



# Bournemouth, Poole, Dorset

## Local Transport Plan 3

### First Progress Report 2011 to 2014

November 2014



Bournemouth Borough Council  
Borough of Poole  
Dorset County Council

Local Transport Plan 3  
First Progress Report 2011 to 2014  
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Dorset County Council  
Business Support Section,  
Environment Directorate  
County Hall  
Dorchester  
Dorset DT1 1XJ

Email: [lt3@dorsetcc.gov.uk](mailto:lt3@dorsetcc.gov.uk)

Tel: 01305 (or 01202) 221305

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## 1. Introduction

### 1.1 Purpose of Report

**1.1.1** This report describes the main achievements and progress in the first three years of delivery of the Third Local Transport Plan for Bournemouth, Poole and Dorset. It gives an indication of how progress is being made in delivery of the plan's targets and objectives and how much expenditure has taken place using both LTP funds and other funding sources.

**1.1.2** Local Transport Plans are long term strategies for transport set within the context of national and local plans and policies for the economy, the environment and social, health and education issues.

**1.1.3** The current or third Local Transport Plan (LTP3) runs from 2011 to 2026 and was launched in April 2011, and was prepared jointly by the three authorities. Separate Implementation Plans, each covering a three year period, set out programmes of schemes to deliver the LTP strategy and the priority actions considered to be important for that period.

**1.1.4** The second Implementation Plan (IP2), covering the period from 2014 to 2017 was launched in July 2014 and in its introduction touched on the major achievements of IP1. This is summarised in the next section.

### 1.2 Major Achievements of IP1

**1.2.1** 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, which has 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, in particular in the area of lower cost and high value schemes that were a priority for IP1.

**1.2.2** Additional capital and revenue funding for transport was made available as a result of the government introducing the Local Sustainable Transport Fund (LSTF). The aim of this fund was to attract a number of high quality bids from local authorities to develop packages of low cost, high value measures aimed at delivering economic benefits and reduced carbon emissions as well as addressing local needs.

**1.2.3** In June 2012 the three Dorset authorities were awarded £12.122 million of LSTF funding over the three year period from 2012/13 to 2014/15 for an integrated package of sustainable transport measures along the main east west corridor (incorporating the A35). The package, currently being implemented and marketed as "Three Towns Travel (3TT)", is delivering enhanced local bus, rail, walking and cycling improvements, through a combination of targeted infrastructure, service and operational improvements.

**1.2.4** Funding for an associated package of travel planning measures totalling £4.636million, known as BE SMARt (Bournemouth Economic & Sustainable Movement around Town) was awarded to Bournemouth Borough Council and is complementing the 3TT package. It comprises both revenue (£2.791m) and capital (£1.845m) funds. Its aim is to reduce the reliance on the private car by encouraging local people to walk, cycle, car share or take the bus.

**1.2.5** Dorset County Council was also awarded funding, totalling £2.409million, through the LSTF process for a similar package of sustainable transport improvements and behavioural change initiatives. These build upon the considerable transport legacies achieved in Weymouth and Portland arising from the Olympic sailing events in 2012. The objective of the package has been to unlock the economic potential of the area by improving accessibility and ensuring journey time reliability and resilience on the single A354 access route, thus making the journey between Weymouth and Dorchester easier for local people, businesses and visitors.

**1.2.6** Bournemouth Borough Council submitted a Better Bus Area Fund bid in February 2012 for a package of measures based on continuous improvement of the bus network across all of South East Dorset. The bid was successful and is now being implemented. £2.434million capital was awarded and £1million of revenue. The package aims to increase use of the bus by providing a high quality, safe public transport experience. The specific measures are aimed at improving the quality of information, promotion, bus infrastructure, vehicles and the bus corridor network. This includes real time information, marketing, upgrading bus shelters/stops, solar powered information display boards and LED lighting on buses.

**1.2.7** One major transport scheme that was completed in South East Dorset during the IP1 period was the A350 Twin Sails Bridge in Poole (the core scheme of the Poole Bridge Regeneration Initiative), which links Poole Town Centre to the Port of Poole and Lower Hamworthy. Two major schemes were also completed in Weymouth and Portland prior to the 2012 Sailing Events – the A354 Weymouth Relief Road and the Weymouth Transport package for the 2012 games. The Olympic Sailing Events themselves have enabled a considerable Transport Legacy for the area, which has significantly contributed to meeting LTP3 priorities.

## **1.3 Structure of this report**

**1.3.1** Figure 1.1 illustrates the core framework of the LTP strategy. The Implementation Plan provides a review mechanism to ensure that initiatives are effective and that performance is contributing towards the goals and priorities. Each chapter will consider progress in delivering each of the LTP strategy measures, reviewing how each of the priority action areas outlined in IP1 has been progressed, and indicating what outcomes have been achieved.

**1.3.2** Table 1.1 shows the total capital expenditure during the first three year implementation period of the Local Transport Plan and makes a comparison with that envisaged in the first Implementation Plan. Expenditure includes schemes funded through the LSTF process and other grants and contributions which supported the LTP programme. A more detailed breakdown is given in Appendix A. Appendices D and E provide more information on the large LSTF programmes.

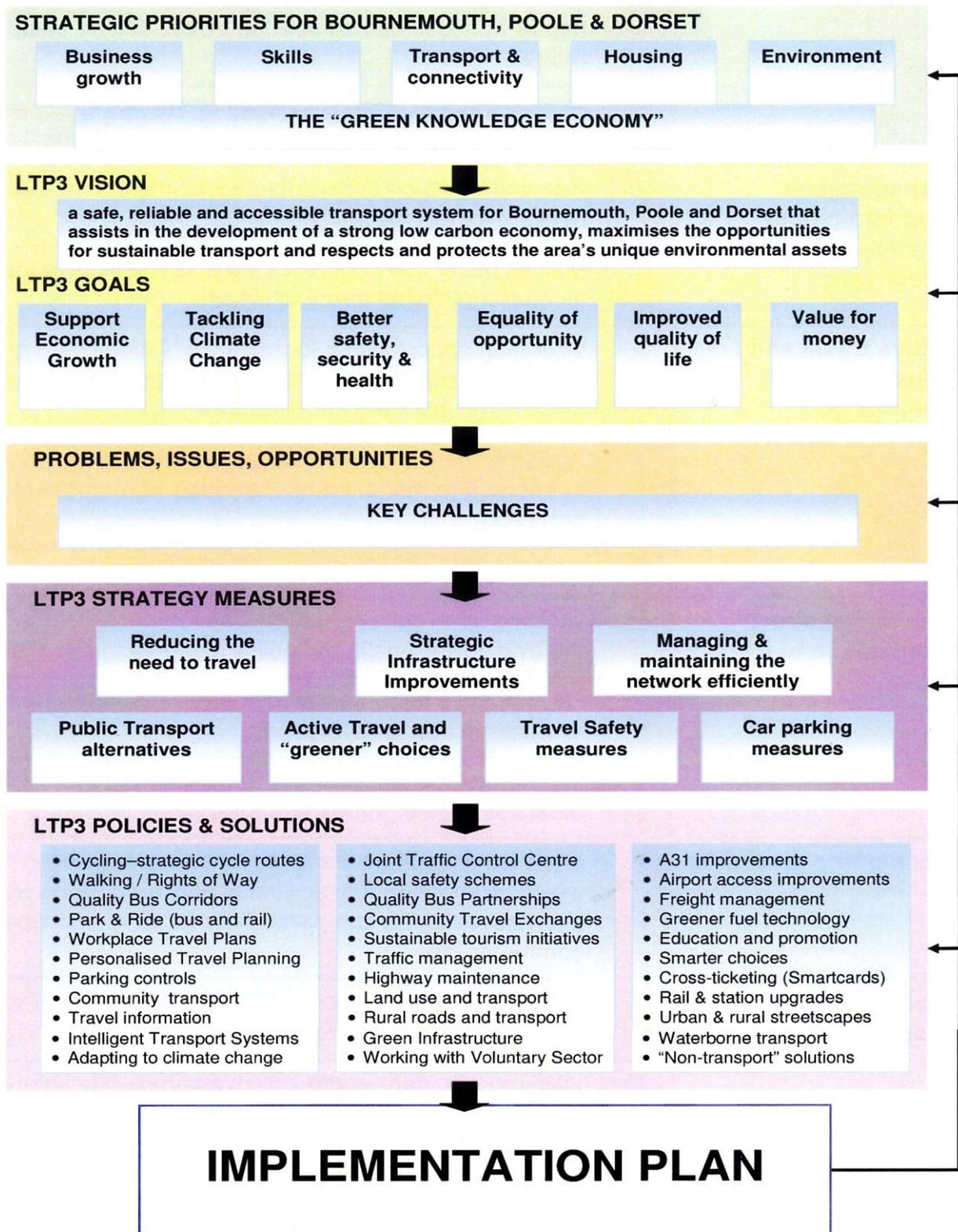


Figure 1.1 Overview of the LTP3 Strategy

LTP3 Key Strategy Measure	LTP Expenditure (£000's)			LSTF Funding	Other Funding (see Note 1)	Total Outturn	Total Planned (IP1)
	2011/12	2012/13	2013/14				
1. Reduce the need to travel	200	433	108	371	201	1,313	1,035
2. Manage and maintain the existing network more efficiently	1,432	943	860	1,743	816	5,794	9,685
3. Active travel and "greener" travel choices	1,846	1,916	1,675	1,505	3,611	10,552	8,153
4. Public Transport alternatives to the car	474	623	450	2,440	5,539	9,527	10,156
5. Car Parking Measures	512K of expenditure included in strategy measure 2 – See Appendix A for more detail.						-
6. Travel Safety Measures	1,062	173	1,132	409	512	3,288	1,839
7. Strategic infrastructure improvements <sup>2</sup>	404	154	126	206	37,779	38,670	60,376
Other <sup>3</sup>	99	129	241	0	131	600	1,200
<b>TOTALS (Integrated Transport)</b>	<b>5,522</b>	<b>4,440</b>	<b>4,592</b>	<b>6,676</b>	<b>48,590</b>	<b>69,745</b>	<b>92,445</b>
Maintenance - A338 Resurfacing <sup>2</sup>	0	0	0	0	22	22	0
Maintenance – highways and other	16,539	14,573	17,730	0	479	49,321	46,721
Maintenance - structures	4,334	5,278	8,150	0	1,232	18,994	9,391
<b>TOTAL (Maintenance)</b>	<b>20,873</b>	<b>19,851</b>	<b>25,880</b>	<b>0</b>	<b>1,733</b>	<b>68,337</b>	<b>56,112</b>

### Notes

- 1 Other funding sources include specific grants, including from Department for Transport, Developer contributions, Sustrans and corporate funding (by each authority).
- 2 Includes preparation costs and costs of bidding for major scheme funds
- 3 Other = Transport Studies, monitoring, feasibility, design and preparation of bids for future schemes

**Table 1.1 – Overview of LTP expenditure during IP1 - 2011 to 2014.**

## 2. Reducing the Need to Travel

### 2.1 What the LTP aims to deliver.

**2.1.1** For this chapter and subsequent chapters progress is reported against each of the priority focus listed in chapter 3 of the first Implementation Plan (IP1). A simple RAG (Red, amber, green) analysis is undertaken to indicate the degree of progress, where red indicates little or no progress; amber indicates some progress with the likelihood of more progress soon, whilst green indicates good progress in full accordance with the plan.

- 2.1.2** The Strategic Priority Actions for IP1 under “Reducing the need to travel” were:
- 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 Travel Exchanges in rural areas
  - Ensure new development provides for sustainable travel modes and creates environments which encourage walking and cycling.

### 2.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Fully integrate emerging LTP3 policy into ongoing LDF Core Strategies and AAPs	<ul style="list-style-type: none"> <li>• Bournemouth – New Local Plan adopted in 2012 and fully adopts LTP3 policy. The Town Centre Area action plan was adopted in 2013 and is in accordance with and fully informed by LTP3 policies.</li> <li>• Poole – the latest core strategy was adopted in 2009, prior the current LTP, but includes many of the same principals including that of Prime Transport Corridors.</li> <li>• The Poole Central Area Planning and Urban Design Supplementary Planning Document (SPD) was published in 2004 and provides a range of guidance for development and change taking place in the town centre.</li> <li>• Poole is in the process of reviewing their Core Strategy, this means that together the Core Strategy and the Central Area SPD will set out the approach to the town centre in a manor equivalent to an Area Action Plan.</li> <li>• Dorset – Revised Local Plans for District Councils are in various stages of development, but all are or will be fully informed by LTP3 policy, with county transport planning staff fully involved in the process of plan development.</li> </ul>	

<p>Use the South East Dorset Transport Study to identify key sustainable employment sites</p>	<ul style="list-style-type: none"> <li>• The principal focus of the South East Dorset Transport Study was directed at the preparation of transport strategies designed to serve a single spatial development forecast as prepared by the local authorities, and based on previous regional and local aspirations. The completed study has been used to assist in the development of local plans and bring forward sustainable employment sites.</li> <li>• The Bournemouth Town Centre Area Action Plan has identified the Lansdowne area of the town through this process and in part due to its strong transport links</li> <li>• Poole is developing an access and movement framework for Poole town centre. This will sit within the Poole Central Area Planning and Urban Design Supplementary Planning Document (SPD). The SEDTS traffic model is being used to help develop the framework.</li> </ul>	
<p>Work with urban design teams to provide high quality streetscape with improved walking.</p>	<ul style="list-style-type: none"> <li>• Bournemouth – The Town Centre AAP fully embraces the concept of high quality public realm in the town centre. One of the objectives of the plan is to provide a high quality, safe and attractive network of streets and public spaces that incorporates public art, green infrastructure and opportunities for play and events. Whilst ensuring that the Town Centre is a sustainable and accessible place that provides a more positive experience for pedestrians, disabled people, cyclists and public transport users.</li> <li>• Boscombe - St. James Home Zone - public realm and traffic calming scheme including the introduction of a 20mph zone, also assisted by input from residents. (See below)</li> <li>• Poole – The Our Streets and Spaces (OSAS) project brings together a multi disciplinary team of officers. A key objective of this project is to produce an SPD which will form a public realm strategy for the Borough. The SPD will set out the design standards for different types of street in the Borough ensuring a high quality streetscape is created and the needs of those walking and cycling are fully considered. The SPD is due to undergo public consultation during 2015.</li> <li>• Another key objective of OSAS is to bring together projects being led individual service units to ensure that they benefit from a range of expertise and accord with objectives of the OSAS SPD. This has led to urban design involvement in a wider range of projects including Sea View Roundabout, the Town Centre and Ashley Road.</li> <li>• Dorset – Public Realm improvements with improved environment for walking and cycling included in major developments at Poundbury, Dorchester – Brewery Square, West Bay and Shaftesbury, some funded through development, others through LTP funds.</li> </ul>	

	<ul style="list-style-type: none"> <li>Weymouth Sea Front- As part of a wider seafront regeneration programme in advance of the 2012 Olympic sailing events, funding was secured to replace all of the highway lighting along Weymouth Esplanade, providing directional white light and enhancing the overall lighting of the seafront and in particular the promenade at night. New purpose designed bus stops appropriate to the seafront were also installed, together with real time bus information.</li> </ul>	
<p>Focused delivery of enhanced public transport, walking and cycling facilities along high density quality bus corridors.</p>	<ul style="list-style-type: none"> <li>Bournemouth:- A35 Christchurch Road - bus lanes and enhanced cycle and pedestrian provision between Boscombe and Bournemouth Town Centre; A348 Ringwood Road and Poole Lane – Off road cycle lane provision from Bear Cross to West Howe and new pedestrian crossings; A347 Richmond Hill roundabout – segregated cycle provision to improve safety; Improved pedestrian, cycling and public realm between Bournemouth station and Town Centre (on-going).</li> <li>Poole: B3061 Sea View Roundabout – bus, cycle and pedestrian facilities, A35/A348 Shah of Persia Traffic signals – cycle and pedestrian facilities, A35 Civic Centre Gyratory – upgraded signal and cycleway provision, A35/B3061 Ashley Road/Poole Road – bus, cycle and pedestrian facilities.</li> <li>Christchurch: Improvements to the B3059 Stony Lane/ Purewell junction with improved pedestrian provision and advance stop lines for cyclists; Improved cycle provision from Purewell Cross Road roundabout to the A35 Sainsbury's roundabout.</li> </ul>	
<p>Promotion of home-working / tele-conferencing</p>	<ul style="list-style-type: none"> <li>The Local Authorities lead by example with respect to maximising the opportunities for working from home and tele-conferencing. Each authority has developed or is developing workplace travel plans.</li> <li>Poole – enable homeworking through development of a self assessment safety checklist for a safe working environment. Also investigation and analysis into the use of technology to support business efficiencies through technology such as tablet computing, smartphones and Wi-Fi. Provision of Wi-Fi services to key public access locations including all the Libraries, Museums and the Civic Centre Offices.</li> <li>Dorset County Council has enabled greater use of home working and the 2011 County Hall travel survey indicated that 2% of staff worked at home on the survey day. Since then new IT/telephone systems have been introduced to facilitate and encourage more flexible working practices.</li> <li>Through the 2012 Olympic Sailing Events in Weymouth a Travel Demand Management exercise was used and one of the key messages was around removing travel and this ethos has remained as one of the legacies of the games.</li> </ul>	

## 2.3 What outcomes have been achieved.

**2.3.1** Appendices B and C show performance against a number of key performance indicators. Appendix B shows progress on the defined LTP3 indicators over the three years of the first implementation plan, whilst Appendix C shows longer term changes for those indicators where historic information is available.

**2.3.2** Indicators PI3 and L3 indicate that in the longer term traffic levels continue to rise, but that in the short term, over the last three years, they have started to drop. It is likely that this drop in levels is a reflection of the economic recession rather than any policy change arising through the LTP. It is anticipated that as the economy picks up that traffic levels will start to rise, but that in the urban centres this will be at a slower rate than previously, as longer term policies around land use and promotion of non car modes of transport take effect. Indicators PI4b and L4b, whilst only an annual snapshot of traffic entering the main town centres, demonstrate a more long term, ongoing, fall in peak hour traffic entering town centres and this may be a better indication that LTP policies are having a positive impact.

## 2.4 Examples of Good Practice

### St.James Home Zone

**2.4.1** St.James Square in the Boscombe area is the first “Home Zone” to be set up in Bournemouth. Designed to create a safer street space for all, the Home Zone extends from St James’s Square into part of Parkwood Road (off the main A35 through Boscombe), and includes the two primary schools, Corpus Christi and St Thomas Garnet's School, so also provides safer walking routes to those schools.

**2.4.2** The objective of the scheme has been to reduce the dominance of cars in residential streets, encouraging low vehicle speeds and provide a more pedestrian friendly environment than in the typical highway space. Space is created where residents, pedestrians and cyclists of all ages can enjoy equal priority to motorists.

**2.4.3** The original park area, previously surrounded by railings, has been opened up and re-landscaped, creating a space for residents to enjoy. It has also been enhanced with a new children's playground and a sculpture of a scallop shell, the traditional emblem of Saint James.

**2.4.4** The ‘Home Zone’ is visibly different to surrounding roads with distinct divisions between road and footways removed. The space is more accessible and flexible to meet the needs of local residents in the area with fewer kerbs and easier access for pedestrians to move around. Local children are able to make use of the area to cycle and play. Drivers are encouraged not to consider the area as a main through road, but as a space they need to share with others. The scheme was set up by Bournemouth Borough Council working in partnership with a local Steering Group to design the scheme. It was funded through the Local Transport Plan integrated block but with a grant from the Community Spaces programme, which is part of the Big Lottery Fund's Changing Spaces Initiative. The Steering Group worked to ensure that the St James’s Square Home Zone reflected the wishes and ideas of local residents.



Before and After Photos of St.James Home Zone

### Sea View Roundabout Poole

2.4.5 Sea View Roundabout Poole – is a significant bus interchange and is within the A35 bus quality corridor as defined in the LTP strategy document. Major improvements to the junction have been completed during the last three years, funded through the LSTF Three Towns Travel Programme.

2.4.6 The main elements of the project were as follows:-

- Improvements to bus facilities including level access to buses, new bus shelters and real-time bus information
- Improved public realm / local access
- Simplify the road layout to improve congestion and make it easier for buses and cars to manoeuvre
- Improvements to pedestrian crossings and pedestrian access to the view point
- New cycle parking and provision of clear cycle routes through the junction.



Improvements to Sea View Roundabout, Poole.

## Develop Community Travel Exchanges in rural areas – the Stalbridge Travel Exchange

**2.4.7** As part of the LTP3 funding programme Dorset County Council awarded a Grant towards the establishment of a Travel Exchange at Stalbridge in North Dorset, as part of a Town Council scheme to combine and save the Town's Library. The Travel Exchange was completed and opened in September of 2013. It is now the combined home of the Stalbridge Community Volunteers along with the Library and its Volunteers. It also provides a Reception Area, an office for the Town Clerk, a Confidential Meeting Room and a larger room that serves as a modest sized venue for Council Meetings and a number of other varying functions with supportive provision of IT system for display, public computer access and the potential for Video Conferencing.

**2.4.8** The aims of the Stalbridge Travel Exchange are as follows:

- To reduce the necessity for travel in and around Stalbridge and North Dorset by the provision of services and facilities at the Hub and Travel Exchange.
- To establish a centre for the provision of all travel information
- To provide a "home" for any Car Scheme established for the community
- To provide a central location for bus services i.e. arranging for the main Bus Stop for Stalbridge to relocate to the Hub itself
- To promote the continued support for public transport

**2.4.9** The Hub now provides volunteer staffed opening hours of 9.30 am to 12 noon on Mondays, Wednesdays, Fridays and Saturdays. This includes the availability of three public access computers. Additionally, there are three more public access computers provided by DCC when the Library is open at other times. The services and facilities now offered by the Community Volunteers during these opening times include:

- Reporting of a wide variety of local issues
- Information on transport, both public and community transport. It has been particularly useful to have a central point of information with the recent significant bus changes
- Information on Housing issues and Social Benefits
- Tourism and local information
- Information on local clubs and organisations, schools and Church services
- Events and hire of Stalbridge Hall (a separate venue from the Hub)
- Local availability of Food Banks

**2.4.10** Work is progressing on persuading local bus companies to redesign their routes in Stalbridge to allow the main bus stop to be adjacent to the hub. It has not yet been possible to set up an independent car club for Stalbridge though it is hoped this will happen in the future.

**2.4.11** An initial usage survey indicates that the majority of people (70%) use the hub for the library and that almost half the respondents would have travelled elsewhere had the hub not existed. The general impression from users is that it is a very good facility, has become an important asset to the community, and enables a reduction in the need to travel.

### 3. Manage and maintain the existing network more efficiently

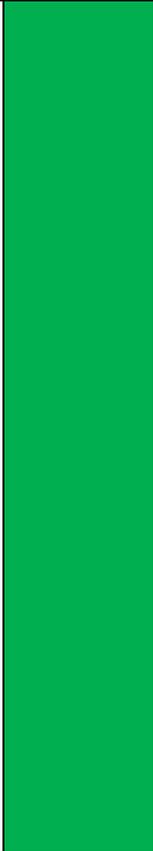
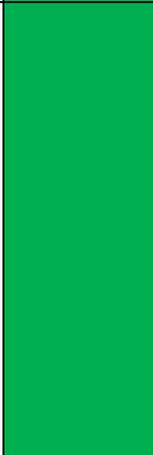
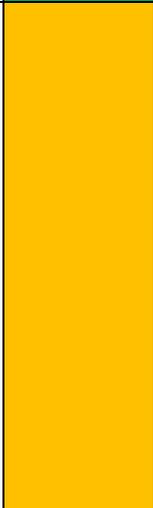
#### 3.1 What the LTP aims to deliver

3.1.1 The Strategic Priority Actions for IP1 under “Manage and maintain the existing network more efficiently” were:

- 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
- Improve co-ordination of network management by implementing a Joint Traffic Control Centre
- 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

#### 3.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Secure funding for A338 Major Maintenance scheme	<ul style="list-style-type: none"> <li>• Scheme planned to be constructed during 2015/16. Total cost = £22million. An allocation of £12.2million will come from the Local Transport Board; 10% of the total will come from Dorset County Council; and the remainder will be funded through the Local Growth Fund (LGF). Confirmation of the LGF funds was announced in July 2014.</li> </ul>	
Development of the Joint Traffic Control Centre	<ul style="list-style-type: none"> <li>• There has been little or no progress, in developing a Joint Traffic Control Centre, due to resource issues and other schemes being prioritised, including the need for Dorset to focus on developing a control centre for the Olympic Sailing events in Weymouth in 2012. Individual authorities are focussing on developing their own control rooms, with links across the authorities arising from developing technology. A joint centre could be eventually created as a “virtual” concept, and the authorities are gradually working towards this position.</li> <li>• Dorset’s Traffic Control Centre was developed at County Hall in Dorchester, and is a “state of the art” control system, that provides real time information, links to public transport, variable message signing on the strategic highway and direct links with other transport and other Traffic Control Centres in the wider region.</li> </ul>	

<p>Implement elements of LTP3 ITS strategy - Optimisation of existing UTC network, validation of SCOOT, deployment of MOVA etc</p>	<ul style="list-style-type: none"> <li>• On-going programmes of ITS and UTC development in all three authorities using both LTP and LSTF funds.</li> <li>• Bournemouth and Poole - Optimisation of traffic signals to include Bus Priority, Real time information at Bus Stops, CCTV, Vehicle Monitoring and Variable Message Signs to aid Traffic Management. Whilst a good deal of the hardware has been fitted the benefits for bus operation have yet to be fully implemented.</li> <li>• MOVA deployed at several key junctions in Bournemouth and Poole, including the A347 Wimborne Road/Ensbury Park Road gyratory system and the Wellington Road/Beechey Road junction, near Bournemouth Railway station. MOVA is a very well established strategy for the control of traffic signals at isolated junctions, and is designed to minimise delay during light traffic conditions and maximise capacity during congested periods.</li> <li>• Weymouth – UTC implemented in the A353 King Street corridor and A354 Boot Hill corridors to achieve bus priorities and increased capacity/reduced delay for all traffic. Implemented as part of the Weymouth Transport package for the 2012 games</li> <li>• Weymouth and Dorchester - Real time bus and car park information, funded mainly the Weymouth Showcase Project. (For more information see below)</li> </ul>	
<p>Junction improvements - focused on Quality Bus Corridor routes</p>	<ul style="list-style-type: none"> <li>• Bournemouth – A35 Christchurch Road, junctions with Manor Road and Boscombe Spa Road. Planned improvements at Iford Roundabout for 2014/15.</li> <li>• Poole – Sea View Roundabout improvement completed on main A35 Poole – Bournemouth – Christchurch corridor.</li> <li>• Christchurch - Stony Lane/Purewell Junction Improvement, also on main A35 corridor.</li> <li>• Dorset – A35/A351 Bakers Arms Roundabout – major improvements to increase capacity and provision of improved cycling facilities.</li> </ul>	
<p>Ensure full alignment between LTP3 and Transport Asset Management Plans</p>	<ul style="list-style-type: none"> <li>• Bournemouth and Poole – Partnering Consultants are to undertake a joint gap analysis based on the Asset Management Code of Practice. It is likely that the resultant findings and subsequent Action Plan will take different directions in each Borough due to the differing baseline of HIAM in the separate Authorities. Both authorities are approaching this review in a collaborative way where resulting plans do take account of cross boundary maintenance issues and to reinforce collaboration on joint procurement contracts. The latter, in particular, could become more extensive when the findings of the respective ‘gap’ exercises have taken place.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Dorset – Work is continuing on the preparation of asset management documents and are being set both within the corporate plan context and the Local Transport Plan. Current work in progress includes updates covering climate change and progress in developing a resilient network in preparation for severe weather events.</li> </ul>	
<p>Closer working with neighbouring Authorities to enhance Network Management Duties and comply with the Traffic Management Act</p>	<ul style="list-style-type: none"> <li>• Regular Joint Traffic Management Meetings are held between the three authorities, both under the auspices of the Transport Management Act and for the requirements of streetworks co-ordination. In addition regular meetings between Bournemouth and Poole and the local bus operators have been particularly useful in the delivery of the 3TT programme and the resolving of operational issues and problems. For all three authorities, bus operators are involved early in the scheme preparation process.</li> </ul>	

### 3.3 What outcomes have been achieved.

**3.3.1** Detailed road condition monitoring has been undertaken for a number of years. Over the three years of the implementation plan, despite an increased proportion of LTP funding going towards maintenance (see Table 1.1), road condition as defined by indicators PI8 and PI9 (see Appendix B) has been variable, with some worsening of the overall position.

**3.3.2** A major reason for this has undoubtedly been the succession of bad winters with heavy rain and flooding during 2013/14 and colder than normal winters in previous years. Additional funding has been made available by national government during 2014 to redress this situation and more LTP funds have also been diverted towards addressing the maintenance backlog.

**3.3.3** Road congestion on locally managed ‘A’ roads is measured by estimating the average speed achieved by vehicles during the weekday morning peak, from 7am to 10am. Journey times and average speeds are sourced from in-vehicle Global Positioning System (GPS) data. Information is collated by the Department for Transport and is available at national, regional and local highway authority level. This is the basis for indicator PI6 in Appendix B. Data has only been collected in this form since 2007 and so only short term changes can be assessed.

**3.3.4** In Bournemouth and Poole, average journey times have actual increased during the first three years of the LTP despite reduced traffic volumes. This may be partly due to roadworks associated with the Three Towns Travel programme having a negative impact. In Dorset journey times have decreased slightly, with completion of major road improvements between Weymouth and Dorchester having had a positive impact.

**3.3.5** As part of a post project evaluation of the Weymouth Transport Package in March 2014, surveys have indicated that there has been a 26% reduction in the average journey time per mile through the King Street/Boot Hill corridor. There has also been a 28% improvement in journey time reliability. Residents’ satisfaction of the bus quality and overall service provided was lower than the target set; however, residents were very satisfied with the newly improved bus stops and raised kerbs. Additionally there has been some improvement in bus punctuality and reliability.

### 3.4 Examples of Good Practice

#### Weymouth Showcase project

3.4.1 In advance of the 2012 Sailing events for the Olympic Games, Dorset County Council were awarded funding of over £14 million for investment in new bus services, bus stops and real time bus and car park information. The overall objective of the project was to promote the use of online and electronic systems to ease congestion, in particular through the duration of the Olympic Games. Funding was by means of a direct grant from the Department for Transport with a 10% contribution from Dorset County Council. The funding provided a once only 'use it or lose it' opportunity to significantly improve public transport in Weymouth, and is part of the legacy the Games bring to the town.

3.4.2 The project included the following elements:-

- The signalisation at critical junctions to optimise traffic flow, specifically the former roundabouts at King Street/Commercial Road, Swannery bridge/Weymouth Way and Westway Road/North Quay.
- Real-time passenger information with visual and audio displays on buses and at bus stops. 50 bus stops have been refurbished and 30 additional shelters installed. 130 stops have been equipped with real time passenger information.
- Intelligent bus priority at traffic signals
- Variable message signs guiding drivers to available parking spaces
- Strategic variable message signs on the approach roads (Granby Way, Swannery Bridge, A354 Weymouth Relief Road and Commercial Road) to advise motorists of events and delays, and which can also be used to display road safety information
- Air quality monitoring system
- CCTV cameras to monitor traffic flow

3.4.3 The scheme has embraced public realm improvements and contributed substantially to wider regeneration proposals along the sea front.(see Chapter 2). One aspect of the project has been the improvement of the bus stops around the King’s Statue to make them more spacious and accessible. The old bus shelters have also been replaced with stylish new ones with real time information displays.



Improvements introduced as part of Weymouth Showcase Project

## 4 Active Travel and “Greener” Travel Choices

### 4.1 What the LTP aims to deliver

4.1.1 The Strategic Priority Actions for IP1 under “Active travel and “Greener” travel choices” were:

- 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, Travel Planning, Rights of Way improvements and developing a network of Green Infrastructure
- Supporting the development of low carbon vehicle technologies
- Supporting sustainable low carbon tourism

### 4.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Programme of low cost, small scale cyclist and pedestrian permeability / accessibility improvements	<ul style="list-style-type: none"> <li>• Bournemouth – Over 500K spent on 10 different schemes or programmes during 2013/14 as part of BE SMARt (see para.1.2.4.) programme. Includes a new cycle hire scheme, enhanced leisure cycling facilities in the Stour Valley, new cycle parking at schools and workplaces and enhanced website and smart phone application. On-going programme of improvements for pedestrians, including more signalised and zebra crossings and raised platforms on side roads.</li> <li>• Poole – Over 600K spent over the last three years from LTP and LSTF on walking and cycling. Significant schemes include priority measures around the A35 Civic Centre Gyrotory (employment hub); Pedestrian/Cycle routes linking to the Twin Sails Bridge Project; Pedestrian/Cycle routes linking to and part of the LSTF Project and a Cycle/Pedestrian crossing of the 6-lane dual Holes Bay Road.</li> <li>• Dorset – Over £1m. spent over the last 3 years from LTP funds on small scale measures to improve cycling, walking and general accessibility, including footpath access to new development, rural footways (in Charmouth, Chickerell and Verwood), rights of way improvements and pedestrian crossing improvements.</li> </ul>	
Development of Smarter Choices programmes with increased focus on Travel Planning	<ul style="list-style-type: none"> <li>• As part of the Three Towns Travel programme package, a programme of work place travel planning is being rolled out across the A35 corridor in Bournemouth, Poole and Christchurch. The aim of this and other programmes indicated below is to reduce reliance on the private car for commuting by encouraging residents to walk, cycle and take the bus.</li> <li>• As an example the Job Centre Plus cycle scheme has been introduced which aims to help those seeking employment overcome transport barriers associated with finding work. It provides the job</li> </ul>	

	<p>seeker with a voucher worth £110, which can be used at nominated local bike shops in return for a refurbished cycle, a set of cycle lights, a lock, a helmet and the offer of adult cycle training. 84 jobseekers are currently participating in the scheme and the majority believe that the scheme has assisted them in securing employment.</p> <ul style="list-style-type: none"> <li>• The BE SMART programme in Bournemouth includes a package of sustainable transport schemes and travel planning measures to complement the 3TT programme. This includes Travel Planning and information at key change points in people’s lives, a sustainable transport marketing campaign to market sustainable transport to the largest employers and further measure to encourage active travel to school and universities.</li> <li>• Poole – As part of the 3TT project, Poole have introduced a business travel grant, the purpose of which is to support organisations to deliver projects that will enable and encourage their employees to travel more sustainably. This is predominantly a capital only grant (infrastructure improvements such as cycle storage, lockers or showers), but some revenue projects could be considered.</li> <li>• All three authorities provide advice to businesses on developing travel plans, suggesting sets of mechanisms, initiatives and measures to enable organisations to reduce the impact of travel on the environment and promote more sustainable travel choices. A business network, initially comprising 9 members has been set up with a view to providing bespoke travel plan advice and guidance. New building developments over a certain size will be required to have a travel plan or commitment to one before planning permission is granted.</li> <li>• Dorset as host of the 2012 Games Sailing events had a large level of business and travel planning engagement across Weymouth, Portland and Dorchester. This was support by the County Council and continued through the LSTF programme for Business Travel Networks, employee engagement and visitor travel planning. There is a regular e-bulletin for micro to large employers and a business toolkit with loan items available on dorsetforyou.com.</li> <li>• To enable skills and training, Dorset has implemented a cycle voucher scheme to enable one to one cycle training. The promotion of Dorset Flexicars as a way to reduce car ownership has been successful and expanded beyond the initial town of Dorchester to Weymouth and Blandford. Liaison with business and operators has been successful and will continue through the next phases of LTP.</li> <li>• Major improvements to the Travel Dorset website which is now a one stop portal for travel advice across Dorset, has been delivered through the LSTF.</li> <li>• Dorset also works with the cycling charity Sustrans through the employment of two Bike It officers working in schools, encouraging and helping more children to cycle to school, by teaching them the</li> </ul>	
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	<p>skills they need to cycle safely and responsibly. In 2014 - 18 schools took part in a two week 'Big Pedal' event to encourage more cycling to school. 5000 journeys to school were made by bike. Sustrans and Dorset County Council jointly provided funding that will ensure that 16 schools in Dorset will receive new cycle and scooter parking facilities.</p>	
<p>Development of Strategic Cycle Route Network schemes</p>	<ul style="list-style-type: none"> <li>• Bournemouth – Completion of cycle route alongside A348 Ringwood Road, and cycle lanes along the A35 Christchurch Road as part of the BE SMARt programme. Further development of a showcase cycle scheme along A3060 Castle Lane West Corridor. Implementation of continental-style cycle lanes and high quality walking and cycling routes with the widening of pavements and cycle lanes.</li> <li>• Poole – new cycle lanes along Penn Hill Avenue and Poole Road and as part of Poole Civic Centre gyratory improvements (both within A35 corridor), and also along Sandbanks Road. Enhanced cycle provision at A35 Shah of Persia Junction</li> <li>• Dorset – Completion of substantially off road cycle network connecting Dorchester, Weymouth and Portland on or adjacent to A354 corridor. (See below). Prior to this package a new £900,000 pedestrian and cycle bridge was built, completing a gap in the Rodwell Trail at Newstead Road. A total of £140,000 for the bridge came from the Olympic Delivery Authority, £350,000 came from cycling charity Sustrans and the rest came from the LTP.</li> <li>• Dorset has also delivered the CYCLE West ‘traffic free cycle routes’ project to promote the area as a destination for cross channel cycle tourism using €460,000 of INTERREG European funding. Three cycle touring itineraries offering over 1000km of traffic cycle routes and quiet roads connect Brittany and Normandy with Jersey and South West England.</li> </ul>	
<p>CYCLE demonstration project</p>	<ul style="list-style-type: none"> <li>• The original CYCLE demonstration project programme is no longer operating, with the Government’s decision to abolish Cycling England in 2011. However the LSTF programmes have afforded the opportunity to enhance cycling provision. See other entries and below for progress in SE Dorset and completion of substantial cycling network between Dorchester and Weymouth.</li> </ul>	
<p>Pilot projects for Personalised Travel Planning</p>	<ul style="list-style-type: none"> <li>• Personal Travel Planning (PTP) is a well-established way of encouraging and motivating people to consider their travel habits and choices. Pilot projects have taken place in Weymouth and Dorchester where local travel advisors have spoken with 5646 households within Weymouth and 3317 households in Dorchester. During the project, advisors distributed 13,961 area guides highlighting the various opportunities for walking, cycling and public transport in local areas, 12,656 bus timetables and 18,961 local walking and cycling maps. The project was funded through the LSTF programme for the Weymouth to Dorchester corridor.</li> </ul>	

<p>Measures to support Air Quality Action Plans and Noise Action Plans</p>	<ul style="list-style-type: none"> <li>• Bournemouth – One Air Quality Management Area is designated, along Wimborne Road in Winton – though there are continuing concerns as to whether this is a correct designation or not. Monitoring is continuing to verify the position.</li> <li>• Poole – Two Air Quality management Areas have been designated, one in Ashley Road, Parkstone, the other in Commercial Road, Ashley Cross. Air Quality action plans for both areas have been submitted to DEFRA and measures have been and are being implemented in both locations as part of the LSTF programme. Monitoring of air quality levels is continuing and reporting on progress is planned.</li> <li>• Dorset - The Weymouth Relief Road and measures within the Weymouth Transport Package have reduced traffic in those areas of Weymouth where air quality was considered a problem. Air quality levels in the King Street corridor are now below government set targets, but remain above in the Boot Hill corridor, albeit on a downward trend. Air quality will continue to be monitored at these locations. DEFRA have confirmed that no declaration of an Air Quality Management Area is necessary.</li> </ul>	
<p>Establish a programme for electric vehicle charging infrastructure</p>	<ul style="list-style-type: none"> <li>• Electric vehicle charging points (EVCP) have been installed at County Hall, Dorchester and Weymouth Park and Ride site.</li> <li>• The LSTF programme for Weymouth to Dorchester corridor proposes the installation of 8 EVCPs within Dorchester providing capacity to recharge 16 electric vehicles (2 per EVCP unit).</li> <li>• The three councils have jointly secured almost £725,000 of government funding from the UK Government Office for Low-emission Vehicles (OLEV) for the installation of 15 electric vehicle charging points - four in Poole, three in Bournemouth and a further eight in Dorset.</li> <li>• The sites in Dorset will be located in Christchurch, Wimborne Minster, Dorchester, Blandford Forum, Weymouth, Shaftesbury, Bridport and Lyme Regis.</li> </ul>	

### 4.3 What outcomes have been achieved.

4.3.1 The government through the department of energy and climate change have, since 2005, provides estimates of overall carbon emissions from different sectors of the economy, as part of their obligations under the Kyoto protocol. Indicators PI1 and L1 in Appendices B & C are estimates of total carbon emissions from road transport divided by population to give a per capita figure.

4.3.2 Both in the short term and medium term (since 2005) the data shows a continuing drop in per capital figures on a year on year basis. Whilst this is, in part, due to reductions in traffic volume, the overriding impact is thought to be due to increasing efficiencies in the vehicle stock. This is likely to continue into the future and so it will be difficult to separately identify the impact of local policies.

**4.3.3** Levels of cycling have been regularly monitored in all three authorities since 2004, using automatic counting devices, generally located on dedicated cycling facilities. Whilst not giving a comprehensive picture of cycling levels, it does provide a snapshot of usage at specific locations and as such provide a good indicator in changes of cycling activity over time. In Weymouth and Portland cycling is increasing at 5% per annum and increased by 51% between 2008 and 2013 on 8 key routes and in 2013 the Rodwell Trail had an estimated 130,000 cycle trips.

**4.3.4** Indicators PI11 and L11 in Appendices B & C show a steady increase in cycling levels over time, albeit from a low base. Quite substantial increases have been noted on some routes in Poole and Weymouth over the IP1 period, which is partly a reflection of new cycling infrastructure.

**4.3.5** The precise impact of the various travel planning initiatives is difficult to assess in the short term. Cycle usage increases are impressive, but it is not clear whether this is just due to the additional infrastructure or whether travel planning has had an impact. A post project evaluation report has been completed for the Weymouth to Dorchester corridor, which include results of questionnaire surveys undertaken in 2013 and 2014. This suggests some positive changes arising from the LSTF programme and travel planning measures.

**4.3.6** The report confirms the increase in cycling, but also some increases in bus and train travel and park and ride usage. Improvement towards sustainable travel is greater in Dorchester, even though more respondents in Weymouth agree that it is easy to get around by sustainable modes of travel. More surveys will need to be undertaken to check that these positive impacts are sustained.

**4.3.7** It is a challenge to alter established travel patterns and even more so to attribute such changes to positive interventions. Changing travel behaviour is a long term process due to the cycle of change and people being at different points in this cycle. Some are contemplating change but just need support or motivation whilst others are not even aware of a need to change or they are a part of this need.

## **4.4 Examples of Good Practice**

### **Bournemouth - Co Wheels Car Club**

**4.4.1** One of the original proposals of the BE SMARt programme was the introduction of a membership based pay-as-you-go Car Club as part of a wider package of measures with the aim of reducing congestion and the inherent car parking issues through reduced car dependency. This has now been introduced under the auspices of the nationally based Co-Wheels Social Enterprise.

**4.4.2** Members of the Co-wheels car club can hire a car from 30 minutes to 10 days, with prices starting at £3.75 an hour. Members can hire a car from a number of locations including Bournemouth Town Hall, Queen's Park Pavilion and Argyll Road - with the vehicle having to be returned to the same place. Other cars will soon be available in Lansdowne, Westbourne, Winton and Charminster.

**4.4.3** The intention is for the scheme to be self-funding in the long run, with the Borough Council facilitating the set up. Dedicated parking places will be provided on street, in car parks and by employers. The potential for the car club operator to take over the running of the local authority pool cars/replace the grey fleet will also be explored.

## **Bournemouth – Links to School Project**

**4.4.4** Between 2009/10 and 2011/12 Bournemouth Council has been awarded match funding for 11 separate Links to Schools schemes. The Council has successfully completed each of these schemes on time and in budget. Bournemouth Council has, according to Sustrans, been one of the top performing authorities in England in terms of Links to Schools. Over £1.5m (50% awarded as match funding) has been spent on 7 sites across the Borough.

**4.4.5** As part of these Links to Schools 11 new pedestrian/ cycle crossings have been built, many of these with integrated traffic calming such as raised table zebras, 20mph zones, cycle paths, cycle lanes and wider pavements (road space reallocated to pedestrians) to create milling space and a more pleasant street environment.

**4.4.6** In the last two years new 20mph zones have been introduced in the Throop and Muscliffe areas of North Bournemouth, both of which contribute to providing safer links to school. In addition many smaller schemes have been introduced, including the red coloured asphalt at school crossing patrol points and improved signing.

## **Weymouth – Dorchester Corridor Project**

**4.4.7** In 2012, Dorset County Council was awarded a £2.409 million grant from the Department for Transport for the Weymouth to Dorchester corridor project. The package, which is currently being implemented builds upon improvements delivered through the Weymouth Relief Road and the Weymouth Transport Package for the 2012 games, by supporting greater use of sustainable, active travel modes and public transport. Elements of the package include the completion of a comprehensive local cycle network, Personalised Travel Planning, behaviour change initiatives and expansion of the Dorset Flexicars Car Club into Weymouth. Appendix E provides a full breakdown of outturn and planned spend on the programme against each individual element.

**4.4.8** A key element of the package has been the construction of a continuous shared footway/cycleway from Swannery Bridge to Manor Roundabout, thus linking cycleways previously constructed as part of the A354 Weymouth Relief Road to the Town centre. The scheme has included a crossing facility to the north of Chafeys Roundabout and three crossing islands on A354 Weymouth Way between Chafeys Roundabout and Westham Crossroads. The scheme also includes an extension along Radipole Lane between Manor Road and Dorchester Road. Further improvements have been made to the existing shared-use footway/cycleway alongside the A354 Portland Beach Road, between the Rodwell Trail at Ferrybridge and Victoria Square, Portland. Weymouth & Portland now has 24 miles of cycle network, most of it traffic free.

**4.4.9** Launch events have been held each year to celebrate the completion of each section of the network, attracting hundreds of cyclists and media coverage. On the back of the LSTF package the County Council has secured an additional £64k grant for 20mph speed limits/zones. The project will be extended to 2015-16 through a further LSTF revenue grant of £570k for "Sustainable Access to Employment".

## Castleman Trailway

**4.4.10** The North Dorset Trailway is a multi use bridleway using the route of the old Somerset and Dorset railway line that closed in 1966. The old railway line is a particularly good route as it naturally links up many of the towns and villages across North Dorset. It is designed for non-motorised travel and seeks to encourage cycle and walking trips in each locality offering a healthy travel choice whilst impacting minimally on the environment. It has opened in a number of stages over the last few years and it is hoped that other sections currently in private ownership will become useable sections of Trailway in the future.

**4.4.11** During IP2 a further section of the route was opened between Stourpaine and Blandford, thus completing a 9 mile length between Sturminster Newton, Shillingstone and Blandford.

**4.4.12** In 2012 Bournemouth University were asked to undertake some market research on the route and to undertake a broad economic assessment of its impacts. Amongst its key findings were the following:-

- Local business owners indicated that over 10% of their gross revenue was directly attributed to trailway users, and that some increase in gross revenue was because of their proximity to the trailway
- A tenth of all businesses expanded their operations because of the impact of the trailway
- Overall, accommodation, grocery stores and bicycle related businesses reported the largest increase in their estimated annual revenue compared to other business types
- Walking (with or without a dog) was the primary activity being performed by trailway users
- Around three-quarters of trailway users reported using the trailway for recreation and just under half for health and/or fitness activities
- The primary factors influencing people's decisions about visiting a trailway are: the availability of information; and the quality of route, with specific reference to safety from traffic
- Monitoring visitor use and strong partnership working between the local authority and businesses is a key to the trailway's success

**4.4.13** Overall the North Dorset Trailway has been a huge success. The total demand for the trailway is estimated to be 80,000 user trips per annum. The level of direct and indirect expenditure due to the trailway is recognised by trailway users and business owners alike. Recreational activities (i.e. walking) and fitness training are especially popular along the trailway, perhaps due to it being traffic free. Whilst the trailway does not generate all cycle tourism in Dorset, the trailway contributes to its existence and indicators show there is an opportunity and user interest in developing and further promoting cycling along the trailway.

## 5 Public Transport alternatives to the car

### 5.1 What the LTP aims to deliver

- 5.1.1 The Strategic Priority Actions for IP1 under “Public Transport alternatives to the car” were:
- Develop and promote a network of Quality Bus Corridors connecting key destinations and transport hubs
  - Improved integration between modes, facilitated by Smartcards
  - Develop transport interchange hubs at Bournemouth airport and Weymouth
  - Provide Park and Rail at suburban stations where appropriate across South East Dorset
  - Enhanced rail services, and improved access to stations
  - Support public transport solutions to promote sustainable tourism, including waterborne transport along the Jurassic Coast
  - Integrated and enhanced Community Transport services
  - Creation of formalised joint partnership arrangements across the 3 authorities to drive a step change in public transport provision

### 5.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Development and implementation of Smartcard technology	<ul style="list-style-type: none"> <li>• Local bus operators now all have ITSO compliant card readers. However, the technical and financial difficulties (in terms of revenue sharing and back office systems) in achieving smart ticketing across the South West region have been significant and the provision of a multi operator ticket has been delayed, both for the scheme in Poole, Bournemouth and Christchurch and others throughout the South West. It is hoped that it can be fully implemented during the course of the next implementation plan period. Smart ticketing will eventually open up a range of opportunities to make using public transport much easier to use.</li> <li>• Dorset is developing a Smart Card ticketing for its home to school transport services. The Beaminster Schools Pyramid has been chosen as the ideal location for a pilot of the scheme because it has the right mix of schools, bus operators, and students using both school and public transport. If the pilot scheme is successful, Smart Card ticketing for young people will be introduced to the rest of the county on a phased roll out.</li> </ul>	
Bus priority measures focused along Quality Bus Corridor routes	<ul style="list-style-type: none"> <li>• Bournemouth A35 Corridor – Bus lane improvements between Boscombe and Lansdowne on Christchurch Road. Ongoing programme of bus stop improvements comprising new shelters and extension of bus tables to ensure buses can access and exit stops smoothly.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Poole A35 Corridor – Bus Lane Improvements along Poole Road. North Road parking cleared on approach to bus table and beyond bus table to allow uninterrupted access to stop at very steep location. Ongoing programme of bus stop improvements.</li> </ul>	
<p>Establish closer working with voluntary groups and Social Enterprises to support development of local community transport solutions</p>	<ul style="list-style-type: none"> <li>• All three authorities actively support and encourage community transport provision to complement the public transport network. A range of services are supported, using minibuses or volunteer cars, aimed at assisting people who are not able to access or use conventional public transport either because of mobility issues or if there is no transport available. The most frequent use of community transport is for shopping, social and leisure purposes and hospital/doctor visits. The last three years has broadly seen a consolidation of services with some mergers and some new providers.</li> <li>• One major development has been the expansion of services operated by Dorset Community Transport, based in Blandford. Dorset Community Transport is part of the ECT Charity (Ealing Community Transport – now a national provider of community transport), and combines the benefit of local management with the support of a national organisation. Operations began in September 2011. Use is made of the down-time around these services to make vehicles available for general community transport services in Dorset and nearby areas. Their main focus is "Group Transport", which offers affordable minibus hire (with driver) to voluntary, community and social groups.</li> </ul>	
<p>Continue the roll out of high quality public transport infrastructure, particularly in the waiting environment i.e. access kerbs, shelters, RTI etc</p>	<ul style="list-style-type: none"> <li>• Bournemouth – A new bus interchange (or bus hub) has been constructed at Bournemouth Hospital (see below). Ongoing programme of bus stop improvements including new shelters and real time bus information, and bus priority measures at several junctions.</li> <li>• Poole – Sea View Roundabout – As part of a wider, comprehensive scheme (see chapter 2) - Improvements to bus facilities, including level access to buses, new bus shelters and real time bus information.</li> <li>• Poole Railway Station – Improved pedestrian access to the railway station and improved bus stop facilities, including level access onto buses. Scheme also included new cycle parking and signage, security CCTV for the subway and public real improvements.</li> <li>• Weymouth Railway station – A contribution of £50,000 from LTP funds was made to secure station improvements which included 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.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Weymouth Showcase Project (see Chapter 3) has included provision of real-time passenger information with visual and audio displays on buses and intelligent bus priority at traffic signals.</li> <li>• Gillingham railway station – Access Improvements for pedestrians and cyclists, and provision of new bus stop and turning area. Part financed through Section 106 agreement.</li> </ul>	
<p>Package of measures to improve access to Bournemouth Travel Interchange</p>	<ul style="list-style-type: none"> <li>• Improvement scheme has been delayed, partly as a result of failure of the original CIVITAS bid. (IP1 Para.4.4.7.). The scheme will now progress during IP2 as part of the 3TT package.</li> <li>• The aim of the scheme, which is jointly being developed by the Borough with the South West Trains-Network rail Alliance, is to make the Interchange a more attractive and welcoming area for those coming into the town providing enhanced transport choices when arriving and departing from the Interchange. This investment will see, changes made to the layout to provide easier, safer and more accessible bus, taxi and cycling facilities as well as better signage.</li> <li>• Improvements are also being to the route between the Travel Interchange and the town centre. Major improvements to the Horseshoe Common area on Old Christchurch Road have recently been completed. The objectives of this scheme have been to improve road safety, improve landscaping to create a safer and more attractive route into town and contribute to the regeneration of this key part of the Town centre. Improvements have included:- new walking and cycling routes using high quality blocks and paving materials, more shared space and public realm improvements, removal of physical and visual barriers such as railings and unnecessary signs, relocation of taxi parking and bus stops, extension of the 20mph zone to Old Christchurch Road, Dean Park Crescent and Madeira Road and implementation of a night time road closure.</li> </ul>	
<p>Weymouth Park and Ride</p>	<ul style="list-style-type: none"> <li>• Weymouth Park and Ride site completed as part of the Weymouth Relief Road project and in advance of the Olympic Sailing Events in 2012. The site, off the main A354 into town, offers a comprehensive all year round service.</li> </ul>	

### 5.3 What outcomes have been achieved.

5.3.1 Bus patronage is monitored by examining passenger data collated from bus operating companies by the local authorities. The quality of the data has been of some concern, particularly in the early years of collection with high levels of unexplained fluctuation. However by examining three year annual averages as has been done in Appendix C, some of the wilder fluctuations have been smoothed out.

**5.3.2** In the longer term (see indicator L2 in Appendix C), there is a clear indication that in Bournemouth and Poole at least, there is a steady and ongoing increase in bus usage, reflecting the investments made by companies in new buses and better timetables, and the ongoing policies of the authorities in promoting public transport. With on-going investment through the 3TT, Better Bus Area Fund and BE SMARt programmes, the LTP3 goal of a step change in public transport provision is well on its way to being achieved.

**5.3.3** In Dorset, whilst there have been some year on year increases and some specific individual success stories, overall usage has not substantially increased in the long term and indeed during the short term has decreased during the first 3 years of LTP3, partly as a result of Dorset having to cut subsidised services, mostly in rural areas.

**5.3.4** Rail usage has also shown steady increases, both short term and long term. Indicator L12 in Appendix C, an annual count of rail passengers at major railway stations, provides some evidence on long term growth which is reflected by national data on rail usage.

## **5.4 Examples of Good Practice**

### **Bournemouth Hospital – Public Transport / Interchange**

**5.4.1** Bournemouth Hospital Bus Hub as been constructed as part of the Council's Three Towns Travel programme, and in partnership with local bus companies and the NHS foundation trust. The new hub provides those travelling by bus to and from the hospital, and surrounding businesses, with a safer, easier and more attractive facility.

**5.4.2** The scheme, costing about £750,000, has a dedicated space with new shelters, an improved waiting area with real time passenger information, CCTV and an enhanced public realm. As part of a partnership approach to the project, a covered walkway linking the hub to the hospital entrance has been installed by the Hospital Trust.



Recently opened Bournemouth Hospital Bus Hub

## 6 Travel Safety Measures

### 6.1 What the LTP aims to deliver

6.1.1 The Strategic Priority Actions for IP1 under “Travel Safety Measures” were:

- Reducing casualties to meet national targets
- Broadening the implementation of 20mph zones and Home Zones
- Tackling poor driver behaviour through education
- Ensure new development does not introduce additional risk to highway users
- Improving safety for the most vulnerable users
- Effective strategic partnership working with key road safety partners
- Improve security and the safe perception of use of the transport network.

### 6.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Route management safety initiatives	<ul style="list-style-type: none"> <li>• Bournemouth – extensive consultation and plans have been prepared for improvement schemes along the A35 corridor through Boscombe and from Boscombe to Iford Roundabout. The proposals have been designed to provide a consistent and safer route and have been programmed for delivery during the first year of IP2.</li> <li>• Dorset – Completion of route management measures along the A356, with measures to reduce vehicle speed and improved conditions for pedestrians in South Perrot. Signing and lining upgraded throughout the route to ensure consistency.</li> </ul>	
Roll out of programme of 20mph zones	<ul style="list-style-type: none"> <li>• Bournemouth – St. Lukes, St. James and Shillingstone Drive all 20mph zones delivered during IP1. St. Walburga 20mph zone designed in 2013/14 and is being delivered in the first year of IP2.</li> <li>• Poole – Newtown Residential 20mph Zone: A 20mph limit was introduced in/or extended along roads with existing 20mph’s making a total of 67 roads within the Newtown Ward, Upper Parkstone area. Three roads within the zone remained at 30mph due to higher measured mean speeds and greater road widths and less on-street parking. These are signed as “resident’s zones” with a view to monitoring to see if speeds have dropped as a result of the wider 20mph zone. 45 new signs were erected and 103 20mph roundels were marked on the carriageway</li> <li>• Dorset – The Westham area of Weymouth delivered during IP1, aimed partly at reducing accidents but also as an environmental enhancement scheme.</li> </ul>	

<p>Programme of prioritised local safety schemes aimed at casualty reduction</p>	<ul style="list-style-type: none"> <li>• All authorities use an evidence based approach to casualty reduction schemes through a detailed analysis of accident cluster sites.</li> <li>• Bournemouth – works at prioritised sites to address accident clusters have been progressing. Schemes include; Wellington Road/Holdenhurst Road, Cemetery Junction, Bath Hill Roundabout, St. Peters Roundabout, Lansdowne Road/Beechey Road, Castle Lane West/Castle Gate Close and Richmond Park Road/Queens Park South Drive.</li> <li>• More recently Christchurch Road/Holdenhurst Avenue Junction and Richmond Hill Roundabout schemes have both been delivered and are targeted improvements to reduce cycle casualties. At Richmond Hill 13 out of the 16 accidents at this location from January 2008 to December 2013 involved cyclists.</li> <li>• Poole – West Street/West Quay Road safety improvements, including giving up road space for cars to provide widened footways and cycle lanes; signalised pedestrian phases of 3 arms of a major junction; a Zebra crossing; VMS sign and road markings to improve safe lane discipline.</li> <li>• Dorset – A354 Weymouth Way - cycle and pedestrian improvements including Chafey's roundabout, comprising a shared use cycleway from Chafey's Roundabout to Manor Roundabout, a toucan crossing to the north of the roundabout and pedestrian refuges on Weymouth Way. The total cost of the scheme was £1,070,000, funded from the LTP and LSTF and a grant of £289k from the DfT Cycle Safety Scheme due to the high number of collisions involving cyclists. The scheme provides a safe link across the road for the residents of Southill to walk/ cycle into town and should encourage walking and cycling.</li> </ul>	
<p>Continuation of Safer Routes to School</p>	<ul style="list-style-type: none"> <li>• Bournemouth – see Links to Schools project, outlined in Chapter 4.</li> <li>• Poole – The prioritised programme of 20 mph Zones outside schools continued with implementation completed at the following schools: Corfe Hills, Parkstone Grammar, Oakdale South, Baden Powell, and Branksome Heath and Sylvan Schools. Signs often designed in consultation with school children were erected at the limits and physical measures included the widening of footways, pinch points, gateway features, traffic calming such as speed humps, improved crossings and parking restrictions.</li> <li>• Dorset – New safe Route to school scheme implemented in Christchurch in connection with replacement of footbridge over the A35 Christchurch By pass. Provision of enhanced footway/cycleway from the footbridge southwards to The Grange school. A second phase of the scheme is now proposed to go northwards to link to the village of Burton.</li> </ul>	

<p>Road safety education campaigns through Dorset Road Safe</p>	<ul style="list-style-type: none"> <li>• Dorset Road Safe - Dorset Road Safe is a partnership organisation committed to reducing the number of road traffic casualties on our roads. It includes the three highway authorities, Dorset Police, the Highways Agency, Her Majesty’s Court Service, Crown Prosecution Service &amp; NHS South West, Dorset Fire &amp; Rescue Service and LV= Streetwise. Each organisation brings unique experience to road safety and is fully committed to achieving the partnership aims. Its work focuses on a combination of approaches including; education, enforcement and engineering, with the ultimate emphasis on casualty reduction.</li> <li>• Education is considered the key to reducing the number of people killed and injured on our roads. Campaigns are used to target all road users through a combination of advertising, information packs, leaflets and events.</li> <li>• Driver education is used to re-educate drivers who commit various road traffic offences including; low end speeding, failing to wear a seatbelt and using a mobile phone whilst driving. Dorset Police was one of the first forces in the country to introduce a re-education programme, the Driver Awareness Scheme, as an alternative to receiving three points on a driving licence. This programme has proven successful with classroom based courses being delivered every day of the week.</li> <li>• Project 'no excuse' is an intelligence led multi agency campaign aimed at casualty reduction and was launched in January 2010. The primary aim of 'no excuse' is to positively influence driver rider attitude and behaviour on our roads. (See below for more information)</li> <li>• Bournemouth – On going road safety education programme for school children through the Safe Training Education Programme (Steps), using council staff with the help of parent volunteers. The scheme has developed from the original DfT sponsored Kerbcraft scheme and now successfully taken over by Bournemouth.</li> <li>• Bournemouth has an exhibition trailer which it uses to promote road safety at events throughout the Borough. As a result of BE SMARt funding it has been possible to provide education for young riders and drivers and older drivers.</li> </ul>	
<p>Implementation of St James Home Zone</p>	<ul style="list-style-type: none"> <li>• Bournemouth – St James Home Zone now completed – see chapter 2.</li> </ul>	

### 6.3 What outcomes have been achieved.

6.3.1 Comprehensive accident and casualty information is assembled by the local authorities from police data. Indicators PI10 and L10 in Appendices B & C provide both the short and long term position. Overall casualties have and are continuing to fall in all three authorities both in the short term and longer term. In some instances there have been substantial falls reflecting the effort that was put in to meet substantial targets set during the first two Local Transport Plans.

6.3.2 Whilst overall casualties have continued to fall during LTP3, serious and fatal casualties have levelled off, particularly in Bournemouth and Poole. Serious and fatal child casualties have also fluctuated but are at very low levels.

## 6.4 Examples of Good Practice

### Dorset Road Safe – “No Excuses” Campaign

6.4.1 As indicated above the “No Excuses” campaign is operated through Dorset Road Safe and is a combined multi agency approach to road safety, across all the three authorities. It was launched in January 2010 and is a carefully researched project that delivers additional traffic enforcement, publicity and education programmes aimed at reducing the number of people killed or seriously injured on Dorset's roads. Its primary aim is to positively influence driver rider attitude and behaviour on our roads.

6.4.2 The 'no excuse' project focuses on influencing the behaviour of four specific groups:

- Car drivers (particularly young male drivers)
- Car passengers
- Motorcyclists
- Business/delivery drivers

6.4.3 The key target behaviours to be addressed are:

- Mobile phone use whilst driving
- Non wearing of seat belts
- Bad, dangerous and careless driving
- Drink and drug driving
- Inappropriate speed

6.4.4 The road policing enforcement team conducts both sustained high visibility policing and covert operations, in order to deter and detect all traffic offences, not just the fatal four. This is being undertaken with a combination of; Police Officers, Dorset Road Safe camera vans and Safer Neighbourhood Teams working together to deliver enforcement, publicity and education to road users throughout Dorset.

6.4.5 Project 'no excuse' also runs “Surround a Town” operations throughout Dorset. Surround a Town is a day-long operation, concentrating on mass enforcement and publicity in the area. Marked and unmarked police patrols are located in and around a town to catch drivers committing all driving offences. Those caught not wearing their seatbelts on the day have the option to attend a free short educational presentation on the risks and consequences of being unbelted, instead of receiving a fixed penalty.

## 7 Car Parking Measures

### 7.1 What the LTP aims to deliver

7.1.1 The Strategic Priority Actions for IP1 under “Car Parking” were:

- 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 where appropriate)
- Review parking standards in new development through the planning process
- Improve the management of visitor parking at key tourist destination

### 7.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Formalisation of parking, particularly on key corridors	<ul style="list-style-type: none"> <li>• The Three Towns Travel LSTF Bid has delivered extensive reorganisation of parking and loading along the whole A35 Corridor to improve traffic flow. Combined with increased enforcement of parking violations and management of Streetworks, these changes will deliver improved journey times along the corridor from Poole to Christchurch for all vehicles.</li> <li>• In Bournemouth extensive consultation and plans have been prepared for improvement schemes along the A35 corridor through Boscombe and from Boscombe to Iford Roundabout. Where applicable these schemes have included the formalisation of parking. The construction/implementation of these schemes has been programmed for delivery during the first year of IP2. As part of the LSTF programme, all existing TROs have been checked along the A35 corridor to ensure that they are enforceable.</li> </ul>	
Parking Management Measures	<ul style="list-style-type: none"> <li>• Bournemouth – Variable message signs (VMS) introduced in Westbourne and Winton to advise on availability of car parking spaces.</li> <li>• Introduction of temporary VMS to encourage visitors to use the park and ride for major events including the Air Festival.</li> <li>• Changes to on street to increase length of stay and length of no return. This reduces congestion by reducing turnover but is done to enable enforcement.</li> <li>• Poole had completed a fundamental review of all parking zones prior to the first Implementation Plan. However as further development takes place, in particular within the Poole Town Centre and Lower Hamworthy areas, extensions and adjustments will continue to take place.</li> <li>• Dorset – Installation of VMS in Christchurch and Dorchester for purposes of Car Parking Guidance &amp; traffic information. Part of LSTF funded packages. Expenditure continues into 2014/15.</li> </ul>	

<p>Work with Local Planning Authorities to establish parking policies within Core Strategies and other DPDs consistent with LTP3 policy</p>	<ul style="list-style-type: none"> <li>• Bournemouth – New supplementary planning guidance was launched in July 2014, following a period of public consultation, which sets out clear guidance and certainty to developers as to the council’s approach to vehicle and cycle provision at new developments.</li> <li>• Poole – The Parking and Highway Layout in the Development Supplementary Planning Document was adopted in 2011. The Poole Site Specific Allocations and Development Management Policies Development Plan Document was adopted in 2012 and this incorporated a Demand Management Section on Parking, layout and Travel Plans. Both documents were prepared in cooperation with the Planning Department of Poole Council and incorporated into their Core Strategy.</li> <li>• Dorset - Parking guidance for cars and bicycles in residential and other development in the rest of Dorset was developed as part of the LTP3. This guidance is applied across Dorset as the district / borough authorities refer to it in their Local Plans and as Highway Authority, Dorset County Council uses this guidance and policies in their responses to planning applications dealt with by the districts / boroughs.</li> </ul>	
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### 7.3 Example of Good Practice

#### Weymouth Park and Ride and arrangements for the Olympic Sailing Events

**7.3.1** As indicated in chapter 5, a major Park and Ride site was completed in Weymouth as part of the Weymouth Relief Road project and in advance of the Olympic Sailing Events in 2012. The site, off the main A354 into town, offers a comprehensive all year round service.

**7.3.2** Also prior to 2012 a new Traffic Control Centre was developed at Dorset County Council’s Highway Authority headquarters Dorchester, which is a “state of the art” control system, that provides real time information, links to public transport, variable message signing on the strategic highway and direct links with other transport and Traffic Control Centres in the wider region and in London. These initiatives provided the basis for arrangements for managing visitors arriving in Weymouth and Portland for the Olympic Sailing Events.

**7.3.3** The Olympic Delivery Authority funded additional park and ride sites and operations during the event, with over 100 buses being available. Whilst these facilities were not used to their full capacity, the fact that they were there and potentially available, was a major benefit to local operational resilience. The Park and Ride sites were at a number of locations around the Borough and Local Authorities were closely involved identifying and securing approval for these sites.

**7.3.4** During the games the Local Operations Team coordinated the reception of visitors from Park and Ride buses and their movement with marshalling from and return to the Park and Ride hub at Swannery Car Park, close to Weymouth town centre and from the Railway Station, to the main viewing areas. The overwhelming response locally and from government and national Olympic agencies to the transport arrangements was very positive.

## 8 Strategic Infrastructure Improvements

### 8.1 What the LTP aims to deliver

#### 8.1.1 The Strategic Priority Actions for IP1 under “Strategic Infrastructure Improvements” were:

- 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 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
- Development of a rapid transit system (Dorset Area Rapid Transit System.)

### 8.2 What has been achieved against the priority focus for IP1.

Priority Focus	Achievements	Progress
Delivery of existing committed major schemes such as the Poole Bridges Regeneration Initiative Core Scheme, and Weymouth Transport Package (supporting the 2012 Olympics sailing event)	<ul style="list-style-type: none"> <li>• Poole – Completion of Twin Sails Lifting Bridge and associated approach roads, which were the core scheme of the Poole Bridge Regeneration Initiative. The scheme was opened to traffic on 4<sup>th</sup> April 2012. The bridge provides critical infrastructure for 26 hectares of brownfield land, one of the largest regeneration areas in the South West. Over the next 15 years, the regeneration is expected to deliver around 2,000 homes and create up to 5,000 jobs. See Appendix B for full cost and funding breakdown.</li> <li>• Dorset – Completion of Weymouth Relief Road and the Weymouth Transport Package for the 2012 games. The total cost of the Relief Road was £87million and was funded by the DfT 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.</li> <li>• The Weymouth Transport package was aimed at improving traffic flow and provision of improvements to public transport ahead of the London 2012 Games sailing events in the town. This included improving junctions, modernising buses, introducing real time passenger information and preparation work towards a bus/rail interchange.</li> </ul>	
Secure the necessary developer contributions for identified major infrastructure to support growth	<ul style="list-style-type: none"> <li>• The first Implementation Plan stressed the importance of developer contributions in delivering the LTP strategy, including the provision of the major infrastructure necessary to support growth. Since the LTP came into force the Community Infrastructure Levy (or CIL) regulations have come into force and provide District / Borough Councils as 'Charging Authorities' with a</li> </ul>	

	<p>new mechanism for collecting developer funding for provision, improvement, replacement, operation or maintenance of infrastructure needed to support growth. More detail can be found in chapter 4 of the second LTP Implementation plan</p> <ul style="list-style-type: none"> <li>• Bournemouth – Currently the mechanism for collecting developer contributions is from the previous SE Dorset Transport contributions mechanism. This will need to be replaced by April 2015.</li> <li>• 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 on 2nd January 2013.</li> <li>• Dorset – All Districts have or are in the process of adopting CiL regulations.</li> <li>• Part funding of LTP proposals through developer contributions was a key part of the LTP3 strategy. <b>It likely that less funds will be available through the introduction of the CiL, which will impact on the authorities to deliver the full LTP3 programme by 2026.</b></li> </ul>	
<p>Development of funding bids for future major schemes</p>	<ul style="list-style-type: none"> <li>• The process for securing funds for major schemes has changed since the beginning of the LTP3 period. More detail can be found in chapter 4 of the second LTP Implementation plan, but essentially the former Regional Funding allocations will be replaced in 2015 by the Local Growth Fund mechanism, with decisions on major scheme expenditure being made by the Local Enterprise Partnership, which in the case of this area is contingent with the LTP area (Bournemouth, Poole and Dorset). The Dorset LEP’s role is greater than just transport, and has a wider role in investing in business and infrastructure to secure and increase employment and bring maximum benefits to the economy.</li> <li>• The first funding for the Local Growth Deal was announced in July 2014 and will see £66.3million invested in Dorset. £23.9million has been confirmed in the first year, and as part of the Government’s on-going commitment to the Dorset LEP it has provided an indicative award of a further £42.4million of funding from 2016/17 onwards. The deal will help to create up to 25,000 jobs, allow more than 3,000 homes to be built and generate up to £530 million in public and private investment. Funding for the A338 Major Maintenance scheme was confirmed (see Chapter 3), together with funding to begin other improvements to improve road access to Bournemouth Airport and the Port of Poole.</li> </ul>	

### Appendix A - LTP3 and related Expenditure 2011-2014

LTP3 INDICATIVE PROGRAMME	Delivery Authority	LTP Total Outturn 2011-2014	LTP Outturn Expenditure 2011/12	LTP Outturn Expenditure 2012/13	LTP Outturn Expenditure 2013/14	LSTF Outturn Expenditure	Developer Contributions	Specific Grants	Other Sources	TOTAL SPEND	IP1 Total Funding Allocation
<b>REDUCING THE NEED TO TRAVEL</b>											
St James Homezone	BBC	223,911	108,161	115,751	0	53,482	0	0	149,262	426,656	375,000
Public Realm Improvements	JOINT	358,053	18,847	310,588	28,618	176,695	9,000	0	38,079	581,827	140,000
Ashley Road	BoP	122,000	43,000	0	79,000	117,000	0	0	0	239,000	450,000
Richmond Hill / St Stephens Road - Town Centre Traffic Management / Public Realm	BBC	37,103	30,209	6,894	0	24,282	0	0	4,298	65,683	70,000
<b>Sub Totals</b>		<b>741,067</b>	<b>200,217</b>	<b>433,233</b>	<b>107,618</b>	<b>371,459</b>	<b>9,000</b>	<b>0</b>	<b>191,639</b>	<b>1,313,165</b>	<b>1,035,000</b>
<b>MANAGING AND MAINTAINING THE EXISTING NETWORK MORE EFFICIENTLY</b>											
Dorchester Transport and Environment Plan (DTEP)	DCC	0	0	0	0	0	0	0	52,000	52,000	4,021,000
Wessex Network Traffic Control Centre	DCC	0	0	0	0	0	0	0	0	0	300,000
B3143 Route Management - Rural Roads Pilot Project	DCC	73,448	2,743	4,649	66,056	0	0	0	0	73,448	60,000
A356 Route Management - Rural Roads Pilot Project	DCC	214,619	227,009	-12,636	246	0	0	0	0	214,619	75,000
Other (County) Speed/Traffic Management.	DCC	80,909	11,769	66,522	2,618	0	0	0	0	80,909	200,000
Urban Traffic Control	JOINT	660,074	299,508	139,559	221,007	0	0	0	0	660,074	637,000
ITS Measures	JOINT	898,901	279,451	288,660	330,789	1,718,697	71,000	0	0	2,688,598	695,000
Improvements to signing and lining (including A350/A354 major resigning)	DCC	260,882	198,749	28,796	33,337	0	0	0	15,000	275,882	140,000
Wimborne Town Centre - Speed Management (Contribution)	DCC	90,000	0	90,000	0	0	0	0	3,769	93,769	80,000
Traffic Regulation Orders/Parking Management	JOINT	487,697	250,914	108,866	127,917	24,422	0	0	0	512,119	485,000
A338 Wessex Way (Kings Park Slip) - Design and Development	BBC	15,451	3,037	7,069	5,345	0	0	0	0	15,451	20,000
Minor Traffic Management Works (Reactive expenditure)	JOINT	88,186	78,568	9,588	30	0	1,200	0	0	89,386	212,000
Noise Action Plan - mitigation measures	BBC	2,842	1,919	386	538	0	0	0	0	2,842	30,000
Springfield Distributor Road - Verwood	DCC	0	0	0	0	0	0	0	10,000	10,000	2,090,000
Access to Development	DCC	230,738	74,829	84,214	71,695	0	663,252	0	0	893,990	640,000
A31/A349 Merley Roundabouts	BoP	131,000	4,000	127,000	0	0	0	0	0	131,000	0
<b>Sub Totals</b>		<b>3,234,747</b>	<b>1,432,495</b>	<b>942,673</b>	<b>859,579</b>	<b>1,743,119</b>	<b>735,452</b>	<b>0</b>	<b>80,769</b>	<b>5,794,087</b>	<b>9,685,000</b>
<b>PUBLIC TRANSPORT ALTERNATIVES TO THE CAR</b>											
Resignalling the Swanage to Wareham Branch Line. <sup>1</sup>	DCC	0	0	0	0	0	742,772	0	1,612,370	2,355,142	3,000,000
Improved Access to Railway Stations	Joint	172,524	111,051	58,873	2,600	456,857	41,440	0	0	670,821	1,150,500
Support for rural and market town bus services	DCC	0	0	0	0	0	0	0	0	0	800,000
Weymouth Showcase Project (Public Transport Infrastructure)	DCC	0	0	0	0	0	0	3,000,000	0	3,000,000	2,707,000
Rural Accessibility - incl. Demand Responsive Transport	DCC	97,826	31,882	65,944	0	0	0	0	0	97,826	245,000
ITSO compliant Smart Card	BBC	71,705	71,705	0	0	0	0	0	0	71,705	177,000
Public Transport Infrastructure	JOINT	681,007	98,941	406,200	175,866	1,101,829	91,490	0	1,000	1,875,326	387,000
AAP Public Transport Measures	BBC	1,334	1,334	0	0	42,894	0	0	0	44,228	40,000
Bus Corridor Measures	BBC	48,882	48,882	0	0	0	0	0	0	48,882	56,000
Bournemouth Hospital - PT Hub / Interchange	BBC	148,583	16,800	33,871	97,913	566,327	0	0	0	714,911	400,000
Holdenhurst Road - Springbourne Area wide TM	BBC	8,276	1,231	6,131	914	0	0	0	0	8,276	100,000
A35 Route Management (Eastcliff/Boscombe) - Road safety, PT and public realm	BBC	19,483	0	16,843	2,640	272,432	0	0	50,392	342,307	140,000
SWPTI (South West Public Transport Information)	JOINT	297,271	92,078	34,649	170,544	0	0	0	0	297,271	354,000
<b>Sub Totals</b>		<b>1,546,891</b>	<b>473,903</b>	<b>622,509</b>	<b>450,478</b>	<b>2,440,340</b>	<b>875,702</b>	<b>3,000,000</b>	<b>1,663,762</b>	<b>9,526,695</b>	<b>10,156,500</b>
<b>ACTIVE TRAVEL AND "GREENER" TRAVEL CHOICES</b>											
B3072 Corridor Improvements	DCC	177,740	3,357	23,638	150,745	0	0	0	0	177,740	1,320,000
A351 Corridor - Cycleways and Route Management	DCC	109,681	68,084	12,418	29,178	0	628,194	0	0	737,875	600,000
North Dorset Market Towns - Cycleways and Traffic Management	DCC	0	0	0	0	0	0	0	0	0	760,000
Newstead Road Bridge (Weymouth) - Rodwell trail	DCC	0	0	0	0	0	0	675,000	160,000	835,000	1,000,000
Rural Cycleways/Trailways	DCC	470,536	67,248	237,750	165,537	0	35,000	0	540,771	1,046,307	1,228,350
Weymouth/Dorchester Local Measures to support walking and Cycling	DCC	1,616,376	294,372	549,114	772,889	0	251,294	552,010	0	2,419,680	0
Coastal/Market Local Measures to support walking and Cycling	DCC	255,422	43,650	188,132	23,640	0	146,226	0	0	401,648	0
Travel Planning/Smarter Travel Choices Agenda	JOINT	150,790	81,182	36,127	33,482	89,616	0	72,713	0	313,119	595,000
Community Health Funding	DCC	0	0	0	0	0	0	0	0	0	30,000
Links to School Projects	BBC	454,801	385,793	69,008	0	86,099	0	3,630	0	544,530	165,000

Air Quality measures	BBC	3,839	3,739	100	0	0	0	0	0	3,839	30,000
SE Dorset - Strategic Cycle Network - Measures to aid walking / cycling	JOINT	1,416,221	651,198	416,064	348,959	1,241,561	284,000	56,009	0	2,997,791	1,059,000
Cycle Parking	JOINT	11,235	10,875	0	360	32,107	0	0	0	43,342	0
RoW Improvements	JOINT	399,075	136,049	113,131	149,895	11,465	0	182,504	0	593,044	285,000
Accessibility Schemes (included pedestrian crossings)	BBC	368,305	98,068	270,237	0	41,620	0	2,633	0	412,558	71,000
Electric Vehicle Charging infrastructure	JOINT	2,228	2,118	110	0	3,000	0	21,231	0	26,459	30,000
<b>Sub Totals</b>		<b>5,436,249</b>	<b>1,845,734</b>	<b>1,915,830</b>	<b>1,674,685</b>	<b>1,505,467</b>	<b>1,344,714</b>	<b>1,565,729</b>	<b>700,771</b>	<b>10,552,930</b>	<b>8,153,350</b>
<b>TRAVEL SAFETY MEASURES</b>											
Casualty Reduction Measures	JOINT	887,713	620,582	-11,853	278,984	0	0	321,736	40,045	1,249,494	1,358,000
Safe Routes To School	JOINT	686,631	441,866	124,525	120,240	208,290	108,056	0	0	1,002,977	481,000
Richmond Hill Roundabout - Cycle Safety Scheme	BBC	346,432	0	0	346,432	0	0	0	0	346,432	0
Christchurch Road/Holdenhurst Avenue - Cycle Safety Scheme	BBC	200,167	0	0	200,167	0	0	0	0	200,167	0
Shillingstone Drive - 20mph	BBC	95,057	0	60,057	35,000	200,437	0	0	0	295,493	0
West Street/West Quay Safety Improvements.	BoP	151,000	0	0	151,000	0	42,000	0	0	193,000	0
<b>Sub Totals</b>		<b>2,271,943</b>	<b>1,062,448</b>	<b>172,728</b>	<b>1,131,823</b>	<b>408,726</b>	<b>150,056</b>	<b>321,736</b>	<b>40,045</b>	<b>3,287,564</b>	<b>1,839,000</b>
<b>STRATEGIC INFRASTRUCTURE IMPROVEMENTS</b>											
A354 Weymouth Relief Route	DCC	0	0	0	0	0	0	7,518,000	1,560,450	9,078,450	16,094,000
Weymouth Transport Package for the 2012 games	DCC	0	0	0	0	0	0	2,084,000	468,854	2,552,854	2,628,000
A350 Twin Sails Bridge Poole	BoP	0	0	0	0	0	3,940,000	5,492,000	15,373,000	24,805,000	37,131,173
Three Towns Trave Joint working initiatives (Quality Bus Corridor / MSBC / LSTF bids / Key Junction Improvements etc)	JOINT	515,458	329,556	120,633	65,269	206,654	0	0	0	722,112	802,000
B3073 improvements from Chapel Gate roundabout to Hurn roundabout to Blackwater junction	DCC	0	0	0	0	0	2,639	0	16,294	18,934	2,400,000
Marston/Bay Hogg Twin Sails Link Road/Poole Bridge Link Road	BoP	0	0	0	0	0	1,048,000	0	0	1,048,000	0
A3049 Holdenhurst Road / Richmond Park Road - RSA measures	BBC	17,636	0	6,649	10,987	0	0	54,045	0	71,681	20,000
SE Dorset Transport Model	DCC	151,000	74,000	27,000	50,000	0	0	0	221,958	372,958	945,500
<b>Sub Totals</b>		<b>684,094</b>	<b>403,556</b>	<b>154,282</b>	<b>126,256</b>	<b>206,654</b>	<b>4,990,639</b>	<b>15,148,045</b>	<b>17,640,556</b>	<b>38,669,989</b>	<b>60,375,673</b>
<b>MAINTENANCE - HIGHWAYS</b>											
A338 Structural Maintenance (Scheme Preparation)	DCC	0	0	0	0	0	0	0	22,186	22,186	0
Highway Structural Maintenance/Carriageway Strengthening	JOINT	47,711,887	16,237,368	14,018,774	17,455,745	0	0	110,000	324,034	48,145,920	45,571,400
Surface Dressing	BBC	59,602	0	59,247	355	0	0	0	0	59,602	110,000
Footway remedial works	BBC	69,689	0	69,689	0	0	0	0	45,000	114,689	140,000
New and improved Street Lighting	JOINT	1,000,317	301,502	425,251	273,564	0	0	0	0	1,000,317	900,000
<b>Sub Totals</b>		<b>48,841,495</b>	<b>16,538,870</b>	<b>14,572,962</b>	<b>17,729,664</b>	<b>-</b>	<b>-</b>	<b>110,000</b>	<b>391,220</b>	<b>49,342,715</b>	<b>46,721,400</b>
<b>MAINTENANCE - STRUCTURES</b>											
Bridge Strengthening & Other Structural Maintenance	DCC	8,096,086	1,977,534	2,265,241	3,853,311	0	0	0	0	8,096,086	7,556,000
Rights of Way Bridges - Address maintenance Backlog	DCC	0	0	0	0	0	0	0	0	0	240,000
Bridge Assessments/Management	DCC	0	0	0	0	0	0	0	0	0	120,000
A35 Christchurch By Pass - Replacement of Burton Road Footbridge	DCC	0	0	0	0	0	0	0	1,092,773	1,092,773	1,085,000
Chapel Hay Retaining Wall, Weymouth	DCC	0	0	0	0	0	0	0	0	0	390,000
Structures	JOINT	9,666,357	2,356,496	3,013,198	4,296,663	0	0	139,068	0	9,805,425	9,391,000
<b>Sub Totals</b>		<b>17,762,444</b>	<b>4,334,030</b>	<b>5,278,439</b>	<b>8,149,974</b>	<b>-</b>	<b>-</b>	<b>139,068</b>	<b>1,092,773</b>	<b>18,994,285</b>	<b>9,391,000</b>
<b>OTHER</b>											
Feasibility and design	Joint	178,203	32,519	37,356	108,328	0	17,076	0	0	195,279	945,500
Transport Studies and Monitoring	Joint	0	66,282	91,368	133,029	0	108,000	0	6,304	404,983	255,000
<b>Sub Totals</b>		<b>178,203</b>	<b>98,801</b>	<b>128,724</b>	<b>241,357</b>	<b>-</b>	<b>125,076</b>	<b>-</b>	<b>6,304</b>	<b>600,262</b>	<b>1,200,500</b>
<b>MAINTENANCE TOTALS</b>		<b>66,603,939</b>	<b>20,872,900</b>	<b>19,851,401</b>	<b>25,879,638</b>	<b>-</b>	<b>-</b>	<b>249,068</b>	<b>1,483,993</b>	<b>68,336,999</b>	<b>56,112,400</b>
<b>INTEGRATED TRANSPORT TOTALS (not including Strategic Improvements)</b>		<b>13,409,100</b>	<b>5,118,714</b>	<b>4,285,697</b>	<b>4,465,540</b>	<b>6,469,111</b>	<b>3,240,000</b>	<b>4,887,465</b>	<b>2,683,291</b>	<b>31,074,703</b>	<b>32,069,350</b>
Beige shading indicates schemes which are partly corporately funded by individual authorities											
Yellow shading - A350 Twin Sails Bridge Poole was not included in original IP1 Appendix A											

## APPENDIX B - A350 Twin Sails Bridge Poole – Costs and Funding

### SCHEME COST

Construction Element	Cost
Bridge Construction Costs	£22,431,054
Link Road	£2,597,212
Control Systems	£286,015
Environmental Items	£1,566,202
Preliminary Costs	£1,766,350
Land	£545,340
Preparation Costs	£7,939,000
<b>Total Cost</b>	<b>£37,131,173</b>

### SCHEME FUNDING

Funding Source	Contribution
Department for Transport (original bid)	£14,141,000
Department for Transport – contribution to preparation costs	£1,200,000
South West Regional Development Agency – transferred to Department for Home and Communities	£9,960,000
Borough of Poole	£8,131,173
Growth Point Funding	£2,200,000
Developer Contributions ASDA	£1,080,000
Developer Contributions from other sources S106	£419,000
<b>Total Cost</b>	<b>£37,131,173</b>

The contribution of £9,960,000 was a loan from the South West Regional Development Agency (SWRDA) which was transferred to Department for Home and Communities and is to be repaid by the Borough of Poole. It is proposed that this will be resourced by contributions from the regeneration site developer of £2,497,514 and other Developer Contributions from the Community Infrastructure Levy (CIL) of £7,462,486.

## APPENDIX C - LTP3 – Progress Reporting against each Performance Indicator

ID	Performance Indicator	Definition <i>indicating Source of Data</i>	Authority	Progress					Commentary on direction of Travel
				Baseline (2008-10 average)	2011 or 2011/12	2012 or 2012/13	2013 or 2013/14	2011 to 2014 Average	
PI 1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population  <i>Data from Department of Energy &amp; Climate Change web site – June 2014 release. <a href="http://www.gov.uk/government/collections/uk-greenhouse-gas-emissions">www.gov.uk/government/collections/uk-greenhouse-gas-emissions</a></i>	Bournemouth	1.06 tonnes per capita	0.94	0.93	Not available until July 2015	Not available	All three authorities are showing steady reductions in total carbon emissions per head of population. This is partly due to reductions on road traffic (see PI3) but also due to increasing efficiencies in the vehicle stock.
			Poole	1.33 tonnes per capita	1.25	1.23	As Above	Not available	
			Dorset	2.18 tonnes per capita	2.07	2.02	As above	Not available	
PI 2	Bus patronage	Annual number of passengers travelling on buses in the LTP area.  <i>Data collated from individual bus operating companies by each Local Authority</i>	Bournemouth	17.64 million	17.76	17.40	17.79	17.65	Over longer term, data fluctuates considerably
			Poole	8.61 million	9.59	9.56	9.82	9.66	
			Dorset	11.7million	10.84	10.22	10.23	10.43	Reduction compared to urban authorities in part due to Dorset having to cut subsidised services, mostly in rural areas.
PI 3	Change in area wide vehicle kilometres ('000)	Total annual vehicle kilometres travelled in the LTP area  <i>Data from DfT web site Road Traffic statistics Table TRA8904</i>	Bournemouth	830 veh-kms	793	809	807	803	All 3three authorities are showing steady reductions in total traffic levels. This is likely to be as a result of the economic recession, and may increase again as state of economy improves.
			Poole	843 veh-kms.	829	832	818	826	
			Dorset	3886 veh-kms	3763	3699	3756	3739	

PI 4a	Travel to urban centres	<p>A) Percentage of peak time trips to urban centre by single car drivers.</p> <p><i>Data from annual surveys undertaken by each Local Authority and are a snap shot from a few days survey. Best to compare 3 year average data.</i></p>	Bournemouth	57%	59%	57%	63%	60%	<p>Opening of Twin Sails Bridge in 2011 may have had negative impact.</p>
			Poole	49%	58%	52%	56%	55%	
			Christchurch	75%	77%	83%	82%	80%	
			Weymouth	72%	70%	72%	74%	72%	
PI 4b	Travel to urban centres.	<p>B) Total peak period traffic to urban centres</p> <p><i>Data from annual surveys undertaken by each Local Authority. Comments as above.</i></p>	Bournemouth	24,651	23,978	24,301	24,075	24,118	<p>See comments below</p> <p>Reductions in line with overall traffic reductions (see P13). Same general comments apply.</p>
			Poole	13,737	13,271	11,570	14,808	13,216	
			Christchurch	1,853	1,691	1,609	1,527	1,609	
			Weymouth	6,454	4,706	4,842	4,957	4,853	
PI 5	Percentage of pupils travelling to school by car	<p>Share of journeys by car (including vans and taxis), excluding car share journeys.</p> <p><i>Data source and comments as above.</i></p>	Bournemouth	36.2%	32%	33%	31%	32%	<p>All authorities showing steady decline in proportion of car journeys to school, reflecting the considerable effort in encouraging modal shift.</p>
			Poole	36.5%	34.5%	34%	33.5%	34%	
			Dorset	29.4%	29.9%	n/a	25.99%	27.94%	
PI 6	Traffic congestion on locally managed "A" Roads	<p>Average speed achieved by vehicles during the weekday morning peak from 7am to 10am.</p>	Bournemouth	24.6	24.0	23.7	23.5	23.7	<p>Reduction in speeds are in line with national trends, but roadworks associated with 3TT programme may have had a negative impact.</p>
			Poole	23.7	23.9	22.8	22.0	22.9	

PI6 cont.	(NB Revised definition of congestion in line with available data)	<i>Data supplied by DfT Statistics Division – Congestion and Reliability – Table cgn0206a</i>	Dorset	34.6	36.0	35.6	35.5	35.7	Increase in speeds are not in line with national trends. Major road improvements in Weymouth to Dorchester corridor are likely to have had a positive impact.
PI 7	Access to employment by composite Mode  <i>(Revised data in line with DfT collected statistics. Other Accessibility data is available from DfT)</i>	% users (employment population) within 40 minutes by composite mode AS DEFINED BY DfT. (The composite mode does not take into consideration car mode. It weights the public transport, walking and cycling times using the national mode split.)  <i>Source DfT web site. Table ACS0401.</i>	Bournemouth	100%	100%	n/a	100%	100%	
			Poole	100%	100%	n/a	100%	100%	
			Dorset	98.7%	98.9%	n/a	99.1%	99%	
PI 8	Condition of principal A roads	% of network in need of further investigation  <i>Data from Local Authority surveys</i>	Bournemouth	6%	6%	6%	4%	5%	
			Poole	21%	21%	29%	27%	26%	
			Dorset	5%	5%	5%	4%	5%	
PI 9	Condition of non-principal B and C roads	% of network in need of further investigation  <i>Data from Local Authority surveys</i>	Bournemouth	8%	10%	9%	6%	8%	
			Poole	26%	25%	35%	33%	31%	
			Dorset	8%	10%	10%	7%	9%	

PI 10	Road Safety	(a) All serious/fatal casualties - Numbers of killed or seriously injured  <i>Data from Local Authority and Police data</i>	Bournemouth	78	73	108	72	84			
			Poole	56	54	66	68	63			
			Dorset	256	202	219	222	214			
		(b) Child serious/fatal casualties - Numbers of children killed or seriously injured	Bournemouth	8	6	8	9	8			
			Poole	4	1	6	2	3			
			Dorset	11	16	12	16	15			
		(c) The numbers of slight casualties	Bournemouth	592	583	503	547	544			
			Poole	455	463	391	389	414			
			Dorset	1350	1129	1128	1047	1101			
		(d) Total casualties (a) + (b) + (c)	Bournemouth	670	656	611	619	629			
			Poole	515	518	463	459	477			
			Dorset	1606	1331	1347	1269	1316			
		PI 11	Growth in cycling trips	Annualised index of cycling trips at selected monitoring sites. 2004 = 100.  <i>Data from Local Authority surveys</i>	Bournemouth	116.8	131.6	112.6	117.4	120.5	
					Poole	126.1	142.5	159.4	178.1	160.0	
Weymouth	115.7				132.0	155.0	150	145.7	Substantial increase at same time as big expansion of cycling infrastructure		
Dorset	123.0				120.0	129.0	130.0	126.3	Includes Weymouth		

PI 12	Number of Air Quality Management Areas	Currently designated Air Quality Management Areas (AQMAs)	Bournemouth	1	1	1	1	1	
			Poole	1	2	2	2	2	
			Dorset	2	2	2	2	2	
PI 13	Bus punctuality	% of buses starting route on time	Bournemouth	85.8%	88.9%	88.3%	77.7%	85.0%	
			Poole	93.3%	n/a	93.2%	93.8%	93.5%	
			Dorset	83.1%	79.2%	79.9%	85.5%	81.5%	
	% of buses on time at intermediate timing points	Bournemouth	74.0%	74.7%	72.9%	67.9%	71.8%		
		Poole	77.8%	n/a	76.6%	79.9%	78.3%		
		Dorset	57.9%	67.5%	68.5%	64.5%	66.8%		
	% of buses on time at non timing points	Bournemouth	23.81	No data	No data	No data	No data		
		Poole	32.68	No data	No data	No data	No data		
		Dorset	32.68	31.6	46.3	66.2			
Average excess waiting times on frequent service routes	Bournemouth	1.51	1.47	1.67	1.46	1.5			
	Poole	1.29	n/a	0.98	1.10	1.04			
	Dorset	1.43	1.39	1.48	1.35				
PI 14	Satisfaction with bus services	% of respondents satisfied with bus services  <i>NHT Public Satisfaction Survey</i> <a href="http://www.NHTSurvey.org">www.NHTSurvey.org</a>	Bournemouth	64.6%	72.1%	78.9%	75.7%	75.6%	
			Poole	65.3%	60.9%	58.5%	68.3%	62.6%	
			Dorset	51.68	No data	56.10	57.50	56.8%	
PI 15	Low emission vehicles	Number of newly registered Ultra Low Emission Vehicles	Bournemouth	2	4	5	3	4	
			Poole	2	9	9	11	10	
			Dorset	8	27	36	40	34	

**Red/Amber/Green Analysis** - The final column in this appendix and the following appendix provides a simple RAG (Red, amber, green) analysis broadly indicating the degree of progress. Red indicates little or no progress or indeed a worsening of the situation; amber variable/unclear progress, whilst green indicates good progress in the correct direction of travel.

## APPENDIX D – Key Indicators – Long Term Performance over last 15 years

ID	Performance Indicator	Definition <i>indicating Source of Data</i>	Authority	Progress (** indicated less than 3 years data)					Long Term direction of Travel
				1999 to 2001	2002 to 2004	2005 to 2007	2008 to 2010	2011 to 2014 Average	
L 1	Change in per capita carbon emissions	Total carbon emissions from road transport divided by population  <i>Data from Department of Energy &amp; Climate Change web site – June 2014 release.</i> <a href="http://www.gov.uk/government/collections/uk-greenhouse-gas-emissions">www.gov.uk/government/collections/uk-greenhouse-gas-emissions</a>	Bournemouth	Not Available	Not Available	1.18 tonnes per capita	1.06	0.94 (2011 to 2013 only)	Green
			Poole	Not Available	Not Available	1.43 tonnes per capita	1.33	1.24 (2011 to 2013 only)	
			Dorset	Not Available	Not Available	2.30 tonnes per capita	2.18	2.05 (2011 to 2013 only)	
L 2	Bus patronage	Annual number of passengers travelling on buses in the LTP area.  <i>Data collated from individual bus operating companied by each Local Authority</i>	Bournemouth	10.4 million	9.7	13.5	17.64	17.65	Green
			Poole	5.3 million **	5.3	7.8	8.6	9.7	Green
			Dorset	Not Available	10.6	11.1	11.7	10.43	Yellow
L 3	Change in area wide vehicle kilometres ('000)	Total annual vehicle kilometres travelled in the LTP area  <i>Data from DfT web site Road Traffic statistics Table TRA8904</i>	Bournemouth	803 veh-kms	820	841	830	803	Green
			Poole	799 veh-kms.	828	855	843	826	Red
			Dorset	3,522 veh-kms	3,750	3,936	3886	3739	Red

L 4a	Travel to urban centres	A) Percentage of peak time trips to urban centre by single car drivers.  <i>Data from annual surveys undertaken by each Local Authority.</i>	Bournemouth	No data	No data	No data	57%	60%	
			Poole	No data	No data	No data	49%	55%	
			Christchurch	No data	No data	No data	75%	80%	
			Weymouth	No data	No data	No data	72%	72%	
L 4b	Travel to urban centres.	B) Total peak period traffic to urban centres  <i>Data from annual surveys undertaken by each Local Authority.</i>	Bournemouth	No Data	26,452**	25,620	24,651	24,118	
			Poole	No data	13,979**	13,970	13,737	13,216	
			Christchurch	No data	No data	No data	1,853	1,609	
			Weymouth	6,343**	6,237	6,308	6,454	4,853	
L 5	Percentage of pupils travelling to school by car	Share of journeys by car (including vans and taxis), excluding car share journeys.  <i>Data source and comments as above.</i>	Bournemouth	No data	No data	38.9%	36.2%	32%	
			Poole	No data	No data	29.8%	36.5%	34%	
			Dorset	No data	No data	31.5%**	29.4%	27.94%	
L 8	Condition of principal A roads	% of network in need of further investigation  <i>Data from Local Authority surveys</i>	Bournemouth	No comparable data		7%	6%	5%	
			Poole	No comparable data		5%	21%	26%	
			Dorset	No comparable data		4%	5%	5%	

L 9	Condition of non-principal B and C roads	% of network in need of further investigation  <i>Data from Local Authority surveys</i>	Bournemouth	5%	12%	10%	8%	8%			
			Poole	No comparable data		7%	26%	31%			
			Dorset	No comparable data		7%	8%	9%			
L 10	Road Safety	(a) All serious/fatal casualties - Numbers of killed or seriously injured  <i>Data from Local Authority and Police data</i>	Bournemouth	92**	95	83	78	84			
			Poole	47**	62	59	56	63			
			Dorset	334	310	268	256	214			
		(b) Child serious/fatal casualties - Numbers of children killed or seriously injured	Bournemouth	10**	8	6	8	8			
			Poole	5	6	7	4	3			
			Dorset	30	20	22	11	15			
				(c) The numbers of slight casualties	Bournemouth	n/a	785	713	592	544	
					Poole	n/a	656**	527	455	414	
					Dorset	1993	1939	1728	1350	1101	
(d) Total casualties (a) + (b) + (c)	Bournemouth			n/a	n/a	802	670	629			
	Poole			n/a	n/a	593	515	477			
	Dorset			2361	2269	2018	1606	1316			

L 11	Growth in cycling trips	Annualised index of cycling trips at selected monitoring sites. 2004 = 100.  <i>Data from Local Authority surveys</i>	Bournemouth	n/a	100 (2004)	116.3	116.8	120.5	
			Poole	No Data	100 (2004)	111	126.1	160.0	
			Weymouth	No Data	100 (2004)	n/a	115.7	145.7	
			Dorset	No Data	100 (2004)	103	123	126.3	
L 12	Rail Patronage railway stations	Number of Rail Passengers at major railway stations.  <i>Data from Local Authority surveys – Annual one day count</i>	Bournemouth	No Data	No Data	No Data	No Data	No Data	
			Poole	255	261	365	430	392	
			Dorset (August Count)	No data	100 (2004)	114	129	135	
			Dorset (October)	No data	100 (2004)	109	132	140	
L 13	Bus punctuality	% of buses starting route on time	Bournemouth	No data	No Data	78%	86%	85%	
			Poole	No data	No Data	86%	93%	93%	
			Dorset	No data	No Data	No data	83%	81%	
	% of buses on time at intermediate timing points	Bournemouth	No data	No Data	78%	74%	72%		
		Poole	No data	No Data	79%	78%	78%		
		Dorset	No data	No Data	No data	58%	67%		
L 14	Satisfaction with bus services	% of respondents satisfied with bus services  <i>NHT Public Satisfaction Survey</i> <a href="http://www.NHTSurvey.org">www.NHTSurvey.org</a>	Bournemouth	No data	56%**	58%	65%	76%	
			Poole	No data	47%**	53%**	65%	63%	
			Dorset	No data	45%**	48%	52%	57%	

## Appendix E - Three Towns Travel LSTF spend 2012/13 to 2014/15

Scheme/Programme	Total Expenditure (£) - (All funding sources)			Expenditure (£) funded by LSTF grant			Other funding incl. LTP and other grants	Total Forecast Expenditure (LSTF + LTP and other grants)	Current Status and Comments
	2012-13 Outturn	2013-14 Outturn	2014-15 Budget	2012-13 Outturn	2013-14 Outturn	2014-15 Budget			
<b>Bournemouth Schemes and Programmes</b>									
Hospital Hub - Provision of new bus hub	33,376	664,240	25,000	0	566,327	0	156,289	722,616	Mostly complete.
Castle Lane East - Riverside to Iford Roundabout - Cycle Lanes	12,953	1,518	0	12,953	1,518	0	0	14,471	Completed
Christchurch Road - Warnford Road to Droxford Road Streetscape improvements	84,574	-63,485	0	84,574	-63,485	0	0	21,088	Completed
Pokesdown Station - Accessibility Improvements. Improved links between Pokesdown and Kings Park	110	21,810	0	110	21,810	0	0	21,920	Completed
Boscombe East - St James Square. Homezone linked to corridor	317,550	945	0	52,537	945	0	265,013	318,495	Completed
Boscombe Precinct - Public Realm - regeneration scheme	3,078	47,036	185,000	3,078	45,036	0	187,000	235,114	On going.
Boscombe West - Centenary Way to St Johns Road - Boscombe Crescent public realm improvements	165	4,734	0	165	4,734	0	0	4,899	On going.
Christchurch Road - Palmerston Road to St Swithuns Road - Enhancements to existing bus / cycle lanes	96,979	-487	15,227	71,397	-487	0	40,809	111,718	Completed
Christchurch Road - Palmerston Road to St Swithuns Road - Toucan Crossing in St Swithuns Road	28,935	2,479	0	4,125	2,479	0	24,810	31,414	Completed
Bournemouth Travel Interchange - Environmental, operational improvements	11,684	16,875	725,000	5,628	16,875	200,000	531,056	753,559	Programmed
Lansdowne to Town Centre - Old Christchurch Road pedestrian and cycle improvements	21,469	9,932	0	21,469	9,932	0	0	31,401	Completed
Lansdowne to Town Centre - Bath Hill Roundabout junction treatment	26,676	-11,463	0	26,676	-11,463	0	0	15,213	Completed
Town Centre AAP - Declutter, legibility enhancements and other facilities to encourage walking / cycling	36,102	6,792	35,000	36,102	6,792	0	35,000	77,894	On going.
Poole Road, Westbourne - Public Realm improvements, enhanced pedestrian signage etc	53,706	48,793	0	53,706	48,793	0	0	102,499	Scheme deferred
Local contributions from Smarter Choices	72,713	11,225	0	0	11,225	0	72,713	83,938	Completed
Bus Shelter / stop upgrades - Bus Stop footway improvements all stops	160,314	100,981	1,010,000	160,314	100,981	191,000	819,000	1,271,296	On Going Programme

Scheme/Programme	2012-13 Outturn	2013-14 Outturn	2014-15 Budget	2012-13 Outturn	2013-14 Outturn	2014-15 Budget	Other funding incl. LTP and other grants	Total Forecast Expenditure (LSTF + LTP and other grants)	Current Status and Comments
<b>Bournemouth Schemes and Programmes (continued)</b>									
ITS Improvements - Signal Upgrade and Optimisation in RTI	201,327	74,494	25,000	201,327	74,494	0	25,000	300,821	On Going Programme
ITS Improvements - VMS + CPG	65,429	2,652	60,000	65,429	2,652	0	60,000	128,081	On going.
ITS Improvements - Monitoring / Comms	12,654	12,078	0	12,654	12,078	0	0	24,732	On going.
ITS Improvements - CCTV	133,934	51,248	0	133,934	51,248	0	0	185,182	On going.
Travel Planning - Organisational Travel Planning	8,000	58,598	26,000	0	58,598	0	34,000	92,598	On going.
Iford Package	0	8,216	501,000	0	8,216	0	501,000	509,216	Programmed
Iford to Southbourne Road - On Street Cycle Lane	0	9,924	394,133	0	9,924	208,000	186,133	404,057	On site
Iford To Southbourne Road - Inset Parking Bays, cycle lanes	0	24,175	0	0	24,175	0	0	24,175	On site
Seabourne Road - Formalise parking facilities on /seabourne Road	0	21,894	246,000	0	21,894	138,000	108,000	267,894	On site
Pokesdown Station - Accessibility Improvements. Secure cycle storage	0	4,313	60,000	0	4,313	0	60,000	64,313	Completed
Ashley Road / Centenary Way - Remodelled junction to provide enhanced pedestrian / cycle facilities	0	4,734	0	0	4,734	0	0	4,734	Scheme deferred
Boscombe West - Centenary Way to St Johns Road - Link Improvement	0	194,919	1,200,000	0	194,919	345,000	855,000	1,394,919	Completed
Travel Interchange to Town Centre - Access to Interchange public realm improvements etc	0	265,220	1,200,000	0	265,220	525,000	675,000	1,465,220	On Going
Travel Interchange to Town Centre - Installation of Low Carbon lighting system at interchange, ped underpass	0	16,901	0	0	16,901	0	0	16,901	Completed
Richmond Hill - Town Centre traffic management and public realm scheme	0	24,282	500,000	0	24,282	328,000	172,000	524,282	Scheme started in Oct.2014
Active Corridor Management - Dedicated enforcement of existing parking /loading/movement TRO's	0	528	0	0	528	0	0	528	Completed
Boscombe Bus Station - Improvements to public transport waiting environment including public transport information and safety/security enhancements.	0	0	200,000	0	0	0	200,000	200,000	Programmed
Electric Vehicle Charging	0	0	53,000	0	0	0	53,000	53,000	On Going
Design Fees for Network Improvement Schemes	27239	17166	0	0	17166	0	27,239	44,405	On Going
<b>Total Bournemouth</b>	<b>1,408,965</b>	<b>1,653,268</b>	<b>6,460,360</b>	<b>946,178</b>	<b>1,553,355</b>	<b>1,935,000</b>	<b>5,088,060</b>	<b>9,522,593</b>	

Scheme/Programme	Total Expenditure - (All funding sources)			Expenditure (£) funded by LSTF grant			Other funding.	Total Forecast Expenditure (LSTF + LTP and other grants)	Current Status and Comments
	2012-13 Outturn	2013-14 Outturn	2014-15 Planned	2012-13 Outturn	2013-14 Outturn	2014-15 Planned			
<b>Poole Schemes and Programmes</b>									
Ashley Road Improvements - Phase 1 & 2	0	205,000	595,000	0	117,000	281,000	393,000	791,000	Phase 1 complete, Phase 2 In Progress.
Seaview Superstop	477,000	93,000	0	171,000	46,000	0	322,000	539,000	Completed
North Road Improvements	24,000	1,000	0	14,000	0	0	10,000	24,000	Completed
Shah of Persia Junction Improvements	87,000	59,000	0	80,000	28,000	0	131,000	239,000	Completed
Poole TC Pedestrian and Cycling Improvements	0	0	139,000	0	0	19,000	120,000	139,000	Programmed
Poole Railway Station - Improved Access	135,000	0	0	126,000	0	0	0	126,000	Completed
Civic Centre Gyratory	0	1,000	76,000	0	0	26,000	50,000	76,000	Programmed
Ashley Cross	0	0	31,000	0	0	16,000	15,000	31,000	Programmed
Parkstone Railway Station - Cycle Facilities	0	0	59,000	0	0	34,000	25,000	59,000	Programmed
Branksome Railway Station - Facilities	0	0	19,000	0	0	14,000	5,000	19,000	Programmed
Poole Road - Cycle and Public Transport Improvements	0	360,000	0	0	235,000	0	135,000	370,000	Completed
Bus Stops and Shelters	69,000	231,000	345,000	34,000	132,000	202,000	259,000	627,000	On Going
Intelligent Transport Systems	423,000	360,000	340,000	204,000	205,000	188,000	482,000	1,079,000	On Going
EV Charging	0	3,000	12,000	0	3,000	12,000	0	15,000	On Going
Active Corridor Management	0	2,000	5,000	0	2,000	5,000	0	7,000	On Going
Travel Planning	4,000	8,000	9,000	4,000	8,000	9,000	0	21,000	On Going
Programme Management	0	28,000	0	0	0	0	0	0	
<b>Total Poole</b>	<b>1,219,000</b>	<b>1,351,000</b>	<b>1,630,000</b>	<b>633,000</b>	<b>776,000</b>	<b>806,000</b>	<b>1,947,000</b>	<b>4,162,000</b>	
<b>Dorset Schemes and Programmes</b>									
Fairmile/Stour Road/Bargates Junction	16,253	31,875	98,747	16,253	31,875	98,747	0	146,875	Scheme Withdrawn
Stour Road Pedestrian Refuge (was Bus Lane)	5,403	2,197	12,000	5,403	2,197	0	12,000	19,600	Completed
Somerford Road footway/cycleway	7,783	42,730	116,000	7,783	42,730	100,000	16,000	166,513	Completed
Stony Lane/Purewell Junction Improvement	871	170,617	48,000	871	170,617	0	48,000	219,488	Completed
Bridge Street bus/cycle priority	0	254	70,000	0	254	0	70,000	70,254	Programmed
Barrack Road footway/cycleway	494	2,544	56,500	494	2,544	0	56,500	59,538	Scheme under review
Burton Road Footbridge	1,091,000	1,773	0	0	0	0	1092773	1,092,773	Completed
Burton to Grange Safe Route to school - 1	23,437	113,466	0	0	113,466	0	23,437	136,903	Completed
Burton to Grange Safe Route to school - 2	0	0	137,000	0	0	100,000	37,000	137,000	Programmed
Stony Lane Railway Bridge - Shuttle working	10,667	47,630	0	10,666	47,630	0	0	58,296	Programmed
Bus Infrastructure	11,195	268,356	253,805	11,195	268,356	248,805	5,000	533,356	On Going
ITS/CCTV/RTI	17,783	462,648	224,217	17,783	462,648	224,217	0	704,648	On Going
Other Capital /Preparation Costs	27,199	46,082	0	0	18,000	0	55,281	73,281	
<b>Total Dorset</b>	<b>1,212,085</b>	<b>1,190,173</b>	<b>1,016,269</b>	<b>70,448</b>	<b>1,160,317</b>	<b>771,769</b>	<b>1,415,991</b>	<b>3,418,525</b>	
<b>OVERALL TOTAL CAPITAL SPEND</b>	<b>3,840,050</b>	<b>4,194,441</b>	<b>9,106,629</b>	<b>1,649,626</b>	<b>3,489,672</b>	<b>3,512,769</b>	<b>8,451,051</b>	<b>17,103,118</b>	

## Appendix F - Weymouth - Dorchester Corridor LSTF spend 2012/13 to 2014/15

Scheme	LSTF Funded Expenditure (£)			Total LSTF Budget	Other funding	Current Status and Comments
	2012-13	2013-14	2014-15			
	Outturn	Outturn	Planned			
<b>Schemes programmed for 2012-13</b>						
C1. Dorchester NCN 2 walking & cycling route - Sawmills Lane to Maiden Castle Road	39,616	70,234	0	109,850	0	Scheme Complete, but TRO / bypass required.
C2. Weymouth Town Centre Cycle Parking and Cycle Parking Shelters. (Revised scheme compared with original bid)	27,107	2,114	0	29,221	0	Scheme Complete. 100 cycle parking berths delivered in Weymouth town centre.
C3. Electric Vehicle Charging Points & Electric Vehicles	15,000	40,017	0	109,850	4,436	Scheme Complete. Other funding from OLEV.
C4. Dorset Flexicars – purchase of cars and telematics to form Weymouth Car Club	30,615	0	0	30,615	0	Scheme Complete.
C5. Radipole Lake Walking & Cycle Route 1 – upgrade to all weather surface to complete missing link	0	0	0	0	0	Scheme Complete (funded by Sustrans Links to Community Budget).
<b>Schemes programmed for 2013/14</b>						
C6. Portland Beach Road Walking & Cycling Route NCN 26 Phase 2 - Visitors Centre to Hamm Beach	40,423	170,475	0	210,898	0	Scheme Complete.
C7. Dorchester RTPi, Kerb Bus Stop Improvements & Dorchester South Station Interchange	17,704	132,941	0	150,645	0	Scheme Delayed. Completion due Autumn 2014.
C8. Installation of VMS in Dorchester – Car Parking Guidance & traffic information	125,851	149,599	0	275,450	38,000	Phase 1 and 2 of scheme completed. Phase 3, funded through LTP will be completed in 2014.
<b>Schemes Programmed for 2012-13, 2013-14 &amp; 2014-15</b>						
C9. Portland Beach Road Walking & Cycling Route NCN 26 Phase 3 - Hamm Beach Road to Victoria Square	0	79,876	0	79,876	94,054	Scheme Complete. Additional funding from LTP.
C10. Weymouth Way Walking & Cycling Route Route 1 – Chafeys Roundabout to Manor Roundabout	18,674	195,128	169,000	382,802	619,000	Scheme Completed in 2014 Extra funding from DfT Cycle Safety Fund, LTP and DCC corporate
C11. Cycle Network signage – Weymouth and Dorchester	16,011	23,617	25,000	64,628	0	Scheme on target for completion in 2014.
<b>Schemes Programmed for 2014-15</b>						
C12. Overcombe Cycle Route 7 - Dorchester Road crossing	0	6,530	41,000	47,530	0	Scheme in Progress.
<b>New Schemes to meet underspend</b>						
C.15 Westham Bridge Cycle Network Hub Improvements.	0	2,000	0	2,000	12,458	Scheme Complete. Additional funding from Cycle West project.
C.16 Weymouth Avenue Toucan Crossing, Dorchester	0	0	0	0	0	Scheme to be funded separately by Sustrans.
C.17 Conifers Primary Safer Route to School	0	1,472	0	1,472	0	Design work started.
C.18 Rodwell Trail Improvements	0	23,401	0	23,401	0	Scheme Complete.
C.19 Weymouth town centre to NCN26 link (Ferry Port to Westham Bridge)	0	0	0	0	12,528	Scheme in Progress.
	0	1,454	65,000	66,454	15,000	
C.20 Minor Upgrades NCN26 Weymouth	0	144	0	144	8,000	Scheme in Progress.
C.21 Weymouth Way 40mph speed limit TRO	0	0	0	0	10,000	Scheme in Progress.
C.22 Underhill to Tophill cycle route, Portland	0	0	5,000	5,000	0	In Progress.
C.23 Carshare Dorset signs Weymouth	0	0	0	0	2,000	Funded through LTP.
<b>TOTAL CAPITAL SPEND</b>	<b>331,001</b>	<b>899,002</b>	<b>305,000</b>	<b>1,535,003</b>	<b>815,476</b>	

Supporting Revenue Programmes	LSTF Funded Expenditure (£)			Total LSTF Budget	Other funding
	2012-13	2013-14	2014-15		
Total Spend **	261,000	414,000	200,000	875,000	139,000

\*\* Programmes include, Personalised Travel Planning, Business and Visitor Travel Planning and Awareness Campaigns.

## Appendix G – Glossary

<b>3TT</b>	Three Towns Travel (Package)
<b>AAP</b>	Area Action Plan
<b>AONB</b>	Area of Outstanding Natural Beauty
<b>AQMA</b>	Air Quality Management Area
<b>BE SMARt</b>	Bournemouth Economic & Sustainable Movement Around Town
<b>BBA(F)</b>	Better Bus Area (Funding)
<b>CIL</b>	Community Infrastructure Levy
<b>CIVITAS</b>	European Funding Mechanism
<b>CCTV</b>	Close Circuit Television (Cameras)
<b>DCC</b>	Dorset County Council
<b>Defra</b>	Department for Environment, Food & Rural Affairs
<b>DfT</b>	Department for Transport
<b>DLEP</b>	Dorset Local Enterprise Partnership
<b>DLTB</b>	Dorset Local Transport Body
<b>ECT</b>	Ealing Community Transport
<b>ERDF</b>	European Regional Development Fund
<b>EVCP</b>	Electric vehicle charging points
<b>GPS</b>	Global Positioning satellite
<b>HA</b>	Highways Agency
<b>HIAM</b>	Highway Infrastructure Asset Management
<b>ICT</b>	Information and communications technology
<b>INTERREG</b>	European Funding programme that helps stimulate economic and regional development

<b>IP</b>	Implementation Plan
<b>ITB</b>	Integrated Transport (Funding) Block
<b>ITS</b>	Intelligent Transport Systems
<b>ITSO</b>	A technical specification created to provide interoperability for smart ticketing in public transport
<b>LDF</b>	Local Development Framework
<b>LED</b>	Light Emitting Diode
<b>LEP</b>	Local Enterprise Partnership
<b>LGF</b>	Local Growth Fund
<b>LPPF</b>	Local Pinch Point Funding
<b>LSTF</b>	Local Sustainable Transport Fund
<b>LTP</b>	Local Transport Plan
<b>MOVA</b>	Microprocessor Optimised Vehicle Actuation. A tool for managing isolated traffic signal junctions
<b>NHT</b>	National Highways and Transport Network
<b>OLEV</b>	Office for Low Emission Vehicles
<b>OSAS</b>	Our Streets and Spaces Project (Poole)
<b>PI</b>	Performance Indicator
<b>RAG</b>	Red, Amber Green and analysis
<b>RBS</b>	(Highways Agency) Route Based Strategy
<b>RTI</b>	Real Time Information
<b>SCOOT</b>	Split Cycle and Offset Optimisation Technique. A tool for managing and controlling groups of traffic signals in urban areas
<b>SEP</b>	Strategic Economic Plan
<b>SEDTCs</b>	South East Dorset Transport Contributions Scheme

<b>SEDMMTS</b>	South East Dorset Multi Modal Transport Study
<b>SEDTS</b>	South East Dorset Transport Study
<b>SPD</b>	Supplementary Planning Guidance
<b>SWPTI</b>	South West Public Transport Information
<b>UTC</b>	Urban Traffic Control
<b>VMS</b>	Variable Message Signing
<b>WebTAG</b>	The Department for Transport's website for guidance on the conduct of transport studies and appraisal of transport projects and proposals.