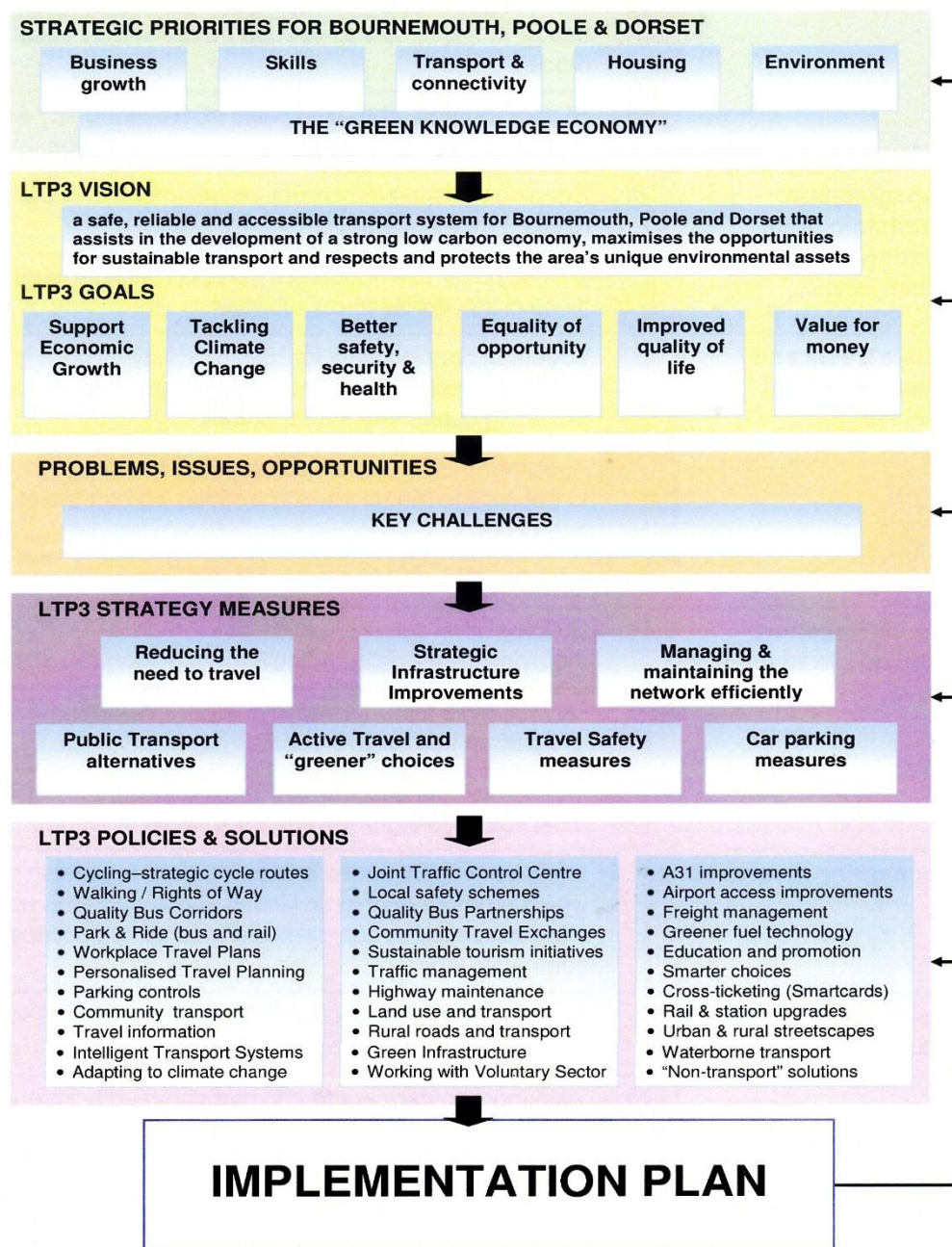


Figure 1.1 Overview of the LTP3 Strategy

LTP3 Strategy Measure		Strategy Elements	
1	Reducing the need to travel	A	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
		B	Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns
2	Managing and maintaining the existing network more effectively	C	Keeping transport infrastructure well-maintained, safe, and resilient for all users
		D	Making better use of Dorset's transport network to maximise its efficiency for all forms of travel
3	Active travel and "smarter" travel choices	E	Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure
		F	Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour, via the BTN
		G	Creating attractive public realm and streetscapes
4	Public Transport alternatives to the car	H	Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services
		I	Developing a fully integrated public transport system which is easier to use for everyone
		J	Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of Dorset
5	Car parking measures	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
6	Travel safety measures	L	Applying engineering, education and enforcement solutions to create safer travelling environments
		M	Working with partners to improve community safety and security
7	Strategic infrastructure Improvements	N	Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth

Table 1.2 – The LTP3 Strategy Measures

1.4 Priorities for Implementation Plan Three

1.4.1 The LTP3 Strategy Framework remains the fundamental basis for this Implementation Plan.

1.4.2 In 2014, Dorset LEP launched its Strategic Economic Plan (SEP) 'Transforming Dorset' setting out the key strengths and opportunities within Dorset's economy and how they would be supported to drive economic growth. Dorset LEP's Strategic Economic Plan was refreshed in early 2016, to reflect the changes within the County. Recent policy statements from Government such as the 2014 National Infrastructure Plan, alongside the Strategic Economic Plan, confirm the importance of prioritising investment according to its contribution to delivering economic growth and also the importance of sustainability. As with IP2 these will remain the focus for our priorities.

1.4.3 The DfT has devolved the funding for the delivery of Major Transport Schemes to the Dorset LEP which has prioritised those major schemes it wishes to see implemented within its Strategic Economic Plan and details of these are given in Chapter 5.

1.4.4 Priorities for Implementation Plan Three will remain consistent with the LTP3 strategy. This includes the transport schemes and infrastructure necessary to mitigate the impacts of new development, such as those listed below:

Key Priorities of Implementation Plan Three include:

- Building on and locking in the benefits of the projects delivered through LSTF funding;
- Bidding for additional funding;
- Delivering the Bournemouth International Growth (BIG) programme transport schemes in order to facilitate better access into Bournemouth Airport, releasing the full potential of Aviation Business Park, and opening up the economic potential of Wessex Fields;
- More targeted junction improvements and strategic measures to encourage cycling and walking;
- Continuing to pursue the benefits of smarter choices in particular in South East Dorset and the Weymouth to Dorchester corridor;
- Further development of the BTN to support and assist workplaces in the development and delivery of sustainable travel action plans focused on the staff commute;
- Development of a programme of Quality Bus Corridors; and
- Delivery of a programme of structural maintenance identified through the application of Highways Asset Management Principles.

1.4.5 During this 3 year period, the following will also be pursued:

- Making better use of the existing highway network, through a combination of key junction improvements and improved control of the network (using an

enhanced traffic control centre) and demand management through reducing the need to travel and peak spreading;

- Increased provision of infrastructure for electric vehicles, following successful bid for funds from the Office for Low Emission Vehicles;
- Development of funding bids for larger transport schemes / packages of measures, for delivery towards the latter part of the LTP3 period, with particular emphasis on access to employment in particular to:
 - Bournemouth Airport;
 - The Port of Poole from the A31;
 - Ferndown Industrial Estate;
 - Tuckton River Crossing;
 - Dorset Innovation Park; and
 - The Weymouth to Dorchester corridor.

1.4.6 Over the IP3 period, Bournemouth Borough Council and the Borough of Poole, initially as a joint authority for transport, will work together with Dorset County Council to deliver those key priorities listed above.

1.4.7 At the time of writing, a Local Government Review is taking place and the Secretary of State is to be asked to settle the future of Local Government in Dorset after six out of the nine authorities supported plans to create two new unitary authorities. The two new Unitary Councils will be based on the following existing local authority areas:

- Unitary A: Bournemouth, Christchurch and Poole (including delivering the services currently provided by Dorset County Council in Christchurch); and
- Unitary B: East Dorset, North Dorset, Purbeck, West Dorset, Weymouth and Portland (including the services currently provided by Dorset County Council in this area).

1.4.8 If successful, and the Secretary of State agrees, the changes will be approved by Parliament during 2017/18. The new councils would 'go live' in April 2019, with full elections in May 2019.

2. Background to local issues, challenges and priorities

2.1 The LTP Area

2.1.1 The broader challenges and issues faced by the LTP area in achieving the vision for a low carbon, safe and reliable transport network that supports sustainable economic growth are set out in the LTP3 Strategy (Chapter 3), in the context of the LTP3 goals.

2.1.2 The LTP area consists of the Boroughs of Poole, Bournemouth, Christchurch, Weymouth & Portland, Dorset County and the four District Councils of West Dorset, East Dorset, North Dorset and Purbeck. In terms of different transport issues and challenges, the area can be usefully divided into four geographical areas (see Figure 2.1):

- The South East Dorset Conurbation – the economic driver and a vibrant hub;
- Weymouth and Dorchester – the largest urban area outside of South East Dorset;
- The market towns and their rural hinterlands with dispersed villages; and
- The Jurassic Coast between Lyme Regis and Swanage and its gateway towns.

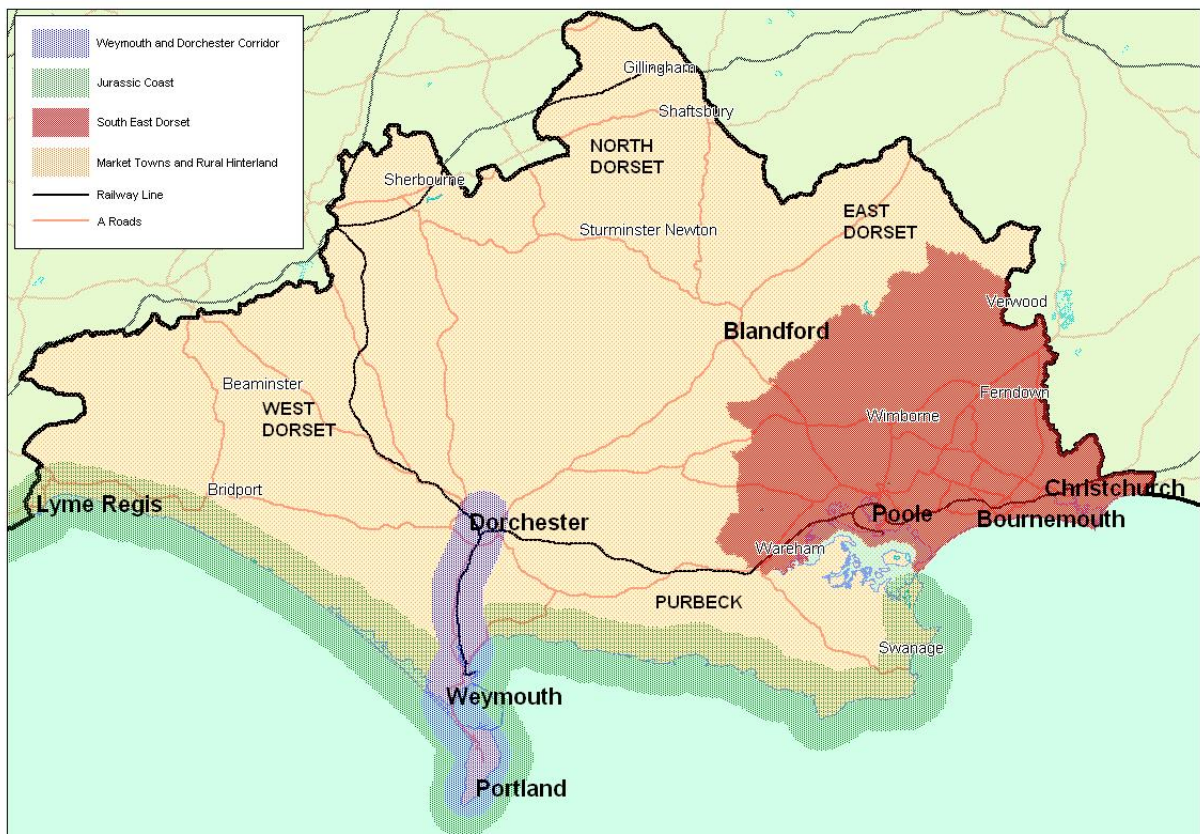


Figure 2.1 The LTP Area

2.1.3 Bournemouth, Poole and Dorset have a reduced level of strategic infrastructure compared to other authorities. There are no Motorways and fewer Trunk Roads and other Dual Carriageway Primary Routes. This results in the local highway network having to accommodate high levels of strategic east-west (through traffic) and north-south movements.

2.1.4 Some of the key challenges across the LTP area include:

- Supporting sustainable economic growth, including the major role of tourism;
- Inadequate wider connectivity to strategic road and rail networks, particularly to the north, the Bristol area and the South West. The lack of good quality north / south routes within the County is seen to inhibit economic growth;
- Mitigating and adapting to climate change, particularly with regard to the resilience of the transport network;
- Historic under-investment in transport, in particular the highways asset;
- Congestion in the urban areas, which if left unchecked will impact economic and housing growth;
- Congestion adversely affecting health and wellbeing, quality of life, air quality, carbon emissions and road safety;
- Appropriate freight routing to reduce impacts on communities;
- The provision of overnight lorry parking with suitable facilities e.g. welfare facilities, café etc.; and
- Nationally important environmental assets which pose particular physical constraints.

2.1.5 The rest of this section outlines some of the key challenges and priorities for each of the different geographical areas contained within the LTP3 plan area. These inform the development of the local schemes and initiatives which feed the Investment Programme set out in Chapter 5.

2.2 South East Dorset

2.2.1 The conurbation of Bournemouth, Poole, Christchurch and the surrounding urban areas forms the South East Dorset conurbation. This is the second largest urban area in the south west, with a population of almost 474,000. It is the main economic driver for Dorset, with aspirations for significant future housing and employment growth (see Table 2.1). It is also a key tourist destination, attracting many visitors to the area, particularly in the peak holiday season.

2.2.2 The highway network itself is somewhat constrained by the coast to the south which, although a significant natural asset, resulting in the lack of orbital routes that many other urban areas benefit from. Transport issues are further exacerbated by limited crossings over the River Stour which runs to the north of the Bournemouth / Poole conurbation. This results in a transport network that is very sensitive and vulnerable to traffic incidents and weather related disruption.



Figure 2.2 The South East Dorset Area

Area	Population (000's)			Employment (000's)		
	2011	2020	Growth	2011	2020	Growth
Bournemouth	183.5	205.8	12%	81.1	93.0	15%
Poole	148.1	156.1	5%	78.8	86.9	10%
Christchurch	47.9	51.2	7%	20.7	20.4	-1%
East Dorset	87.3	90.8	4%	34.0	41.9	23%
North Dorset	69.0	73.1	6%	30.3	31.5	4%
Purbeck	45.2	47.1	4%	20.2	20.5	1%
West Dorset	99.3	103.2	4%	52.1	56.6	9%
Weymouth & Portland	65.1	66.0	1%	21.3	22.0	3%
Dorset LA	413.8	431.4	4%	178.5	192.5	8%
Dorset LEP	745.3	793.4	6%	338.5	372.4	10%

Table 2.1 Expected population and employment growth in Dorset, 2011 to 2020

2.2.3 As described in Chapter 1, the authorities were successful in delivering two packages of improvements to South East Dorset, via LSTF funding, which were consistent with the LTP Strategy. The largest of these was the “Three Towns Travel” (3TT) initiative covering Bournemouth, Poole and Christchurch delivering sustainable transport measures on the A35 corridor. The £18m project was delivered with £6m of local funding and was completed in March 2015. The smaller ‘BESMArT’ package was a £7.3m project with £3m of local funding and covered the Bournemouth area only. It delivered sustainable transport measures with more of a focus on walking and cycling.

2.2.4 Significant outcomes of the 3TT and ‘BESMArT’ schemes across Bournemouth and Poole are presented in Figure 2.3, Figure 2.4 and Figure 2.5 below, whilst **Appendix A** describes the achievements in greater detail.

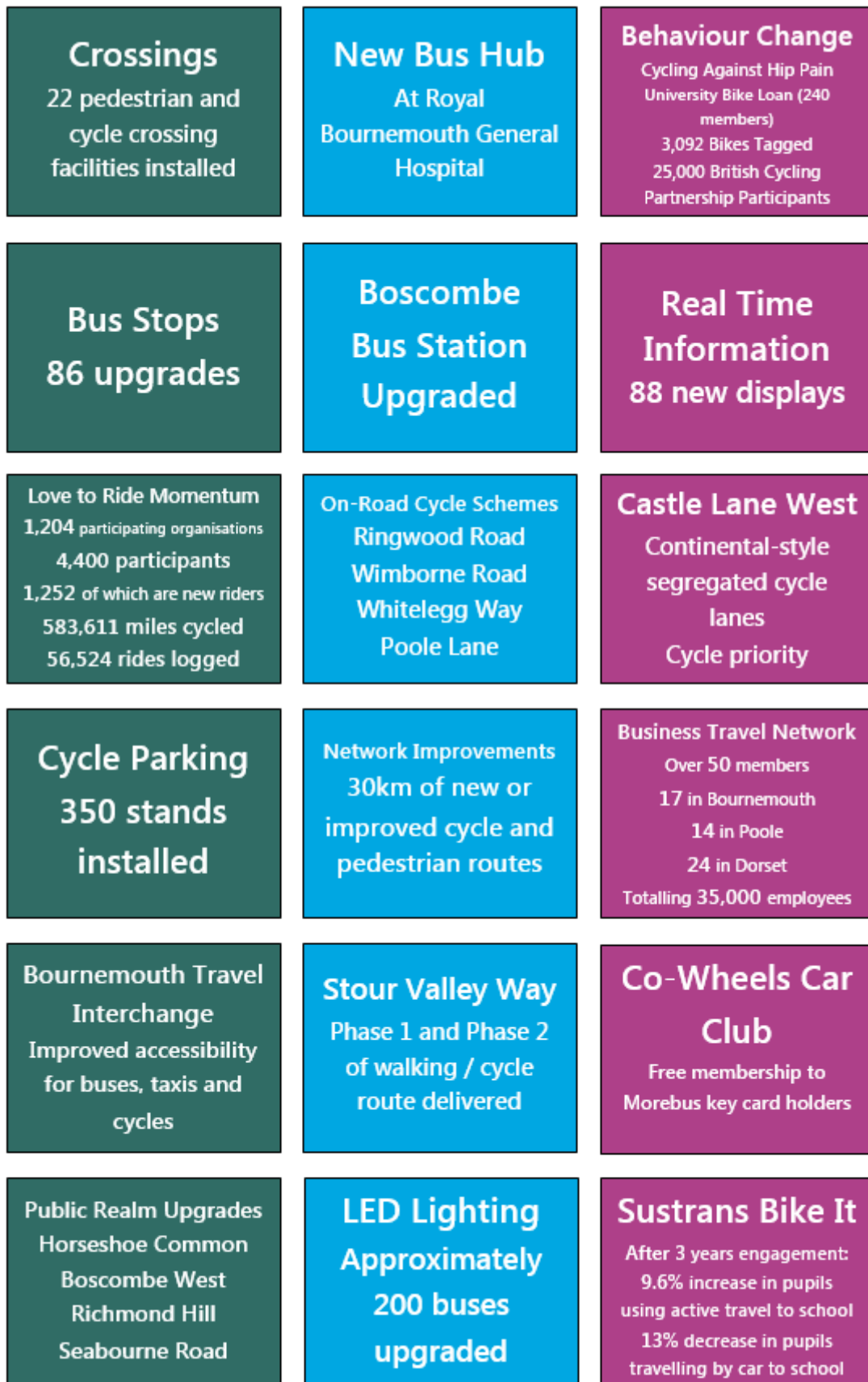


Figure 2.3 Significant '3TT' and 'BESMArt' improvements in Bournemouth

2.2.5 The images below highlight a selection of those achievements in Bournemouth during the IP2 period, in relation to 3TT and 'BESMArT' projects.



Figure 2.4: Examples of IP2 achievements in Bournemouth (Clockwise from top right: Lookout Campaign, Skyride, Co-Wheels Car Club, Horseshoe Common and Castle Lane West)

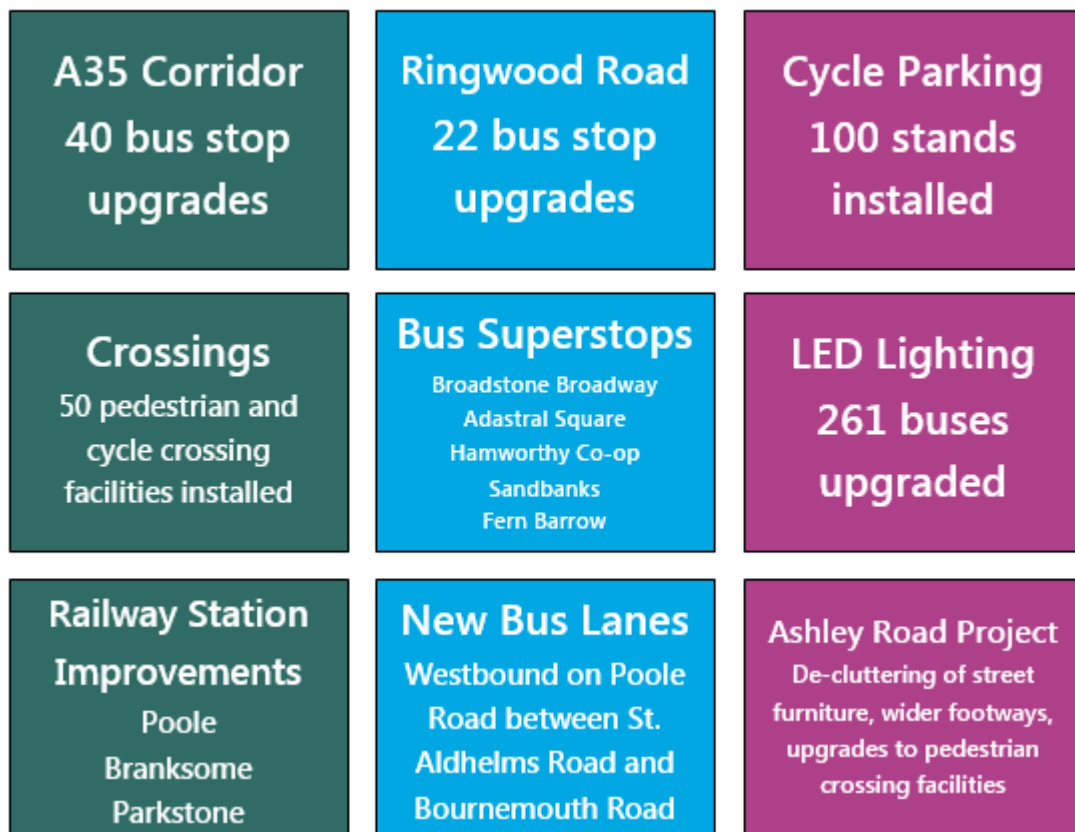


Figure 2.5 Significant '3TT' improvements in Poole

2.2.6 The lists below highlight the key transport challenges and key transport priorities that will affect South East Dorset in the Implementation Plan period of 2017-2020.

Key Transport Challenges

- Multi-centred, high car dependant conurbation with increasing traffic congestion and little opportunity for expansion or development of new road routes. Low traffic speeds and increasing journey times on the main approaches to the conurbation, particularly on the main corridors in the peak periods (e.g. A31, A338, A35, A348, and A3049);
- Poor connections to the national strategic road network, with unreliable journey times, and relatively slow rail journey times to London, seriously affecting economic regeneration. Very poor quality transport links by road and rail to the north, the Bristol area and the South West;
- The key strategic A31 route is at capacity for long periods, particularly either side of Ringwood and on the Wimborne and Ferndown bypasses;
- The significant cumulative transport impacts of smaller infill development;
- A contracting subsidised core bus network resulting in reduced levels of accessibility in more peripheral areas;
- Environmental and ecological designations surround the principal urban area, some of which are of international significance. This can restrict the ability to undertake transport improvements; and
- Meeting the aspirations for housing and employment growth.

Key Transport Priorities

- Providing adequate transport infrastructure to serve and unlock major new developments, which will enable more sustainable travel than historic development, and securing developer funding to meet these needs;
- Improved transport infrastructure and access, supporting planned growth for housing and higher value jobs;
- Reduction in single occupancy car use, with growth in public transport, cycling and walking;
- Achieving no increase in congestion despite anticipated housing / economic growth to 2026;
- Continue to unlock access to new employment areas in Bournemouth, Poole, Ferndown, Aviation Business Park and the Dorset Innovation Park at Wool, an Enterprise Zone which is expected to facilitate 2,000 new jobs;
- Step change in public transport provision with improvements in bus journey times, and reliability through Quality Bus Corridors;
- More reliable and sustainable access to the Port of Poole and Bournemouth Airport, and improved connections to national road / rail networks;
- Continued investment in walking and cycling infrastructure;
- Further Travel Planning and behaviour change programmes to build on successes of LSTF funded programmes;
- Continue to support businesses with workplace travel planning through the BTN;
- Continue to support schools through School Travel Plans; and
- Promote cycle friendly tourism, including through the BTN, using the Bournemouth Cycle Tourism Toolkit.

2.3 Weymouth / Dorchester

2.3.1 Dorchester and Weymouth & Portland are set in a nationally and internationally recognised environment. Dorchester also has a high quality built environment. The main transport corridor connecting the two towns was upgraded in March 2011 with the construction of the Weymouth Relief Road.

2.3.2 Although geographically separate, Weymouth and Dorchester comprise Dorset's largest urban area outside of the Bournemouth / Poole conurbation. They have close economic interaction, forming a single employment area and providing 52,900 employees. Some 30% of people commuting into Dorchester to work commute from Weymouth and 10% of people commuting into Weymouth to work live in Dorchester.

2.3.3 During 2012, Weymouth and Portland hosted the Olympics Sailing Regatta, generating a lasting legacy of key transport improvements, which have included:

- The Weymouth Relief Road – This £87 million scheme was funded by the Department for Transport (with a 10 per cent contribution from Dorset County Council). The scheme has substantially reduced journey times and improved reliability between Dorchester and Weymouth by car, bus and cycle;

- A £4 million investment in new bus services, bus stops and real time bus and car park information. This was funded by the Department for Transport with a 10 per cent contribution from Dorset County Council;
- A £300,000 investment by Dorset County Council in a Dorset Traffic Control Centre, providing first class traffic management systems;
- Major improvements to the Travel Dorset website which is now a one stop portal for travel advice across Dorset, delivered through the LSTF;
- Over £180,000 of investment from the Olympic Delivery Authority for improved walking and cycling facilities, including the Newstead Road bridge and cycle parking;
- A new £900,000 pedestrian and cycle bridge has been built, completing a gap in the National Cycle Network Route 26 on the Rodwell Trail. Contributions included £140,000 came from the Olympic Delivery Authority, £350,000 from the Sustrans Big Lottery-funded Connect2 project and the balance from the Local Transport Plan funds; and
- More than £50,000 worth of railway station improvements in Weymouth. This was funded through the LTP and includes refurbished toilets, a wheelchair accessible toilet, a new waiting room and cycle parking shelter, a new shop and a resurfaced car park with step free access to the station.

2.3.4 The following Highways England schemes have been delivered, mostly through Olympic legacy funding, during the IP2 period:

- A31 Canford Bottom Roundabout improvements (Wimborne);
- A35 Stinsford Roundabout improvements (Dorchester); and
- A35 Stadium Roundabout improvements (Dorchester).

2.3.5 In addition, in 2015, the BTN was extended to support businesses in the Portland-Weymouth-Dorchester corridor, as well as Bournemouth Aviation Park, Ferndown and Wimborne. It is envisaged that this initiative can be further extended into other key employment areas in IP3. This has been recognised within Table 5.2, in Chapter 5.

2.3.6 The above represents a considerable investment in the infrastructure of Weymouth and Portland and IP3 will build on this through schemes that maximise the benefits from this investment. A number of transport challenges remain in the town and in the Weymouth to Dorchester corridor.

2.3.7 The lists below highlight the key transport challenges and key transport priorities that will affect the Weymouth and Dorchester area in the Implementation Plan period of 2017-2020.

Key Transport Challenges

- Whilst the physical sustainable transport infrastructure is largely in place, the quality of bus services is variable and, with the exception of Dorchester South Station, there is poor integration with rail;
- The benefits of the substantial investment in infrastructure need to be locked in through a package of smarter choices measures;
- There remains significant car-based commuting flows between the two towns, to a degree encouraged by the new road infrastructure;
- Both town centres are hampered by poor distribution of traffic and have air quality problems. Whilst the Weymouth Transport Package has reduced Weymouth's air quality issues, atmospheric pollution remains an issue in Dorchester with High East Street designated an Air Quality Management Area;
- Whilst the A354 has now been improved and provides good access to the town from the north, there are only two other access roads into Weymouth, both of which suffer serious constraints and cannot provide a level of service that businesses need or can rely upon. Journey time reliability has been identified as key to business location decision-making. The local economy is reliant upon tourism and the public sector and remains very fragile. For businesses to be attracted to the area it is essential that access routes provide proven reliability and resilience; and
- Development at the deepwater Port of Portland is hampered by its poor road links, initially to the Weymouth Relief Road, and beyond by the variable quality of the link to the M5, in the A37 / A3088 / A358 corridor, especially around Yeovil.

Key Transport Priorities

- Support an efficiently operated network that sustains economic growth and reduces carbon emissions;
- Protect and enhance the natural and built environment by reducing the impact of traffic and improving access for cyclists and pedestrians in the town centres;
- Provide an integrated road and rail based public transport system offering improved reliability and accessibility;
- Improved transport infrastructure and access, supporting planned growth for housing and higher value jobs;
- Maximise the investment in new infrastructure through promotion, marketing and travel planning;
- Make best use of the highways capacity through smarter choices and demand management; and
- Continue to support businesses with workplace travel planning through the BTN.

2.4 Market Towns and Rural Hinterlands

2.4.1 The market towns and rural hinterlands cover a significant proportion of the LTP area, whilst accounting for a relatively low proportion of total population. The market towns are renowned for their high quality historic built environments, whilst the large rural parts of the LTP area offer outstanding natural environments with extensive areas

of ecological value covered by Areas of Outstanding Natural Beauty (AONB). The market towns offer limited services for their rural hinterlands, and are dependent on the main urban centres for some key services.

2.4.2 The lists below highlight the key transport challenges and key transport priorities that will affect Market Towns and Rural Hinterlands in the Implementation Plan period of 2017-2020.

Key Transport Challenges

- The volume and speed of motorised traffic, including HGVs, impacts on the quality of town centre environments, especially in the market towns and some villages;
- Very high car ownership in rural areas – the availability and frequency of public transport is a key issue in the rural areas of Dorset. Access to jobs, education and services can be a problem for people in isolated rural areas who do not own a private car or where the distances involved are too long to walk or cycle;
- Decreasing budgets for public transport means that subsidies for rural bus routes could cease, resulting in a cut in services;
- Urbanisation through signs, line markings and kerbs and other traffic calming features can degrade high quality rural landscapes; and
- High proportion of older people with particular access needs and issues.

Key Transport Priorities

- Maintain and improve levels of access to key services and reduce car dependence;
- Provide solutions which complement the high quality natural and built environments and minimise the impacts from traffic;
- Support and promote a culture of community-led rural access solutions, creating easier longer distance trips to urban areas by public transport;
- Helping the community provide services locally via community transport schemes; and
- Enhancing the use of walking / cycling links and public Rights of Way.

2.5 The Jurassic Coast and Gateway Towns

2.5.1 The Jurassic Coast is a World Heritage Site which, within Dorset, runs from Lyme Regis to Swanage. It is not only of significant importance to Dorset's natural heritage, but is also a major attraction for tourism, contributing substantially to the economy, and attracting a large number of visitors from both within and outside of the sub-region. The transport authorities work closely with the Jurassic Coast Transport Working Group to identify issues and priorities and to jointly tackle these.

2.5.2 The lists below highlight the key transport challenges and key transport priorities that will affect The Jurassic Coast and Gateway Towns in the Implementation Plan period of 2017-2020.

Key Transport Challenges

- High proportion of tourists travelling by car;
- Significant peak seasonal increases in traffic and congestion, and particularly on coastal routes with local traffic impacts in coastal towns and villages;
- Lack of quality public transport alternatives to access / explore the coast; and
- Visitors are often not aware of travel options available.

Key Transport Priorities

- Access to the Jurassic Coast by a wider choice of sustainable travel options;
- Access and travel within the Area of Outstanding Natural Beauty (AONB) effectively managed within environmental limits;
- Reduce the impacts of traffic on the AONB;
- Consider the impact on the landscape, environment and enjoyment of the AONB in the planning and provision of transport services and networks;
- An enhanced role for the Rights of Way network in providing sustainable rural access; and
- Implementation of effective Visitor Travel Planning.

2.6 Infrastructure to support the Local Planning Process

2.6.1 A number of Local Plans have been developed / adopted across the LTP3 plan area and have identified that significant transport infrastructure will be required to support planned development, particularly in the South East Dorset conurbation. There are also changes to the way such infrastructure is financed, which are considered in detail in Chapter 4.

2.6.2 Necessary transport infrastructure requirements to support the Local Plan Process have been identified through several previous and upcoming transport studies:

- South East Dorset Multi Modal Transport Study (SEDMMTS) 2008-2011;
- South East Dorset Multi Modal Transport Study (SEDMMTS) Update – 2017;
- The Weymouth and Portland Transport Study 2009-2010;
- The West Dorset Transport Study 2009-2010;
- The North and North East Dorset Transport Study 2009-2010;
- Review of Purbeck Transport Strategy 2010;
- Purbeck Traffic Modelling Report 2016;
- Christchurch Relief Road Study 2016;

- Dorset LEP Strategic Economic Plan (Transforming Dorset) 2014;
- Bournemouth Town Centre VISSIM Model;
- Western Dorset Growth Corridor Strategic Economic Plan; and
- Dorchester Strategic Transport Model.

2.6.3 Using a combination of funding sources, the local authorities aim to bring forward the necessary infrastructure measures to support economic growth aspirations. A sustainable approach will be taken to mitigate the impact of planned developments.

3. Priority actions and focus of Implementation Plan 3

3.1 Priority actions for Implementation Plan 3

3.1.1 Each Implementation Plan is developed to align with the seven LTP3 strategy measures and supporting strategy elements (see Table 1.2), which are designed to deliver against the LTP3 goals. This chapter provides the link between the longer term transport strategy and the 3 year investment programme detailed in Chapter 5.

3.1.2 The following tables outline, under each of the seven LTP3 Strategy Measures, the strategic priority actions and the focus for this IP3. Strategic priority actions include key interventions and schemes necessary to deliver against the strategy and are the same as contained in IP1 and IP2, since there have been no major changes to the basic LTP3 strategy. The priority focus for IP3 has been modified to reflect current circumstances.

Strategy Measure 1 - Reducing the need to travel

A - 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

B - Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns

Strategic Priority Actions

- Strengthen the links between transport and land use planning, particularly within Local Plans, Area Action Plans and other Development Plan documents (DPDs)
- Support the development of sustainable Prime Transport Corridors
- Promotion of “non-transport” solutions with other sectors that reduce the need to travel and create more sustainable travel patterns
- Provide high speed broadband connectivity throughout Dorset
- Develop Community Transport schemes in rural areas
- Ensure new development provides for sustainable travel modes and creates environments which encourage walking and cycling

Priority focus for IP3

- Fully integrate LTP3 policy into ongoing local planning process including Core Strategies and Area Action Plans, Supplementary Planning Documents and Neighbourhood Plans
- Use the South East Dorset Transport Study to identify key sustainable employment sites. Work with urban design teams to provide high quality streetscape with improved walking, cycling and public transport access
- Promotion of home and remote working / tele-conferencing through Workplace Travel Plans via the BTN
- Continue with Community Transport schemes in rural Dorset

Strategy Measure 2 - Manage and maintain the existing network more efficiently

C - Keeping transport infrastructure well maintained, safe and resilient for all users

D - Making better use of Dorset's transport network to maximise efficiency for all forms of travel

- | | |
|----------------------------|--|
| Strategic Priority Actions | <ul style="list-style-type: none"> • Implement policies and measures that ensure a safe, fit for purpose highways network through the application of Transport Asset Management Plans and Network Management Plans • Implementation of LTP3 Intelligent Transport System (ITS) strategy • Maximise joint working opportunities between the three highway authorities and the Dorset LEP • Review Freight Routing Strategy • Provide improvements at critical junctions and links in the highway network • Manage roads and streets in their local context • Reallocation of road space to promote public transport, walking and cycling |
|----------------------------|--|

- | | |
|------------------------|---|
| Priority focus for IP3 | <ul style="list-style-type: none"> • Continuing development of joint working on Traffic Control Systems • Implement elements of LTP3 ITS strategy – Optimisation of existing UTC network, validation of SCOOT, deployment of MOVA etc. • Junction improvements – focused on key junctions and Quality Bus Corridor routes • Ensure full alignment between LTP3 and Highway Asset Management Plans • Closer working with neighbouring Authorities to enhance Network Management Duties and comply with the Traffic Management Act |
|------------------------|---|

Strategy Measure 3 - Active travel and “greener” travel choices

I - Widening opportunities for healthy lifestyles by integrating active travel into people's everyday lives and providing supporting infrastructure

J - Applying smarter choices and supporting "green technology" to encourage modal transfer and low carbon travel behaviour

K - Creating attractive public realms and streetscapes

- | | |
|----------------------------|--|
| Strategic Priority Actions | <ul style="list-style-type: none"> • Delivering quality Strategic Cycle Route Networks, linking key trip generators and attractors • Creating pedestrian and cyclist friendly environments, building a cycling and walking culture • Continued promotion of walking and cycling through Smarter choices and Travel Planning, including via the BTN • Rights of Way improvements and developing a network of Green Infrastructure • Supporting the development of low carbon vehicle technologies • Supporting sustainable low carbon tourism |
|----------------------------|--|

- | | |
|------------------------|---|
| Priority focus for IP3 | <ul style="list-style-type: none"> • Continued programme of low cost, small scale cyclist and pedestrian permeability / accessibility improvements • Build on the success of the LSTF Smarter Choices programmes, with increased focus on Travel Planning including Visitor Travel Planning • Continued development of Strategic Cycle Route Network schemes • Further development of the BTN working in partnership with other bodies, such as Public Health England and Economic Development Teams • Measures to support Air Quality Action Plans and Noise Action Plans • Establish a programme for electric vehicle charging infrastructure • Develop new and extensions to existing Car Clubs |
|------------------------|---|

Strategy Measure 4 - Public Transport alternatives to the car

F - Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services

G - Developing a fully integrated public transport system which is easier to use for everyone

H - Improving local accessibility and connectivity for the most vulnerable groups and rural areas

- | | |
|----------------------------------|---|
| Strategic
Priority
Actions | <ul style="list-style-type: none"> • Develop and promote a network of Quality Bus Corridors connecting key destinations and transport hubs • Improved integration between modes, facilitated by Smartcards • Provide Park and Rail at suburban stations where appropriate across enhanced rail services, and improved access to stations • Support public transport solutions to promote sustainable tourism • Integrated and enhanced Community Transport services • Continued support for the formalised joint partnership arrangements across the three authorities (Quality Bus Partnership) to drive a step change in public transport provision |
|----------------------------------|---|

- | | |
|------------------------------|---|
| Priority
focus for
IP3 | <ul style="list-style-type: none"> • Promotion of recently implemented Smartcard technology, including ITSO smartcards, and use of mobile phone ticketing • Development of Smartcard technology for car clubs • Bus priority measures focused along Quality Bus Corridor routes • Establish closer working with voluntary groups and Social Enterprises to support development of local community transport solutions • Continue the roll out of high quality public transport infrastructure, particularly in the waiting environment i.e. access kerbs, shelters, real time information (RTI) etc. • Facilitate provision of a regular train service between Swanage and Wareham to reconnect to mainline service |
|------------------------------|---|

Strategy Measure 5 - Car Parking Measures

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

- | | |
|----------------------------------|--|
| Strategic
Priority
Actions | <ul style="list-style-type: none"> • Ensure parking policies support the local economy, but encourage use of alternative modes, particularly for long stay commuter parking (in conjunction with Park and Ride provision where appropriate) • Review parking standards in new development through the planning process • Improve the management of visitor parking at key tourist destination • Increase provision of overnight lorry parking with facilities e.g. welfare facilities, café etc. |
|----------------------------------|--|

- | | |
|------------------------------|--|
| Priority
focus for
IP3 | <ul style="list-style-type: none"> • Formalisation of parking, particularly on key corridors • Parking management measures • Work with Local Planning Authorities to establish parking policies within Core Strategies and other DPDs consistent with LTP3 policy which support the role of parking in effectively managing demand on urban highways networks • Develop parking policies to favour users of Ultra-Low Emission Vehicles / Electric Vehicles and their chargers, and accelerate their uptake across Dorset • Facilitate the uptake of Car Club parking spaces • Enhance ITS car park guidance |
|------------------------------|--|

Strategy Measure 6 - Travel Safety Measures

L - Applying engineering, education and enforcement solutions to create safer travelling environments

M - Working with partners to improve community safety and security

- Strategic Priority Actions
- Using an evidence based approach to casualty reduction in a smarter and co-ordinated way to meet national targets
 - Broadening the implementation of 20mph zones and Home Zones
 - Tackling poor driver behaviour through better road safety education
 - Ensure new development does not introduce additional risk to highway users
 - Improving safety for the most vulnerable users e.g. use of segregated cycle lanes
 - Effective strategic partnership working with key road safety partners
 - Improve security and the safe perception of use of the transport network

- Priority focus for IP3
- Move towards a more holistic approach to real casualty reduction with greater emphasis on education / enforcement rather than engineering
 - Route management safety initiatives focusing on casualty reduction
 - Review speed limit policy to ensure that we take forward a programme in a structured way that targets safety, congestion and community use
 - Continuing programme of 20mph zones in main urban areas, based on casualty reduction grounds
 - Continuation of Safer and / or sustainable Routes to School
 - Road safety education campaigns through Dorset Road Safe

Strategy Measure 7 - Strategic Infrastructure Improvements

N - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth

- Strategic Priority Actions
- Develop a series of Quality Bus Corridors to provide a step change in public transport provision
 - Completion of the Poole Bridge Regeneration Initiative, providing necessary transport infrastructure
 - Support planned employment growth at Bournemouth Airport by delivering infrastructure to improve accessibility, including by sustainable modes
 - Improvements to the A31 Trunk Road to improve journey time reliability
 - Enhance public transport accessibility to key employment sites

- Priority focus for IP3
- Maximise the benefits from completion of the Twin Sails Bridge in Poole through bringing forward access roads that facilitate development of adjacent brownfield land
 - Work with the Dorset LEP to develop and deliver major infrastructure to support growth and employment opportunities e.g. Wessex Fields, Blackwater Interchange, Wallisdown Road Corridor and Gillingham Southern Extension
 - Development of North Bournemouth Bus Quality Corridor, including A31 to Port of Poole Link and Wallisdown Bus Quality Corridor
 - Work with partners in Bath and North East Somerset and Wiltshire to advance the case for an improved strategic link between the M4 and the South Coastal Ports
 - Western Dorset Growth Corridor – develop schemes to support growth and employment opportunities on the A354 / A35(T) corridor (with Highways England as appropriate) in Dorchester, Weymouth and Portland

4. Resources

4.1 Overview of resources

Financial constraints and effective investment

4.1.1 The first two Implementation Plans were prepared and delivered during varying economic circumstances and at times there was uncertainty about the level of financial resources that would be available to deliver the Local Transport Plan. The funding mechanisms for IP3 are still evolving, however a number of new funding streams are in place.

4.1.2 LTP3 delivery will involve a comprehensive range of funding sources, capital and revenue, including: Major Scheme funding, Integrated Transport Block, Highways Maintenance allocations and developer contributions. Exploring alternative funding streams and working more effectively with delivery partners will be essential.

4.1.3 Overall there remains some concern that the level of financial support through the LTP allocation is insufficient to deliver all the necessary improvements required to meet the LTP3 goals in regard to employment and the economy. This includes, in particular, mitigating the impacts of new development. It will be necessary to maintain flexibility in the consideration of how to fund identified measures.

4.1.4 It is hoped that further funding streams will continue to supplement LTP funding and support the LTP3 programme over the next three years and beyond. Scheme benefits will be highlighted when bidding for extra funding. Furthermore, as part of the National Infrastructure Commission, Dorset County Council is looking to submit a bid for the Routes North / South Study (South Coast to M4) in partnership with Wiltshire and Bath & North East Somerset Councils. Available funding streams are considered in detail below.

4.2 Capital funding

LTP Integrated Transport Block

4.2.1 Funding for local smaller transport schemes will, in future, continue to be through the Local Transport Plan Integrated Transport Block (ITB). The ITB funding allocations have now been set for 2017/18 with the same figure set indicatively up to 2020/21. The level of ITB that has been used to draw up spending programmes for the three years from 2017/18 to 2020/21 is shown in Table 4.1.

Integrated Transport	LTP3 – IP3			LTP3 – IP4
	Funding Allocations (£000's)			
	2017/18	2018/19*	2019/20*	2020/21*
Bournemouth	£1,731	£1,731	£1,731	£1,731
Poole	£1,230	£1,230	£1,230	£1,230
Dorset	£2,088	£2,088	£2,088	£2,088
TOTAL	£5,049	£5,049	£5,049	£5,049

* Indicative figures

Table 4.1 Integrated Transport Block funding allocations

LTP Maintenance Block

4.2.2 The DfT has announced its confirmed and indicative funding allocations for maintenance for the IP3 period. Confirmed DfT funding for maintenance for 2017/18 has increased in Dorset, when compared to the opening year of IP2 (2014/15). However, confirmed funding has decreased in Bournemouth and Poole and overall, it is substantially below the sum needed to halt the overall decline in road condition. Confirmed and indicative funding allocations for the IP3 period from 2017/18 to 2019/20, and for the IP4 period beginning 2020/21, are shown in Table 4.2.

Maintenance	LTP3 – IP3			LTP3 – IP4
	Funding Allocations (£000's)			
	2017/18	2018/19*	2019/20*	2020/21*
Bournemouth	£1,291	£1,169	£1,169	£1,169
Poole	£1,423	£1,288	£1,288	£1,288
Dorset	£12,364	£11,191	£11,191	£11,191
TOTAL	£15,078	£13,648	£13,648	£13,648

* Indicative figures

Table 4.2 Maintenance Block funding allocations / estimates

Maintenance Incentive / Efficiency Element Funding

4.2.3 In addition to the Maintenance Block funding allocations there is a further incentive based funding source available to local authorities totalling £578 million between 2016/17 and 2020/21. This funding is available to authorities who can demonstrate that they follow an asset management approach and adopt efficiency and best practice principles for local highway maintenance.

4.2.4 This is a mechanism for authorities to receive additional funding over and above the 'Needs Based Formula' and is based on a self-assessment process where authorities are categorised from Bands 1 to 3, with Band 3 Authorities receiving the maximum level of incentive funding.

4.2.5 At the time of writing, Dorset County Council are categorised as Band 3, whilst the authorities of Bournemouth and Poole are Band 2. All the Dorset Authorities are forecasting the attainment of Band 3 status for 2018/19, which would result in the following additional year on year incentive funding.

Authority	Band	2017/18	Band	2018/19	Band	2019/20
Bournemouth	2	£109,000	3	£243,000	3	£243,000
Poole	2	£120,000	3	£268,000	3	£268,000
Dorset	3	£1,189,000	3	£2,331,000	3	£2,331,000

Table 4.3 Incentive Funding and Band Categories during IP3

Pothole Action Fund

4.2.6 The Pothole Action Fund was announced in the Budget 2015 and totals £250 million. This funding is allocated by formula shared by local highway authorities in England, outside London, between 2016/17 and 2020/21, with the allocations for 2017/18 being shown below.

Authority	2017/18
Bournemouth	£113,000
Poole	£124,000
Dorset	£1,070,000

Table 4.4 Pothole Action Funding for 2017/18

National Productivity Investment Fund

4.2.7 As announced in the Autumn Statement 2016, this fund totals £185 million. It has been awarded for local highway and other local transport improvements that aim to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets across England, outside London, to improve access to employment and housing, to develop economic and job creation opportunities. The allocations for 2017/18 are shown below.

Authority	2017/18
Bournemouth	£547,000
Poole	£475,000
Dorset	£2,492,000

Table 4.5 National Productivity Investment Funding for 2017/18

Major Schemes – Growth Deals

4.2.8 In June 2013, the Government published “Investing in Britain’s Future”, a report on Government's plans for infrastructure investment to 2021. The report confirmed Government’s commitment to devolved decision making on economic development, giving greater power and influence to Local Economic Partnerships (LEPs).

4.2.9 Growth Deals are a partnership between the Government and LEPs, where the Government will respond to the offers made by LEPs in pursuit of growth objectives. The Government and LEPs will negotiate Growth Deals on the basis of the LEP’s Strategic Economic Plan (SEP). Government expects that Growth Deals will include a share of the LGF for LEPs to spend on delivery of their SEP.

4.2.10 The 2016 Autumn Statement confirmed the Government would award a third round of Growth Deal funding, worth £1.8 billion. In February 2017, the Government announced that a boost of £19.5 million from the Local Growth Fund would be made available to Dorset LEP, in order to help create jobs, support businesses and encourage growth. This is in addition to the £12.2 million of funding that had already been allocated to Dorset LEP as guaranteed minimum funding for the period 2015 to 2019.

4.2.11 Consequently, this additional funding will enable the funding for a number of transport-related schemes across Bournemouth, Poole and Dorset. Those schemes that have secured funding from the latest Growth Deal are described in Table 4.6 below.

Area	Scheme	Cost	Description
Bournemouth	Lansdowne Business District	£8.5m	The scheme aims to significantly enhance the street environment including pedestrian areas, walking routes and crossing facilities, as well as providing new and improved cycle routes and bus facilities
	Wallisdown Connectivity	£1.335m	A significant upgrade to the major Bournemouth-Poole commuter road which connects the two University Campuses to Poole, and suffers from congestion at peak times
Poole	Holes Bay	£5m	Investment for a new housing development in the Holes Bay area, which will deliver up to 1,350 new homes
Dorset	Gillingham Access to Growth	£3.45m	Investment to deliver improvements to the Enmore Green link road and junction upgrades on the B3081 Shaftesbury Road and B3092 New Road. These improvements will help bring forward a major strategic housing and commercial development in Gillingham, proposed to contain 1,800 new homes and 1,500 new jobs
	Tourism Projects	£225k	Funding which will be split evenly between four smaller tourism projects, providing match funding for key capital enhancements to Dorset tourist attractions, which will boost productivity by increasing visitor numbers, stay and spend

Table 4.6 Funding secured for schemes in Growth Deal 3

Developer Funding

4.2.12 Financial contributions from developers are essential to mitigate their impacts on the transport network. Larger developments, such as new supermarkets or offices, can have a significant impact on the operation of the transport network. In such cases, funding to provide transport improvements is secured to mitigate against the impact of the development.

4.2.13 Each authority usually negotiates funding contributions to transport infrastructure requirements that are necessary for proposed development, on the basis of a transport assessment submitted in support of a planning application. The process is then formalised through 'Section 106' (s106) legal agreements and / or planning conditions. These agreements aim to balance the extra pressure created by new development with improvements to the surrounding area to ensure that, wherever possible, a development makes a positive contribution to the local area and community.

4.2.14 Section 278 (s278) agreements are also available. These allow developers to enter into a legal agreement with the Local Authorities to make alterations or improvements to the public highway required to mitigate the impact of the development.

4.2.15 The Community Infrastructure Levy (or CIL) regulations provide District / Borough Councils as 'Charging Authorities' with a new mechanism for collecting developer funding for provision, improvement, replacement, operation or maintenance of infrastructure needed to support growth. This is not intended to replace mainstream funding and is effectively 'gap' funding. The regulations do not preclude the continued use of s106 agreements for site specific obligations although the ability to 'pool' contributions from more than 5 developments is prohibited through CIL.

4.2.16 The value of CIL can vary considerably. Nevertheless it must be recognised that, particularly in areas where it will apply to more development than existing s106s or where only part s106 tariffs exist, it must raise additional funding.

4.2.17 The cumulative impact of smaller windfall developments is a particular issue in the Dorset LTP area, and conventional mechanisms for financial contributions are often inadequate.

4.2.18 The schemes in place to provide financial contributions to mitigate the cumulative impacts of this development have or are being replaced by CIL, usually in conjunction with the roll forward of the Local Plan. The current position in each of the District or Unitary authorities is detailed in Table 4.7. Part funding of LTP proposals through developer contributions was a key part of the LTP3 strategy.

4.2.19 In Poole, construction of the Twin Sails Bridge, which facilitates access to substantial brownfield development opportunities, was partly funded through the former South West Region Regional Development Agency's (RDA) Regional Infrastructure Fund (RIF). The aim of RIF funding was to provide forward funding for development contributions to unlock growth, bring forward delivery and make growth more sustainable. RIF is a recyclable fund, its investment being repaid through s106 agreements or via CIL or indeed through other new funding sources.

4.2.20 Redevelopment of the newly accessible sites has been slow to commence due to the recession. Because of this and the reduced amounts likely to be available through CIL, most CIL funds collected in Poole during IP3 will need to be used to repay the RIF fund thus reducing amounts available to support other necessary infrastructure.

District / Unitary Authority	Position regarding introduction of CIL
Bournemouth Borough Council	Bournemouth adopted a new Local Plan in 2012. CIL was not introduced at this stage and so developer contributions continue to be collected through the previous South East Dorset Transport Contributions Scheme (SEDTCs). This was substantially reviewed in 2011 following the South East Dorset Transport Study and as a result an enhanced financial contribution is collected for a set amount per additional trip generated for new development. The amount collected is based on the calculated transport infrastructure requirements necessary to mitigate the cumulative impacts of forecast levels of development in this area. The contributions fund LTP schemes (both strategic and local to the development) which have been designed to cater for the rising transport demand and encourage the use of more sustainable modes, in line with LTP3 strategy. The Council's CIL Charging Schedule came into effect on 1 st March 2016 and replaced the SEDTCs.
Borough of Poole	The latest Core Strategy was adopted in 2009 and is currently being reviewed. The Adopted Borough of Poole Community Infrastructure Levy Charging Schedule came into effect in January 2013. This means that any planning applications that involve the creation of new residential units granted planning permission from 2 nd January 2013 will now be liable to pay CIL upon commencement of development. The CIL Charging Schedule is currently being reviewed, with a public consultation proposed for Spring 2017.
Christchurch Borough Council / East Dorset District Council	The Local Plan was adopted in April 2014 and sets out the planning strategy for Christchurch Borough and East Dorset District over the period to 2028. A review of this Plan is currently underway. Development has been and will continue to contribute towards transport schemes through the payment of the SEDTCs scheme. The authorities adopted their CIL Charging Schedule in September 2016 and commenced implementation in January 2017, at which time the use of the SEDTCs ceased.
Purbeck District Council	The current Purbeck Local Plan was adopted in 2012 and is currently under a partial review. In 2007, Purbeck District Council and Dorset County Council introduced a developer contributions policy in the District whereby all new development in the area is required to make a financial contribution towards various transport necessitated cumulatively by the development. It was based upon the Purbeck Transport Strategy (2006), which was updated in 2010. This has since been replaced by CIL. There is limited funding for transport schemes through CIL, as most is currently used for the repayment of £3m for the Swanage Railway Reconnection.
North Dorset District Council	North Dorset adopted its Local Plan in January 2016, whilst concurrently preparing their CIL. The Council submitted the CIL Draft Charging Schedule for examination in October 2016 and it is proposed that it be adopted and implemented by the end of 2017.
Weymouth and Portland Borough Council and West Dorset District Council	The authorities are working jointly to replace their respective Local Plans. The Joint Local Plan and the Draft Charging Schedule for the Community Infrastructure Levy were submitted to the Planning Inspectorate on 24 June 2013. The Local Plan was adopted in October 2015 by each authority, and extends to 2031. A CIL Charging Schedule was also adopted by the authorities in October 2015, and implemented in July 2016.

Table 4.7 Introduction of Community Infrastructure Levy – Current Position

4.3 Revenue Funding

4.3.1 The Councils also support transport directly through their revenue budgets. These revenue budgets are not ring fenced and it is for individual authorities to decide on actual levels of transport spend. These budgets have been and will continue to be under severe pressure during the IP3 period.

4.3.2 Particular areas that revenue budgets will continue to support the Local Transport Plan are:

- Routine maintenance of highways, footways and street lighting;
- Revenue support for bus operators and Community Transport schemes;
- Home to school transport;
- The production of public transport timetables and publicity material;
- Concessionary Fares;
- Winter maintenance of the highway network;
- Road Safety Education and School Crossing patrols;
- Minor road safety schemes;
- Maintenance of traffic signal stock;
- Traffic monitoring programmes, CCTV cameras and small scale transportation studies; and
- Smarter Choices – promotion of sustainable travel, reducing the need to travel and behaviour change, via the BTN.

4.4 Other Sources of Funding

OLEV Funding

4.4.1 The Office for Low Emission Vehicles (OLEV) is a team working across Government to support the early uptake of Ultra Low Emission Vehicles. Funding has been made available nationally to support local authorities in offsetting installation costs of electric vehicle charging points. The Government's aim is to provide sufficient charging points throughout the country to enable longer journeys and reassure drivers.

4.4.2 In December 2016, OLEV announced grant funding for Local Authorities towards the cost of installing on-street residential chargepoints for plug-in electric vehicles. OLEV has allocated £2.5m of funding for 2016/17 and 2017/18. The funding is available to Local Authorities only for eligible projects and will be allocated on a first come, first serve basis. This being part of a wider £35 million package which includes:

- £20 million competition that will help councils roll out chargepoints for ultra-low emission taxis;
- £7.5 million funding for chargepoints at workplaces;
- Launch of an initial £3.75 million scheme to encourage uptake of zero emission motorcycles and scooters; and
- £2 million awarded to public and private sector organisations to deploy hydrogen fuel cell vehicles.

4.4.3 The three authorities secured £850,000 from this fund and provided 17 rapid electric vehicle charging points across the LTP area. Establishing a network of infrastructure for alternative fuel vehicles is an integral part of the LTP strategy as it will contribute to meeting goals for tackling climate change and improving quality of life as well as contributing to economic growth.

4.4.4 The authorities will continue to seek opportunities to secure funding for the extension of the existing network of electric vehicle charging points.

European Union Funding

4.4.5 In June 2016, there was a majority UK vote to leave the European Union (EU). As no country has ever done this it is yet uncertain how the Brexit process will affect EU funding practice.

4.4.6 In August 2016 the Chancellor announced in a guarantee of funds for projects signed up and supported by the European Structural and Investment Fund (ESIF) until the Autumn Statement. The Chancellor has now extended this guarantee to the point at which the UK departs the EU in 2019 and has confirmed that the Government will guarantee EU funding for structural and investment fund projects.

4.4.7 In March 2017 the Department for Communities and Local Government is released a number of calls for ESIF funding bids related to PA4 Low Carbon projects within the Dorset LEP area to a value of £3.9m. One of these calls will relate to Low Carbon Transport projects.

Growing Places Fund

4.4.8 The DfT and the Department for Communities and Local Government (DCLG) launched the Growing Places Fund (GPF) on 7th November 2011. GPF is allocated to Local Enterprise Partnerships across England to establish revolving infrastructure capital loan funds to address constraints to economic growth in their area.

4.4.9 The Government has placed very few conditions on the application of GPF and have empowered LEPs to take the decisions on local priorities for investment. The quicker the allocation is invested the sooner it can be recycled maximising its impact in unlocking or accelerating growth.

4.4.10 The Dorset LEP Growing Places Fund has been provided with £9.4m from Central Government as a revolving loan scheme, to support major capital investment and regeneration in Dorset.

Local Highways Maintenance Challenge Funding

4.4.11 A second tranche of the DfT's Local Highways Maintenance Challenge Fund was launched in early 2017. Any English local highway authority outside of London can apply for the funding, which provides help to maintain existing local highways infrastructure (such as the renewal of carriageways and structures).

4.4.12 The Dorset LEP has set out its investment priorities through the Government's Growth Deal initiative with a clear focus on the creation of jobs and provision of housing. Two Growth Deal projects, the 'A338 Widening' scheme and 'Lansdowne Business District' scheme, have the potential to contribute to the creation of 4,000 jobs locally. Both schemes also deliver significant walking and cycling improvements, supporting Government's cycling and walking ambition as set out in its draft Cycling and Walking Investment Strategy (CWIS). The A338 Widening scheme is, however, directly dependent upon currently unfunded, major structural maintenance taking place on the existing A338 carriageway (see below). The Lansdowne scheme would also significantly benefit from much needed structural maintenance on adjacent roads servicing the business district. For these reasons two significant structural maintenance schemes have been taken forward for Local Highways Maintenance Challenge Fund bids in September 2017 for the 2018/19 Challenge Fund round and are described below:

A338 Maintenance – Blackwater to Cooper Dean

4.4.13 The A338 dual carriageway is the primary route into and out of Bournemouth connecting it with the A31 Trunk Road network towards Southampton and London. The traffic capacity of the existing A338 between Blackwater and Cooper Dean junctions has been identified as a barrier to economic growth within Bournemouth and in particular in the key business area at Bournemouth Airport, Wessex Fields, the Lansdowne Business District and town centre. To address this issue, a £7m 'Growth Deal' funded scheme has been identified to widen the A338 to three lanes between Blackwater Junction and Cooper Dean Roundabout. However, this scheme is being delayed due to the poor structural condition of the existing two-lane dual carriageway section which has insufficient strength to support the adjacent widening. Maintenance Challenge Funding is therefore being sought to enable both the widening and maintenance works to be completed concurrently and so reducing overall costs and minimising disruption to the travelling public during construction. Funding for the maintenance scheme is required for 2018/19 to tie-in with the programme for the Growth Deal widening works. It has been agreed this will be progressed as a joint bid with Dorset County Council, as the widening scheme is within both Bournemouth and Dorset, with Bournemouth Borough Council as the lead authority.

Lansdowne

4.4.14 This £8.2 million scheme will result in the reconstruction, resurfacing and enhancement of the carriageway, footways, and highway drainage connecting Boscombe to the east and Lansdowne Road to the west of the Lansdowne Business District and Bournemouth Station on the main Waterloo line. This will complement the substantial Lansdowne Business District Growth Deal project (see Section 4.2.11) aimed at significantly enhancing the street environment including pedestrian areas, walking routes and crossing facilities as well as providing new and improved cycle routes, and bus facilities. This route to the west forms a vital link to Bournemouth University whilst the route to east towards Boscombe extends through the socially deprived area of Springbourne, as well providing a sustainable travel link to AFC Bournemouth's Vitality Stadium. The scheme will achieve the following:

- Address long-standing highway maintenance, carriageway, footway and drainage problems, particularly along Lansdowne Road and Holdenhurst Road;

- Encourage business growth by supporting the Growth Deal public realm improvements at the Lansdowne business district,
- Regenerate Springbourne, an area within Bournemouth currently ranked amongst the most-deprived nationally;
- Significantly improve pedestrian, cycle and bus access to and from the Bournemouth Travel Interchange (railway station and bus / coach hub) and out to the University and the Vitality Stadium; and
- Tackle some of the most serious road casualty cluster sites in the town.

Additional Structural Maintenance Scheme

4.4.15 It is anticipated that an additional structural maintenance scheme could be brought forward within the Implementation Plan period via the Challenge Fund. This is described below:

New River Crossing, Tuckton

4.4.16 Longer term, Bournemouth Borough Council has an aspiration to provide a new highway bridge over the River Stour between Christchurch and Tuckton. The existing bridge is heavily utilised by vehicular traffic (Annual Average Daily Traffic flow of 23,000 in 2011), cyclists and pedestrians. The route also has a large number of bus services using the structure. The bridge is one of the earliest examples of a reinforced bridges in the country built in 1904 and has a weight limit of 13 tonnes. The bridge, having been constructed using early design and construction methods, suffers from cracking and has been repaired on a regular basis throughout its life which often means it is either closed or restricted to traffic to carry out the works. The Council is also aware that the structure is illegally used by overweight vehicles so the need for a bridge able to safely support the current highway loading needs addressing. In order to rectify these issues the Council intends to submit a Challenge Fund Bid in 2018 for the 2020 Challenge Fund round.

Proposed Bid Submissions

4.4.17 At the time of writing, Dorset County Council has signalled an intent to submit a bid for £1.6m for the 2017/18 Challenge Fund which will be loosely based on improving the C and D class roads, linked to rural businesses and tourism. The deadline for submissions was at the end of February 2017 and we are now awaiting the outcome.

4.4.18 The Borough of Poole submitted a bid for support from the DfT's Challenge Fund in March 2017. The request for £2.94m of funding, if successful, will deliver a package of maintenance to a selection of key local strategic routes within the South East Dorset conurbation. This will provide improved access to key employment sites, including Bournemouth University, which are central to delivering economic growth in the area, as well as contributing to the Bournemouth, Poole and Dorset Local Transport Plan aims and objectives. Additionally, the schemes will improve connectivity between important regeneration sites in Poole and major local and regional highway arteries.

Joint Funding Opportunities

4.4.19 The authorities will explore all joint funding opportunities with other relevant bodies, such as Public Health England.

4.5 Resource Allocation

4.5.1 Over the whole plan period (2011 to 2026) scheme delivery will focus upon the set of six LTP goals. For IP1, priority was given to supporting economic growth and reducing carbon emissions. IP2 widened its aims still focusing on economic growth but also addressing wider LTP goals as well. For IP3 the focus will be on employment and the economy whilst continuing to address wider LTP goals as part of the delivery programme.

4.5.2 Based on the assessment, selection and prioritisation of schemes that form the draft investment programme detailed in Chapter 5, Table 4.8 illustrates the approximate split of resource allocation against the LTP3 Key Strategy Measures. This table is only approximate, since, as indicated previously, the LTP settlement levels in Years 2 and 3 and the amount of funds to be made available through the Dorset LEP are yet to be finalised.

LTP3 Key Strategy Measure	LTP Funding (£000's)			Other Funding ³	TOTAL
	2017/18	2018/19	2019/20		
1. Reduce the need to travel	0	0	0		0
2. Manage and maintain the existing network more efficiently ¹	1,563	1,348	1,558	44	4,513
3. Active travel and “greener” travel choices	1,516	1,415	1,496	30	4,457
4. Public Transport alternatives to the car	201	170	230	0	602
5. Car Parking Measures ²	0	0	0	0	0
6. Travel Safety Measures	1,291	996	995	141	3,422
7. Strategic infrastructure improvements	428	1,070	720	20,695	22,913
Other ⁴	0	0	0	0	0
TOTALS (Integrated Transport)	4,999	4,999	4,999	20,910	35,907
Maintenance – highways and other	13,455	13,198	13,198	2,510	42,361
Maintenance – structures	12,072	12,072	12,072	0	36,216
TOTAL (Maintenance)	25,527	25,270	25,270	2,510	78,577

Table 4.8 Breakdown of resources by LTP3 Key Strategy Measure

Notes:

1 Maintenance elements shown separately

2 Car parking measures are included as part of schemes classified under other Key Strategy Measures

3 Other funding sources include specific grants, committed developer funding, corporate funding and monies allocated by the Dorset LEP

4 Other = Transport Studies, monitoring, feasibility, design and preparation of bids for future schemes

5 Spending programmes do not yet precisely match up with funding allocations in Tables 4.1 & 4.2

6 The DfT are due to run Challenge Fund tranches in 17/18 – the table above does not account for any funding the Councils may be allocated from this fund

5. 2017 – 2020 Investment Programme

5.1 Context

5.1.1 The transport issues and challenges facing the LTP area, as previously outlined, vary in scale, reflecting the differing social, economic and physical environment. Some of these apply across administrative boundaries and therefore require strategic level intervention, whilst other, smaller schemes can be progressed within the individual transport authorities according to their own priorities. It remains important however, that the authorities continue to work together to deliver programmes of schemes that address the LTP goals.

5.1.2 This Implementation Plan will include an investment programme containing a mix of major schemes, strategic joint initiatives and locally determined schemes. It reflects priorities which have been identified through the outcomes and recommendations of the South East Dorset Transport Study, and other local plan studies, which have all provided a comprehensive transport evidence base, but of course will now also reflect the priorities of the Dorset LEP.

5.1.3 Some of the identified schemes and initiatives can most effectively be delivered as major schemes. As has been indicated in Chapter 4, the Dorset LEP has a key role in determining major scheme priorities through the Local Growth Deal agenda.

5.1.4 The following sections provide a brief commentary on the main investment proposals in the IP3 programme. This is sub-divided into the following categories:

- Major Schemes;
- Other Strategic Joint Initiatives (other than major schemes); and
- Local Investments (including transport initiatives and maintenance of transport assets).

5.2 Major Schemes

5.2.1 The primary role of the Dorset LEP is to decide which major investments should be prioritised, to review and approve individual business cases for those investments, and to ensure effective delivery of the programme. Whilst the DfT will no longer have a role in the selection and approval of individual schemes, it will need to be assured that the devolved system provides appropriate safeguards for the use of public funds and is able to deliver value for money for the overall level of Government funding.

5.2.2 The Dorset LEP has used assessment criteria to establish a priority list of schemes which weights schemes against their compliance to Dorset LEP's Strategic Economic Plan, LTP3 policies, risks to delivery and development and construction dates for the scheme. Further weight is assigned to the amount of job creation and new homes unlocked by the delivery of the schemes.

5.2.3 Table 5.1 indicates a prioritised short list of major transport schemes which were initially approved by the former Dorset Local Transport Body (DLTB), and now maintained

by the Dorset LEP, in July 2013, and which have now been included in the “Transport Ask” within the submitted Strategic Economic Plan.

Scheme Name	Area	Scheme Type	Key LTP3 Strategy Measure	Funding
Poole Townside Improvements	Poole	Junction and access improvements, sustainable travel measures	Strategic Infrastructure Improvements	DLEP / BoP
Wallisdown to Bournemouth Quality Bus Corridor	Poole and Bournemouth	Junction Improvements, Bus Priority Measures, RTI, Cycle Lanes	Public Transport Alternatives to the car	DLEP / BoP / BBC
Bournemouth Airport Access	Christchurch	Major junction improvements	Strategic Infrastructure Improvements	DLEP / SGF DCC / s106 / LTP
Strategic Junction Improvements	Bournemouth and Poole	Major junction improvements	Strategic Infrastructure Improvements	DLEP / SGF DCC / s106 / LTP
Blackwater Interchange	South East Dorset	Major junction improvements	Strategic Infrastructure Improvements	DLEP / LGF / LTP
Gillingham Access to Growth	Dorset	New link road (Enmore Green) and a package of junction improvements and sustainable transport measures	Strategic Infrastructure Improvements	DLEP / DCC / Developer Funding
Wessex Fields Phase 1	Bournemouth	New junction and link road, sustainable travel measures	Strategic Infrastructure Improvements	DLEP / LGF / LTP

Table 5.1 Major Schemes to progress during IP3 (2017 to 2020)

Poole Townside Improvements

5.2.4 This scheme consists of major access improvements to the Townside area of the Back Water Channel in Poole, enhancing transport infrastructure between the Port of the Poole and the town centre. Key features of the scheme include the reconfiguration of the Hunger Hill junction, full implementation of a one-way system on West Street and West Quay Road, the creation of direct pedestrian and cycle links between the Port and town centre, the addition of safe crossing facilities and public transport infrastructure enhancements. The scheme is also expected to support economic growth in the Poole Regeneration Area.

Bournemouth Airport Access

5.2.5 This scheme comprises the reconstruction and realignment of the Parley Cross, Hurn and Chapel Gate roundabouts on the B3073 either side of the main entrance to Bournemouth Airport.

5.2.6 Along with reconstruction of the A338 Spur Road, the scheme forms part of the Bournemouth International Growth (BIG) Programme being led by Dorset LEP to provide £39 million of transport infrastructure investment along the B3073 and the A338. This investment will combine with developer contributions and public sector funds to

encourage development and job creation at the Airport, Aviation Business Park and around Wessex Fields accompanied by the delivery of 450 homes around Parley Cross. The B3073 schemes will be delivered by Dorset County Council and those on the A338 will be delivered through a partnership between Dorset County Council and Bournemouth Borough Council.

5.3 Other Strategic Joint Initiatives

5.3.1 Table 5.2 details some key initiatives proposed to be progressed jointly between the authorities during the IP3 period. Some of these are continuations of programmes started in previous implementation plans. These tackle issues best addressed at the strategic level and which benefit from a co-ordinated approach.

Scheme	Area	Scheme Type	Key LTP3 Strategy Measure	Scheme Funding
Strategic Cycle Network Improvements	South East Dorset	Cycle Route Improvements	Active Travel and Greener Choices	LTP and developer contributions
Dorset Strategic Road Safety Partnership	Dorset Wide	A package of engineering, education and enforcement measures to reduce road casualties	Travel Safety Measures	LTP
Bournemouth International Growth (BIG) Programme	South East Dorset	Transport and infrastructure investment focusing on employment and development around Bournemouth Airport	Strategic Infrastructure Improvements	LGF
Business Travel Network	Dorset Wide	Initiative providing Travel Planning for local businesses	Active Travel and Greener Choices	LTP and developer contributions

Table 5.2 Strategic Joint Initiatives 2017 to 2020

5.4 Smaller Scale Local Investments

5.4.1 Local schemes have been identified on the basis of contribution to the joint delivery of the LTP3 strategy and reflect more specifically local priorities and responsibilities. These include local schemes covering a wide variety of transport improvements including accessibility, smarter travel choices / behavioural change, road safety, walking and cycling, and traffic management, via the BTN tailored to each authority area.

5.4.2 Many of these contribute across the LTP3 goals addressing outcomes such as supporting the economy, assisting employment opportunities, reducing carbon emissions, improving safety and health, creating a more equal society and improving rural and urban environments and quality of life. Tables 5.3 and 5.4 provide examples of both generic and specific components of the proposed LTP programmes.

Maintenance

Scheme Name	Area / Authority	Key LTP3 Strategy Measure	Objectives
Public Realm Improvements	Bournemouth, Poole, Dorset	Reducing the need to travel; Active Travel and Greener Choices	Improve attractiveness of our town centres, with more priority for pedestrians and cyclists
Urban Traffic Control	Bournemouth, Poole, Dorset	Manage and maintain the existing network more efficiently	Improve the efficiency of the highway network to improve journey time reliability, including buses
Intelligent Transport Measures	Bournemouth, Poole, Dorset	Manage and maintain the existing network more efficiently	Provision of more efficient signals, variable message signing and CCTV to improve network efficiency
Car Parking controls and enforcement	Bournemouth, Poole, Dorset	Car Parking Measures	Roll out pay and display to market and coastal towns
Rural Route Management	Dorset	Travel Safety Measures; Manage and maintain the existing network more efficiently	Whole route, evidence based approach to reducing casualties and improving safety
Improved Access to Railway stations	Bournemouth, Branksome, Parkstone, Christchurch and Dorchester West	Public Transport Alternatives to the car; Active Travel and Greener Choices	Improved and accessible walking and cycle routes to promote rail and reduce car use
Rural Accessibility	Dorset (Markets Towns and rural hinterland)	Public Transport Alternatives to the car	Developing local access solutions, in particular those run by local communities and voluntary groups
Electric Vehicle charging infrastructure	SE Dorset / Weymouth and Dorchester	Active Travel and Greener Choices	Promote / encourage use of less polluting vehicles
Rural Cycling / walking and rights of way improvements	Dorset (market towns and rural hinterland / Jurassic Coast)	Active Travel and Greener Choices	Promote / encourage sustainable tourism and health related leisure
Smarter Choices	Bournemouth, Poole, Dorset	Active Travel and Greener Choices	Promote / encourage non car travel, with links to improved health
Safer / Sustainable Routes to school	All Areas	Active Travel and Greener Choices	Facilitate and encourage school children to get to school by non car means safely
Local road safety measures at collision cluster sites	All Areas	Travel Safety Measures	Reduce casualty numbers
The Business Travel Network	All Areas	Active Travel and Greener Choices	Support workplaces and their staff with mode shift towards more sustainable and, where possible, active travel through workplace travel action plans
Public Transport infrastructure	All Areas	Public Transport Alternatives to the car	Improvements at transport hubs, bus stops, shelters, RTI etc.

Scheme Name	Area / Authority	Key LTP3 Strategy Measure	Objectives
Walking / Cycle improvements	All Areas	Active Travel and Greener Choices	Promote / encourage active travel choices, with links to improved health
Car Club Development	All Areas	Active Travel and Greener Choices	Implement and expand car club provision

Table 5.3 Summary of generic schemes / initiatives - investment programme 2017 – 2020

Scheme Name	Area / Authority	Key LTP3 Strategy Measure	Objectives
Poole Town Centre Regeneration	Poole	Active Travel and Greener Choices	Improve pedestrian / cyclist provision. Public Realm Improvements
Iford Package	Bournemouth	Reducing the need to travel; Managing and maintaining the existing network more efficiently; Active and Greener Choices; Travel Safety Measures	Improve pedestrian / cyclist provision and safety; reduce congestion and improve journey times for buses
Rights of Way Improvements around Bournemouth Airport	Bournemouth, Christchurch, East Dorset	Active Travel and Greener Choices	Improve access links to airport from North Bournemouth (Stour Valley Way) and Trickett's Cross
Stour Road / Bargates Junction	Christchurch	Managing and maintaining the existing network more efficiently; Travel Safety Measures; Public Transport alternatives to the car	Improve pedestrian / cyclist provision and safety; reduce congestion and improve journey times for buses
B3072 Improvements; Verwood – West Moors – Ferndown	DCC – East Dorset	Active Travel and Greener Choices	Part of strategic cycle network, linking Verwood, West Moors and Three Legged Cross
Dorchester Transport and Environment Plan	DCC – Dorchester	Manage and maintain the existing network more efficiently / Car Parking Measures; Active Travel and Greener Choices	Improve air quality and reduce vehicle / pedestrian conflict; Improve access to and through Dorchester town centre for pedestrians and cyclists
Chafeys to Manor Roundabout Cycle Route & Weymouth Way Crossing	DCC – Weymouth	Active Travel and Greener Choices; Travel Safety Measures; Managing and maintaining the existing network more efficiently	Part of strategic cycle network in Weymouth and Portland. Provides safe walking and cycling access from Southill to Town Centre
Market Towns Cycle Network	DCC – Dorset (Markets Towns and rural hinterland)	Active Travel and Greener Choices	Construct walking and cycling links between major new housing and employment developments and the town centre

Table 5.4 Examples of key specific schemes – investment programme 2017 – 2020

5.4.3 Managing and maintaining the existing network is a key LTP3 strategy measure. Particularly in the current financial climate within which this IP3 is set, the LTP3 highlights the need for assets to be maintained in a proactive and cost effective manner. Asset

management programme elements will be aligned with the outputs of the Transport Asset Management Plans prepared by each of the three authorities.

5.5 Investment Priorities for other Agencies

5.5.1 Other operators and agencies will also contribute to delivering LTP objectives. The rail infrastructure in Dorset is owned by Network Rail and train services are currently operated by South West Trains and Great Western Railway. A new South West Rail Franchise has recently been awarded and the new franchise will begin in August 2017, operated by First Group. In the south of Dorset, the Swanage Railway maintain their own infrastructure and plan to operate a trial public train service between Swanage and Wareham in mid-2017 for two years.

5.5.2 Within IP3, the Authorities will be engaging with the Train Operators and where necessary Network Rail, to improve services to better meet the needs of Dorset residents, visitors and businesses by:

- Reducing journey times on services between Weymouth and London;
- Reducing journey times on services between Exeter and London;
- Improving the attractiveness of rail services between Wareham or Hamworthy and Southampton so that they are an attractive option for local journeys around the SE Dorset conurbation;
- Providing a direct rail service from the conurbation to Gatwick Airport and / or Brighton; and
- Improving services on the Heart of Wessex Line by providing infrastructure and rolling stock to enable a two-hourly service between Weymouth and Bristol with connection at Yeovil Pen Mill to Exeter, and a two-hourly service between Weymouth and Exeter with connection at Yeovil Pen Mill to Bristol. An hourly service between Weymouth and Yeovil, with connecting services to and from the South East Dorset conurbation, could also be enabled.

5.5.3 Network Rail will play an important role in delivering these improvements and the three Authorities and the Dorset LEP will engage and encourage Network Rail to deliver infrastructure investments to benefit Dorset in their Control Period 6, which runs from 2019-2024. The Authorities will continue engagement with Network Rail and the Train Operators to develop a pipeline of schemes and improvements, including opportunities to open new stations in Dorset and explore the benefits and issues associated with relocation of others.

5.5.4 Some of these improvements are likely to be introduced as part of successful franchise offerings, others will be developed and introduced, possibly with Local Enterprise Partnership funding.

5.5.5 In 2015, Highways England embarked on a series of Route Strategies (RS), which will embrace all the trunk roads within the LTP area. Route Strategies are a new approach to investment planning for the strategic road network. They describe the challenges and opportunities, both now and in the future, for each route and take account of local priorities for growth as well as balancing national and local needs on the network.

5.5.6 There are two Route Strategies affecting Dorset. The A35 west of Bere Regis is in the South West Peninsular RS whilst the A31 east of Bere Regis is in the Solent to Midlands RS. Both have already identified the challenge of pressures on the A31 / A35 throughout Dorset, in particular arising from planned growth.

5.5.7 The A31 dualling scheme, from Ameysford to Merley, is part of Highways England's long term programme to improve capacity of the A31. A memorandum of understanding has been signed between the three local transport authorities and Highways England to enable local funding contributions to the total scheme cost and assist with the economic growth of the sub region.

5.5.8 As part of Highways England's Road Investment Strategy (2015/16 – 2020/2021), the A31 at Ringwood, which is just across the Dorset border, is planned to be widened in order to provide more capacity.

5.6 Scheme Selection and Prioritisation

5.6.1 Schemes are included in the investment programme on the basis of robust evidence and analysis. Many of the key schemes have been identified through transport studies, including the major South East Dorset Transport Study, and transport studies undertaken for district development plans.

5.6.2 Each authority currently has its own methodology for ranking and prioritisation of improvement schemes that comprise the programme. This is carried out in close co-operation to ensure a co-ordinated approach, particularly on more strategic schemes.

6. Outline Investment Programme beyond 2020

6.1 Key Proposals 2020 to 2026

6.1.1 This section sets out those larger schemes and key initiatives which remain high priorities and which aim to be delivered once resources become available. These schemes are presently not listed in priority order, but their implementation is closely aligned to the LTP Strategy, as well as the practicality of delivery. They will be prioritised as funding allows.

6.1.2 In accordance with the currently evolving funding arrangements for major schemes the Councils have produced a longer term list of major strategic schemes. These are listed in Table 6.1.

6.1.3 Table 6.2 lists those interventions that are key to delivery of the Local Transport Plan, but which are more likely to be fundable through LTP block allocations rather than the Dorset LEP. Many of the large scale / large impact transport interventions that have been identified are necessary in the longer term if Dorset is to achieve its ambition and fulfil its potential for economic growth.

6.1.4 For the South East Dorset area, these longer term schemes have been identified through the South East Dorset Transport Study, as part of the strategy to accommodate future housing and employment growth. This has provided a robust evidence base for the transport interventions required to mitigate the forecast impacts of increased travel demand on the network.

Scheme	Area	Description	Estimated Cost
Enmore Green Link Road	North Dorset	Provision of new link between A30 and B3081 west of Shaftesbury to facilitate urban extension at Gillingham	£5m
Castle Lane East Improvements	Bournemouth	Junction improvements at Iford roundabout and Riverside Avenue / Holdenhurst Avenue. Additional lengths of bus lane	£3.5m
Key Junction Improvements	Dorset	Junction improvements at A3049 / A3040 Wallisdown roundabout, A348 / A341 Bear Cross roundabout and A347 Ensbury Park Gyratory	£3.2m
A338 Widening, Cooper Dean to Blackwater	SE Dorset	Widening A338 from 2 lane to 3 lane and essential safety improvements	£7m
North Bournemouth Quality Bus Corridor	Bournemouth	Junction Improvements, Bus Priority Measures, Cycle Lanes	£5m
A31 Link to Poole	Poole	New link road connecting A31 to Dorset Way	TBC
A31 Westbound widening at Ringwood	SE Dorset	The widening of the existing carriageway and stopping up of West Street egress to A31. This is just outside of Dorset but is a significant pinch point on the main approach to Dorset from the east	£10.5m
A31 Dualling Ameysford to Merley	SE Dorset	Widening of congested single carriageway section of the A31 to dual carriageway, with junction improvements at Merley, Canford Bottom and Ameysford	£143.3m (See Para. 5.5.6)
B3073 Dualling	Christchurch and East Dorset	Dualling of B3073 between Blackwater and Chapel Gate junctions, further improving access to Bournemouth Airport	£27m

Table 6.1 Longer term major scheme priorities

Scheme / Initiative	Area
Express Bus services to Verwood, Ferndown, West Moors and Wimborne	SE Dorset
Improvement of additional key junctions	SE Dorset
Bournemouth Airport interchange / transport hub	SE Dorset
Intensified joint smarter choices programme	SE Dorset
Improve rail stations and travel interchange at Wareham, Hinton Admiral, Holton Heath and Christchurch and provision of parking to facilitate Park and Rail at Hinton Admiral	SE Dorset
Community Transport Schemes	Market Towns and rural areas
Increased service frequency – Southampton / Brockenhurst to Wareham	SE Dorset
New rail service between Weymouth, Dorchester, Yeovil, Axminster and Exeter (with reversal at Yeovil Pen Mill)	Weymouth / West Dorset
Improved rail service frequency from Weymouth to Westbury / Bristol	West Dorset
Improved Sunday rail service frequency between Weymouth, Bournemouth and London, in particular during the summer months, to help support the tourist economy, established through a Rail Timetabling Study	SE Dorset / Purbeck / West Dorset / Weymouth
A35 Dorchester By Pass – Safety and capacity improvements at Stadium and Monkey's Jump roundabouts (linked to new development funding)	West Dorset
Further improvements to A35 Baker's Arms Roundabout	SE Dorset
Prime Transport corridor improvements in East Dorset and Christchurch	SE Dorset
Improvements to A35/B3061 Pottery Junction	Poole
Dorchester Access to Growth – Package of cycle improvements in Dorchester	West Dorset
Access to Gillingham – Package of measures to improve access to housing and employment sites within the Gillingham Southern Extension, including the Enmore Green Link Road	North Dorset
A354 Corridor Improvements	Weymouth and Portland
New Railway Station at Talbot Heath to serve the two Universities	Poole

Table 6.2 Other key schemes and initiatives for future investment

7. Programme Delivery and Management

7.1 Governance

7.1.1 Governance of the LTP3 is particularly important given the required joint working across the three Authorities to implement those strategic schemes necessary to address cross-boundary issues. The setting up of the Dorset LEP has been important in this process, providing strong foundations for future joint working that will be vital in the delivery of strategic transport improvements.

7.1.2 Strong governance, both within and across the authorities, is also essential in monitoring investment programmes to ensure that they are delivered to budget, to the specified programme and to specified quality requirements. This will ensure that effective use of available resources can be demonstrated. Value for money is one of the LTP3 goals that underpins the strategy.

7.2 Programme Management

7.2.1 Robust programme management methodologies continue to be employed to ensure effective delivery of the planned investment programme and to minimise the occurrence of potential cost overspends, delays and avoidable disruptions.

7.2.2 For LTP3, the authorities have placed greater emphasis on management at a strategic programme level that enables the efficient and timely management of delivery of outputs and outcomes which will achieve LTP3 goals. Key aspects of this programme management to be developed will include:

- Managing the programme as a whole with a centralised management system;
- A robust prioritisation process;
- A robust and clearly defined governance;
- Individual project management with regular progress reports fed up to programme level;
- Identification and management of all available resources; and
- A corporate and transparent approach to risk management.

7.2.3 Each of the authorities has its own procedures for the management of individual schemes and projects. Appropriate techniques for project management will be employed dependent on the specific size, scale and complexity of individual projects. For larger projects more rigorous project management will be employed.

7.2.4 Throughout a given programme year, requests are occasionally received for LTP funding to enable the implementation of individual projects. If it is considered that a particular proposal has got the potential to deliver against LTP aims and objectives, consideration is given for inclusion in the process further to an initial project assessment process.

7.3 Risk Management

7.3.1 Understanding the potential barriers to delivering the LTP programme successfully is important and can help to avoid inefficient use of resources. A full risk assessment has been undertaken to identify key risks to the delivery of this Implementation Plan (see **Appendix B**). The main risks identified are related to finance and resources. This high level review highlights risks to delivery of the overall implementation plan and will be supplemented by individual risk assessments for each of the key strategy areas.

7.3.2 At the project level, the risk to the delivery of individual schemes is calculated using a risk definition matrix based upon the identified risk itself, what the potential impact would be if it happened, and the consequences in terms of delay. Schemes are then given a RAG (Red, Amber and Green) rating with Risk Management Plans developed for those high risk (red) schemes. This ensures that key risks can be targeted and appropriate action taken during the delivery of the programme.

7.3.3 Identified risks will be monitored accordingly during the IP3 period, and suitable mitigation measures will be implemented where appropriate.

7.4 Partnership Working

7.4.1 Successful delivery of the IP3 depends upon the contribution of a number of key delivery partners, reflecting the local and strategic nature of the transport network. Joint partnership working is a key element of the Bournemouth, Poole and Dorset LTP3. This provides opportunities to share resources and maximise contribution to joint priorities. Key delivery partners responsible for various elements of the programme include Highways England, Public Transport Operators, Network Rail, Public Health England, freight operators and voluntary organisations (Third Sector). Figure 7.1 demonstrates how key partners contribute to delivering some of the core elements of this Implementation Plan.

Key Features of Implementation Plan 3	Key Delivery Partners							
	Joint Authorities	Public Transport Operators	Third Sector	Private Sector	Public Health England	Highways England	Network Rail	Freight Operators
1 Reducing the need to travel								
Promote Sustainable Corridors	✓	✓						
“Non-transport” measures	✓			✓				
Community Transport schemes	✓	✓						
2 Managing and maintaining the existing network more efficiently								
Highways maintenance	✓							
Deliver Asset Management Plans	✓							
Review Freight Routing Strategy	✓					✓		✓
ITS Strategy delivery	✓	✓						
Improvements at critical junctions	✓							
3 Active travel and ‘greener’ travel choices								
Deliver and implement Strategic Cycle Network	✓				✓			
Smarter Choices – Travel Planning via BTN	✓	✓		✓	✓			
Programmes of walking / cycling schemes	✓				✓			
Development of BTN with other bodies	✓			✓	✓			
Implement electric vehicle infrastructure	✓			✓				
Develop and expand Car Clubs	✓		✓					
4 Public transport alternatives to the car								
Bus priority – Quality Bus Corridors	✓	✓						
Public transport infrastructure improvements	✓	✓						
Facilitation of Smartcards	✓	✓						
Access to rail stations / rail service enhancements	✓	✓					✓	
Local accessibility solutions	✓	✓	✓					
Integrated Community Transport	✓		✓					
5 Car parking measures								
Parking controls / enforcement	✓							
Parking standards in new development	✓			✓				
Parking policy to encourage electric vehicle usage	✓							
Improve provision of overnight HGV parking	✓							✓
6 Travel safety measures								
Continuation of Safer Routes to School programme	✓							
Local road safety education programmes	✓							
Speed management	✓		✓					
7 Strategic infrastructure improvements								
Bournemouth International Growth Programme	✓			✓				
A31 to Port of Poole Link	✓					✓		✓
Western Dorset Growth Corridor	✓	✓						✓

Figure 7.1 Key LTP3 delivery partners for Implementation Plan 3

8. Performance Management

8.1 Indicators and Targets

8.1.1 Monitoring performance of delivery of the strategy against the LTP goals is an essential part of the process. It provides a feedback mechanism whereby the programme can be adjusted according to actual performance and the contribution towards key goals.

8.1.2 In order to monitor and manage the delivery of the LTP, a performance management framework will be applied, including a number of performance indicators that will be monitored. Where appropriate, targets will be set for these. The number of indicators has been reduced considerably from LTP2, reflecting the greater emphasis on using resources effectively. Proposed indicators have been selected on the following basic principles:

- They can be monitored regularly (usually annually);
- Performance can be monitored at a District, area or route level, as applicable;
- Data to support the indicators is robust and is expected to continue to be available for the foreseeable future; and
- Indicators are predominantly based on a desired “outcome” (e.g. a change in travel behaviour), rather than being “output” (e.g. provision of infrastructure) focused.

8.1.3 Table 8.1 sets out the performance Management Framework for LTP3. The indicators are specifically linked to monitoring progress against achieving the LTP3 goals, this relationship is demonstrated in Table 8.2. Indicators will be monitored against base year data to track overall progress of implementation against the LTP3 goals and to inform the development of future spending programmes and implementation plans. The current performance of the Authorities in achieving LTP3 goals, covering the IP2 period, is shown in **Appendix C**.

8.2 Evaluation Process

8.2.1 In order to understand the actual benefits of transport interventions, individual transport schemes and policies will be monitored, where appropriate to measure the impact of specific actions. This review process will be undertaken using a combination of approaches to monitoring such as journey time data, patronage levels, traffic surveys or the use of NHT survey data, as appropriate.

8.2.2 The LTP3 Performance Indicators, and the relationship of these indicators to the LTP3 goals are set out in Tables 8.1 and 8.2 below.

ID	Name	Definition
PI 1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population
PI 2	Bus patronage	Annual number of passengers travelling on buses in the LTP area
PI 3	Change in area wide vehicle kilometres	Total annual vehicle kilometres travelled in the LTP area
PI 4	Travel to urban centres	A) Mode share of peak time trips to urban centres B) Total peak period traffic to urban centres
PI 5	Percentage of pupils travelling to school by car	Share of journeys by car(including vans and taxis), excluding car share journeys
PI 6	Traffic congestion	Average journey time per mile on selected routes
PI 7	Access to employment by public transport	% of households within 30 mins of an employment centre by public transport
PI 8	Condition of principal A roads	% of network in need of further investigation
PI 9	Condition of non-principal B and C roads	% of network in need of further investigation
PI 10	Road Safety	(a) All serious / fatal casualties - Numbers of killed or seriously injured (b) Child serious / fatal casualties - Numbers of children killed or seriously injured (c) The numbers of slight casualties (d) Total casualties (a) + (b) + (c)
PI 11	Growth in cycling trips	Annualised index of cycling trips at selected monitoring sites
PI 12	Number of Air Quality Management Areas	Currently designated Air Quality Management Areas (AQMAs)
PI 13	Bus punctuality	(a) % of buses starting route on time (b) % of buses on time at intermediate timing points (c) % of buses on time at non timing points (d) Average excess waiting times on frequent service routes
PI 14	Satisfaction with bus services	% of respondents satisfied with bus services
PI 15	Low emission vehicles	Number of newly registered Ultra Low Emission Vehicles

Table 8.1 LTP3 Performance Indicators

ID	Name	Supporting Economic Growth	Tackling Climate Change	Better Safety, Security and Health	Equality of Opportunity	Improve Quality of Life
PI 1	Change in per capital carbon emissions		✓			✓
PI 2	Bus patronage	✓	✓		✓	
PI 3	Change in area wide vehicle kilometres	✓	✓	✓		✓
PI 4	Travel to urban centres	✓	✓			
PI 5	Percentage of pupils travelling to school by car	✓	✓			
PI 6	Traffic congestion	✓	✓			✓
PI 7	Access to employment by public transport	✓	✓		✓	✓
PI 8	Condition of principal A roads	✓				
PI 9	Condition of principal B and C roads	✓				
PI 10	Road safety			✓		✓
PI 11	Growth in cycling trips	✓	✓	✓		✓
PI 12	Number of Air Quality Management Areas			✓		✓
PI 13	Bus punctuality	✓	✓		✓	✓
PI 14	Satisfaction with bus services				✓	✓
PI 15	Low emission vehicles	✓	✓	✓		✓

Table 8.2 Relationship of the performance indicators to the LTP3 goals

8.2.3 The evaluation of schemes against the performance indicators will help to inform best practice and schemes which are identified as successful can be implemented in other areas. This will inform future LTP programmes and enhance overall value for money.

8.2.4 The 2013/14 to 2015/16 performance indicator outcomes are detailed in **Appendix C**.

Appendix A – Complementary Achievements in IP2, by Capital and Revenue Measures

Capital Measures

During IP2 the following schemes were implemented:

Public Transport

- A total of 86 bus stops have been upgraded this included new high quality bus shelters, raised bus stop kerbs, resurfacing of the footway and carriageway, provision of new seating, waste bins and cycle parking and new bus stop flags;
- Real Time Information - 88 new displays with new full colour screens have been fitted at the key transport hubs and busiest stops;
- A Bus Hub at the Royal Bournemouth Hospital providing a new dedicated space with new shelters, an improved waiting area and 'real time' passenger information;
- The Bournemouth Travel Interchange major improvements to the forecourt, highway infrastructure, waiting environment and legibility at the interchange provided more accessible bus, taxi and cycling facilities resulting in a high quality multi modal facility; and
- Boscombe Bus Station has been upgraded with a new layout to accommodate easier bus movements and better passenger amenities. The station has new shelters, RTI screens, raised bus kerbs and been decluttered.

Public Realm

- Horseshoe Common – shared space project located in the centre of Bournemouth on Old Christchurch Road this scheme has resulted in a pedestrian friendly environment for those who live, work and travel through this part of the town;
- Boscombe West – shared space project which connects Boscombe Precinct to the A35 Christchurch Road and Palmerston Road. The project relocated a signal controlled crossing, removed street clutter and small retaining wall to introduce a level shared space area and improved street scape;
- Richmond Hill – mixed traffic public realm improvement project linking Bournemouth's Town Square to the A35 corridor. The project includes a raised continental style cycle lane, raised table areas at junctions, widened footways, paving, seating, low kerb heights and new trees to create a more attractive route at this important town centre location; and
- Seabourne Road – public realm improvement focusing on pedestrian movements within a commercial centre linking Southbourne to the A35 corridor.

Walking and Cycling

- Castle Lane West Showcase Cycle Scheme – In excess of 25% of all Primary and Secondary School students in Bournemouth attend schools within the area of influence this scheme. This project includes the provision of innovative approaches in use on the Continent and provides the following:
 - High quality 2.5m wide segregated Danish style cycle path, (one in each direction);

- East bound cycle bypass facility on Castle Lane West through the busy traffic signal junction at Eastway;
- Traffic signal junction re-modelled to include straight through Toucan crossings to accommodate the large numbers of school children at busy periods supplemented with further Toucan crossings;
- Low impact tables at side road junctions to provide level crossing points for pedestrians and provide cyclists on Castle Lane West with priority over side road traffic.
- Stour Valley Way – Leisure route running along Stour River Valley linking Hengistbury Head at the east of Bournemouth up to the Dorset Boundary. This project provides a fit for purpose attractive, way-marked walking / cycle route including new crossings providing links between the coast and the countryside. First two phases of this project were completed during IP2
- Network Improvements – During IP2 in excess of 30km of new and improve cycle or pedestrian routes were implemented. Additionally, a total of 22 new pedestrian or cycle road crossings (zebra, pelican, puffin or toucan) were implemented in Bournemouth.

Revenue Measures

- **Sustainable travel marketing campaigns** – Marketing and promotional campaigns where carried out through IP2 utilising our established “Getting About” and “TravelDorset” travel brand to promote sustainable travel options, with a particular focus on active travel choices for shorter commuter trips;
- **The Business Travel Network** for Bournemouth, Poole and Christchurch and Dorchester and Weymouth was launched in September 2014 and now has in excess of 30 member organisations representing 30,000 local employees. Members include the three main local Hospitals, RNLI, JP Morgan & Bournemouth University. This network promotes sustainable travel choices at workplaces this being complimented by employee based offers, such as, urban cycle skills training, led cycle rides, Dr Bike sessions, cycle tagging etc.;
- Complimentary to the BTN the **Business Travel Grant** funding was awarded to local businesses through the Network to encourage employees to switch commuting modes of transport. These grants resulted in workplace infrastructure such as cycle storage, shower facilities and charge points being provided;
- **Workplace cycle challenge** – During IP2 the authorities delivered six workplace cycle challenges including National Cycle Challenges and localised Ride to Work Week promotions. Over the course of six challenges and promotions so far, the following accumulated results have been achieved:
 - 1204 different organisations have been represented in the Challenges.
 - 4,400 individual people have taken part by logging a ride.
 - 1,252 new riders have logged a ride.
 - 583,611 miles have been logged.
 - 56,524 rides have been logged.
 - 35 % of new riders were cycling once a week or more (6 months post-challenge)

- 41% of occasional riders were cycling twice a week or more (6 months post-challenge)
 - 26% of new riders were cycling to work at least one day a week (6 months post-challenge)
 - 50% of participants who cycled less than one day a week to work at baseline survey were now cycling to work one day a week or more (6 months post-challenge)
- **Sustrans Bike It Plus** was delivered at a number of Bournemouth and wider Dorset schools, this project proved to be very popular with participating schools and has resulted in a measurable increase in the take up of active travel options, such as, walking, cycling and scooting;
 - **Green Tourism Toolkit** – In 2014/15 we delivered an initiative working with hoteliers to promote the benefits of improving their offer to cyclists and walkers, advising on services or cycle infrastructure requirements enable this. This included the development of a Bournemouth specific cycle tourism toolkit which was provided to the hospitality sector. Six cycle maintenance stations have also been installed along the seafront between Hengistbury Head to Alum Chine;
 - In partnership with British Cycling, we delivered annual programmes of led rides through the **Skyride Local, Breeze Rides** and Social Cycle Group rides. This partnership arrangement also delivered a number of “City” Skyrides which delivered a number of mass participation Skyrides, Criterium race and innovative family cycling “Nightglow” events;
 - A Cycle safety “**Look Out**” **campaign** was delivered to raise awareness encourage respect between road users. This campaign was delivered utilising a range of media including social media, a variety of on street advertising, bus backs, cycle tags, bill boards, radio etc.; and
 - **Co-wheels** and **Co-cars** car clubs were launched in Bournemouth, Dorchester and Weymouth, available to the community, local businesses and visitors. Members of the car clubs have access to cars across the town and local district centres.

Appendix B – Risk Assessment

No	Risk Category	Description of Risk without Mitigation	Gross Risk			Mitigation	Residual Risk	Residual Risk			Action Required	Owner
			I	L	S			I	L	S		
1	Resources	Insufficient staff resources to develop large transport infrastructure projects	4	3	12	Use of consultants to supplement undertaking of technical work	Insufficient resources on Client side to manage major transport schemes	3	2	6	Develop / resource joint project team(s) to take forward major transport schemes	SRO
2	Governance	Split decision making process (3 separate Highway Authorities) and potential conflicts between priorities of individual authorities leads to delay in implementation of infrastructure improvements	4	3	12	The SE Dorset Strategic Planning and Transportation Joint Committee provides a forum for considering strategic issues	The Joint Member Committee currently has no Executive Power / decision making role and is unwieldy for considering detailed issues	4	2	8	Opportunity to build on existing joint governance arrangements for SE Dorset Transport Study and LTP to include Executive Joint Decision holders . Strengthen linkages to MAA / future LEP channels	SRO
3	Financial	Fiscal uncertainty over future availability for full scheme funding	4	2	8	Identify alternative potential sources of funding such as developer contributions	Risk of piecemeal implementation diluting planned 'step change' benefits of whole corridor approach.	4	2	8	Ensure ongoing dialogue with DfT on funding	SRO
4	Financial	Increase in scheme whole life costs make schemes unaffordable or reduce scheme value for money	4	3	12	Detailed scheme appraisal and apply optimism bias to estimated scheme costs and benefits in line with WebTAG guidance	Final scheme cost estimates exceed available funding required for delivery of project due to construction inflation, unforeseen delays / technical issues etc.	3	2	6	Employ rigorous financial and project management monitoring systems	PM
5	Planning / Land	Difficulties in securing planning approvals for implementing infrastructure schemes within constrained urban area leads to delaying / diluting scheme implementation	4	3	12	Where possible schemes to be within the existing highway boundary / reservations	Delays due to possible Planning / democratic approvals	3	2	6		PM
6	Financial	Fiscal uncertainty over future availability of scheme funding from developer contributions	3	3	9	Implementation of revised SE Dorset Developer Contributions scheme	Insufficient developer contribution to meet all identified bid requirements - Risk of piecemeal implementation diluting planned 'step change' benefits of whole corridor approach.	2	2	4	Prioritise available developer contributions towards supporting implementation of IP3 schemes	SRO

7	Public Acceptance	Lack of public support, objections to contentious elements of the LTP programme delays implementation and / or dilutes benefits	3	3	9	Develop communication plans, informed by evidence from adopted Transport Strategy from the current Transport Study	Reduced level of objection to scheme proposals.	2	2	4	Prioritise available developer contributions towards supporting implementation of IP3 schemes	PM
8	Political Support	Lack of political support to develop certain schemes resulting in delays to implementation and / or diluting scheme benefits	3	3	9	Develop communication plans, informed by evidence from an adopted Transport Strategy from the current Transport Study	Individual elements of schemes prove too contentious for political approval - diluting benefits of overarching scheme package	2	2	4	Member Briefings to demonstrate schemes role in the delivery of National, and Local Transport Plan Goals. Maintain and strengthen linkages to the LEP	SRO
9	Environment	Potential impact on protected green spaces / areas with environmental / planning designations delaying / diluting scheme implementation	3	2	6	Schemes to be developed within known environmental constraints	Unavoidable impact on environmentally sensitive area(s)	2	2	4	include environmental mitigation measures where appropriate	PM
10	Technical	Technical difficulties in developing the business cases for larger schemes	4	3	12	Bids should build on SE Dorset Transport Study evidence base, utilising WebTAG compliant transport model and adopted transport strategy	Recent modification of DfT modelling / appraisal guidance which results in changes to the qualifying criteria for successful business case	3	1	3	Ensure bids for major schemes build upon the SEDTS study work.	PM

Appendix C – LTP3 Performance Indicators 2013/14 to 2015/16

ID	Name	Definition	Authority	2013/14	2014/15	2015/16	3 yr Average
PI 1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population	Dorset	1.93	1.96	TBA	1.95
			Bournemouth	0.942	0.935	N/A	0.939
			Poole	N/A	N/A	N/A	N/A
PI 2	Bus patronage	Annual number of passengers travelling on buses in the LTP area	Dorset	10,231,171	10,077,452	TBA	10,154,312
			Bournemouth	17,793,398	18,463,881	17,598,070	17,951,783
			Poole	9,819,782	10,221,807	10,288,488	10,110,026
PI 3	Change in area wide vehicle kilometres	Total annual vehicle kilometres travelled in the LTP area	Dorset	3,756,000	3,856,000	3,917,000	3,843,000
			Bournemouth	807,000	820,000	818,000	815,000
			Poole	818,000	838,000	842,000	832,667
PI 4	Travel to urban centres	A) Mode share of peak time trips to urban centres	Christchurch	82	81	79	81
			Weymouth	72	72	73	72
		A) Mode share of AM peak time trips to urban centres	Poole	49	42	48	46
			Bournemouth	63	60	57	60
		B) Total peak period traffic to urban centres	Christchurch	1,523	1,674	1,746	1,648
			Weymouth	4,898	4,842	4,941	4,894
Poole	8,123		8,814	8,758	8,565		
PI 5	Percentage of pupils travelling to school by car	Share of journeys by car (including vans and taxis), excluding car share journeys	Dorset	26.0	N/A	N/A	26
			Bournemouth	N/A	N/A	N/A	N/A
			Poole	N/A	N/A	N/A	N/A
PI 6	Traffic congestion	Average journey time per mile (selected routes)	Dorset	35.5	35.0	34.6	35.0
			Bournemouth	27.9	29.0	21.1	26.0
			Poole	29.5	30.5	22.4	27.5
PI 7	Access to employment by public transport	% of households within 30 mins of an employment centre by public transport	Dorset	N/A	N/A	94.4	94.4
			Bournemouth	N/A	N/A	N/A	N/A
			Poole	N/A	N/A	N/A	N/A
PI 8	Condition of principal A roads	% of network in need of further investigation	Dorset	4	3	3	3
			Bournemouth	4	3	4	4
			Poole	5	4	3	4
PI 9	Condition of non-principal B and C roads	% of network in need of further investigation	Dorset	7	4	5	5
			Bournemouth	7	7	9	8
			Poole	6	3	3	4
PI 10	Road Safety	A) All serious/fatal casualties - numbers of all Killed and Seriously Injured	Dorset	222	239	280	247
			Bournemouth	72	70	72	71
		B) Child serious/fatal casualties - numbers of Children Killed and Seriously Injured	Poole	68	81	64	71
			Dorset	16	14	17	16
		C) Numbers of slight casualties	Bournemouth	9	5	8	7
			Poole	2	6	2	3
		D) Total casualties : sum of A) + C)	Dorset	1,047	1,037	1,079	1,054
			Bournemouth	547	552	522	540
Poole	387		425	353	388		
PI 11	Growth in cycling trips	Annualised index of cycling trips at selected monitoring sites	Dorset	1,269	1,276	1,359	1,301
			Bournemouth	619	622	594	612
			Poole	455	506	417	459
			Dorset	130.0	130.0	125.0	128.3
			Weymouth	150.0	154.5	137.9	147.5
PI 12	Number of Air Quality Management Areas	Currently designated AQMAs	Bournemouth	102.2	103.3	125.0	110.2
			Poole	N/A	N/A	N/A	N/A
			Dorset	2	2	2	2
			Bournemouth	1	1	0	0.67
PI 13	Bus punctuality	A) % of buses starting route on time	Poole	2	2	2	2
			Bournemouth	85.5	88.0	86.5	86.7
			Poole	78.0	78.0	84.0	80
		B) % of buses on time at intermediate timing points	Dorset	93.8	92.9	92.5	93.07
			Bournemouth	64.5	74.0	73.0	70.5
			Poole	68.0	68.0	69.0	68.3
		C) % of buses on time at non-timing points	Dorset	79.9	77.8	73.6	77.1
			Bournemouth	66.2	23.0	24.0	37.8
			Poole	N/A	N/A	N/A	N/A
		D) Average excess waiting times on frequent service routes	Dorset	80.1	76.1	76.5	77.6
			Bournemouth	1.35	0.84	1.52	1.24
			Poole	1.46	1.42	1.60	1.49
PI 14	Satisfaction with bus services	% of respondents satisfied with bus services	Dorset	1.10	1.10	1.22	1.14
			Bournemouth	57.5	59	54	56.8
			Poole	76	78	79	77.7
PI 15	Low emission vehicles	Number of newly registered Ultra Low Emission Vehicles	Dorset	68	N/A	77	72.5
			Bournemouth	N/A	N/A	N/A	N/A
			Poole	N/A	N/A	N/A	N/A

Appendix D – Glossary

3TT	Three Towns Travel (Package)
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BESMArT	Bournemouth Economic & Sustainable Movement Around Town
BBA(F)	Better Bus Area (Funding)
BBC	Bournemouth Borough Council
BoP	Borough of Poole
BTN	Business Travel Network
CIL	Community Infrastructure Levy
CCTV	Close Circuit Television (Cameras)
CWIS	(Draft) Cycling and Walking Investment Strategy
DCC	Dorset County Council
DfT	Department for Transport
DLEP	Dorset Local Enterprise Partnership
DLTB	Dorset Local Transport Body
DPD	Development Plan document
ESIF	European Structural and Investment Fund
HE	Highways England
HCA	Homes and Communities Agency
ICT	Information and communications technology
IP	Implementation Plan
ITB	Integrated Transport (Funding) Block
ITS	Intelligent Transport Systems
ITSO	A technical specification created to provide interoperability for smart ticketing in public transport
LA	Local Authority
LDF	Local Development Framework

LEP	Local Enterprise Partnership
LGF	Local Growth Fund
LPPF	Local Pinch Point Funding
LSTF	Local Sustainable Transport Fund
LTP	Local Transport Plan
MOVA	Microprocessor Optimised Vehicle Actuation. A tool for managing isolated traffic signal junctions
NHT	National Highways and Transport Network
OLEV	Office for Low Emission Vehicles
PI	Performance Indicator
RS	(Highways England) Route Strategy
RDA	Regional (SouthWest) Development Agency
RIF	Regional (SouthWest) Infrastructure Fund
RTI	Real Time Information
SCOOT	Split Cycle and Offset Optimisation Technique. A tool for managing and controlling groups of traffic signals in urban areas
SEP	Strategic Economic Plan
SEDTCs	South East Dorset Transport Contributions Scheme
SEDMMTS	South East Dorset Multi Modal Transport Study
SEDTS	South East Dorset Transport Study
SWSAL	South West Smart Applications Ltd
UTC	Urban Traffic Control
WebTAG	The Department for Transport's website for guidance on the conduct of transport studies and appraisal of transport projects and proposals.