

Economic Growth Overview & Scrutiny Committee

Dorset County Council



Date of Meeting	24 th January 2018
Officer -	Matthew Piles, Service Director - Economy
Subject of Report	Application of the Local Transport Plan
Executive Summary	The transport delivery programme prioritisation assessment process has been reviewed to ensure alignment with the Corporate Plan 2017 outcomes. The Bournemouth, Poole & Dorset Local Transport Plan (LTP) continues to prioritise safety measures and there is further support now for active travel schemes to support better health outcomes and transport schemes to support economic growth outcomes.
Impact Assessment:	Equalities Impact Assessment: The Local Transport Plan (2011) was subject to an EQIA
	Use of Evidence: The Local Transport Plan was subject to public consultation and transport evidence was used to formulate the policies and strategies
	Budget: DfT government grant of £2.088M received annually for local transport improvements in Dorset. This is supplemented with other funding from transport bids to government and from developer contributions which vary each year.
	Risk Assessment: Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as: Current Risk: LOW Residual Risk: LOW

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	Other Implications: Sustainability; Property and Assets; Community Safety; physical activity .
Recommendation	1) That the LTP and corporate plan outcomes are approved - or recommended for approval - as necessary, as a method of prioritising the local transport projects to be delivered in Dorset. 2) That the transport project areas are approved - or recommended for approval - as necessary.
Reason for Recommendation	The LTP priorities have been previously agreed and are fixed in the LTP 2011. The Corporate Plan 2017 outcomes have been added to ensure alignment with DCC's aims and objectives with particular reference to health, physical activity and economic growth. The types of projects being delivered meet these priorities and outcomes.
Appendices	LTP3 Implementation Plan 2017-2020 https://www.dorsetforyou.gov.uk/media/222595/IP3-2017-2020- Issued-Final-160517_May/pdf/IP3_2017-2020_Issued_Final_160517_May.pdf
Background Papers	None
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1. Background and context

- 1.1. The third Local Transport Plan (LTP3) for Bournemouth, Poole and Dorset, published in 2011, is a statutory plan which 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.
- 1.2. The plan sets out how available funding and resources will be used to deliver the LTP3 strategy and policies. It has been prepared by Bournemouth, Poole and Dorset councils and is closely aligned with other plans 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. It includes strategic and local improvements and provides the policy context for how we respond to national and local consultations.

2. Prioritising transport improvement schemes

- 2.1. Local schemes are suggested by town and parish councils (including in parish plans or neighbourhood plans), local interest groups, Members, or they are generated internally from collision data, or other evidence of need. They are prioritised each year depending on how well they help us to meet LTP objectives. Five key goals now guide our approach to transport in Dorset and are reflected in the assessment

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process through which improvement schemes are prioritised: Supporting economic growth, Tackling climate change, Equality of opportunity, Better safety, security and health and Improved quality of life. We have set a further over-arching goal to provide value for money in all transport investment.

2.2. We have reviewed the scheme assessment process to ensure that the schemes delivered are aligned to current priorities. Scheme cost must be taken into account to demonstrate value for money and schemes must be deliverable. Additional criteria that have been introduced include:

- Reducing the need to travel (Tackling climate change, improving air quality)
- Developing transport solutions through the use of "green technology" to encourage low carbon travel behaviour (Tackling climate change, improving air quality)
- Reducing obesity and improving health by promoting healthy active travel choices (Better safety, security and health) – Links to the Sustainability and Transformation Plan (STP) and prevention at scale work by Public Health
- DCC Corporate Plan SHIP outcomes – Safe, Healthy, Independent, Prosperous

2.3. When all proposed improvement schemes have been assessed and the contribution to priorities relative to cost determined, they are prioritised according to the assessment outcome, ensuring that we achieve maximum value for money in our use of LTP funds. A programme of transport infrastructure and travel behaviour measures is created and managed between the Transport Planning, Highways Performance Management, Highways Improvements, Rights of Way teams. Delivery progress is reported at Transportation Board on a monthly basis. Scheme lists are circulated to members for consultation and the budget book is reported to Cabinet through at the beginning of each year.

3. What the LTP funding delivers

3.1. Dorset CC is given an annual funding allocation by government of £2.088M for small capital infrastructure schemes (footways, cycle routes, traffic signals, junction improvements, public transport, rights of way improvements) and travel behaviour change measures using revenue.

- Business Travel Network - Partnership work with Poole and Bournemouth Councils to advise businesses about travel planning to reduce their impact on the transport network.
- Sustrans Bike It – DCC funds 2 posts using LTP money to encourage sustainable and safer travel to 30 schools a year. Sustrans officers work directly in schools across Dorset to give pupils the skills and confidence to use active travel and their parents the confidence to let them. One off training sessions for non-Bike It schools are delivered;
- Sustrans Street Design Project - Community engagement projects have been undertaken with Dorchester County Hospital and Beaminster. These community-led projects help residents, employees to re-design their own streets affordably.
- Bikeability - Cycle training for school children delivered by qualified trainers in and around the schools. Grants from DfT to provide the training for schools throughout Dorset. We allocate LTP funding when demand for training courses exceeds DfT funds.
- Provision of cycle and scooter parking - LTP funding is allocated to install secure, covered cycle and scooter parking at schools. Cycle parking is provided for businesses and town centres to encourage these modes of travel.
- Sustainable transport infrastructure provision - This includes the provision of footways, shared use footways and cycleways, junction improvements including

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pedestrian/cycle facilities. Safer routes to schools and employment are the priorities.

4. LTP Implementation Plans

4.1. Implementation Plans are published every 3 years and provide the opportunity for regular review of aims, objectives, priorities, to report on achievements and set the plan for delivery for the next 3 years. We realign plans to new work programmes for example to ensure conformity with the LEP Strategic Economic Plan, Dorset Public Health Sustainability & Transformation Plan and consider LGR challenges.

4.2. The major achievements of LTP Implementation Plan 2014-2017 are as follows:

- LSTF Bournemouth, Poole and Christchurch Joint Project (£12.1m) – In 2015 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.
- LSTF Sustainable Access to Employment (£0.57m) – In 2015 DCC 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 in urban areas across Dorset to support workplaces in the development of sustainable travel plans focused on the staff commute;
- A338 Bournemouth Spur Road Maintenance (£22m) – The first of Bournemouth International Growth Programme's transport projects to be delivered in order to release the full potential of Aviation Park.
- Low Emission Vehicles Fund (£850,000) – In 2015, the three authorities received a grant to install a network of 17 rapid electric vehicle charging points across the Dorset region.

4.3. Key Priorities of LTP Implementation Plan 2017-2020 include:

- Bid for additional funding for transport improvements to support development;
- Make representations to government to include A350 corridor in national programmes for the Strategic Road Network / Major Road Network;
- With the DLEP, deliver the Growth Deal 1 Bournemouth International Growth (BIG) programme schemes for better access to Bournemouth Airport, Aviation Business Park;
- With the DLEP, deliver the Growth Deal 3 Gillingham transport schemes to deliver development;
- Improve active travel access to the Dorset Innovation Park and Ferndown Industrial Estate;
- Deliver targeted junction improvements and measures to encourage cycling and walking in particular in South East Dorset, the Weymouth to Dorchester corridor and the Western Dorset growth area;
- Deliver a programme of structural maintenance identified through the application of Highways Asset Management Principles.

5. Other transport funding

5.1. The Transport Planning team will continue to bid for funds for larger schemes from central government for example the Growth Deal, Housing Infrastructure Fund, Growth & Housing Fund, Challenge Fund, Coastal Communities Fund and in future,

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the Cycling & Walking Infrastructure Fund. This involves work with Highways England, the LEP and other local authority partners.

- 5.2. Developer contributions are also negotiated to deliver transport improvements related to development which requires close working with our local authority partners at the district / borough level.

6. Next steps

- 6.1. DCC officers will continue working closely with our local planning and local highway authority partners both within Dorset and across the border, the LEP and government departments on funding bids, giving joint responses to consultations and delivering transport schemes and outcomes.
- 6.2. A review of the Bournemouth, Poole & Dorset Local Transport Plan is likely following local government reorganisation and / or the creation of a combined authority.

Matthew Piles
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January 2018