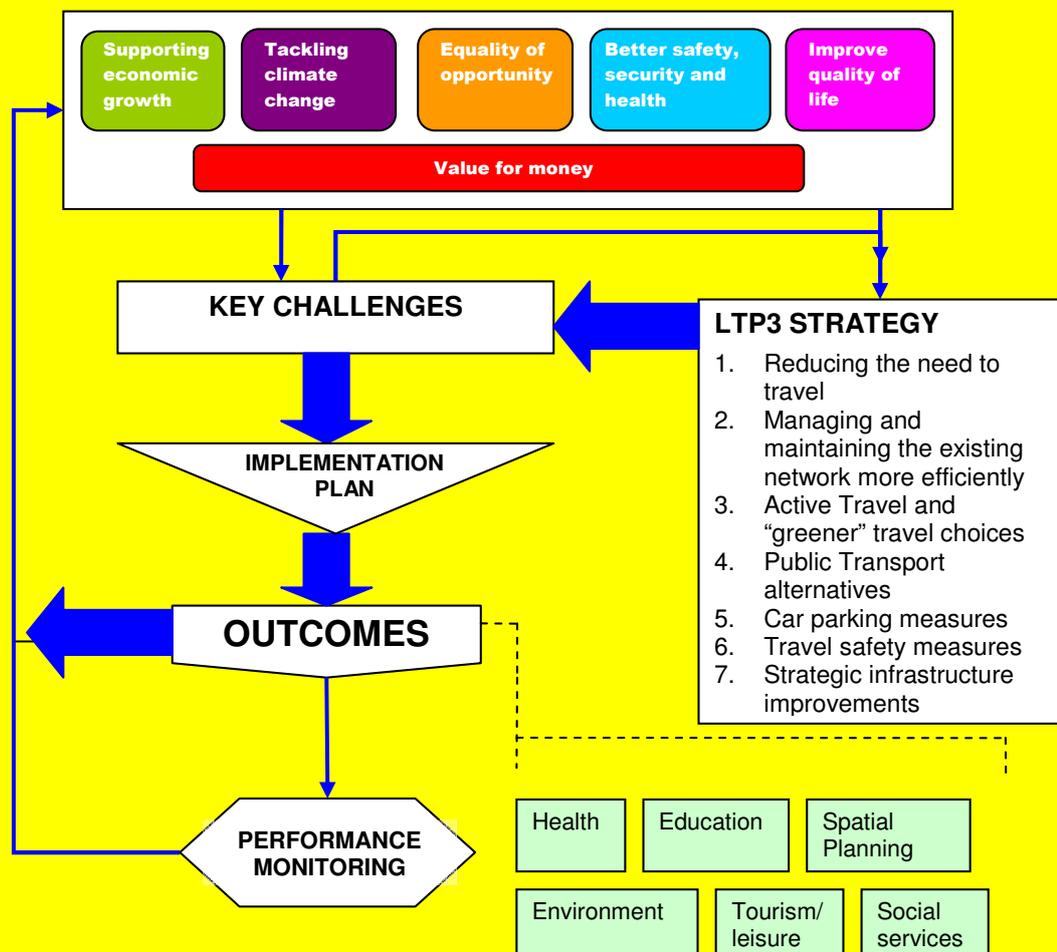


In this chapter:

- Outcomes are the key link between the strategy and achieving the goals
- Summaries under each LTP3 goal demonstrate the links between the challenges, solutions, policies, outcomes and monitoring
- Monitoring of outcomes in the Implementation Plans will track the performance of the strategy in achieving the LTP3 goals
- Monitoring is part of the wider management of the LTP3 to ensure that, together with the Implementation Plans, all investment is efficiently used to successfully work towards the LTP3 vision



SUPPORTING ECONOMIC GROWTH		
WHAT ARE THE CHALLENGES?	WHAT KEY SOLUTIONS DOES THE LTP3 STRATEGY PROPOSE?	WHAT ARE THE KEY POLICIES?
<p>1. Improve the reliability and predictability of journey times on key local routes</p> <p>2. Secure a lasting shift to more sustainable travel behaviour that reduces dependence on the car</p> <p>3. Improve inter and intra regional and sub-regional connectivity in getting people to jobs, raw materials to production and finished goods and services to market</p> <p>4. Support planned growth in Dorset and ensure that new developments provide necessary sustainable transport improvements and infrastructure</p> <p>5. Provide improved access to key employment sites, including growth areas</p>	<p>There will be an integrated approach to reducing congestion based upon reducing the need to travel, managing and maintaining the network more efficiently, providing alternatives to the car, and investing in targeted infrastructure improvements</p> <p>Closer working with the Highways Agency will help to effectively manage, maintain and improve Dorset's strategic road network. Improvements to the critical A31 strategic route will be encouraged as a priority</p> <p>Developing Bournemouth Airport as a transport hub, with improved surface access (including public transport), supporting new employment land</p> <p>Completion of the Poole Bridges Regeneration Initiative transport network will stimulate regeneration opportunities in Poole</p> <p>Maintaining and enhancing rail connections to /from Dorset and the rest of the UK will be achieved by working closely with Network Rail and Train Operating Companies</p> <p>A new joint Traffic Control Centre will co-ordinate effective management of the network</p> <p>An integrated transport package will support the Olympics sailing events in Weymouth</p> <p>Developer contributions will help to fund necessary transport infrastructure</p> <p>New high density employment will be supported, and linked, by Prime Transport Corridors with a network of Quality Bus Corridors, Park and Ride and transport hubs. Online junction improvements will be focussed along these corridors.</p> <p>The supported development of local "green fuel technology" businesses will contribute to Dorset's Green Knowledge Economy</p> <p>The Third Sector in Dorset will have a greater role in supporting and enabling community based transport solutions through voluntary groups and social enterprises</p> <p>Encouraging sustainable visitor travel will support the growth of Dorset's key tourism industry, but within environmental means</p> <p>Prioritisation of maintenance to the most used highway assets</p> <p>The viability of the local economy will be taken into account in setting parking policies</p>	<p>LTP3 goals</p> <p>Land use and transport</p> <p>Major development</p> <p>Developer funding</p> <p>Asset management</p> <p>Adapting to climate change</p> <p>Efficiency of the existing highway</p> <p>Joint Traffic Control Centre</p> <p>Traffic routing</p> <p>Freight Quality Partnership</p> <p>Promoting Active Travel</p> <p>Utility cycling</p> <p>Green travel behaviour</p> <p>Alternative fuel vehicle technology</p> <p>Sustainable tourism</p> <p>Integrated Transport Authority</p> <p>Parking control and charges</p> <p>Parking policies</p> <p>Strategic infrastructure priorities</p> <p>Freight connectivity</p> <p>Working with the Highways Agency</p> <p>Trunk road schemes</p> <p>Major highway schemes</p>

WHAT OUTCOMES ARE EXPECTED?	WHAT ARE THE RELEVANT LTP3 PERFORMANCE INDICATORS?
<ul style="list-style-type: none"> Increased business confidence in the reliability of connections to, from and within Dorset by road, rail, air and sea New higher density housing and employment development well served by a range of transport modes Reduced congestion, including less seasonal variation in traffic flows More local job opportunities accessible by public transport A lasting Olympic legacy in Dorset, based upon "green" credentials Better training and education opportunities available without a car, supporting an improved local skills base 	<ul style="list-style-type: none"> PI 6 – Average journey time per mile PI 7 – Access to employment by public transport PI 8 – Condition of principal A roads PI 9 – Condition of non-principal B and C roads



TACKLING CLIMATE CHANGE

WHAT ARE THE CHALLENGES?	WHAT KEY SOLUTIONS DOES THE LTP3 STRATEGY PROPOSE?	WHAT ARE THE KEY POLICIES?
<p>6. Reduce overall levels of greenhouse gas emissions from travel and transport to, from and within Dorset</p> <p>7. Increase the modal share of lower carbon, affordable and accessible transport modes to reduce the reliance on fossil fuels</p> <p>8. Provide a resilient and adaptable transport network</p> <p>9. Maximise the benefits and uptake of greener fuel vehicle technology</p>	<ul style="list-style-type: none"> Greater priority will be given to low carbon modes such as walking and cycling Transport will play a pivotal role in the transition to a low carbon Green Knowledge Economy for Dorset Building stronger relationships with other sectors will help to influence service delivery decisions which reduce the distance / need to travel to access services A more integrated approach to land use planning and transport will reduce the need to travel by creating more self-contained communities and locating new development in sustainable locations, well served by public transport The Low Carbon Travel Strategy will be an integral part of the Local Carbon Framework The development of Quality Bus Corridors and Park and Ride in urban areas will provide a step change in the quality of public transport provision Balanced and proportionate parking controls will reduce the attractiveness of car-based commuter trips, encourage the use of public transport and Park and Ride in town centres, and promote the use of more fuel efficient vehicles “Green” travel habits will be instilled in Dorset through behavioural change programmes supported by effective travel planning, car clubs and car sharing There will be greater coverage of infrastructure for alternative fuel vehicles Longer distance sustainable travel opportunities will be facilitated through improvements to cross-service/ modal interchange, development of rail based Park and Ride in suburban areas and a Smartcard ticketing system Maintenance practices will have a greater focus on sustainable and more energy efficient solutions, such as low energy variable street lighting and sustainable drainage Using recycled materials in transport improvement schemes will reduce energy use Dorset’s transport infrastructure will be designed, constructed and maintained to withstand the impacts of extreme weather events, and plans will be put in place to ensure continuing effective operation of the transport network in these circumstances Sustainable visitor management practices will seek to reduce the carbon footprint of Dorset’s important tourism industry 	<p>LTP3 goals</p> <p>Integrated transport package</p> <p>Land use and transport</p> <p>Major development</p> <p>Developer contributions</p> <p>Accessibility planning</p> <p>Asset management</p> <p>Street lighting</p> <p>Adapting to climate change</p> <p>Efficiency of existing network</p> <p>Freight Quality Partnership</p> <p>Promoting Active Travel</p> <p>Green travel behaviour</p> <p>Transport Assessments & Travel Plans</p> <p>Low carbon vehicle technology</p> <p>Sustainable tourism</p> <p>Public transport</p> <p>Bus provision</p> <p>Quality Bus Corridors</p> <p>Park and ride</p> <p>Rail travel</p> <p>Rapid transit</p> <p>Parking control and charges</p> <p>Controlled Parking Zones</p>

WHAT OUTCOMES ARE EXPECTED?
<ul style="list-style-type: none"> Reduced carbon emissions per person associated with travel in Dorset Less overall need to travel to access key services and employment (less distance travelled per person to meet day to day needs) Self-contained and self-sufficient towns and communities A greater proportion of people using public transport, walking or cycling as their main mode of travel Less dependency on the private car Less disruption on the transport network associated with extreme weather events Reduced dominance of cars in town centres

WHAT ARE THE RELEVANT LTP3 PERFORMANCE INDICATORS?
<ul style="list-style-type: none"> PI 1 – Change in per capita carbon emissions PI 2 – Bus patronage PI 3 – Change in area wide vehicle kilometres PI 4 – Travel to urban centres PI 5 – Percentage of pupils travelling to school by car PI15 – Low emission vehicles



EQUALITY OF OPPORTUNITY		
WHAT ARE THE CHALLENGES?	WHAT KEY SOLUTIONS DOES THE LTP3 STRATEGY PROPOSE?	WHAT ARE THE KEY POLICIES?
<p>10. Ensure access for all, and particularly disadvantaged groups and in areas where there is limited public transport provision, to employment, education, healthcare, shopping, leisure, cultural and community facilities</p>	<ul style="list-style-type: none"> There will be an improved balance in Dorset between housing (including affordable housing) and higher wage employment opportunities accessible by a range of transport modes, facilitated by major new transport infrastructure In the most deprived areas of Dorset, targeted measures will seek to improve service provision, skills, information and safety Partners in other sectors such as health and education will be encouraged to consider the transport access needs of customers in the way that their services are provided, in order to ensure they are accessible and reduce the need to travel where possible Continuing to work with public transport operators to improve levels of accessibility and the frequency and timing of services. Express bus services will be sought into urban centres from outlying areas Supporting the development of Rural Community Travel Exchanges will improve the availability of essential services in the more remote rural communities and reduce the need to travel Local communities will be empowered to protect, and where feasible, enhance community transport services which link to the wider public transport network and solve identified local access needs Alternative local accessibility initiatives will be supported which meet the needs of the mobility impaired, the elderly, those without access to a car and those in rural areas not served by other transport options People with mobility impairments and older people will be given the support and training necessary to give them the skills and confidence to use public transport Improved physical access on buses and at interchanges, travel hubs and waiting facilities Travel information will become more personalised, making use of mobile phone technology Improved public transport interchanges The implementation of a cashless Smartcard ticketing system will make journeys by multiple modes/ services easier and more affordable and will reduce queuing times Exploring opportunities to offer concessions on public transport fares for those who need them most The travel needs of young people will be better met by seeking to establish sustainable travel independence 	<p>LTP3 goals</p> <p>Land use and transport</p> <p>Major development</p> <p>Accessibility planning</p> <p>Walking/cycling infrastructure</p> <p>Walking/cycling utility trips</p> <p>Walking/cycling and public transport</p> <p>Public Transport</p> <p>Bus provision</p> <p>Rail travel</p> <p>Equality</p> <p>Smartcards</p> <p>Travel information</p> <p>Seamless travel</p> <p>Community transport</p> <p>Supported services</p> <p>Integrated road safety</p> <p>Strategic infrastructure priorities</p>
<p>11. Support the ageing population and associated service needs, particularly in rural areas of the sub-region</p>	<p>12. Improving the affordability, accessibility, convenience and coverage of public transport</p>	<p>LTP GEN-1</p> <p>LTP A-1</p> <p>LTP A-2</p> <p>LTP B-1</p> <p>LTP E-3</p> <p>LTP E-4</p> <p>LTP E-7</p> <p>LTP H-1</p> <p>LTP H-2</p> <p>LTP H-5</p> <p>LTP I-1</p> <p>LTP I-2</p> <p>LTP I-3</p> <p>LTP I-4</p> <p>LTP J-1</p> <p>LTP J-2</p> <p>LTP L-1</p> <p>LTP N-1</p>
<p>12. Improving the affordability, accessibility, convenience and coverage of public transport</p>	<p>WHAT OUTCOMES ARE EXPECTED?</p> <ul style="list-style-type: none"> Reduced levels of deprivation and a shrinking gap in inequalities within Dorset Increased affordable housing accessible by modes other than the car Greater community involvement in running community based services to meet local needs More affordable opportunities for public transport use relative to the car More opportunities to access Dorset's transport system, and essential services, regardless of age, ability, postcode or income Easier to access and understand travel information from door to door 	<p>WHAT ARE THE RELEVANT LTP3 PERFORMANCE INDICATORS?</p> <ul style="list-style-type: none"> PI 13 – Bus punctuality PI 2 – Bus patronage PI 14 – Satisfaction with bus services PI 7 – Access to employment by public transport

BETTER SAFETY, SECURITY AND HEALTH

WHAT ARE THE CHALLENGES?	WHAT KEY SOLUTIONS DOES THE LTP3 STRATEGY PROPOSE?	WHAT ARE THE KEY POLICIES?
<p>13. Increase the modal share of healthy, active forms of travel such as walking and cycling</p> <p>14. Reduce all traffic related casualties and improve safety for all users of the transport system</p> <p>15. Improve personal security and reduce crime, the fear of crime and anti-social behaviour associated with transport and travel</p> <p>16. Reduce / minimise the number of areas declared as having poor air quality as a result of road transport emissions</p>	<ul style="list-style-type: none"> A set of high quality, safe, continuous, well signed Strategic Cycle Route Networks will be a priority for investment in cycling, linking key destinations and transport hubs Working more closely with the Health Trusts will help to publicise, promote and market the benefits of Active Travel and deliver targeted initiatives in health inequality action areas It will be easier to integrate walking and cycling with bus, rail and ferry travel There will be safer, more attractive and rewarding environments for pedestrians and cyclists in built up areas with increased priority and improved crossing facilities Cycle hire schemes and improved cycle parking in strategic destinations in town centres and at leisure / tourist attractions will make getting about by bicycle more convenient Ensuring new development promotes opportunities for walking and cycling and contributes to necessary infrastructure and facilities More 20mph zones will be introduced around schools and in residential areas The Dorset Road Safe Partnership will continue to enhance the co-ordination of targeted road safety initiatives Providing education and training to give people the skills, confidence and awareness to travel on Dorset's transport network in a safe and secure manner, by any mode of travel Inappropriate speed and poor driver behaviour will be managed through effective enforcement in partnership with the police Transport improvements will aim to develop people-friendly environments which help to build stronger communities and increase natural surveillance and security Increasing the number of pedestrians, cyclists and public transport users will reduce perceived and actual safety and security issues Working with Environmental Health to improve monitoring of air quality and support effective Air Quality Action Plans through the LTP Efficient management of HGV movements will seek to review routing and minimise impacts on local communities affected by noise, vibration and poor air quality 	<p>LTP3 goals</p> <p>Street lighting</p> <p>Promoting Active Travel</p> <p>Walking / Cycling infrastructure</p> <p>Utility cycling</p> <p>Walking & cycling in new development</p> <p>Cycle parking</p> <p>Walking/cycling and public transport</p> <p>Green travel behaviour</p> <p>Air quality and noise</p> <p>Public realm and streetscapes</p> <p>Travel information</p> <p>Integrated road safety</p> <p>Road safety priorities</p> <p>Prioritisation of road safety initiatives</p> <p>Safety and security</p>
		<p>LTP GEN-1</p> <p>LTP C-4</p> <p>LTP E-1</p> <p>LTP E-3</p> <p>LTP E-4</p> <p>LTP E-5</p> <p>LTP E-6</p> <p>LTP E-7</p> <p>LTP F-1</p> <p>LTP F-5</p> <p>LTP G-2</p> <p>LTP I-3</p> <p>LTP L-1</p> <p>LTP L-2</p> <p>LTP L-3</p> <p>LTP M-1</p>

WHAT OUTCOMES ARE EXPECTED?
<ul style="list-style-type: none"> Walking and cycling integrated as an enjoyable part of people's everyday lives More people cycling and walking, and more often Healthier, safer communities and enhanced individual well-being Reduced exposure to harmful levels of air pollution Less likelihood of being involved in a traffic accident Less fear of safety and security issues on the transport network

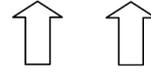


WHAT ARE THE RELEVANT LTP3 PERFORMANCE INDICATORS?
<ul style="list-style-type: none"> PI 11 – Growth in cycling trips PI 10 – A) All serious / fatal casualties B) Child serious / fatal casualties C) Numbers of slight casualties D) Total casualties : sum of A) + C) PI 12 – Number of Air Quality Management Areas PI 15 – Low emission vehicles

VALUE FOR MONEY

WHAT ARE THE CHALLENGES?	WHAT KEY SOLUTIONS DOES THE LTP3 STRATEGY PROPOSE?	WHAT ARE THE KEY POLICIES?
<ul style="list-style-type: none"> Achieve the maximum contribution to the LTP3 goals with anticipated resource levels Contribute to planned Council efficiency savings 	<ul style="list-style-type: none"> The potential benefits of creating a single Integrated Transport Authority will be explored There will be closer collaborative working and sharing of resources between the authorities Making efficient use of developer contributions to supplement investment in transport infrastructure necessary to mitigate the associated transport impacts Working more closely with delivery partners and other service delivery areas to achieve common goals, making more effective use of combined resources Making the most of Dorset's existing highway assets will reduce the need to construct new ones Prioritising low cost, high value solutions including smarter choices and active travel Voluntary groups, social enterprises and local communities will be encouraged to have a greater role in delivering local transport solutions There will be a focus on supporting rural communities to be more self-sufficient to reduce required levels of direct investment The Local Enterprise Partnership will have a significant role in co-ordinating arrangements to secure funding for major strategic transport improvements in Dorset The significant evidence base developed for LTP3 will be used to maximise opportunities for bids for external funding, including the Local Sustainable Transport Fund and future major schemes Efficiencies will be sought in the procurement of passenger transport services Unnecessary signage and lining and street furniture will be minimised Seeking energy efficiency savings through local authority operations related to management of transport assets and maintenance practices Improvement schemes will be better co-ordinated with maintenance and utility works Those schemes delivered will offer the best value for money in delivering the LTP3 goals – this will be underpinned by robust procedures for prioritisation and programme and risk management Joint governance arrangements will regularly review progress of the LTP3 and take corrective action as necessary to ensure that priorities remain current 	<p>LTP GEN-2 LTP A-3 LTP C-2 LTP D-1 LTP D-2 LTP H-1 LTP J-1 LTP J-2 LTP N-3 LTP N-4</p> <p>Integrated transport package Developer funding Co-ordination of maintenance Efficiency of existing highway Joint Traffic Control Centre Integrated Transport Authority Community transport Supported services Funding for strategic infrastructure Conditions of highway improvements</p>

WHAT OUTCOMES ARE EXPECTED?	WHAT ARE THE RELEVANT LTP3 PERFORMANCE INDICATORS?
<ul style="list-style-type: none"> More effective use of resources Long term efficiency savings Increased returns from investment (generating more benefit from less resources) Resources supplemented by external funding 	<p>Financial outturns and programme delivery will be subject to continuous review and scrutiny during the life of LTP3. Efficiency savings will be indicative of success.</p>



13.1 Implementation Plan

13.1.1 The 15 year strategy and policies set out in Chapters 6 to 12 will guide the future delivery of appropriate transport improvements in Dorset, with a strong focus on achieving the LTP3 goals. A series of five **Implementation Plans** will be the primary mechanism to deliver the LTP strategy, containing detailed investment programmes for the schemes to be implemented during each three year period. Each Implementation Plan will also provide an outline programme for longer term transport investment for significant projects, especially where these are required to facilitate growth, although it is recognised that current funding uncertainties make identifying precise timing for these schemes difficult.

13.1.2 Implementation Plans will take into account the three-year financial settlement from Government and other funding including developer contributions and bids for external funding. Where feasible, they will be closely aligned with the Local Development Framework Implementation Plans to ensure that the LTP fully supports planned growth. The Implementation Plans will also demonstrate how the investment programme will contribute towards the LTP3 goals and achieve value for money.

13.2 Performance monitoring

Performance Indicators

13.2.1 As part of the new government's localism agenda there is no longer any formal requirement for local authorities to report on the progress of the LTP3 against a mandatory set of indicators and targets. The government will instead request a limited amount of data relating to transport and travel in the authority areas on an annual basis.

13.2.2 However, the authorities will place a greater focus on being accountable to local communities for the success of the plan and still intend to monitor performance of the LTP against a concise set of local indicators (see Table 13.1). The set of indicators has been tailored towards measuring success in achieving the LTP3 goals, taking into account resource requirements to ensure that monitoring does not unnecessarily divert resources away from delivery of transport improvements. Monitoring will be used as a tool and the plan will be ultimately "vision led". As other local monitoring regimes become clear, for instance those of the Local Strategic Partnerships, the authorities will make sure that the LTP monitoring regime is well integrated with appropriate "non-transport" indicators such as those for health and the environment.

13.2.3 **Details on the monitoring of LTP indicators will be included in the Implementation Plans.** Where appropriate, targets will be set for performance indicators and progress against these reported. Any targets set will be based upon a realistic assessment of what is achievable, informed by technical analysis and the availability of resources.

Other methods of monitoring

13.2.4 Monitoring of the LTP3 will be carried out throughout the period of the plan in a number of other ways, with a greater focus on being accountable to local communities for the success of the plan:

- Consultation through the Local Strategic Partnership network, particularly to monitor the contribution of the LTP to wider priorities including health, environment, and safer and stronger communities
- Regular liaison between Dorset County Council and its District and Borough Councils
- Reviewing actions with partners through the Multi-Area Agreement (or future Local Enterprise Partnership)
- Reviewing progress with bus operators through Quality Bus Partnerships
- Reviewing progress with the freight industry through the Freight Quality Partnership
- Public consultation through the councils' citizen panels
- Performance benchmarking with other authorities (e.g National Highways and Transportation Survey)

Table 13.1 - LTP3 Performance Indicators

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

Table 13.2 How the performance indicators will measure success against the goals

	PI 1	PI 2	PI 3	PI 4	PI 5	PI 6	PI 7	PI 8	PI 9	PI 10	PI 11	PI 12	PI 13	PI 14	PI 15
Supporting economic growth		√		√	√	√	√	√	√						√
Tackling climate change	√	√	√	√	√	√									√
Better safety, security and health										√	√	√			
Equality of opportunity		√					√						√	√	
Improve quality of life	√					√					√	√		√	

13.3 Programme and risk management

13.3.1 With a significant focus on securing better value for money during the life of the LTP3, the authorities will ensure that robust programme and risk management successfully translate the LTP3 strategy to effective Implementation Plans, and through to desired outcomes. It will ensure that transport projects are effectively prioritised and delivered, risks managed and relevant stakeholders consulted.

13.3.2 Programme management will provide the framework and flexibility to successfully adapt programmes and reprioritise projects where monitoring regimes identify that performance is not on track, or where there are changes to wider priorities. The plan will be kept under regular review. Should the plan priorities change significantly, the LTP3 will be subject to a full review.

Table 13.3 - Key aspects of LTP3 programme management

Key factors affecting successful delivery of LTP3	Solutions to be applied during the LTP3 period
Knowing that the best things are being done. If something better comes along will it be identified and included?	A robust prioritisation process that is scored and weighted around criteria that includes impact on goals and priorities and deliverability
Knowing what could go wrong, its impact, and what could reduce the likelihood of it happening	Corporate and transport approach to risk management. Applying programme level and individual project level risk assessment with clear ownership. Using risk positively and openly
Covering everything the strategy has said in the Implementation Plan	Managing all aspects of the programme together as a whole with a centralised management system
Delivering projects on time and on budget	Individual project management with regular progress reports fed up to programme level
Ensuring that the plan achieves its long term goals	Utilising performance monitoring regimes. Regular in-year performance reviews. Programme level assessments considering to what extent the LTP supports, or is complemented by, other planned investments and strategies
Affordability and availability of funding and resources	Determining the budget available from all potential sources, including developer contributions and revenue funding. Joint delivery of schemes where appropriate with pooled resources, especially for strategic projects. Robust spreadsheet tools for budget planning and control. Maintaining a log of opportunities for external funding
Knowing who is in control of the LTP	Robust and clearly defined governance across the authorities meeting regularly to review progress and guide delivery. Strong links to Local Strategic Partnerships and the Wessex Multi-Area Partnership

13.3.3 Demonstration of programme and risk management will be included in the Implementation Plans.

GLOSSARY OF TERMS AND ABBREVIATIONS

Accessibility	The degree to which key services and employment can be easily reached by everyone, including those with disabilities or no access to private cars.
Accessibility Planning	The means by which local councils and other groups such as the National Health Service and job centres can work together to make it easier for all people, particularly disadvantaged groups, to reach key services.
Active Travel	Refers to modes of travel that promote physical activity, such as walking and cycling.
ANPR	Automatic number plate recognition. This is a camera system that automatically recognises and records the time/date and vehicle number plate when a vehicle passes. With a network of ANPRs it is possible to calculate journey times of individual vehicles between two points on the road network.
AQAP	An Air Quality Action Plan is the local authorities' response to meet the government's targets and objectives in meeting air quality levels. Each local authority must periodically review the quality of air within its area. This is carried out for both the current air quality and for the likely quality of the air at a stated time in the future.
AQMA	Air Quality Management Areas. AQMAs are declared areas where national objective levels for certain pollutants are not likely to be met by their target dates.
Big Society	The Big Society is the flagship policy idea of the 2010 Conservative Party general election manifesto and forms part of the legislative programme of the coalition government. The stated aim is 'to create a climate that empowers local people and communities, building a big society that will take power away from politicians and give it to people'.
Bus route	The physical street layout over which a bus service operates as registered with the Traffic Commissioners.
Capital Spending	Incurred by the council for what is deemed to be a one off purchase, i.e. 'buying' something physical such as a expenditure roundabout or set of traffic lights.
Carriageway	A highway, or part of a highway, over which the public have a right of way to drive vehicles. These rights may be restricted by the use of traffic regulation, speed-limits or other orders.
CIL	Community Infrastructure Levy - a levy on new development that will be set by local planning authorities. The power to charge CIL is set out in the Planning Act 2008 but it is entirely at the discretion of local planning authorities as to whether to have a CIL scheme. Local authorities that implement CIL would use the money raised from it, rather than a Section 106 agreement, to fund infrastructure schemes across their area, such as schools and transport infrastructure. This means in turn that such authorities could only use Section 106 agreements to fund affordable housing or environmental improvements on the development site
Community Transport	Voluntary transport provision for groups with special access needs.
Concessionary fares	Fares for certain groups in the community subsidised by the Council.

GLOSSARY OF TERMS

Congestion	The temporary impairment of connectivity during periods of high demand or when system capacity is temporarily reduced (e.g. by an accident).
Connectivity	The quality of the transport network in providing access between places that people want to travel to, measured by travel times and journey reliability.
Conurbation	In the context of the LTP, conurbation refers to the South East Dorset area comprising the urban centres of Bournemouth, Poole and Christchurch and surrounding areas.
CCTV	Closed Circuit Television
Demand Management	Strategies to reduce the demand for a resource, such as road space, rather than supplying more of the resource.
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport oversees the delivery of policies to provide a reliable, safe and secure transport system that responds efficiently to the needs of individuals and business whilst safeguarding the environment..
DRT	Demand Responsive Transport. A type of transport which is flexible and geared towards the needs of the users rather than following fixed timetables.
EqIA	Equalities Impact Assessment - Assessing existing and proposed policies to determine whether they have an adverse impact on equality of opportunity for one or more of the equality groups (race, gender, disability etc). Impact Assessments should include both qualitative and quantitative data. EqIAs are an important part of public authorities' statutory duties.
Footway	This is part of a highway alongside a carriageway, over which the public have right of way on foot only. A footway is often referred to by the general public as the pavement.
FQP	Freight Quality Partnership - A meeting of freight interests including local councils, freight operators and generators, working towards increased efficiency and reduced cost of freight distribution, along with reduced environmental impacts.
GP	General practitioner
Green Infrastructure	Green Infrastructure (GI) is a planned network of multifunctional green spaces and inter-connecting links which is designed, developed and managed to meet the environmental, social and economic needs of communities across the Dorset area. It is part of, and contributes to, a high quality natural and built environment and is required to enhance the quality of life for present and future residents and visitors, and to deliver "liveability" for sustainable communities.
GKE	Green Knowledge Economy – refers to the development of an economy with green principles at its heart, where high technology industry which leads the way in low carbon technology development has a major role. GKE is the guiding principle for the economic development of the Dorset sub-region to protect and respect its unique environment.

HA	Highways Agency - An executive agency of the Department of Transport. The Highways Agency is responsible for operating, maintaining and improving the strategic road network of England. Within the LTP area this includes the A31, the A35 (west of Bere Regis) and the A303).
HGV	Heavy Goods Vehicle. Any goods vehicle with an operating weight (gross permitted weight) exceeding 7.5 tonnes. Maximum weight of HGVs is now 44 tonnes with six axles.
Home Zones	Also known as 20mph zones. These are areas of one or more connected residential streets where widespread use of traffic calming, 20mph speed limits and improvements to the visual aspect of the street are used to create a safer environment for non-vehicular road users and residents.
HRA	Habitats Regulations Assessment - A process required under the UK Conservation Regulations (2007) and provides for the protection of 'European Sites'; sites which are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Community.
Implementation Plan	The delivery component of LTP3- the Implementation Plans will cover 3 year periods and set out how, where, and when the strategy will be delivered, including investment programmes and the performance indicators and targets that will be used to measure the success of the LTP.
ITA	Integrated Transport Authority – a body responsible for setting local public transport policy and for deciding how money is spent on supporting and improving the public transport network. An ITA usually operates across multiple local authority boundaries.
Jurassic Coast	In the context of the LTP, refers to the Dorset and East Devon Coast World Heritage Site. Within Dorset this extends from Lyme Regis to Swanage.
KSI	Killed or Seriously injured in road traffic accidents.
LDF	Local Development Framework – a collection of local development documents produced by the local planning authority which collectively form the spatial planning strategy for its area. The core strategy within the LDF sets out the vision, strategic objectives and delivery strategy for achieving these. The LDF as a whole is the spatial expression of the sustainable community strategy (SCS) for the area.
LDD	Local Development Document - Under the new system of local planning brought in under the Planning & Compulsory Purchase Act 2004, the term 'development plan document' covers any Local Development Document that is part of the development plan. A development plan document has to be independently tested by a Government inspector and carries full weight in relation to planning applications, which distinguishes it from a supplementary planning document. Development plan documents include the local planning authority's core strategy, area action plans and proposals map.
LEP	Local Enterprise Partnerships, also referred to as LEPs, will replace Regional Development Agencies, which are being abolished by the Coalition Government. These will be joint local authority-business bodies in England brought forward by local authorities themselves to promote local economic development.

GLOSSARY OF TERMS

Long term	Within the context of this Local Transport Plan, “long term” is regarded as being a period of time of greater than 9 years into the future, ie after 2020.
LSP	Local Strategic Partnerships (LSP) acts as a focal point for a wider network of organisations and individuals from the public, private, voluntary and community sectors that have influence over, or an interest in, local improvement.
LRT	Light Rapid Transit - A rail-based form of public transport that can carry up to 35,000 passengers per hour per direction. The term 'light' refers to the design and weight of the vehicle compared with normal railway rolling stock. The vehicle is usually electrically powered, and can run up steep gradients, round tight corners and mix with road traffic.
LTP	Local Transport Plan- A formal document which sets the policy of the local authorities with regards to planning and effective delivery of local transport.
MAA	Multi-Area Agreement - Voluntary three-year agreement between two or more county or unitary councils, their local partners and Government for an area that extends across local authority boundaries. They bring together key players in flexible ways to tackle issues that are best addressed in partnership – at a regional and sub-regional level.
Medium Term	Within the context of this Local Transport Plan, “medium term” refers to 4-9 years in the future, ie 2015 – 2020.
Modal shift	The change from one mode of transport to another that takes place over time.
Modal split	Modal split is the proportion of differing modes of transport within the total level of travel.
Natura 2000	The European Union-wide network of protected sites established under the Birds Directive (SPA) and the Habitats Directive (SAC)
Network Rail	Network Rail owns the track and railway infrastructure and is responsible for the operation and maintenance of track, signalling and stations. It charges rail operators for using the rail system, and leases out other infrastructure, such as land and sidings, to freight and passenger train operating companies.
NMD	Network Management Duty - This requires local highway authorities to do all that is reasonably practicable to manage the road network effectively to keep traffic and people moving.
NO2	Nitrogen dioxide
Park and ride	Car trips are intercepted on the outskirts of an urban area and drivers / passengers are encouraged to complete their journey by dedicated (P&R) public transport services (bus or rail), thereby reducing town centre traffic congestion and car park requirements
Park and share	The practice of two or more people departing from an agreed meeting point, where only one vehicle is driven on to the final destination.
PCT	Primary Care Trusts are free-standing statutory bodies responsible for delivering better health care and health improvements to their local area.

Peak Oil	Is the point in time when the maximum rate of global petroleum extraction is reached; after which the rate of production will start to decline until all the oil is used up. With less available, oil will become much more expensive as the reserves are depleted further.
Public realm	That part of the built environment to which the public have free access, including streets, squares, parks, etc. Public realm issues embrace the social interaction and use of spaces as well as their servicing and management.
Quality Bus Corridor	A defined corridor where priority will be given for improvements to provide high quality, frequent and reliable bus services. This would involve reallocation of road-space, where practicable, together with bus priority measures at junctions and improved facilities at bus stops. Priority measures would need to be virtually continuous and specific measures would also include selective detection systems at signal-controlled junctions, bus gates and queue relocation measures. Such mechanisms would be aimed at providing journey times more equivalent to car speeds at peak times.
QBP	Quality Bus Partnership - A partnership between local councils and bus operators to increase bus patronage and customer satisfaction.
ROW	Rights of Way- A right possessed by the public to pass along linear routes over land at all times.
ROWIP	Rights of Way Improvement Plan
Place shaping	The creative use of power and influence to promote the general well-being of a community and its citizens (Lyons, 2007).
Prime Transport Corridor (PTC)	Key transport corridors that will be a focus for the spatial development strategy in Dorset, and particularly South East Dorset. They will connect strategic spatial developments and facilitate sustainable housing and employment development along their routes, supported by high quality public transport (including Bus Showcase Corridors), walking and cycling facilities.
PTP	Personalised Travel Planning - an approach that provides travel advice and incentives to a targeted group of people on an individual basis. This may target neighbourhoods or specific groups, such as school children, employees or single parents. Information is based on the individual's travel patterns and incentives could be provided that the individual may find useful.
PTWs	Powered Two Wheelers - A generic term for motorcycles, motorbikes, motor-scooters, and mopeds.
Public Transport (PT)	A communal form of transport other than private car or taxi and including rail, bus, light rail.
RAG	Red, Amber, Green method used for reporting on targets or risks.
RTI	Real Time Information - electronic displays at bus stops and stations providing up to the minute travel information. The displays can also information incorporate 'countdown' information, as well as variable messages. Sometimes also known as Real Time Passenger Information (RTPI).

GLOSSARY OF TERMS

Revenue Spending	incurred by the councils for which is deemed to be an ongoing expense, such as supporting bus services or expenditure electrical supply to streetlights.
SCOOT	Split Cycle Offset Optimisation Technique - a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of on-street detectors embedded in the road.
Section 106 (S106)	Section of the 1990 Town and Country Planning Act that allows local authorities to require developers to make Agreement contributions for, amongst other things, transport infrastructure, to meet the wider social and economic needs generated by the development.
Section 278 (S278)	Section 278 of the Highways Act 1980 provides for works funded by developers to be carried out on the existing public Agreement highway with the local authority's agreement. For example this may include constructing a new roundabout to provide access to a development or improving an existing junction to accommodate extra traffic generated by the development. Amongst other things, Section 278 entitles the local authority to seek expenses for maintenance through commuted sums. Before a developer can enter into a Section 278 agreement, full planning permission for the development should normally be obtained from the local authority.
SAC	Special Area of Conservation - A site of Community importance designated by the Member States where the necessary conservation measures are applied for the maintenance of restoration, at a favourable conservation status, of the habitats and/or species for which the site is designated. A candidate SAC is a SAC formally submitted to the European Commission, but yet to be adopted by the Commission and designated as a SAC.
SEDTS	A major transport study lead by independent consultants looking at the transport needs for the South East Dorset area to 2026, based on future growth assumptions. The study includes the use of a multi-modal computer model to predict changes in traffic conditions and public transport patronage
SEA	Strategic Environmental Assessment. A requirement for local authorities to produce an Environmental Report on the likely significant environmental impacts of the measures proposed in their LTP strategy.
Short Term	Within the context of the Local Transport Plan, "short term" refers to a timescale of 3 years, ie 2011 - 2014
Smarter Choices	A term that describes techniques used to influence people's travel behaviour towards more sustainable options such as walking, cycling, public transport and car sharing. These techniques might also encourage people to travel shorter distances and to travel less often.
Social exclusion	This term is used to describe people or areas that suffer from a combination of factors that include unemployment, high crime, low incomes and poor housing. The government's approach to regeneration is based on tackling the problems posed by social exclusion as a whole, rather than simply focusing on its individual elements.
SPA	Special Protection Area. An internationally importance wildlife site under the European Union Birds Directive.

SLR	Speed Limit Review - A Government requirement for authorities (DfT circular 1/06) to review the speed limits of all their A and B roads based on a number of factors such as casualty levels and make necessary changes by 2011.
Smartcard	A card which can be topped up in shops, online or by phone to provide cashless travel across a variety of public transport services, with the aim of promoting seamless travel.
SRTS	Safer Routes to Schools - Physical measures, as part of school travel plans, to improve safety and encourage more sustainable modes of travel for the journey to school.
Sub-region	In the context of the LTP, sub-region refers to the geographical area of Dorset, encompassing the three authorities of Bournemouth, Poole and Dorset.
Sustainable development	'Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.' (Brundtland Commission, 1987)
TAMP	Transport Asset Management Plan – A plan setting out a strategy for the effective maintenance of the transport network, including footpaths, cycleways, rights of way, bus infrastructure and roads.
Teleworking	Employment at home, or at a 'telecentre' close to home, while communicating with the workplace, clients and colleagues by phone, fax, or modem.
Third Sector	The Third Sector encompasses voluntary and community organisations, charities, social enterprises, cooperatives and mutuals, both large and small. It is a diverse and active sector. Organisations share common characteristics: they are non-governmental and value-driven. They also principally reinvest any financial surpluses to further social, environmental or cultural objectives. . Another expression for third sector is the voluntary and community sector (VCS).
Traffic calming	Schemes that act to slow the speed of traffic along a section of road. This may take the form of traffic humps, traffic cushions, chicanes, gateways and build-outs.
Traffic Commissioner	Government body with whom all bus services have to be registered and which has to be notified of any changes to a service. It also has the responsibility of regulating the running of services as well as the condition of the vehicles used
Travel Plans	A combined package of measures introduced to reduce the volumes of car journeys and encourage people to use more sustainable travel modes, normally related to businesses or schools.
TOC	Train Operating Company - a private company given the right to operate train services within a particular area or sector of the national rail network.
TMA	The Traffic Management Act was introduced in 2004 to tackle congestion and disruption on the road network. The Act places a duty on local traffic and highway authorities to ensure the expeditious movement of traffic on their road network and those networks of surrounding authorities. The Act gives authorities additional tools to better manage parking policies, moving traffic enforcement and the coordination of street works.

GLOSSARY OF TERMS

Trunk Roads	A highway that constitutes part of the national system of routes for through traffic, managed by the Highways Agency.
UTMC	Urban Traffic Management Control- A Department for Transport programme designed to help local authority road managers to use integrated, modular traffic management systems based on open standards for the effective management of traffic in accordance with a variety of local policy drivers. Systems can include Urban Traffic Control (UTC), Variable Message Signs (VMS) and CCTV networks.
VAS	Vehicle activated signs (VAS), are road side digital signs that display a message when they are approached by a driver exceeding the speed limit.
VMS	Variable message signs.
Vulnerable road users	People who are particularly at risk, such as cyclists, young and elderly people when using busy roads.
WPL	Workplace Parking Levy – a mechanism for councils to levy a charge for employee parking spaces at business premises that must be used for investment into transport provision
World Heritage Site	A site designated under the World Heritage Convention as being of outstanding universal value as a site of cultural or natural heritage. The Jurassic Coast is a World Heritage Site within the LTP area.
WMAP	Wessex Multi Area Partnership- the group formed by the public and private sector to deliver the benefits of a multi area agreement (MAA) for the sub-region of Bournemouth, Dorset and Poole.

All documents can be made available in audio tape, large print and Braille, or alternative languages on request.



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Produced by Design & Print Service
111470