

Date of Meeting: 5<sup>th</sup> November 2019

Portfolio Holder: Cllr R Bryan, Highways, Travel and Environment

Local Member(s): Cllr Andrew Parry, Cllr Cathy Lugg, Cllr Mike Parkes, Cllr Julie Robinson, Cllr Rod Adkins, Cllr Janet Dover, Cllr Maria Roe, Cllr Shane Bartlett, Cllr David Morgan, Cllr Beryl Ezzard, Cllr Ryan Holloway, Cllr Bill Pipe, Cllr Andrew Starr, Cllr Alex Brenton

Director: John Sellgren, Executive Director of Place

### **Executive Summary:**

The Transforming Cities Fund is an opportunity to secure very significant capital funding to increase the delivery of sustainable travel infrastructure in the South East Dorset area. A bid is being worked up between Dorset Council and BCP jointly with the Department for Transport through a co-development process.

A successful bid will facilitate an accelerated delivery of a coherent network of pedestrian and cycle route improvements on key corridors along with bus journey time reliability enhancements.

It will help provide people with real choices on how to travel without a car and assist in the reduction of carbon emissions and other vehicle related particulates which impact negatively on air quality. A safe and coherent network will impact positively on people's health and wellbeing, provide greater independence and reduce the traffic burden presented by short to medium length trips.

The key corridors focus on major employment growth sites will further provide for sustainable economic growth in the region enabling non-car access to some of our largest employment sites.

This report is to inform Cabinet of progress to date regarding the DfT TCF process and to seek delegated authority to the Executive Director for Place and Executive Director (Corporate Development S151) to submit a Strategic Outline Business Case (SOBC) to the Department for Transport (DfT) at the end of November with the aim of securing TCF funding.

It also informs Cabinet of proposed next steps regarding both the TCF and the associated Local Cycling and Walking Infrastructure Plan (LCWIP) processes.

### **Equalities Impact Assessment:**

There are no equalities implications arising from this report

This decision was not considered to require an EQIA through the screening process. If successful, the TCF bid will accelerate delivery of schemes similar to those that are already being delivered elsewhere. Each of these schemes, or package of schemes, will undergo an EQIA as part of our standard development procedure.

**Budget:**

If successful, the bid will generate a significant increase in capital funding for sustainable transport scheme delivery over three years from April 2020 to April 2023. Associated delivery costs will also be allowed for within the bid.

In order to maximise the chance of success some match funding has been allocated to the bid. This includes Section 106 monies held for specific schemes and £450,000 of Local Transport Plan (LTP) funding in each of delivery years 2 (2021/2) and 3 (2022/3). The total Local Transport Plan annual Integrated Transport Block funding for Dorset is c. £1.9 million.

LTP funds have been used to prepare the draft SOBC submitted in June and have been committed to work up to a full SOBC for submission at the end of November.

Schemes that will benefit from a successful bid will continue to be worked up between November and April 2020 using LTP funding in order to better prepare for the delivery phase.

In the event that the bid is unsuccessful, little of the above investment will be wasted as the work being undertaken will prepare for delivery of necessary schemes while providing much of the information and detail required to obtain further external funding for delivery should this bid be unsuccessful.

**Risk Assessment:**

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: MEDIUM

Residual Risk LOW (Delete as appropriate)

**Climate implications:**

A successful bid will accelerate the delivery of infrastructure aimed at increasing levels of walking and cycling as well as improving journey time reliability on key bus corridors. All of these will help to provide travel options to people and reduce the amount of car journeys made on the network and consequently the amount of CO<sup>2</sup> and other greenhouse gasses into the atmosphere.

**Other Implications:**

Physical Activity. The schemes that will be delivered aim to provide an active travel alternative for people undertaking regular trips including to employment and education. Regular walking or cycling has been shown to have a very positive impact on people's physical and mental health including through reduced cardiovascular problems, reduced obesity, reduced diabetes risk and reduced risk of some cancers.

**Recommendation:**

It is RECOMMENDED that the Cabinet delegates authority to the Portfolio Holder for Highways, Travel and the Environment to submit a Strategic Outline Business Case (SOBC), jointly with BCP, to the Department for Transport (DfT) following consultation with the Executive Director for Place and Executive Director (Corporate Development S151).

It is RECOMMENDED Cabinet approves the development of the programme contained within the SOBC submission to Full Business Case(s) detail utilising LTP funding.

It is RECOMMENDED that the Cabinet notes the proposed next steps regarding both the Transforming Cities Fund (TCF) process.

**Reason for Recommendation:**

The delegations are designed to:

Allow maximum flexibility in meeting the strict DfT timeline for submission with appropriate BCP approvals in place. The submission deadline is 6pm on 28 November 2019.

Ensure that if/when TCF funding is awarded to the SE Dorset City Region it would be ready to present Full Business Case(s) to demonstrate that funding is being invested in the most effective way and furthermore that scheme delivery could be progressed sooner.

**Appendices:**

Appendix A – Map of the South East Dorset city region / TCF area

Appendix B – Extract from initial Expression of Interest to DfT

Appendix C – Details of draft SOBC content

Appendix D – Indicative revised TCF schedule

**Background Papers:**

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## 1 Background

- 1.1 In spring 2018 the Department for Transport (DfT) announced the Transforming Cities Fund (TCF) which has the following objective(s):

*Encourage an increase in journeys made by low carbon, sustainable modes (proposals which include cycling and walking will be viewed more favourably where they have been derived and prioritised using the Local Cycling and Walking Infrastructure Plan (LCWIP)).*

*The fund also aims to support wider cross-cutting priorities including: Improving access to work and delivering growth, Encouraging the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility, tackling air pollution and reducing carbon emissions, delivering more homes, delivering apprenticeships and improving skills.*

- 1.2 The TCF application guidance stated that there was £1.1billion available nationally and that to be eligible for shortlisting cities or city regions had to have minimum workday populations in excess of 400,000 and submit an EOI setting out the case for investment.
- 1.3 To meet the threshold locally a 'South East Dorset City Region' which covers all BCP Council and urban extensions into the Dorset Council area was identified that had a workday population in excess of 400,000. Refer to Appendix A for plan showing the extent of the SE Dorset City Region. In the summer of 2018 BCP Council in partnership with Dorset Council submitted an EOI for TCF funding to DfT.
- 1.4 The EOI indicated that 8 Sustainable Transport Corridors, 7 Cycling Corridors, Transport Hubs and Technology & Network Management Improvements totalling £150m (cost) could be improved/created across the SE Dorset City Region to ease congestion and contribute to the goals set out by DfT. Appendix B contains extracts from the original EOI as a summary.
- 1.5 Initially the SE Dorset City Region was not one of 10 shortlisted by DfT but during the 2018 Autumn Statement additional funding was added to the TCF pot, increasing it to £1.22billion. As a result, the number of cities or city regions that could be shortlisted was increased from 10 to 12. In January 2019 following an interview at DfT the SE Dorset City Region was shortlisted as 1 of 2 additional city regions added to the DfT TCF programme.
- 1.6 In March 2019 a conference was hosted by DfT to launch the TCF programme which set out the processes that cities and city regions need to follow to secure funding. The process in summary is set out in the following activity schedule:

Month	Activity	Status
March 2019	DfT visit to SE Dorset City Region	Completed

April 2019	DfT Co-development call	Completed
May 2019	DfT Co-development call	Completed
June 2019	Submit Draft SOBC to DfT	Completed
July 2019	DfT appraise Draft SOBC and feedback	Received
August 2019	Face to face meeting with DfT at DfT	Completed
September 2019	DfT co-development call	Completed
October 2019	DfT visit to SE Dorset City Region	Pending
November 2019	Submit SOBC to DfT	Pending
December 2019	DfT appraise SOBC	Pending
January 2020	DfT SOBC 'Challenge Session' at DfT	Pending
February 2020	Preparation of Full Business Cases	Pending
March 2020	DfT TCF funding announcement*	Pending
April 2020 to March 2023	Delivery of SOBC content**	Pending

Notes:

\*this date is indicative and has been interpreted from recent DfT communications.

\*\*DfT has indicated that schemes/programmes within TCF programmes will need to be locally assured by the preparation and independent assessment of Full Business Cases.

- 1.7 Unlike many DfT funding streams and programmes in the instance of TCF the DfT are co-developing 3-year programmes (2020/21 to 2022/23) with shortlisted cities and city regions.
- 1.8 As can be seen in the activity schedule (refer to section 1.6) a Draft Strategic Outline Business Case (SOBC) was submitted to DfT on 20 June 2019 and subsequently a face to face feedback session was facilitated at DfT on 20 August 2019.
- 1.9 To develop the Draft SOBC interventions along routes identified in the EOI were ranked by completing an Early Sifting Appraisal Tool (EAST) process in line with Government's 'Green Book' Business Case Development guidance and a requirement of the DfT TCF guidance.
- 1.10 In addition to the above in line with the TCF guidance the routes identified in the EOI were also audited using the Local Cycling and Walking Infrastructure Plan (LCWIP) process. Note: the TCF guidance states: 'proposals which include cycling and walking will be viewed more favourably where they have been derived and prioritised using the Local Cycling and Walking Infrastructure Plan (LCWIP)'.
- 1.11 LCWIPs are a strategic approach to identifying cycling and walking improvements required at local level. They form part of the government strategy to increase the number of trips made on foot or by cycle. The key outputs of LCWIPs are:
- a network plan for walking and cycling which identifies preferred routes and core zones for further development
  - a prioritised programme of infrastructure improvements for future investment

- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.
- 1.12 Having previously received government support funding, BCP is more advanced with its LCWIP process than Dorset Council. For this reason, the BCP LCWIP project was expanded into the Dorset Council area to provide some of the necessary information to support the TCF bid. Dorset Council now has an officer in place to produce LCWIPs for the Dorset Council area and they are currently concentrating on the TCF area to support the bid process.
- 1.13 Via the co-development calls DfT requested that city regions submit 3 levels of ask for TCF funding within the Draft SOBC. For the SE Dorset City Region Draft SOBC the 3 levels of ask were as follows:
- Low = £73m
  - Medium = £99m
  - High = £117m
- 1.14 A summary of the Draft SOBC content and more detail on the process followed to derive the content can be found in appendix C of this report.
- 1.15 Following DfT assessment of all Draft SOBCs nationally it has advised that when all the low-level asks were added together, they exceeded the level of funding available by several hundreds of millions of pounds. It has subsequently requested that all city regions review the level of ask in the Draft SOBC submissions in advance of submitting the final version.
- 1.16 Officers are currently working with partners to develop a revised TCF SOBC complete with programme that responds to the feedback received to date from DfT.
- 1.17 As part of the co-development of an updated TCF programme officers have also been working with partners to establish revised levels of local contribution to the TCF programme. I.e. sums that partners will commit to invest in their infrastructure/fleet/ systems/marketing etc. as a match to the TCF funding.
- 1.18 An indicative plan and schedule of a revised TCF programme has been included in appendix D of this report. It should be noted that this plan and the costs therein are very high-level estimates and that dependent on further work, feedback received during upcoming co-development calls, strategic transport modelling, appraisal, meetings with partners and the upcoming DfT visit to the city region. The content is likely to change.
- 1.19 The deadline for the final version of the SOBC is 6pm on 28 November 2019, hence, it is for this reason that delegated authority is being sought in advance of this deadline to enable officers to work with partners and respond to DfT advice right up to the deadline thereby allowing the bid to be as high quality as is possible within the time constraints and increasing the likelihood of success.

- 1.20 To ensure the TCF programme can be delivered it is recommended that, following submission of the SOBC in November 2019, that the Council assumes that it will receive significant TCF funding and in the interim commit to developing the TCF programme from SOBC (high level) to Full Business Case (detailed) level. The rationale for this is that if/when TCF funding is awarded to the SE Dorset City Region it will need to prepare FBC(s) to provide local assurance to the DfT that funding has been invested in the most effective way.
- 1.21 A key part of the development of the programme to FBC stage would be engagement and consultation on the proposals locally.

## **2 Summary of financial implications**

- 2.1 The submission of the final SOBC would indicate to government that, if it provides the TCF funding for the proposals set out in the SE Dorset SOBC, then Dorset Council would match fund the programme utilising a proportion of LTP funding.
- 2.2 To develop the SOBC, the SE Dorset City Region received £50k from DfT. Costs incurred up to the development of the Draft SOBC stage were circa £150k. Most of this cost was on specialist consultancy resource that was utilised to develop the strategic and economic elements of the submission.
- 2.3 Estimated fees associated with developing the final SOBC from draft are in the region of £300k. Of the £450k total, circa £380k is for specialist external support from BCP Council's engineering framework consultancy. It should however be noted that the SE Dorset Region is split across Dorset Council and BCP Council and, hence, these costs will be shared based on value of works applied for within respective Council boundaries. The scheme proposals are weighted more heavily within the BCP area and BCP will therefore fund the greater proportion of this work.

## **3 Summary of legal implications**

- 3.1 The Council's Constitution allows the Leader and cabinet to delegate functions to appropriate officers.

## **4 Summary of human resources implications**

- 4.1 A key part of the SOBC development process for the TCF is the management case. This is currently being prepared and will set out in detail the resource requirements for delivery of the TCF funded programme across all disciplines (i.e. legal, communications, engagement/consultation, procurement, design, programme management etc.).
- 4.2 Based on existing levels of funding within the Dorset Council section of the SE Dorset City Region it is likely that TCF funding would increase the capital investment by 4 or more times.

- 4.3 Quadrupling the amount of capital investment from TCF would inevitably lead to a significant demand for resource. The Council has existing consultancy and contractor frameworks in place to assist with filling this resource gap. All works would contribute to capital assets and therefore would be chargeable to the TCF award.
- 4.4 The final TCF SOBC would need to account for all costs associated with programme management of the TCF and for any additional resource that is required to support it.

## **5 Summary of environmental impact**

- 5.1 The proposed programme is designed to promote sustainable travel.
- 5.2 All proposals would be developed to minimise the impact of the construction of any works. This would include early contractor involvement to ensure that construction methods minimise the impact of construction on the environment.

## **6 Summary of public health implications**

- 6.1 The proposed programme is designed to promote sustainable and active travel which should reduce harmful emissions, facilitate increased physical activity and provide better connected communities thereby improving health and wellbeing.
- 6.2 The proposed programme should also improve road safety, thereby creating a safer environment for all.

## **7 Summary of equality implications**

- 7.1 Equalities implication screening has indicated that a full assessment is not required at this stage.
- 7.2 The proposals all promote sustainable travel and as such will likely enhance the lives of persons with protected characteristics.
- 7.3 Equalities screening will need to be revisited once the programme content is confirmed to assess any implications during design and construction of the proposals. Each scheme or package of schemes will undergo further Equalities Impact Assessment.

## **8 Summary of risk assessment**

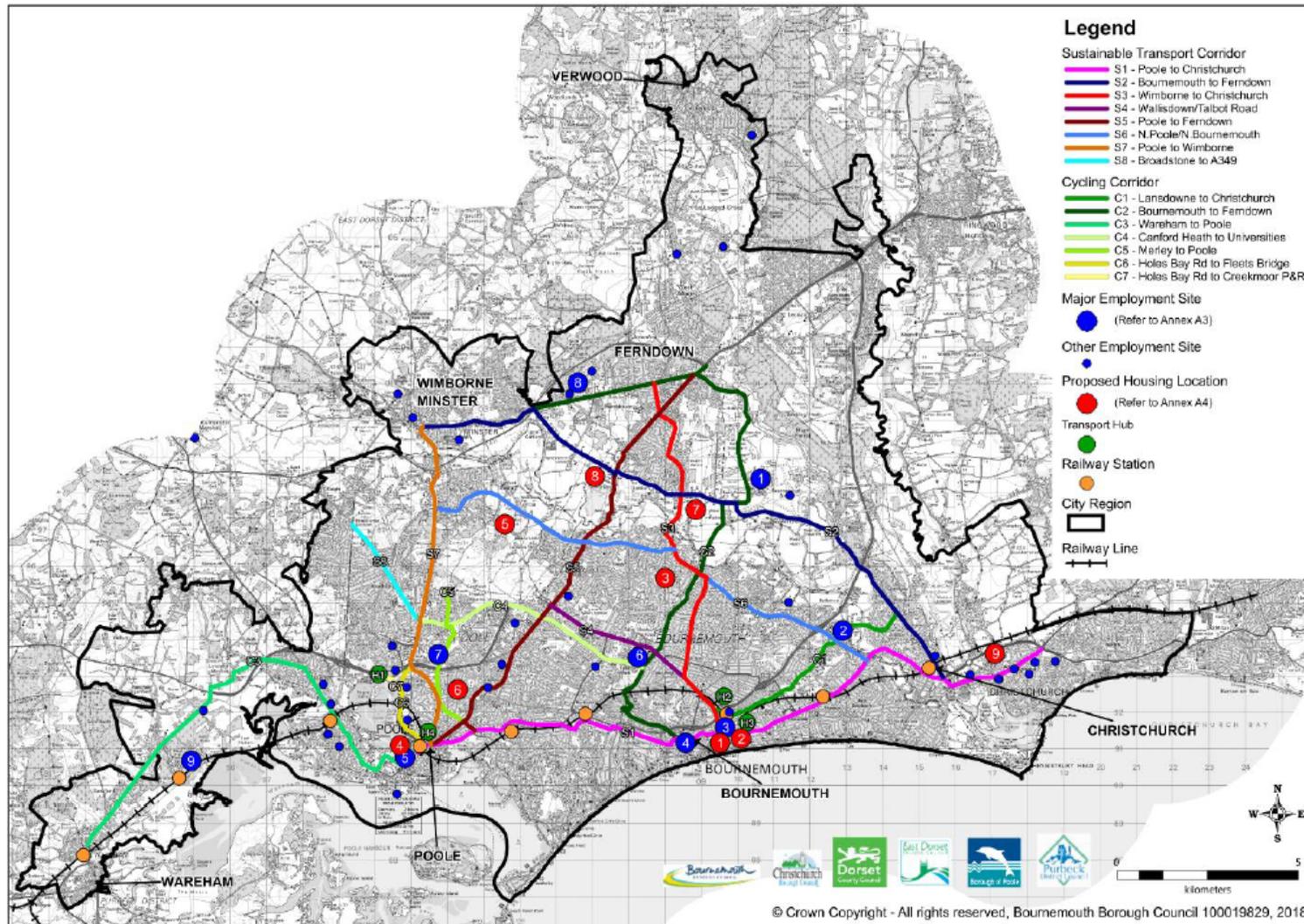
- 8.1 Not delegating authority would likely result in the SE Dorset City Region TCF award decreasing.
- 8.2 If DfT decided not to award any TCF funding to the SE Dorset City Region then the feasibility work undertaken to date and planned during the stage leading up to the submission of the final SOBC would not be abortive as the Council would have plans/proposals developed for LTP investment and other potential sources of funding.

- 8.3 Proposed schemes along the TCF corridors have been developed in line with TCF objectives and the principles outlined in the Bournemouth, Poole and Dorset Local Transport Plan. These schemes have been developed to feasibility level to date and therefore have not been fully consulted upon at a local level.
- 8.4 To ensure that local views are considered when developing the programme, it is recommended that consultation locally is undertaken as part of the process of developing schemes from feasibility to outline design as part of the Full Business Case (FBC) development.



## Appendix B – Summary of SE Dorset City Region TCF EOI

Plan from EOI showing corridor extents/types – please turn over for cost schedules.



## Appendix B – cont'd: EOI schedule of interventions and costs (1 of 2):

Sustainable Transport and Digital Corridors (bus, cycle & technology enabling)					
High speed, direct bus routes – to include better bus facilities, safer cycle facilities, public realm improvements and rationalisation of on-street car parking. Highways communication fibre cabling to enable bus priority, traffic management and other intelligent transport systems (ITS), real time information, connected vehicle technology and potentially autonomous vehicle testing and other 'Smart City' technologies.					
Ref.	Road No.	Scheme/Initiative	Indicative Cost £m	Source	Description/Purpose
S1	A35	Poole to Christchurch Sustainable Transport Corridor	5.00	SEDMMTS (2012)	Provides better bus and cycle connectivity between Poole, Bournemouth & Christchurch. £17m previously funded from LSTF. Additional work to include additional cycle/walking/urban realm improvements and rationalisation of on-street car parking.
S2	A347/ C321/ A341	Bournemouth to Ferndown/(Wimborne) Sustainable Transport Corridor	20.00	SEDMMTS (2012)	Enables direct bus services and cycle routes between Bournemouth and Ferndown/(Wimborne). Will serve existing residential areas, proposed significant new housing, including at Parley, and industrial estates. Reduction in parking partially offset by provision of new additional off-street parking facilities.
S3	B3073	Wimborne to Christchurch/(Bournemouth) Sustainable Transport Corridor	8.00	SEDMMTS (2012)	Enables direct bus services and cycle routes between Wimborne and Christchurch/(Bournemouth). Will serve existing residential areas, proposed new housing at Parley & Longham industrial estates (incl Aviation Park) and Airport.
S4	A3049/ A347	Wallisdown Road/Talbot Avenue Sustainable Transport Corridor	15.00	SEDMMTS (2012) / 2015 Growth Deal/ 2017 NPIF.	Links Bournemouth University and Arts University to Lansdowne (halls of residence) and Bournemouth town centre. Will serve proposed development at Talbot Village. Addresses high cycling casualty rate. £3.33m already received through Growth Deal and NPIF.
S5	B3068/ A348	Poole to Ferndown Sustainable Transport Corridor	15.00	SEDMMTS (2012)	Enables direct bus services and cycle routes between Poole and Ferndown. Will serve existing residential areas, proposed new housing at Bearwood and Longham and major industrial estates. £6m funding available through Growth Deal.
S6	A341/ A3060	North Poole/North Bournemouth Sustainable Transport Corridor	24.00	SEDMMTS (2012)	Enables direct bus services and cycle routes across along Magna Road, Wimborne Road (pt) Castle Lane West and Castle Lane East. This serves Merley, Bear Cross Northbourne and Charminster. It will also serve Bournemouth Hospital, JP Morgan, existing and proposed employment at Wessex Fields and potential significant new housing adjacent to the corridor. Addresses air quality issue at Cooper Dean Flyover.
S7	A341/ A349/A35	Poole to Wimborne Sustainable Transport Corridor	5.00	New scheme	Enables direct bus services and cycle routes between Poole and Wimborne.
S8	B3074	Broadstone to A349 Sustainable Transport Corridor	2.00	New scheme	Enables direct bus services and cycle routes between Broadstone and A349. Enhanced to include additional cycle/walking/urban realm improvements and rationalisation of on-street car parking.
Direct Strategic Cycle Routes					
High quality, direct on & off road dedicated cycle lanes; continuous footways/cycleways across minor junctions; cycle signage; cycling information, safety improvements.					
Ref.	Road No.	Scheme/Initiative	Indicative Cost £m	Source	Description/Purpose
C1	Off Road	Lansdowne (Bmth) to Christchurch Major Cycle Route	1.00	Enhances existing route	Links Bournemouth Town Centre to Christchurch. Serves Bournemouth rail and bus stations, AFC Bournemouth, JPM Morgan, Bournemouth Hospital, Wessex Fields employment site, including proposed new sites and Christchurch.
C2	A347/ Off Road	Bournemouth to Ferndown/(Wimborne) Major Cycle Route	7.00	New scheme	Links Bournemouth town centre, universities, major urban and outer urban residential areas in Bournemouth and Ferndown; new housing at Parley Cross and major employment at Bournemouth Aviation Park and Ferndown. Boundary Road/Bournemouth Aviation Park/Ferndown Major Cycle Route. Upgrades Bourne Valley Greenway.
C3	A351/ A350	Wareham to Poole Major Cycle Route	1.00	Enhances existing route	Completes final gaps in cycle network between Wareham and Poole
C4	A3049	Canford Heath (Poole) to Universities Major Cycle Route	1.00	Enhances existing route	Links significant existing housing at Canford Heath with Bournemouth University and the Arts University. Upgrades existing Bourne Valley Greenway. Connects in with cycle route on to Bournemouth town centre.
C5	Off Road	Merley to Poole Major Cycle Route	0.50	Enhances existing route	Links Merley to Poole town centre, rail and bus stations and Nuffield Industrial Estate.
C6	A350	Holes Bay Road to Fleets Bridge Cycle Route Improvements	0.25	Enhances existing route	Links Poole Town Centre to Fleets Bridge. Serves various industrial estates including the Nuffield Industrial Estate.
C7	A350	Holes Bay Road to Creekmoor P&R Cycle Link	0.25	Enhances existing route	Links Poole town centre Creekmoor Park & Ride for Park and Cycle.

## Appendix B – cont'd: EOI schedule of interventions and costs (2 of 2):

<b>Transport Hubs</b>					
Travel interchanges, accessibility, cycling, walking and urban realm improvements					
Ref.	Road No.	Scheme/Initiative	Indicative Cost £m	Source	Description/Purpose
H1	A35 Park & Ride	Creekmoor Park & Ride	2.00	Enhances existing provision	Enhancement of existing Park & Ride site. Allows for interchange to high speed bus services and cycle links into Poole.
H2	B3064/A338	Lansdowne (Bmth) Travel Interchange	4.00	Growth Deal Scheme	New travel interchange between car/train/bus/ walking and cycling. Enables full Lansdowne Business District Scheme to be completed.
H3	Place	Bournemouth Rail and Bus Station Connectivity	8.00	Growth Deal Scheme	Improve walking links between the rail and bus stations and the major business centre at the Lansdowne. Supports completion of full Lansdowne Business District Scheme.
H4	Place	Poole Rail and Bus Station (new) Connectivity	8.00	Growth Deal Scheme	Links the rail and bus stations to Poole Town Centre. Contributes towards new Poole Bus and Rail Stations. Supports the Poole Town Centre (North) Growth Deal scheme
H5	General	Electric bus charging facilities	4.00	New scheme	Electric bus charging facilities to enable the roll-out of electric buses.
H6	Place	Accessibility improvements around transport hubs	2.00	Enhances existing provision	Improve walking and cycling facilities around and within rail stations
H7	Place	Provision of cycle storage at key transport hubs	0.50	Enhances existing provision	Provision of cycle lockers at key rail stations, the Creekmoor Park & Ride site and outer areas.
H8	Place	Provision of cycle hire at key transport hubs	0.50	Enhances new scheme	Provision of cycle hire (including electric bikes) at key rail stations, the Creekmoor Park & Ride site and outer areas.
H9	Place	Provision of cycle parking at key locations	0.50	Enhances existing provision	Provision of safe and secure cycle parking facilities at key locations
H10	General	Cycle grant scheme for businesses	1.50		Grants to businesses towards provision of cycle storage; pool bike schemes; shower and drying facilities and potential central bike hubs on major industrial estates. Will require match-funding.
<b>Technology &amp; Network Management Improvements</b>					
Comprehensive Smartphone travel app including payment and joint ticketing systems; real time and predictive traffic management system; new central traffic control facility (part of a future Smart City data centre); and connected & autonomous vehicle technology.					
Ref.		Scheme/Initiative	Indicative Cost £m	Source	Description/Purpose
T1	Technology	Transport Joint Ticketing System and Travel App	4.00	SEDMMTS (2012)	Smartphone/card transport ticketing system and comprehensive travel app covering buses, trains, bike hire; car share; car clubs, incentivisation of sustainable travel, real-time information and electronic ticket purchasing. Maximises outcomes from sustainable transport interventions.
T2	Technology	Network Management System	2.00	SEDMMTS (2012) (3a pt)/ New scheme	Enables real-time, proactive, control room management of the highway network
T3	Technology	New Traffic Control Room	3.00	SEDMMTS (2012) (3a pt)/ New scheme	Enables real-time, proactive, control room management of the highway network
T4	Technology	Intelligent Transport Systems and Connected Vehicles	5.00	New scheme	Utilising ITS and latest connected vehicle technology on major corridors to optimise route choice and journey timings on the network - typically to provide priority for buses and emergency vehicles.

## Appendix C – Process followed to develop programme from EOI to Draft SOBC

1. The original Expression of Interest had a technology bias and DfT feedback at March 2019 workshop was that TCF proposals should be more walking, cycling, bus and rail focussed.
2. Considering this feedback, a refreshed DRAFT SE Dorset City Region TCF vision was created and used to inform various task groups and consultants (WSP) that had been appointed to prepare the Draft SOBC. The Draft vision is as follows:

*Transform the sustainable transport offer within the SE Dorset City Region to provide better access for all to work and education, boost productivity, enabling housing delivery, reduce air pollution, carbon emissions and reduce the number of local journeys made by car.*

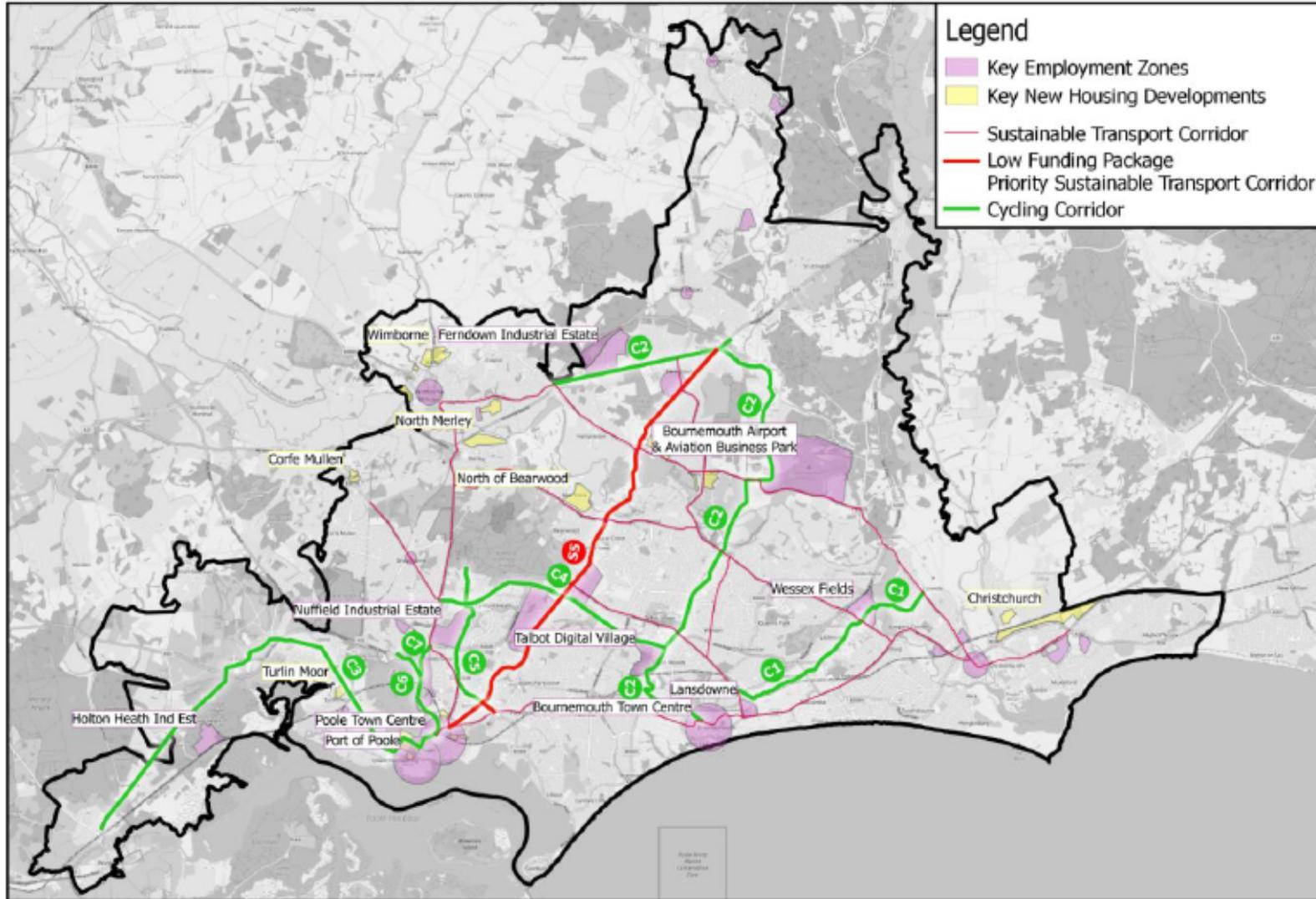
3. The objectives and goals behind the vision were used to create 9 task groups covering the following areas/disciplines.
  - a) Sustainable Transport Corridors (15no. corridors from EOI 8 described as sustainable corridors plus 7 cycle corridors).
  - b) Wayfinding
  - c) Sustainable Work Places
  - d) Bike share
  - e) Bus and Rail (including E-buses)
  - f) Network management
  - g) Traffic and Parking
  - h) Policy
  - i) Travel app

Note: there was no specific air quality/climate change work group due to the outputs of these workstreams contributing positively to these areas.

4. The task groups were thoroughly briefed/empowered and reported back and the outputs from these groups was fed into the Draft SOBC process to create a programme level Benefit Cost Ratio (BCR) to satisfy DfT that investment in the SE Dorset City Region would result in positive benefit(s).
5. Alongside and included within the task groups was stakeholder engagement with key partners including; Morebus, Yellow Buses, South Western Railway, Network Rail and Beryl. Meetings/correspondence was undertaken to ascertain from these partners what their likely contributions would be to a SE Dorset City Region TCF programme to inform the Draft SOBC.
6. Through these task groups officers with partners reviewed the proposals scheduled in the original EOI and applied government's Early Sifting Appraisal Tool (EAST) process in line with Government's 'Green Book' Business Case Development which was a stipulation of the DfT TCF guidance.
7. The outcome of the process and with consideration of the request of DfT for 3 levels of ask was the 3 following Draft SOBC TCF programmes:

TCF Low Ask:

### Low Level Funding Package

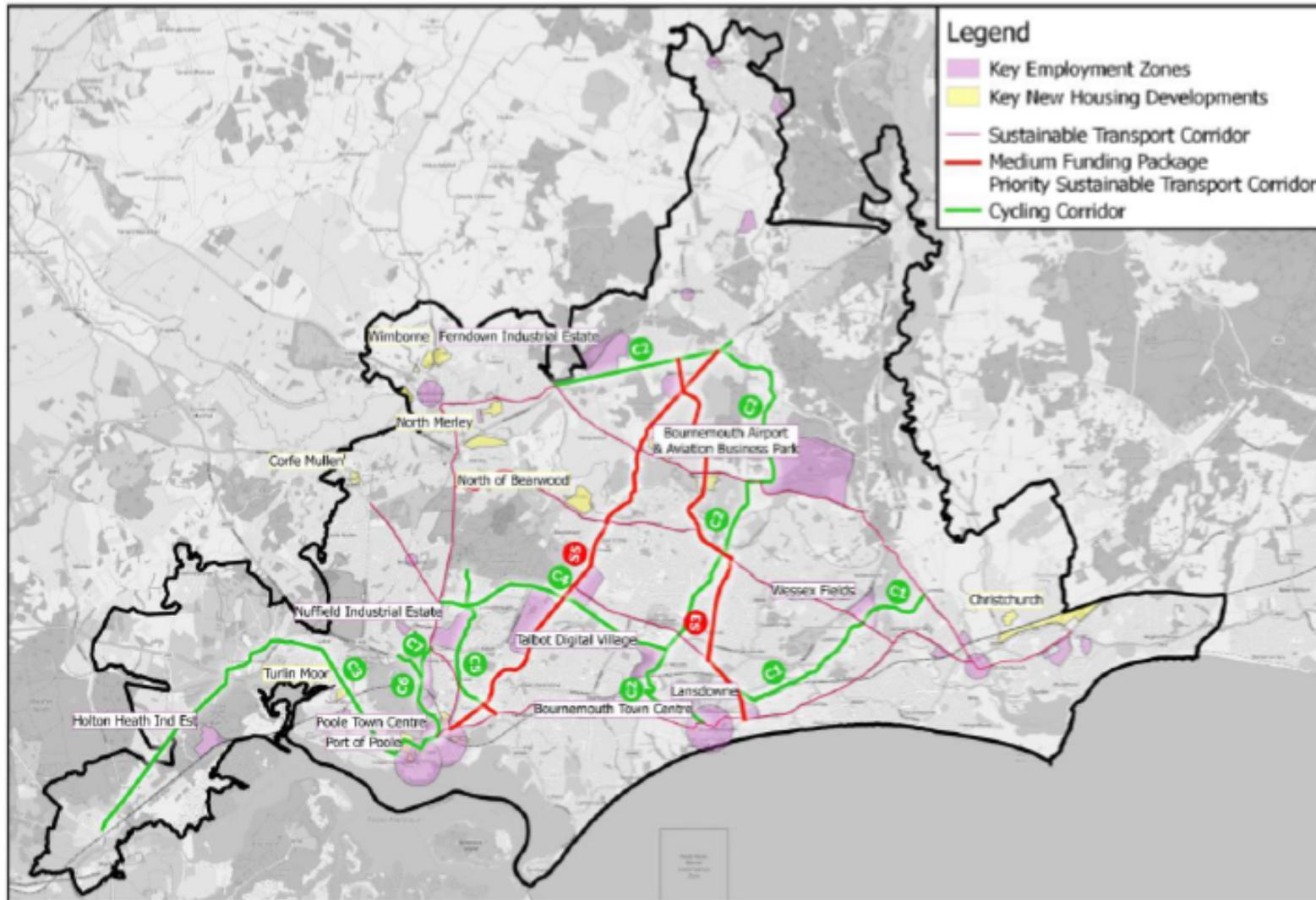


**Summary of low ask:**

<b>Packages</b>	<b>Sub-packages</b>	<b>Sub-package costs [£]</b>	<b>Package costs [£] (TCF ask)</b>
Sustainable Transport Corridors	S5 - Poole to Ferndown	£20,670,000	£20,670,000
Cycling Corridors	C1 - Lansdowne to Christchurch	£2,640,000	£21,543,252
	C6 - Holes Bay to Fleetsbridge	£3,204,045	
	C5 - Merley to Poole	£2,643,017	
	C4 - Canford Heath to University	£2,825,000	
	C7 - Holes Bay Road to Creekmoor P&R	£2,841,190	
	C3 - Wareham to Poole	£2,220,000	
	C2 - Bournemouth to Ferndown	£5,170,000	
Transport Hubs	New Bus Station and associated off-site bus depot element of the Heart of Poole development scheme	£23,700,000	£27,125,000
	Wayfinding	£440,000	
	E Bus	£1,260,000	
	Work Place Facilities	£1,500,000	
	Beryl Bikes	£1,225,000	
Network Management	Travel App	£750,000	£3,248,500
	Real time network management monitoring system	£1,690,000	
	Enhancement of UTMC systems and standardisation across boundaries to ensure compatibility of new systems	£143,500	
	Bus priority within signals	£75,000	
	Variable message signs	£140,000	
	HGV management system – Longham	£250,000	
	Linking of DC and BCP Council Network Management to Highways England Network	£200,000	
	<b>Sub-total (low)</b>	<b>£72,586,752</b>	

TCF Medium Ask:

### Medium Level Funding Package

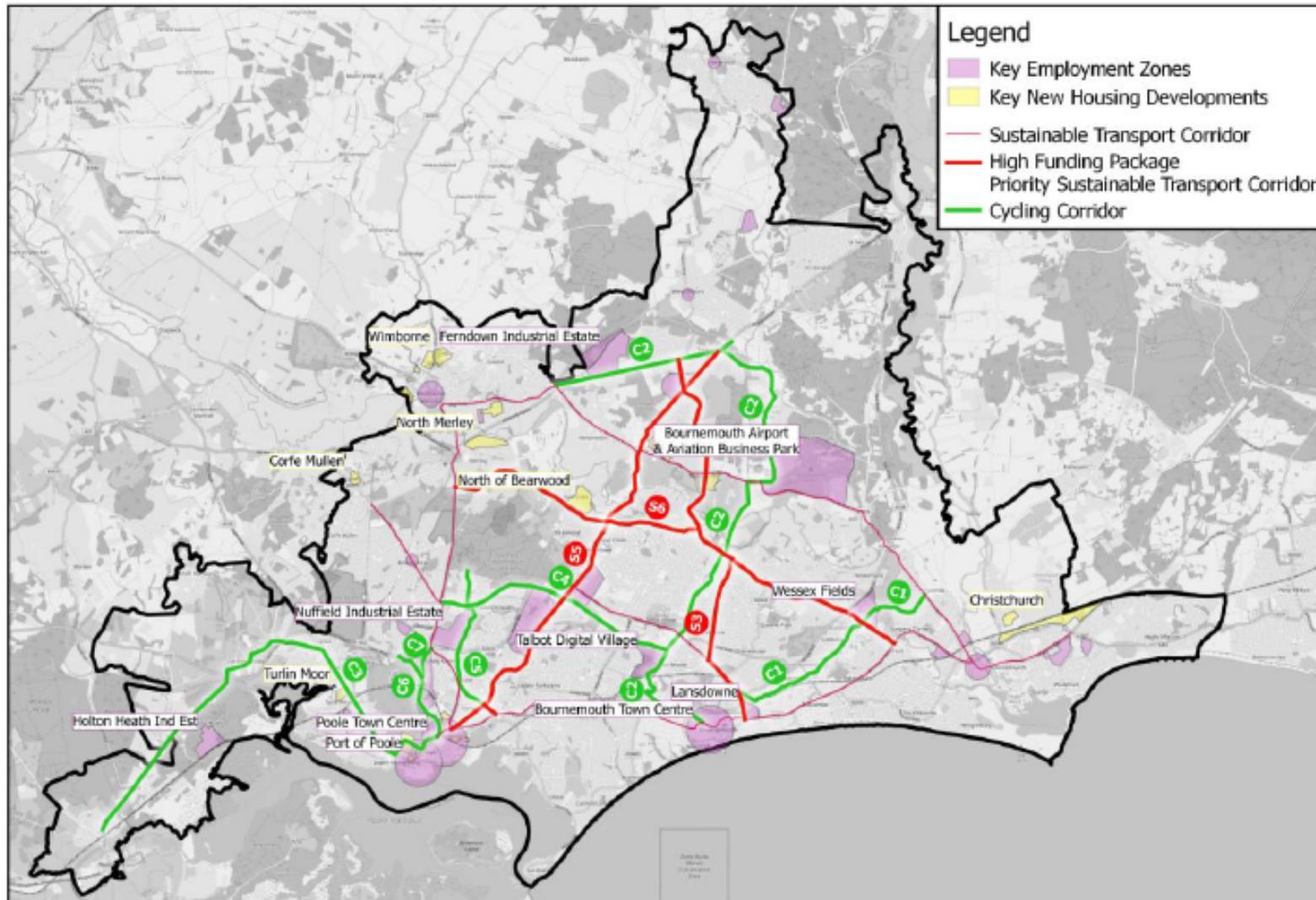


**Summary of medium ask:**

<b>Packages</b>	<b>Sub-packages</b>	<b>Sub-package costs [£]</b>	<b>Package costs [£] (TCF ask)</b>
Sustainable Transport Corridors	S5 - Poole to Ferndown	£20,670,000	£44,545,780
	S3 - Bournemouth to Ferndown	£23,875,780	
Cycling Corridors	C1 - Lansdowne to Christchurch	£2,640,000	£21,543,252
	C6 - Holes Bay to Fleetsbridge	£3,204,045	
	C5 - Merley to Poole	£2,643,017	
	C4 - Canford Heath to University	£2,825,000	
	C7 - Holes Bay Road to Creekmoor P&R	£2,841,190	
	C3 - Wareham to Poole	£2,220,000	
	C2 - Bournemouth to Ferndown	£5,170,000	
Transport Hubs	New Bus Station and associated off-site bus depot element of the Heart of Poole development scheme	£23,700,000	£28,485,000
	Wayfinding	£990,000.00	
	E Bus	£1,260,000.00	
	Work Place Facilities	£2,000,000.00	
	Beryl Bikes	£1,535,000.00	
Network Management	Travel App	£1,000,000	£4,343,500
	Real time network management monitoring system	£2,535,000	
	Enhancement of UTMC systems and standardisation across boundaries to ensure compatibility of new systems	£143,500	
	Bus priority within signals	£75,000	
	Variable message signs	£140,000	
	HGV management system – Longham	£250,000	
	Linking of DC and BCP Council Network Management to Highways England Network	£200,000	
		Sub-total (medium)	£98,917,532

TCF High Ask:

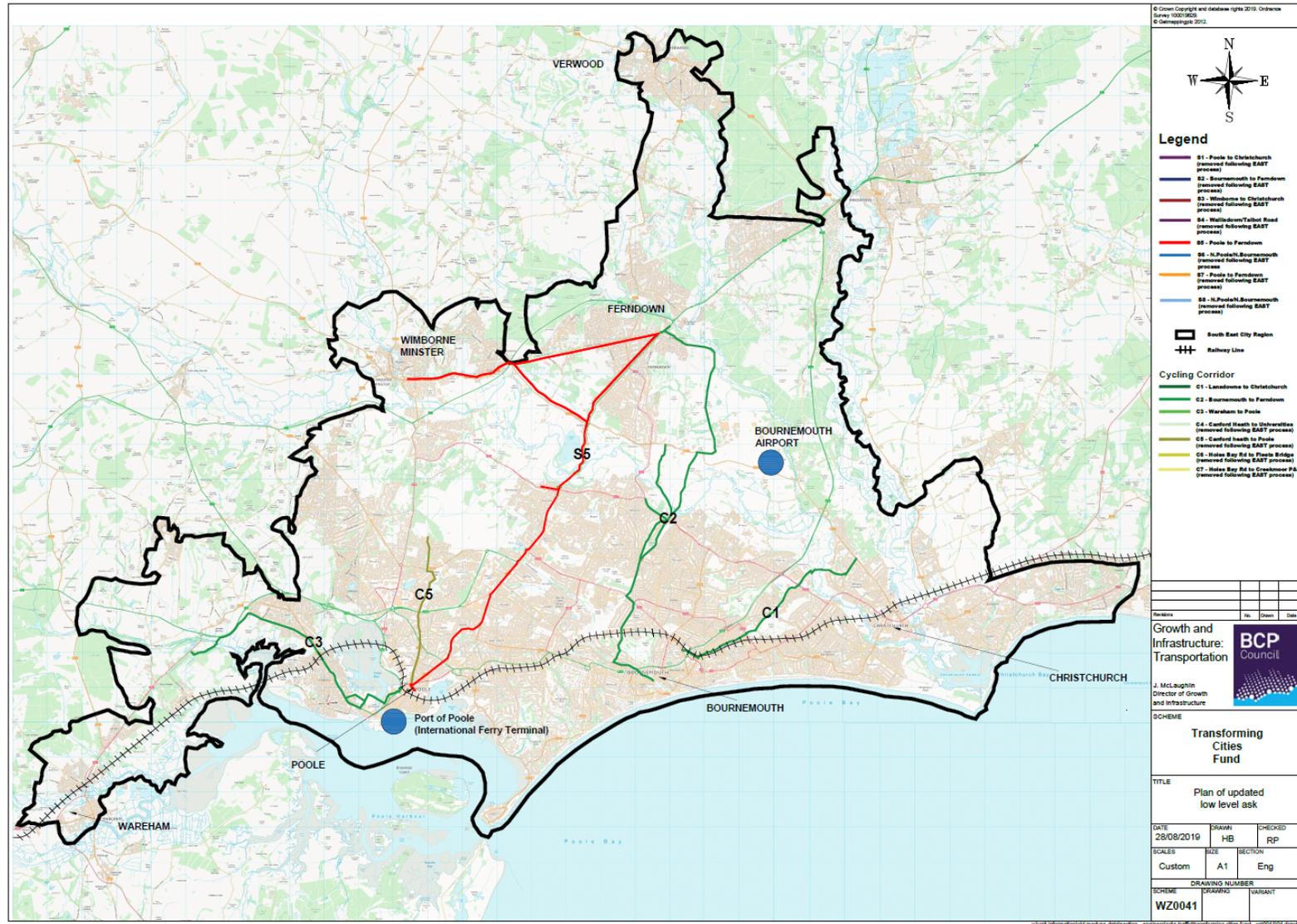
### High Level Funding Package



**Summary of high ask:**

<b>Packages</b>	<b>Sub-packages</b>	<b>Sub-package costs [£]</b>	<b>Package costs [£] (TCF ask)</b>
Sustainable Transport Corridors	S5 - Poole to Ferndown	£20,670,000	£60,619,249
	S3 - Bournemouth to Ferndown	£23,875,780	
	S6 - North Poole to North Bournemouth	£16,073,469	
Cycling Corridors	C1 - Lansdowne to Christchurch	£2,640,000	£21,543,252
	C6 - Holes Bay to Fleetsbridge	£3,204,045	
	C5 - Merley to Poole	£2,643,017	
	C4 - Canford Heath to University	£2,825,000	
	C7 - Holes Bay Road to Creekmoor P&R	£2,841,190	
	C3 - Wareham to Poole	£2,220,000	
	C2 - Bournemouth to Ferndown	£5,170,000	
Transport Hubs	New Bus Station and associated off-site bus depot element of the Heart of Poole development scheme	£23,700,000	£30,255,000
	Wayfinding	£1,750,000.00	
	E Bus	£1,260,000.00	
	Work Place Facilities	£2,500,000.00	
	Beryl Bikes	£2,045,000.00	
Network Management	Travel App	£1,250,000.00	£4,593,500
	Real time network management monitoring system	£2,535,000.00	
	Enhancement of UTMC systems and standardisation across boundaries to ensure compatibility of new systems	£143,500.00	
	Bus priority within signals	£75,000.00	
	Variable message signs	£140,000.00	
	HGV management system – Longham	£250,000.00	
	Linking of DC and BCP Council Network Management to Highways England Network	£200,000.00	
	Sub-total (high)		£117,011,001

**Appendix D – Indicative SE Dorset City Region TCF Plan and schedule of proposed content as at September 2019 (post DfT session on the Draft SOBC submission).**



**Summary of DRAFT SE Dorset City Region TCF ask:**

<b>Packages</b>	<b>Sub-packages</b>	<b>Sub-package costs [£]</b>	<b>Package costs [£] (TCF ask)</b>
Sustainable Transport Corridors	S5 - Poole to Ferndown	£25,420,000	£25,420,000
Cycling Corridors	C1 - Lansdowne to Christchurch	£2,640,000	£12,673,017
	C2 - Bournemouth to Ferndown	£5,170,000	
	C3 - Wareham to Poole	£2,220,000	
	C5 - Merley to Poole	£2,643,017	
Transport Hubs	New Bus Station and associated off-site bus depot element of the Heart of Poole development scheme	£23,700,000	£24,700,000
	Wayfinding	£1,000,000	
Network Management	Bus priority within signals	£75,000	£325,000
	HGV management system – Longham	£250,000	
		<b>Sub-total (high)</b>	<b>£63,118,017</b>

Note – costs in this table are likely to change during development of the SOBC due to updated (more accurate) feasibility drawings and quantities being available since submission of the Draft SOBC.

The DRAFT programme above has been derived following a re-assessment of the Draft SOBC proposals in line with DfT feedback to date.

DfT has made it very clear that it wants the focus to be on infrastructure and that as such the following items should be provided by either the market or primed locally by local authorities (i.e. utilising LTP, developer contributions or CIL etc.):

- Bike hire scheme expansion and inclusion of E-bikes
- E-bus technology
- Travel app

- Network management for wider network
- Anything else that isn't infrastructure based

Further to the above, DfT has indicated that it is supportive of the following:

- Construction of a new bus station in Poole
- Development of the Sustainable Transport Corridor 5 (combination of walking, cycling, bus, network improvements) as it directly links the new bus station to the largest industrial estate (Ferndown) via other employment sites and passes through and close to existing and planned areas of housing.
- Implementation of the Cycle Corridors, albeit there were too many.

The schedule only lists schemes that could be funded from TCF funding. In addition to the items scheduled the Council would also match the programme with LTP and developer contributions. DfT generally expect to see at least 10% local contribution when awarding funding to areas, in some DfT competitions the level of match is used to compare/rank applications. It is therefore recommended that the Council(s) commit match funding from the LTP/developer contributions. For Dorset Council this could be as follows:

<b>Year</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>Total</b>
<b>Indicative Dorset Council LTP contribution to TCF programme</b>	£0	£450,000	£450,000	<b>£900,000</b>

Note: BCP has indicated that it could contribute £4.5million of LTP funding over the 3 year period along with several millions from developer contributions.

Note: Several millions of pounds of match funding have been allocated in Dorset from other sources such as S106 and other grants.

On basis that c. 80% of the proposed expenditure would be within BCP Council, and that the TCF project covers the entire BCP Local Transport Plan funding area, then the ratio of BCP Council to Dorset Council LTP contribution is considered appropriate. The BCP Council LTP Integrated Transport Block award annually is £3,078,000. The Dorset Council LTP Integrated Transport Block award annually is £1,971,000 per annum.

The LTP match could either contribute to the TCF schemes scheduled on the previous page or towards additional schemes that encourage walking, cycling, bus and rail usage including those elements of the Draft SOBC TCF programme that DfT has indicated that it will not fund (i.e. cycle corridors C4, C6 and C7, E-bus, workplace facilities, expansion of cycle hire, travel app (multi-operator and or capped cost ticketing), network management etc.). This would be assessed once updated costs are available for the schemes included in the indicative revised TCF ask and during the programmed co-development conversations with DfT including upcoming visit of the DfT TCF team to the SE Dorset City Region (October 2019) and 'Challenge Session' (January 2020).