



Transforming Travel

South East Dorset

Transforming Cities Fund

TMSTH Forum Meeting

Wednesday 29th March 2023

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Recap.....
SED Vision Statement

“To create an environment where sustainable travel becomes the obvious transport choice for local journeys – enabling safer journeys to schools, building fairer and easier access to jobs, businesses and activities, tackling inequality – enabling growth and prosperity in the SE Dorset region as part of our action plan to address the climate and ecological emergency”





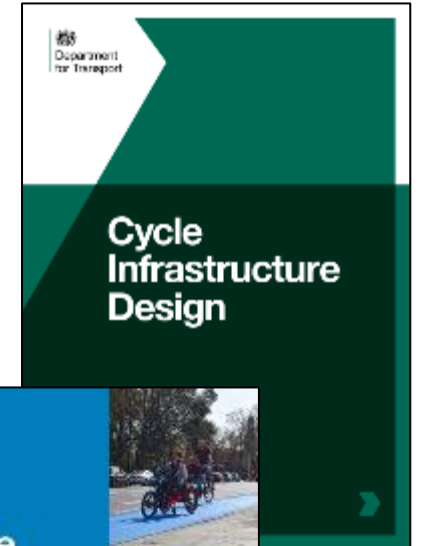
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TCF Objectives:

- Broadening travel options to encourage more:
 - Walking
 - Cycling
 - Public transport use
- Improving access to work, increasing productivity and delivering growth
- Expanding smart ticketing technology to simplify changes between travel modes
- Delivering apprenticeships and improving skills
- Enabling delivery of more homes
- Tackling air pollution and reducing emissions
- Aligning with new Government policies around active travel

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Overview of SED TCF Programme





Overview of SED TCF Programme

Benefits From Transforming Travel:

- Increased productivity- more efficient travel between key employment and residential areas due to more direct bus and cycle routes
- Better intra-urban connectivity
- Reduced congestion
- Fewer road related injuries and deaths
- Enhanced travel choice
- Significant investment from private sector transport operators
- Improved health and wellbeing for the population
- Reduced carbon emissions leading to better air quality





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Overview of SED TCF Programme

How Will We Transform Travel?

Bus:

- New shelters, real time passenger information, improvements to improve journey times and reliability

Transport Hubs:

- Wayfinding – improved and easier to understand information, journey time, bike share locations, information on travel app
- Providing easier interchange between transport modes.

Network Management:

- Bus Priority with Signals; and
- HGV Management System - Longham Bridge

Trip end facilities grant scheme:

- Focus funding on employers & schools in the TCF area that genuinely want to promote walking, cycling and public transport options to their employees
- Applications have been received and over 20 schools have been awarded circa £250k





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Whitelegg Way

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Delivery to Date





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Delivery to Date

Magna Road



Leigh Road





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Delivery to Date

Kings Park





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Fernside Road/ Garland Road

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Delivery to Date





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Delivery to Date

Rigler Road



Queen Anne Drive





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Delivery to Date

Ringwood Road- Ferndown





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Delivery to Date

Wimborne Road





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Further News:

- Glenferness Avenue – bridge over the railway line to be ordered and placed in situ over spring and summer. Advanced tree removal took place on 11th/12th February
- River Stour off-line route – public information event held on 16th February and planning application for the new bridge to be submitted in late Spring
- BCP Cabinet Report on 8th February to give an update on progress to date



Recent Programme challenges Background to Cost Increases

1. Clear that cost estimates are over original estimates due to a number of factors including:
 - Material and energy cost increases (**Global issue**);
 - More detailed schemes (**LTN 1/20 and comments from consultation**) leading to increased costs;
 - Programme duration evidence to show in some cases schemes are taking 2x / 3x as long to construct due to a mixture of management of TM, covid cases but also addressing unknowns once realised on site when construction starts; and
 - Schemes at Strategic Outline Business case have evolved, and it is clear new schemes are more detailed and more of the unknowns have become apparent leading to higher costs.





Recent Programme challenges Background to Cost Increases

2. Consultation and engagement has taken a considerable amount of time to complete with most undertaken during lockdown. Although we have been an exemplar TCF compared to other programmes (**comments from DfT**), it has become clear that this has still impacted the programme;
3. Lessons learnt from Emergency Active Travel schemes have created a knock-on effect where design teams have been required to consider changes / processes for scheme development; and
4. Challenge of resourcing design and site supervision. As programme has ramped up clear teams cannot fulfil both roles and therefore more resources required to support this (**National issue – Shortage of skill in the market – linked to more STEM requirements in schools**)

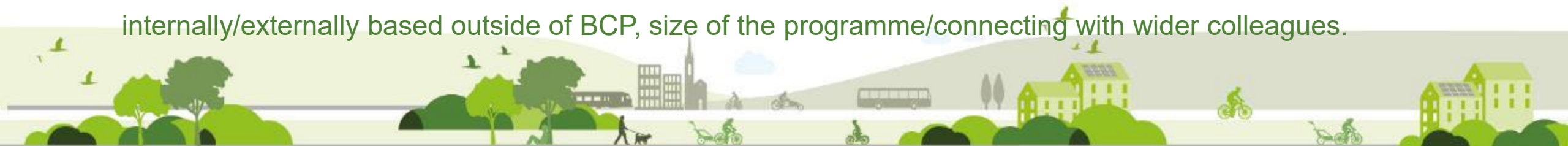




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Other Challenges Around the Programme

- Political influences, stakeholder feedback, TROs, TM & network coordination, pressures to deliver resulting in easy wins being delivered first;
- Those schemes with unpalatable measures – removal or redesignation of road space being moved to later stages in the programme. Therefore, the more complex schemes further back in the programme to allow more time to develop;
- Internal support/or concerns for the schemes across wider transport team and other departments i.e. planning process;
- Negative press/feedback, challenging pace, integrity and design of schemes;
- Maintaining consistent resource/staff level; and
- Maintaining the drive, vision and direction of the programme – influenced by home working, colleague internally/externally based outside of BCP, size of the programme/connecting with wider colleagues.





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Background to the Statement on 28th January 2023 (Bournemouth Echo)

Following a comprehensive review of the six planned sustainable travel routes, we have submitted revised plans to the Department for Transport recommending the improvements that can continue to be constructed and funded through south east Dorset's current TCF allocation and those that will need to be completed once further funding has been secured. We expect to agree the revised SED TCF programme, including an extension to the original March 2023 delivery timeframe, with central government in the coming months and will give a more detailed programme update at this point when we will be in a position to confirm the planned next steps for each section of the network.





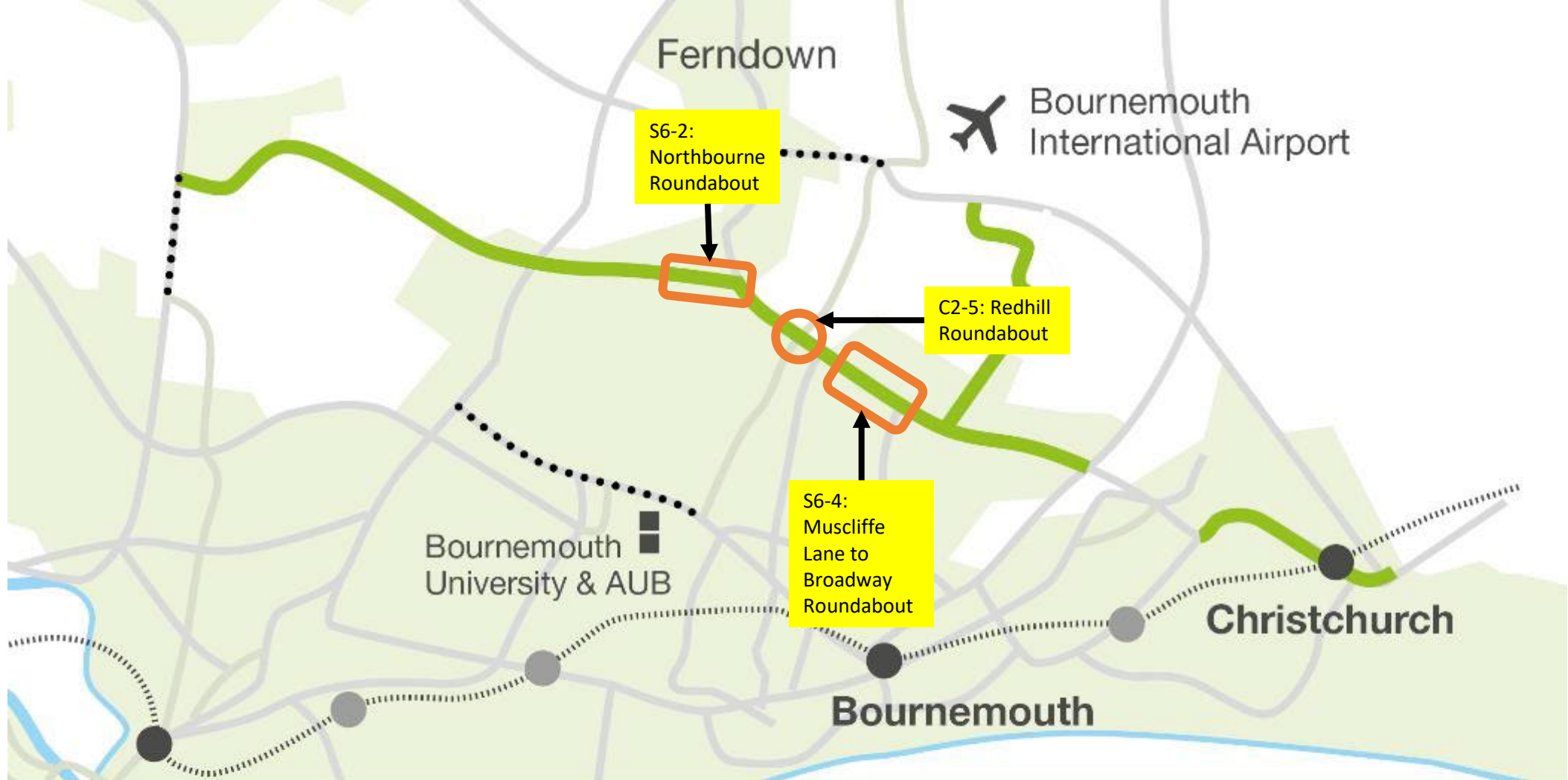
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Update on Northbourne/Redhill/Castle Lane West Section

Public Information Event held on 9th November 2022

Information on the following slides....





Merley, Poole to/from Christchurch



Update: To provide shared footway, three parking spaces within the shop service lane proposed to be removed. There is alternative parking within 100m. TRO advertised and expected to be approved to limit waiting in this area.



TRO advertised and expected to be approved for proposed removal of parking for bi-directional facility between Redbreast Road and Lawford Road (previously not consulted on)



Update: Parking area adjacent to shops to be reconfigured to provide cycle link to existing eastbound facility – 20m of parking will be provided.



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Current Position:

- Bus Operator Engagement – took place in July 2022
- Ward Member Briefing – took place in October 2022
- Public Information Event – took place on 9th November 2022
- TRO advertisements – approved in March 2023
 - Details of the TRO on the next slide
- Notification / advertisement of new controlled crossing points
- Construction to commence later this year
- To also note - planning to coordinate highway maintenance schemes (rebuild and resurface the carriageway) as part of the work package between Northbourne Roundabout and Ferncroft Road (Wimborne Road) and between Broadway Roundabout and Muscliffe





Details of the TRO:

- Introducing double yellow lines near the parade of shops by the junction of Castle Lane West and Muscliffe Lane. Three parking spaces would be removed as a result, with the other parking spaces outside the shops unaffected
- Introducing double yellow lines on Castle Lane West between Redbreast Road North and Lawford Road to create space for a one-way protected cycle track on both sides of Castle Lane West. It would not be possible to park on this part of Castle Lane West as a result
- The existing on street parking between Redbreast Road North and West Way would be reduced by approximately one car length near the junction of Redbreast Road North in parking and the introduction of restricted waiting time outside the shop and restaurant on Castle Lane West near Broadway Roundabout
- Changes to local access near Northbourne Roundabout



Update on River Stour Route

Bournemouth town centre to/from Ferndown River Stour proposals



- █ Toucan Crossing
- █ River
- █ Carriageway
- █ Shared Path
- █ Footway
- || Bridge



This map is a diagrammatic interpretation of the proposal as of February 2023. Not to scale. Existing facilities, including footways and crossings, to be retained unless otherwise indicated. Adjacent roads only indicated as points of reference. Road markings not included.

Public Information Event held on 16th February 2023





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River Stour proposed walking and cycling scheme

About the proposals

A new walking and cycling route is being proposed between the existing shared path at Redhill Roundabout and Chapel Gate Roundabout. It forms part of Transforming Cities Fund (TCF) programme's sustainable travel route between Bournemouth town centre and Ferndown.

As well as improving links between key locations to the north of the River Stour (including the Aviation Business Park, the airport and university sports ground) and towards Bournemouth town centre, this work would improve facilities for recreational users.

This new off-road route would connect with existing TCF sections at Whitelegg Way, Wimborne Road and the planned improvements at Castle Lane West.

The proposals include:

- improvements to the existing path on the north side of Christchurch Road to provide a shared path near Portfield School
- a new toucan crossing on Christchurch Road, with an adjacent section of existing cycleway on the south of the road being widened to improve access for pedestrians and cyclists
- a new shared path for pedestrians and cyclists south from Christchurch Road, running parallel to Parley Green Lane at the top end, carrying on down to cross the existing Stour Valley Way path near Parley Manor and continuing south to the River Stour
- an accessible bridge over the River Stour that would link the new route to the existing shared path near Redhill Roundabout.

Visit bcpcouncil.gov.uk/tcfriverstour for further information.

River Stour proposed walking and cycling scheme

Developing the design

We have worked with environmental groups to create a design that considers the ecological challenges in the area:

- reflective materials would be used instead of lighting to aid visibility without negatively impacting local wildlife and their habitats
- new wet grassland meadow and wet woodland would be introduced
- a number of new trees and additional hedging would be planted along much of the route.

Visit bcpcouncil.gov.uk/tcfriverstour for further information.

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River Stour proposed walking and cycling scheme

Tell us your feedback

We would love to hear what you think of the proposals for a new walking and cycling route between Christchurch Road and Redhill Roundabout.

To give your feedback, please complete our short online survey by **Friday 3 March 2023**.

Visit smartsurvey.co.uk/s/tcfriverstour



You can also access the survey by clicking on the **QR code**.

Next steps

The scheme is subject to BCP Council securing planning permission to build a bridge over the River Stour. We plan to submit a planning application at the end of March 2023.





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GOV.UK

Home > Transport > Road and road transport > Cycle and walking > [Investment opportunities for active travel fund 4 proforma](#)

Active Travel England

Guidance

Guidance note for local authorities to support completion of the active travel fund 4 proforma

Published 10 March 2023

Applies to England

Contents

- Overall objectives for the fund
- Strategic case for investment
- Cost of scheme
- Value for money
- Justification
- Description and location
- Type of scheme and outputs (for example, miles of new cycle routes, miles of new walking routes)
- Delivery dates
- Design information, including cross-sections and signage if appropriate
- Equality approach
- Delivery and evaluation process, including thresholds
- Monitoring and evaluation
- Type of infrastructure

Overall objectives for the fund

The overall investment objectives of active travel fund 4 (ATF4) are to:

- create a local authority capital investment programme that contributes delivery of 2025 and 2030 objectives, as set out in the statutory [cycling and walking investment strategy \(CWIS 2\)](#)
 - 50% of short urban trips in England to be walked, wheeled or cycled by 2030
 - increase active travel from 41% in 2010 to 46% of short urban trips by 2025
 - increase walking to 365 stages per person per year by 2025
 - increase cycling from 0.8 billion stages in 2013 to 1.6 billion stages in 2025
 - 50% of primary school-aged children to walk to school by 2025
 - align investment with [Gear Change](#) and wider government objectives, including local growth and productivity, tackling public health issues, decarbonisation, levelling up and cost of living challenges
 - increase participation in active travel amongst underrepresented groups
- In order to deliver these objectives, Active Travel England (ATE) will:
- provide oversight funding to national decision makers, with decision assurance



MAIN REPORT
October 2022

Bus Service Improvement Plan (BSIP)

BCP Council in partnership with local bus operators

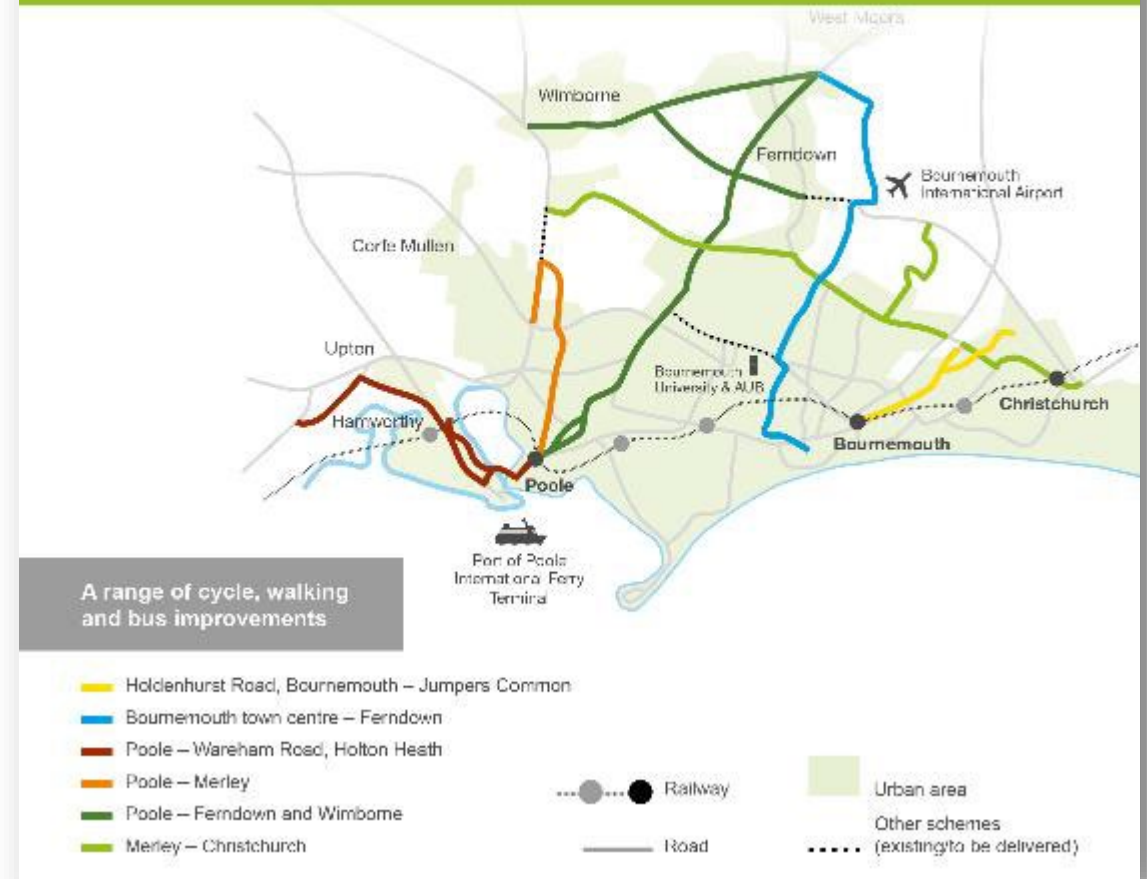




Thank you for your time today.

Any Questions?

Planned sustainable travel routes for south east Dorset





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Find out more at

transformingtravel.info



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STRATEGY
TRANSFORMING CITIES FUND

Improving productivity and spreading prosperity through investment in public and sustainable transport

Working in
partnership



South East Dorset
(SED) City Region

