

Place & Resources Scrutiny Committee

25 May 2023

Review of the Third Bournemouth, Poole & Dorset Local Transport Plan (2011-2026)

For Review and Consultation

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

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Brief Summary:

This report contains a review of the adopted Bournemouth, Poole and Dorset Local Transport Plan (LTP3). The Council has published Implementation Plans 1-3 since the adoption of the LTP3 in 2011 covering the period up to 2020 but has not produced Implementation Plan 4 as we were looking at undertaking a light-touch refresh of the LTP at the time prior to announcement of LTP4 guidance from Government which has since been delayed. The purpose of this report and the background paper is to provide up-to-date statistical evidence for the Performance Indicators in the LTP, covering the period from 2017. This report also highlights the main transport interventions that have been implemented since 2017 and a financial overview.

Recommendation:

We ask that the Committee considers the information provided in this report and background paper and notes the achievements of LTP3 against the Key Performance Indicators since 2017. Comments are sought in respect of LTP3 and will be considered during planning for LTP4.

Reason for Recommendation:

Due to the Council not producing Implementation Plan 4 for the period 2020-2023, we are providing an update on the Performance Indicators to fill in the gap from the last published Implementation Plan.

1. Report

- 1.1 The third Local Transport Plan (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.
- 1.2 The vision for the plan is:

“A safe, reliable and accessible low carbon transport system for Bournemouth, Poole and Dorset that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area’s unique environmental assets.”
- 1.3 To achieve this vision, local challenges and solutions were set out under five priority goals:

Goal 1: Supporting economic growth
Goal 2: Tackling climate change
Goal 3: Equality of opportunity
Goal 4: Better safety, security, and health
Goal 5: Improved quality of life
- 1.4 LTP3 is comprised of the ‘Strategy Document’ presenting a long-term vision and development of the transport network over the 15-year period, and separate Implementation Plans which outline the planned expenditure and delivery of transport schemes for each three-year period.
- 1.5 The plan sets out a series of measures and associated elements to meet the vision and goals of the period. Table 1 below shows which key measures and elements were relevant to achieving each goal of the LTP3.

Table 1: LTP Strategy Measures & Elements

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

Transport Interventions in Dorset

- 1.6 Significant progress has been made across the Dorset area in terms of delivering transport interventions, improving travel choice and supporting prosperity.
- 1.7 A brief overview of the major transport interventions that have been delivered for the IP3 period 2017 to 2020 in Dorset are detailed in appendix 1. These interventions are aimed at supporting local economic growth, easing congestion and encouraging active travel and the use of public transport to reduce car use. Up until 2019, Christchurch was part of Dorset County Council, so schemes in this area have been included in this section.
- 1.8 Appendix 2 provides a brief overview of key strategic joint initiatives delivered from 2017 to 2020. These include the BIG programme and Transforming Cities Fund which have used LTP as match funding to successfully lever in significant investment in transport infrastructure in Dorset.

- 1.9 Appendix 3 shows local schemes that 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, tailored to each local area.
- 1.10 The table in Appendix 4 provides a list of studies that have been completed since 2017, providing supporting evidence for the Transforming Cities Fund (TCF) programme as well as for future transport improvements.

Monitoring LTP Performance - Indicators and Targets

- 1.11 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.
- 1.12 Progress reporting against each LTP3 performance indicator is shown in Appendix 5. Key findings include:
- (i) Dorset is showing small reductions in total carbon emissions from transport per head of population since 2016, recording a 6% reduction between 2019 and the baseline (2008-2010 average). This is primarily due to improvements in vehicle engine technology and introduction of progressively more stringent emissions standards. The reduction increases drastically to 25% in 2020, however 2020 was an anomaly due to the COVID 19 pandemic.
 - (ii) Dorset has experienced a significant decline in bus patronage in the last ten years, declining by 30% from baseline to 2019, with national bus patronage declining also. Significant cuts to bus services in Dorset over this period were in response to government withdrawal of subsidy grant. However, parts of South-East Dorset have seen an increase in bus travel. The impact of the covid pandemic has resulted in significantly fewer passengers travelling by bus.
 - (iii) Prior to the covid pandemic traffic levels were increasing on Dorset's roads. In 2019 the number of vehicle kilometres travelled was 9% higher compared to the baseline. A similar trend has been seen nationally. Traffic levels dropped significantly in 2020 due to the covid pandemic, slowly returning to near normal levels in 2021 4% lower than the baseline.

- (iv) The volumes of peak traffic in Weymouth have reduced. There was a 17% reduction in traffic into Weymouth up to 2019, where good active travel and public transport alternatives are available. Surveys in 2021 showed a 44% reduction due to the covid pandemic.
- (v) Average traffic speeds in the weekday morning peak have remained stable at 34 mph.
- (vi) The condition of our roads has improved. The percentage of principle A roads in need of further investigation has fallen from 5% at baseline to 2.1% in 2021. There have been similar improvements in the condition of B and C class roads.
- (vii) The number of road related casualties has nearly halved in Dorset, between baseline and 2021. The numbers of killed or seriously injured casualties has fallen by 32%.
- (viii) Cycling trips in Weymouth have increased by 21% between baseline year and 2021. In the east of the County, the average daily flows for cyclists using the Ham Lane Cycleway near Ferndown has increased by 19% between 2019-2022. For the Leigh Road cycleway in Wimborne, the average daily flow is 212 cycles between June 2022 to end of March 2023. Flows on both routes are expected to increase further as new elements of the TCF network come on line.
- (ix) Satisfaction with buses in Dorset remains below the regional and national average, with only 49% of respondents in 2021 satisfied with local bus services. The key issues identified are infrequent bus services, coverage in rural areas, and affordability. Connections between different modes of transport has also been highlighted.
- (x) There has been a significant increase in the number of registered Ultra Low Emission Vehicles with a total of 2,942 electric vehicles registered in Dorset by the end of 2021.

1.13 Travel in Dorset was significantly affected by the covid pandemic which had clear impacts on travel behaviours and the outcomes of the plan. Journeys were clearly influenced by the sharp reduction in the ability to travel over a 24-month period of the plan period.

2. Financial Implications

2.1 Dorset Council receives an annual Integrated Transport Block capital allocation of £1.9m for local transport scheme improvements. This is third lowest allocation to a county/shire council in the country. This allocation

has not increased since 2015/16 and due to inflation is now worth considerably less.

- 2.2 LTP funding is commonly used as match-funding to lever in investment to deliver larger projects and programmes. This approach has successfully secured additional investment in the Dorset area totalling over £25m major funding from external sources over the last five years.
- 2.3 Various funding sources have supported the new infrastructure, improvements, and campaign schemes of LTP3, these include (but are not limited to):

Funding Bodies:

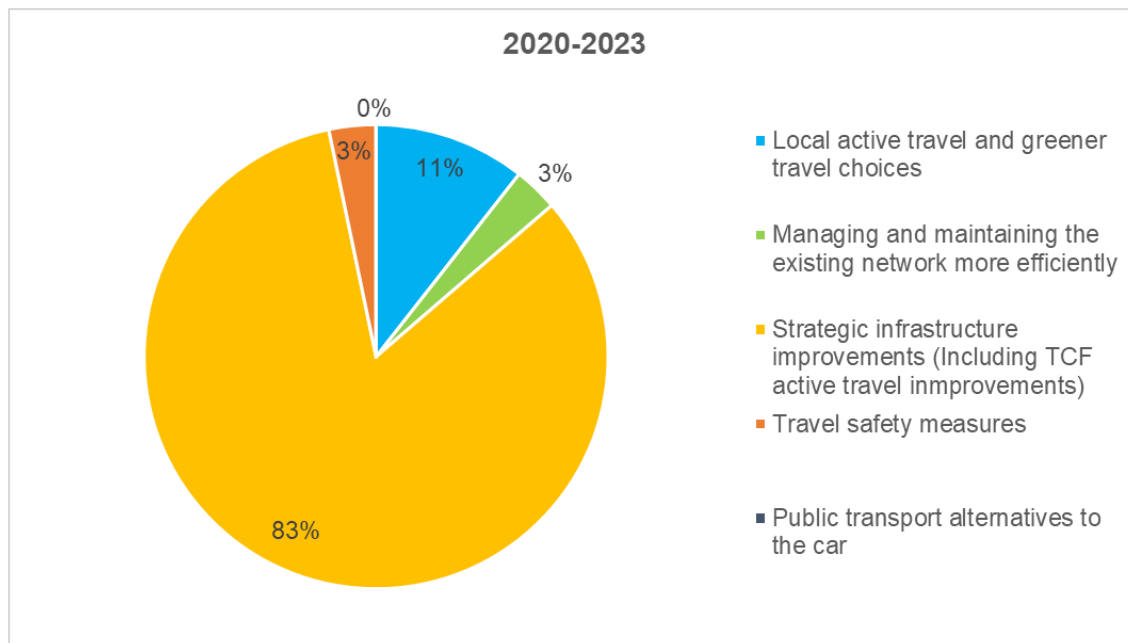
- (i) Department for Transport
- (ii) Office for Low Emission Vehicles (OLEV)
- (iii) European Union
- (iv) Active Travel England
- (v) Sustrans

Specific Funds:

- (i) Local Sustainable Transport Funding (LSTF)
- (ii) National Productivity Investment Fund
- (iii) Growth Deal Fund
- (iv) Growing Places Fund
- (v) Local Enterprise Partnership Funding
- (vi) Transforming Cities Fund
- (vii) Developer contributions.

- 2.4 Figure 1 below shows the proportion of LTP and additional external funding assigned to each of the LTP3 goals. The chart shows that the majority of funding is spent on strategic infrastructure improvements which includes schemes delivered under the Transforming Cities Programme, followed by local active travel and greener travel choices. A smaller proportion is spent on travel safety measures and managing and maintaining the existing network efficiently.

Figure 1 - Allocation of LTP and additional external funding to the LTP3 goals



3. Environmental Implications

- 3.1 Dorset Council has committed to an ambitious Natural Environment, Climate and Ecology strategy that commits the council to become net zero in its operations by 2040, work towards Dorset becoming net zero by 2050 and to reverse the decline of our biodiversity.
- 3.2 Reducing Dorset's carbon emissions from transport is a key objective of LTP3. The transport sector is the single biggest contributor to our county's carbon footprint. Data shows that since 2017, Dorset has reduced carbon emissions from transport by 294.5Kt CO₂. Through the next LTP and Dorset's Natural Environment, Climate and Ecological Strategy and Action Plan, we must change how people travel around Dorset through the promotion of a sustainable travel hierarchy. This will be linked to the reductions in carbon emissions required at agreed milestones that will allow us to meet our ambitious climate and environmental targets.

4. Well-being and Health Implications

- 4.1 Improving health and well-being through the promotion of active travel is a key objective of the LTP. Encouraging and promoting forms of active travel is an opportunity to tackle public health issues such as sedentary lifestyles. Interventions that reduce motor traffic will also improve local air quality.

5. **Other Implications**

- 5.1 Government is currently preparing new LTP Guidance for Local Transport Authorities. Previous guidance was last published in 2009, and no longer reflects current policies, national trends, and is not sufficiently aligned to government's Transport Decarbonisation Plan and the need to reduce transport emissions to achieve net zero. The new guidance is expected to be published in June 2023.
- 5.2 Alongside the LTP Guidance, additional technical guidance on Quantifiable Carbon Reduction (QCR) is also being drafted by the Department for Transport. This guidance is intended to assist Council's to develop evidence-based decisions using a quantitative assessment of the carbon impacts of local transport interventions at the strategic stage of scheme development.
- 5.3 Preparatory work on a new joint LTP4 has commenced. This work is developing the evidence and baseline and to date has included:
- (i) a review of LTP best practice
 - (ii) a review of the joint LTP3
 - (iii) Analysis of socio-economic data
 - (iv) Carbon baselining

6. **Risk Assessment**

- 6.1 **HAVING CONSIDERED:** the risks associated with this decision; the level of risk has been identified as:

Current Risk: LOW
Residual Risk: LOW

7. **Equalities Impact Assessment**

- 7.1 An Equalities Impact Assessment has been prepared for the plan and is published as an [LTP3 supporting document](#).

8. **Appendices**

Appendix 1 - Major Schemes Delivered 2017-2020

Appendix 2 - Strategic Joint Initiatives Delivered 2017 to 2020

Appendix 3- Small Scale Local Schemes Delivered 2017 to 2020

Appendix 4 - LTP Supporting Evidence

Appendix 5 - LTP3 Performance Indicator Reporting

9. **Background Papers**

Link to LTP3 Core Strategy and supporting documents, also IP1, IP2, IP3:

[Local Transport Plan 3 - Dorset Council](#)

Appendix 1 - Major Infrastructure Schemes Delivered 2017-2020

Scheme name	Area	Scheme Type	Key LTP3 Strategy Measure	Funding Source
Bournemouth Airport Access	Christchurch/East Dorset	Major junction improvements	Strategic Infrastructure Improvements	DLEP / SGF DCC / s106 / LTP
Blackwater Interchange	Christchurch	Major junction improvements	Strategic Infrastructure Improvements	DLEP / LGF / LTP
Gillingham Access to Growth	North Dorset	A package of junction improvements and sustainable transport measures (NB. Enmore Link Road has not been delivered as part of this package)	Strategic Infrastructure Improvements	DLEP / DCC / Developer Funding

Appendix 2 - Strategic Joint Initiatives Delivered 2017 to 2020

Scheme name	Area	Scheme Type	Key LTP3 Strategy Measure	Funding Source
Strategic Cycle Network Improvements	South East Dorset	Cycle Route Improvements	Active Travel and Greener Choices	LTP/s106
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/s106
SUSTRANS Bike It Plus	Dorset Wide	Promoting active travel options to Dorset schools	Active Travel and Greener Choices	LTP
Transforming Cities Fund (TCF) – ongoing	South East Dorset & BCP	Dorset Council and BCP Council have been jointly awarded funding from the TCF to invest in	Active Travel and Greener Choices	TCF/LTP/SUSTRANS/local businesses

Scheme name	Area	Scheme Type	Key LTP3 Strategy Measure	Funding Source
		schemes that promote active and sustainable travel along 6 key corridors.		
Beryl Bikes and E-scooters	South East Dorset & BCP		Active Travel and Greener Choices	s106/LTP
EVCPs installation in public car parks	Dorset Wide		Active Travel and Greener Choices	OLEV/LTP

Appendix 3 – Smaller Scale Local Schemes 2017-2020

Table 1 Local Schemes (Generic) 2017 – 2020

Scheme Name	Area	Key LTP3 Strategy Measure	Objectives
Public Realm Improvements	Dorset Wide	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	Dorset Wide	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	Dorset Wide	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	Dorset Wide	Car Parking Measures	Roll out pay and display to market and coastal towns
Rural Route Management	Dorset Wide	Travel Safety Measures; Manage and maintain the existing network more efficiently	Whole route, evidence based approach to reducing casualties and improving safety

Scheme Name	Area	Key LTP3 Strategy Measure	Objectives
Improved Access to Railway stations	Dorset Wide	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 Wide	Public Transport Alternatives to the car	Developing local access solutions, in particular those run by local communities and voluntary groups
Electric Vehicle charging infrastructure	Dorset Wide	Active Travel and Greener Choices	Promote / encourage use of less polluting vehicles
Rural Cycling / walking and rights of way improvements	Dorset Wide	Active Travel and Greener Choices	Promote / encourage sustainable tourism and health related leisure
Smarter Choices	Dorset Wide	Active Travel and Greener Choices	Promote / encourage non car travel, with links to improved health
Safer / Sustainable Routes to school	Dorset Wide	Active Travel and Greener Choices	Facilitate and encourage school children to get to school by non car means safely
Local road safety measures at	Dorset Wide	Travel Safety Measures	Reduce casualty numbers

Scheme Name	Area	Key LTP3 Strategy Measure	Objectives
collision cluster sites			
Public Transport infrastructure	Dorset Wide	Public Transport Alternatives to the car	Improvements at transport hubs, bus stops, shelters, RTI etc
Walking / Cycle improvements	Dorset Wide	Active Travel and Greener Choices	Promote / encourage active travel choices, with links to improved health
Car Club Development	Dorset Wide	Active Travel and Greener Choices	Implement and expand car club provision

Table 2 Local Schemes (Specific examples) 2017 – 2020

Scheme Name	Area	Key LTP3 Strategy Measure	Objectives
Rights of Way Improvements around Bournemouth Airport – ongoing project	Bournemouth, Christchurch, East Dorset	Active Travel and Greener Choices	Improve access links to airport from North Bournemouth (Stour Valley Way) and Trickett's Cross
B3072 Improvements; Verwood – West Moors – Ferndown – ongoing project	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 – mostly complete	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	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

Appendix 4 - LTP Supporting Evidence

Report	Area	Objectives
SEDUMS (South East Dorset Urban Mobility Strategy)	South East Dorset & BCP	This strategy is a refresh of the 2012 South East Dorset Multi-Modal Transport Study (SEDMMTS), and proves an updated transport strategy for the area, in line with the governments Industrial Strategy. This was completed as part of the BIG programme.
Ferndown Wallisdown Poole (FWP) Corridor Study	South East Dorset	The corridor study aimed to identify, appraise and recommend highway options for the Ferndown, Wallisdown and Poole Corridor Programme (FWP corridor). These options are to help lead to the delivery of a coordinated series of stand-alone projects along the corridors and were to include modelling and outline costings to support the development of a masterplan.
Western Growth Corridor (Economic Growth Strategy)	Dorchester/Weymouth/Portland	Transport and Movement Study covering the Portland, Weymouth and Dorchester area - completed March 2017
Dorset Rail Strategic Study	Dorset Wide	This document was produced in December 2021 with the aim of investigating and finding solutions to the lack of rail connectivity experienced

Report	Area	Objectives
		<p>by passengers and residents of the wider Dorset area, with the possibility of reducing private vehicle travel and subsequently congestion. The report outlines the issues, constraints, and opportunities for improving rail connectivity in Dorset and the wider area.</p>
<p>Local Cycle and Walking Infrastructure Plan (LCWIP)</p>	<p>Dorset Wide</p>	<p>LCWIP will include a plan of the proposed walking and cycling network, containing the most important routes in Dorset, a programme for infrastructure improvements and a clear report, outlining all of the evidence supporting the programme. Dorset's LCWIP due to be consulted on in the summer of 2023.</p>
<p>Bus Service Improvement Plan (BSIP)</p>	<p>Dorset Wide</p>	<p>The Dorset BSIP sets out our ambition to improve buses and the plans and policies that will deliver a transformation across Dorset. The ambitious plan and deliverables set out are all subject to funding being identified.</p>

Appendix 5 - LTP3 Performance Indicator Progress Reporting (Dorset Council) N.B 2021 was in Covid lockdown so figures will not be typical

ID	Performance Indicator	Definition	Baseline (2008-10 average)	2019 (pre-covid)	% Change against baseline	2021 (Covid lockdown)	% Change against baseline
PI 1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population	2.18 tonnes per capita	2.06	-6%	Not yet published	N/A
PI 2	Bus patronage	Annual number of passengers travelling on buses in the LTP area	11.7 million	8.2 million	-30%	4.8 million	-59%
PI 3	Change in area wide vehicle kilometres	Total annual vehicle kilometres travelled in the LTP area	3,886,000	4,224,000	+9%	3,739,000	-4%
PI 4	Travel to urban centres (Weymouth)	A) Percentage of peak time trips to urban centres by single car drivers	72%	50%	-22%	52%	-20%
		B) Total peak traffic to urban centres	6454	5349	-17%	3640	-44%
PI 5	Percentage of pupils travelling to school by car	Share of journeys by car (including vans and taxis), excluding car share journeys	36.2	N/A	N/A	N/A	N/A
PI 6	Traffic congestion	Average journey time per mile (selected routes)	34.6	N/A	N/A	34.1	-1.4%
PI 7	Access to employment by public transport	% of households within 30 mins of an	98.7%	N/A	N/A	N/A	N/A

ID	Performance Indicator	Definition	Baseline (2008-10 average)	2019 (pre-covid)	% Change against baseline	2021 (Covid lockdown)	% Change against baseline
		employment centre by public transport					
PI 8	Condition of principal A roads	% of network in need of further investigation	5%	1.2%	-3.8%	2.1%	-2.9%
PI 9	Condition of non-principal B roads	% of network in need of further investigation	8%	3.5%	-4.5%	3.5%	-4.5%
	Condition of non-principal C roads	% of network in need of further investigation	11.2%	3.3%	-7.9%	7.6%	-3.6%
PI 10	Road Safety	All serious/fatal casualties - numbers of all Killed and Seriously Injured	256	192	-25%	175	-32%
		B) Child serious/fatal casualties - numbers of Children Killed and Seriously Injured	11	6	-45%	4	-64%
		C) Numbers of slight casualties	1350	720	-47%	637	-53%
		D) Total casualties: sum of A) + C)	1606	912	-43%	812	-49%
PI 11	Growth in cycling trips (Weymouth)	Annualised index of cycling trips at selected monitoring sites	115.7	110	-5%	140	+21%

ID	Performance Indicator	Definition	Baseline (2008-10 average)	2019 (pre-covid)	% Change against baseline	2021 (Covid lockdown)	% Change against baseline
PI 12	Number of Air Quality Management Areas	Currently designated AQMAs	2	2	0%	2	0%
PI 13	Bus punctuality	% of buses starting route on time	83.1%	87%	+3.9%	73%	-10.1%
PI 14	Satisfaction with bus services	% of respondents satisfied with bus services	52%	N/A	N/A	49%	-3%
PI 15	Low emission vehicles	Number of newly registered Ultra Low Emission Vehicles	8	1272	+15800%	2942	+36675%