

# Notice of Transportation Advisory Group

Date: Wednesday, 22 January 2020 at 7.00 pm

Venue: HMS Phoebe, Town Hall, Bournemouth BH2 6DY



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## Membership:

### Chairman:

Cllr A Hadley

### Vice Chairman:

Cllr Dr F Rice

Cllr N Brooks

Cllr S Bull

Cllr G Farquhar

Cllr N C Geary

Cllr M Greene

Cllr M Howell

Cllr T Trent

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All Members of the Transportation Advisory Group are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to attend.

If you would like any further information on the items to be considered at the meeting please contact: Chris Harrod - 01202 633036 or email [chris.harrod@bcpcouncil.gov.uk](mailto:chris.harrod@bcpcouncil.gov.uk)

Press enquiries should be directed to the Press Office: Tel: 01202 454668 or email [press.office@bcpcouncil.gov.uk](mailto:press.office@bcpcouncil.gov.uk)

This notice and all the papers mentioned within it are available at [democracy.bcpCouncil.gov.uk](http://democracy.bcpCouncil.gov.uk)

GRAHAM FARRANT  
CHIEF EXECUTIVE

14 January 2020



# AGENDA

Items to be considered while the meeting is open to the public

## 1. **Apologies**

To receive any apologies for absence from Councillors.

## 2. **Substitute Members**

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

## 3. **Declarations of Interests**

Councillors are required to comply with the requirements of the Localism Act 2011 and the Council's Code of Conduct regarding Disclosable Pecuniary Interests.

Councillors are also required to disclose any other interests where a Councillor is a member of an external body or organisation where that membership involves a position of control or significant influence, including bodies to which the Council has made the appointment in line with the Council's Code of Conduct.

Councillors should also disclose if they have met with residents, ward councillors, petitioners or interested persons relating to any specific TAG agenda item in advance of the meeting.

Declarations received will be reported at the meeting.

## 4. **Terms of Reference**

To note the following Terms of Reference for the Transportation Advisory Group:

To consider transportation issues, including proposed highways regulation and traffic regulation orders.

To make recommendations to the Portfolio Holder for Transport and Infrastructure to assist him in forming his recommendations to Cabinet for formal decision.

The Transportation Advisory Group may consult and meet residents, ward councillors, petitioners and interested persons when considering the matters referred to it.

The Advisory Group is not able to make decisions in its own right.

The Group will be convened at the request of the Portfolio Holder for Transport and Infrastructure and officers supporting the Group will ensure that professional advice is available to the Group and that notes of the deliberations and discussions are taken.

## **5. Public Issues**

To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view at the following link:-

<https://democracy.bcpccouncil.gov.uk/documents/s2305/Public%20Items%20-%20Meeting%20Procedure%20Rules.pdf>

The deadline for the submission of public questions is Wednesday 15 January 2020.

The deadline for the submission of a statement is 12.00 noon, Tuesday 21 January 2020.

The deadline for the submission of a petition is 12.00 noon, Tuesday 21 January 2020.

## **6. South East Dorset (SED) City Region Transforming Cities Fund (TCF) Progress Report**

1 - 22

This report for the South East Dorset (SED) City Region Transforming Cities Fund (TCF) has been developed to update members on progress and communicate the actions that are currently in progress to ensure that the Council is ready to deliver the programme if it is successful with its bid for funding.

## **7. Traffic Regulation Orders**

23 - 26

To consider the following reports and make recommendations to Cabinet:

### **a) Stourbank Road Residents Parking Scheme**

27 - 30

To consider representations to the advertisement of Traffic Regulation Orders for P15 2019 Stourbank Rd Residents Parking Scheme.

### **b) Disabled Bay Proposals (P1 2019 September 2019)**

31 - 34

To consider representations to the advertisement of Traffic Regulation Orders for P1 2019 Disabled Bay Proposals September 2019.

### **c) Beresford Road (Cul-de-Sac)**

35 - 38

To consider representations to the advertisement of Waiting Restrictions for Beresford Road (cul-de-sac) and Beresford Road.

### **d) Alipore Close**

39 - 42

To consider representations to the advertisement of Waiting Restrictions in Alipore Close, and the junction with Birchwood Road.

### **e) Doyne Road**

43 - 46

To consider representations to the advertisement of Waiting Restrictions for Doyne Road.

f)	<b>Dunford Road</b> To consider representations to the advertisement of the relocation of a Disabled Parking Space in Dunford Road.	47 - 50
g)	<b>Advertisement of Traffic Regulation Orders (Ref P20 2019)</b> To consider the advertisement of changes to the Traffic Regulations Order (TRO) as requested by members of the public, councillors and council officers.	51 - 56
h)	<b>Advertisement of Changes to On-Street Disabled Bays (Ref P19 2019)</b> To consider the advertisement of changes to the Traffic Regulations Order (TRO) implementing changes to on-street disabled bays.	57 - 60
8.	<b>James Road Footpath</b> To obtain permission to permit an Order to protect the currently obstructed path from James Road to Sheringham Road as a Public Footpath.	61 - 74
9.	<b>BCP Council Local Transport Plan (LTP) Capital Programme 2020/21</b> This report for the 2020/21 LTP Capital Programme has been developed to: <ul style="list-style-type: none"> <li>i) Seek approval for the LTP 2020/21 Capital allocation of £3,078,000 of Integrated Transport Block funding and £3,725,000 of Highway Maintenance funding.</li> <li>ii) Seek approval for the indicative 2021/22 and 2022/23 Highways Maintenance Programmes as set out in Appendix B</li> <li>iii) Note the Dorset Local Enterprise Partnership (DLEP) Funding allocation of £11,908,588 to deliver the DLEP approved programme (with confirmation on allocations for a number of additional schemes listed to be determined in early 2020).</li> <li>iv) Note the inclusion of £1,000,000 of National Productive Investment Funding (NPIF) towards the Wallisdown Crossroads scheme</li> <li>v) Seek approval for the drawing down of £597,000 of Developer Contributions into the programme to support the delivery of those schemes listed in Appendix A</li> <li>vi) Note the allocation of 2020/21 LTP funding (combined total of £1,328,000) as a local contribution towards the SE Dorset City Regions Transforming Cities Fund (TCF) programme (note TCF elements are subject to a decision on funding award in early 2020).</li> <li>vii) Note the allocation of 2020/21 LTP Highway Maintenance funding includes within the structural maintenance rows (total value £2,835,000) a local contribution towards the Council's Challenge Fund Tranche 2B bid of £525,000.</li> <li>viii) Note the allocations for 2020/21 and 2021/22 LTP Highway Maintenance funding includes within the Bridges and Structures rows (total value of £600,000 and £690,000 respectively) a local contribution towards the Dorset Council led Challenge Fund Expression of Interest for funding to construct a new bridge (including improved pedestrian and cycle facilities) at Longham</li> </ul>	75 - 88



(over the Stour) of £300,000 in each year.

**10. Forward Plan**

89 - 90

To consider the Forward Plan

**11. Dates and Times of Future Meetings**

The Transportation Advisory Group is asked to note the future meeting dates as detailed below, and determining the location as to where this should be.

**2019/20**

Wednesday 26 February 2020

Wednesday 1 April 2020

Thursday 7 May 2020

**2020/21**

Thursday 9 July 2020

Tuesday 8 September 2020

Wednesday 4 November 2020

Wednesday 2 December 2020

Wednesday 20 January 2021

Wednesday 24 March 2021

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

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## Transportation Advisory Group

Report subject	<b>South East Dorset (SED) City Region Transforming Cities Fund (TCF) Progress Report</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	This report for the South East Dorset (SED) City Region Transforming Cities Fund (TCF) has been developed to update members on progress and communicate the actions that are currently in progress to ensure that the Council is ready to deliver the programme if it is successful with its bid for funding.
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to note the SED City Region TCF bid progress.</b>
Reason for recommendations	No decision required.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton, Regeneration & Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Richard Pincroft , Head of Transportation
Wards	All
Classification	For Decision

### Background

1. Please refer to 9 October BCP Council Cabinet report 'Transforming Cities Fund (TCF) including Local Cycling & Walking Infrastructure Plan (LCWIP) Programme' for previous background information relating to TCF.
2. In spring 2018 the Department for Transport (DfT) announced the Transforming Cities Fund (TCF) with the following Government objective(s):

*Encourage an increase in journeys made by low carbon, sustainable modes (proposals which include cycling and walking will be viewed more favourably*

*where they have been derived and prioritised using the Local Cycling and Walking Infrastructure Plan (LCWIP)).*

*The fund also aims to support wider cross-cutting priorities including: Improving access to work and delivering growth, Encouraging the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility, tackling air pollution and reducing carbon emissions, delivering more homes, delivering apprenticeships and improving skills. The above if funded would assist the Council with its declared climate change emergency position.*

3. The TCF application guidance stated that there would be £1.1billion available nationally and that to be eligible for shortlisting cities or city regions had to have minimum workday populations in excess of 400,000 and submit an Expression of Interest (EOI) setting out the case for investment.
4. To meet the threshold locally a 'South East Dorset City Region' which covers all BCP Council and urban extensions into the Dorset Council area was identified that had a workday population in excess of 400,000. Refer to Appendix A for plan showing the extent of the SE Dorset City Region. In the summer of 2018 BCP Council in partnership with Dorset Council submitted an EOI for TCF funding.
5. Initially the SE Dorset City Region was not one of 10 shortlisted by DfT but during the 2018 Autumn Statement additional funding was then added to the TCF pot increasing it to £1.22billion and the number of cities or city regions that could be shortlisted was increased from 10 to 12. In January 2019 following interview at DfT the SE Dorset City Region was shortlisted as 1 of 2 additional city regions successful with our subsequent inclusion into the DfT TCF programme.
6. In March 2019 a conference was hosted by DfT to launch the TCF programme which set out the processes that cities and city regions need to follow to develop their respective EOIs into Strategic Outline Business Cases to secure funding. The process in summary is set out in the following activity schedule:

<b>Month</b>	<b>Activity</b>	<b>Status</b>
March 2019	DfT visit to SE Dorset City Region	Completed
April 2019	DfT Co-development call	Completed
May 2019	DfT Co-development call	Completed
June 2019	Submit Draft Strategic Outline Business Case (SOBC) to DfT	Completed
July 2019	DfT appraise Draft SOBC and feedback	Received
August 2019	Face to face meeting with DfT at DfT	Completed
September 2019	DfT co-development call	Completed
October 2019	DfT visit to SE Dorset City Region	Completed
November 2019	Submit SOBC to DfT	Completed

December 2019/ January 2020	DfT appraise SOBC plus seek clarification on any queries	In progress
January 2020	DfT SOBC 'Challenge Session' at DfT	Cancelled
February 2020	Preparatory work for Full Business Cases	Pending
March 2020	DfT TCF funding announcement*	Pending
April 2020 to March 2023	Delivery of SOBC content**	Pending

Notes:

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

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

7. In line with the activity schedule (refer to section 6) the Council in partnership with Dorset Council and other partners successfully submitted the SED City Region TCF Strategic Outline Business Case to the DfT in November 2019. The executive summary from the SOBC can be found in Appendix A. As can be seen the 3-year programme includes:
  - i. A series of Sustainable Transport Corridors with improvements to bus, cycle and walking infrastructure to connect homes to places of work and pupils to schools and education centres safely;
  - ii. A wider network of cycle routes, complementary to these corridors with improvements to infrastructure and facilities, again connecting homes to work and pupils to schools and education centres safely;
  - iii. Improved highway network management;
  - iv. Enhancements to and expansion of a community bike share scheme (including E-bikes);
  - v. Workplace facilities to encourage sustainable commuting.
8. As set out in the October 2019 Cabinet report the DfT requested that all city regions submit SOBCs setting out 3 levels of funding ask. For the SED City Region TCF SOBC the 3 levels of ask submitted to DfT in November 2019 were:
 

Low: £79,302,933 of TCF funding towards a £98,297,801 programme

Medium: £98,385,657 of TCF funding towards a £117,880,524 programme

High: £115,708,360 of TCF funding towards a £135,203,227 programme

Schedules setting out the cost build-up of the TCF asks, maps showing the extent of the proposals and overall indicative programme cashflow for each level of ask can be found in Appendix B of this report.
9. The original DfT process indicated that TCF City Region bid teams would need to attend a face to face 'Challenge Session' at DfT during January 2020 but

following the December 2019 General Election these have been cancelled and funding allocations will instead be announced by DfT anytime between now and the end of March 2020.

10. As per the October 2019 cabinet report, officers are continuing to progress TCF activities following the submission of the SED City Region TCF SOBC to ensure delivery is ready to progress at pace once any funding is confirmed across the 3 years whilst trying to and avoid and minimise disruption. Some elements have no impact on the main highway network. Funding to enable this activity to continue has been identified from within the in year LTP capital programme and will be reported as part of the Financial Services MTFP Budget 2020/21 Paper at Cabinet in February 2020.

### **Summary of financial implications**

11. The submission of the final SOBC would indicate to government that if it provides the TCF funding for the proposals set out in the SE Dorset SOBC then BCP Council would match fund the programme utilising LTP funding to deliver schemes locally that continue to promote walking, cycling and bus and rail usage.
12. To develop the SOBC, the SE Dorset City Region received £50k from DfT.
13. Full year forecast capital spend for 2019/20 TCF related activity is likely to reach £800k to finance TCF Strategic Outline Business Case submission. Around £400k of this budget is spend forecast in QTR4, in anticipation of Department for Transport (DfT) announcement in February / March 2020 and resulting immediate spend.
14. The £400k is funded from LTP grant currently allocated within the approved 2019/20 programme to schemes that are either unlikely to require full current budget allocation or can be 'paused' between now and end of March 2020. It is anticipated the £400k forecast spend will cover a range of early costs including communications (including consultation) to commence development of a sustainable transport campaign, engineering teams to continue preliminary development of the likely funded proposals, and programme management.

### **Summary of legal implications**

15. None at this stage.

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

16. Based on existing levels of funding within the BCP Council area of the SE Dorset City Region it is possible that TCF funding could increase capital investment by circa 3-4 times in coming years.
17. Trebling or quadrupling the amount of capital investment from TCF would inevitably lead to a significant demand for resource. The Council has existing consultancy and contractor frameworks in place to assist with filling this resource gap. All works would contribute to capital assets and therefore would be chargeable to any TCF awarded funding.

18. The TCF asks account for all costs associated with programme management of the TCF programme and for any additional resource that is required from corporate services to support it.

### **Summary of environmental impact**

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

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

21. The proposed programme is designed to promote sustainable travel which should reduce harmful emissions, provide healthy choices, provide better connected communities thereby improving health and wellbeing.
22. The proposed programme should also improve road safety, thereby creating a safer environment for all.

### **Summary of equality implications**

23. Equalities implication screening has indicated that a full assessment is not required at this stage.
24. The proposals all promote sustainable travel and as such will likely enhance the lives of persons with protected characteristics.
25. Equalities screening will need to be revisited once any award from DfT is confirmed and the programme content agreed to enable the assessment of any implications during the design and construction of the proposals.

### **Summary of risk assessment**

26. If DfT decided not to award any TCF funding to the SE Dorset City Region then the majority of feasibility work undertaken to date would not be abortive as the Council now has costed prefeasibility plans for future bid opportunities.
27. Proposed schemes along the TCF corridors have been developed in line with TCF objectives and the outputs of the Bournemouth, Christchurch and Poole Travel Survey (October 2018 to January 2019). These schemes have been developed to feasibility level to date and therefore have not been fully consulted upon at a local level.
28. To ensure that local views are considered when developing the programme, it is recommended that consultation locally is undertaken as part of the process of developing schemes from feasibility to their outline design and as part of the Full Business Case (FBC) development. This shall provide maximum flexibility for local views while keeping to the DfT guidance/ expectation.

## **Background papers**

- 29. 9 October BCP Council Cabinet report 'Transforming Cities Fund (TCF) including Local Cycling & Walking Infrastructure Plan (LCWIP) Programme'
- 30. South East Dorset Transforming Cities Fund Strategic Outline Business Case (submitted to DfT on 28 November 2019) – available via email on request.

## **Appendices**

- 31. Appendix A – South East Dorset City Region Transforming Cities Fund Strategic Outline Business Case Executive Summary
- 32. Appendix B – Low, Medium and High TCF Programme proposals. TCF asks, maps



Appendix A - South East Dorset City Region Transforming Cities Fund Strategic  
Outline Business Case Executive Summary

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# Executive Summary

The South East Dorset (SED) City Region is the 8th largest non-mayoral city region in England. It is comprised of a combination of areas served by both BCP Council and Dorset Councils including the historic and important towns of Bournemouth, Christchurch and Poole, together with key towns including Wareham, Wimborne, Ferndown and Verwood.

The SED City Region has a workday population of 480,000 and growth plans up to 2026 for the creation of 20,000 new jobs and 29,400 new homes. The city region also includes Bournemouth International Airport, an international ferry port at Poole, the largest industrial estate in Dorset at Ferndown, several major employment zones, Poole and Bournemouth Hospitals, Bournemouth University and Arts University Bournemouth.

The City Region is a major tourist destination with attractions including miles of sandy beaches, piers and gardens, one of the largest natural harbours in the world, several areas of heritage and numerous Sites of Special Scientific Interest (SSSI).

Unfortunately, at present the potential productivity of the region is constrained by the following issues:

- Bournemouth is the 3rd most congested city region in UK<sub>1</sub>;
- Traffic volumes increased by approximately 4% from 2011 to 2018, whilst at the same time peak hour motor vehicle journey times increased by approximately 20% over the same period;
- East Dorset has the highest car ownership levels in England and Wales;
- 56% of BCP Council residents drive five or more days a week<sub>2</sub>;
- Bournemouth 4th worst and Poole 13th worst Local Highway Authority for road cycling casualties 2012 to 2016;
- The condition of the bus stops in Christchurch is poor including limited real time information for passengers;
- Journey times for buses between centres are too long making their use less attractive;
- Tackling Congestion only has a 42% public satisfaction rating within the BCP Council area<sub>3</sub>;
- 15% of travel to work journeys by car in the conurbation are less than 2km;
- The public transport journey to work mode share is less than 10%, despite there being seven rail stations and a network of bus routes across the area;
- Buses get delayed at a series of local centre hotspots largely due to poor parking or illegal encroachment onto bus stop clearways;
- East-west rail connection across the region is constrained with low frequencies and limiting potential use by commuters, furthermore, no north south rail routes exist;
- The cost of parking for commuters in town centres is generally less than the cost of a return bus fare;
- Existing cycle facilities are not safe, direct or segregated and therefore unattractive to the majority of potential cyclists;
- Other than Bournemouth Town Centre and some areas of the seafront there is no clear or consistent wayfinding across the SED City Region;
- Bus users are unable to use rival services to take return journeys unless they purchase a more expensive joint ticket in advance of travel;
- A bike share scheme for Bournemouth and Poole has recently been implemented, but there are challenges in extending it to Christchurch and other surrounding communities on a commercial basis;
- Additional 'end of trip' facilities at workplaces and education sites will be needed to facilitate an increase in commuter cycle trips.

1. Tom Tom Congestion Index 2018

2. BCP Travel Survey 2019

3. NHT 2019 Public Satisfaction Survey

# Key facts

**8th**

Largest non-mayoral city region in England



**480,000**

SED City Region Population

**3rd**

most congested place in the UK



**56th**

most congested place in the world

**Poor rail speed**

into London



**4th**

Bournemouth is in the top 5 worst nationally for cycle casualties



**20,000**

new jobs by 2026



**29,400**

new homes by 2026

**7,000**

people drive less than 2km to work each day



**64%**

journey to work - car mode share

**12%**

of all employment related to tourism



**85%**



bus use increase between 2004/05 & 2016/17



**17m**

day and overnight visitors to the area per year

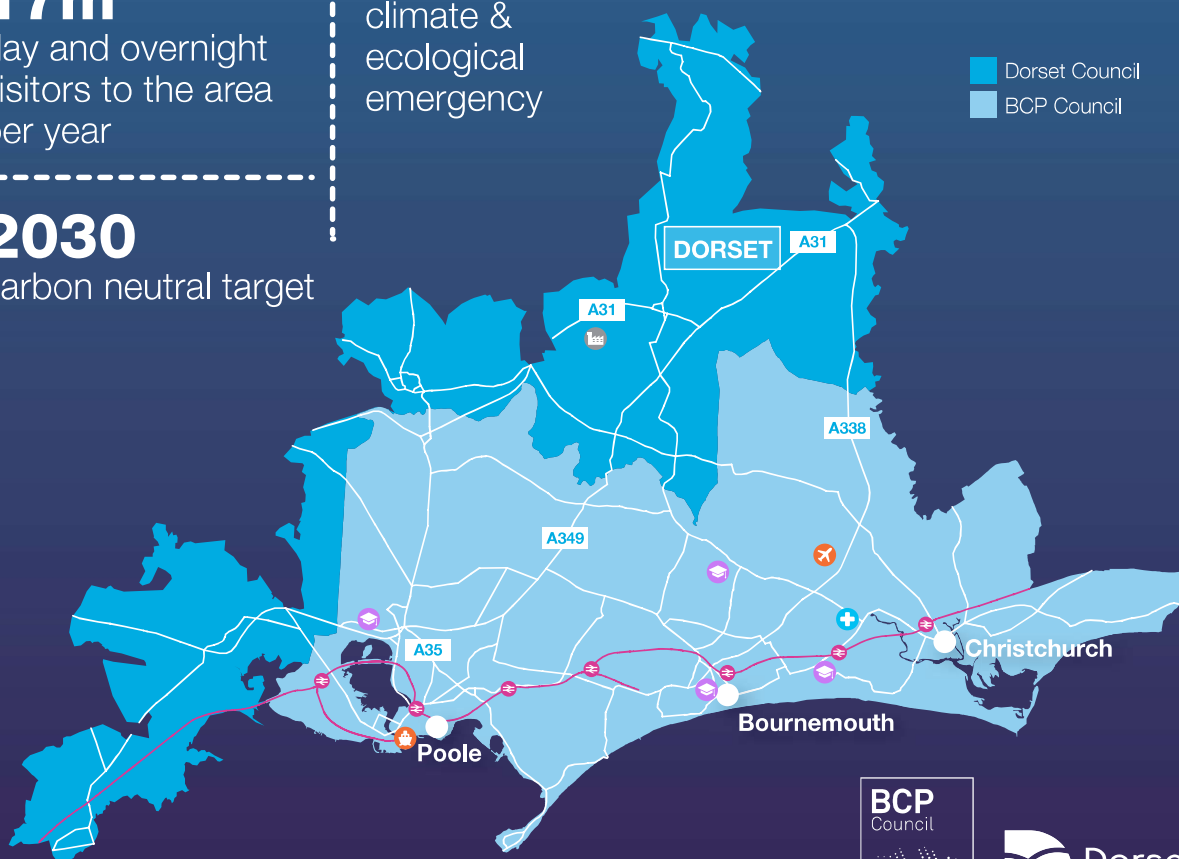
**Declared**

climate & ecological emergency



**2030**

carbon neutral target



# SED City Region Proposals

To overcome these challenges the SED City Region is proposing a comprehensive, evidence led, deliverable TCF programme that has been developed in conjunction with a wide range of local partners and the Department for Transport:

- **3 x Connectivity Corridors:**

- Bournemouth to Ferndown (S3)
- Poole to Ferndown (S5)
- North Poole to Christchurch via North Bournemouth (S6)

These comprise improvements to bus, cycle and walking infrastructure (fully aligned with Local Cycling and Walking Infrastructure Plans - LCWIP) to connect homes to jobs and pupils to schools and education centres safely. Journey time savings to buses will be reinvested back into these routes to increase the frequency and the attractiveness of the routes. (TCF/3rd party funded).

- **5 x Cycleways**

- Bournemouth to Christchurch (C1)
- Bournemouth to Ferndown (C2)
- Wareham to Poole (C3)
- Canford Heath to Universities (C4)
- North Poole to Poole Town Centre (C5)

These comprise LCWIP derived improvements to create a network of cycle and walking infrastructure to connect homes to jobs and pupils to schools and education centres safely (TCF/3rd party funded).

- **Improved network management**

- Bus priority at key traffic signal locations
- HGV traffic management system at Longham Bridge (to avoid HGVs becoming stuck on this key freight route into/out of the conurbation).

- **Expansion of bike share scheme** – into the Christchurch area (note Bournemouth and Poole already have a scheme) and the introduction of E-bikes across the region (locally and partner funded).

- **Improvements to workplace/education sites 'end of trip' facilities** – in the vicinity of the Connectivity Corridors and Cycleways to encourage active travel (locally and partner funded).

- **Smart ticketing via app** – will enable users to purchase a multi-modal trip ticket and access a region-wide journey planner app (locally/3rd party funded).

- **Bus interchange improvements** – Gervis Place in the centre of Bournemouth (locally/3rd party funded).

- **Bus infrastructure and public realm** – improvements in Westbourne (locally funded).

- **Wayfinding** – comprehensive network of information totems and signs to enable people to intuitively follow walking and cycling routes both along and to the Connectivity and Cycleway Corridors, key employment/education sites and places of interest/destinations (TCF funded).

- **Safer routes to schools** – to improve infrastructure in the vicinity of schools to encourage active travel (locally funded).

- **Bus infrastructure improvements** – upgrade or introduction of shelters, Real Time Information (RTI) and accessibility kerbs at locations that complement the Connectivity Corridors (TCF/locally funded).

## Outcomes

Delivery of this **high to very high value for money** programme alongside other locally led proposals including BCP Council's Strategic Parking Review and respective Climate Change Emergency Action Plans for both Councils will result in significant steps towards the transport related issues being tackled.

The outputs will be:

- increased productivity
- 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

The Councils have excellent records of delivery and as such the SED City Region and its supply chain is ready and excited to spearhead delivery of its Transforming Cities Fund programme.



# SED TCF Package



- Dorset Council
- BCP Council
- Proposed Connectivity Corridors
- Proposed Cycle Freeways

## SED City Region TCF Package also includes:

- Beryl Bike network
- Bus Priority & Infrastructure Improvements
- Smart Ticketing
- Wayfinding & Signage
- End of Trip Facilities

Appendix B – Low, Medium and High TCF Programme proposals. TCF asks, maps and indicative programme cashflows

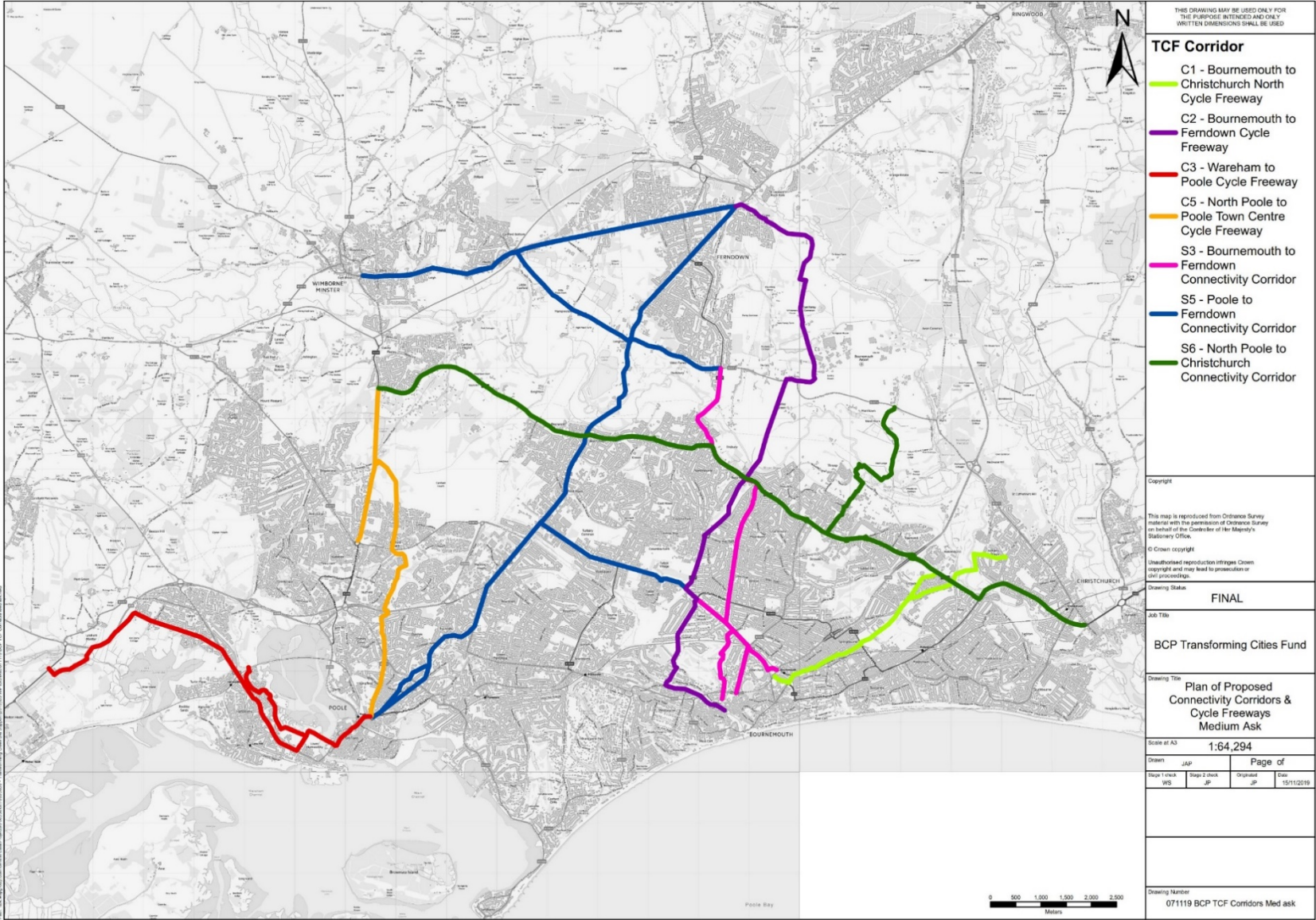
## Low TCF ask cost schedule

Packages	Sub-packages	Sub-package costs [£]	Package costs [£] (TCF ask)
Sustainable Connectivity Corridors	S5 - Poole to Ferndown	£24,460,751	£48,772,475
	S6 – North Poole to North Bournemouth	£24,311,724	
Cycle Freeways	C1 - Lansdowne to Christchurch	£4,623,695	£28,455,458
	C2 - Bournemouth to Ferndown	£17,074,971	
	C3 - Wareham to Poole	£3,510,352	
	C5 - Merley to Poole	£3,246,440	
Transport Hubs	Wayfinding	£1,750,000	£1,750,000
Network Management	Bus priority within signals	£75,000	£325,000
	HGV management system – Longham	£250,000	
	<b>Total (Low)</b>	<b>£79,302,933</b>	<b>£79,302,933</b>

Note – Figures in table above include inflation



TCF Low Ask Plan



TCF Low Ask Funding profile including other non-TCF grant funded sources

Source of funding	Funding profile by financial year				Total
	2019-2020	2020-2021	2021-2022	2022-2023	All years
<b>TCF</b>	£0	£19,562,260	£30,409,697	£29,330,977	<b>£79,302,933</b>
<b>SED City Region (LA) Contribution</b>	£500,000	£1,055,000	£1,730,000	£2,810,000	<b>£6,095,000</b>
<b>Sub Total</b>	<b>£500,000</b>	<b>£20,617,260</b>	<b>£32,139,697</b>	<b>£32,140,977</b>	<b>£85,397,934</b>
<b>Third party contribution</b>	£322,500	£2,737,667	£5,457,167	£4,882,533	<b>£13,399,867</b>
<b>Total</b>	<b>£822,500</b>	<b>£23,354,926</b>	<b>£37,596,864</b>	<b>£37,023,510</b>	<b>£98,297,801</b>

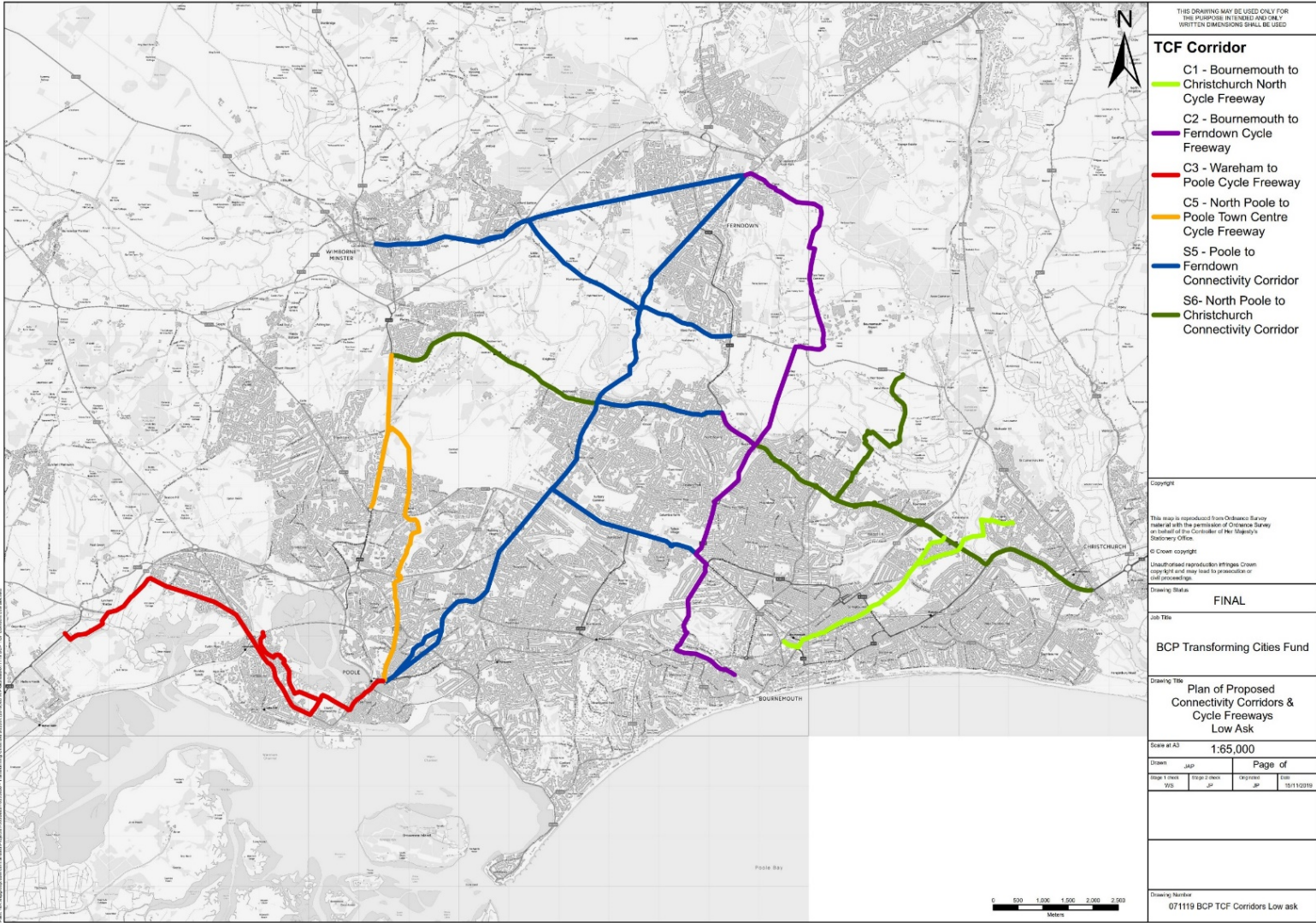
# Medium TCF ask

Packages	Sub-packages	Sub-package costs [£]	Package costs [£] (TCF ask)
Sustainable Connectivity Corridors	S3 – Bournemouth to Ferndown	£19,082,724	£67,855,199
	S5 - Poole to Ferndown	£24,460,751	
	S6 – North Poole to North Bournemouth	£24,311,724	
Cycle Freeways	C1 - Lansdowne to Christchurch	£4,623,695	£28,455,458
	C2 - Bournemouth to Ferndown	£17,074,971	
	C3 - Wareham to Poole	£3,510,352	
	C5 - Merley to Poole	£3,246,440	
Transport Hubs	Wayfinding	£1,750,000	£1,750,000
Network Management	Bus priority within signals	£75,000	£325,000
	HGV management system – Longham	£250,000	
	<b>Total (Medium)</b>	<b>£98,385,657</b>	<b>£98,385,657</b>

Note – Figures in table above include inflation



TCF Medium Ask Plan



Medium Ask Funding profile including other non-TCF grant funded sources

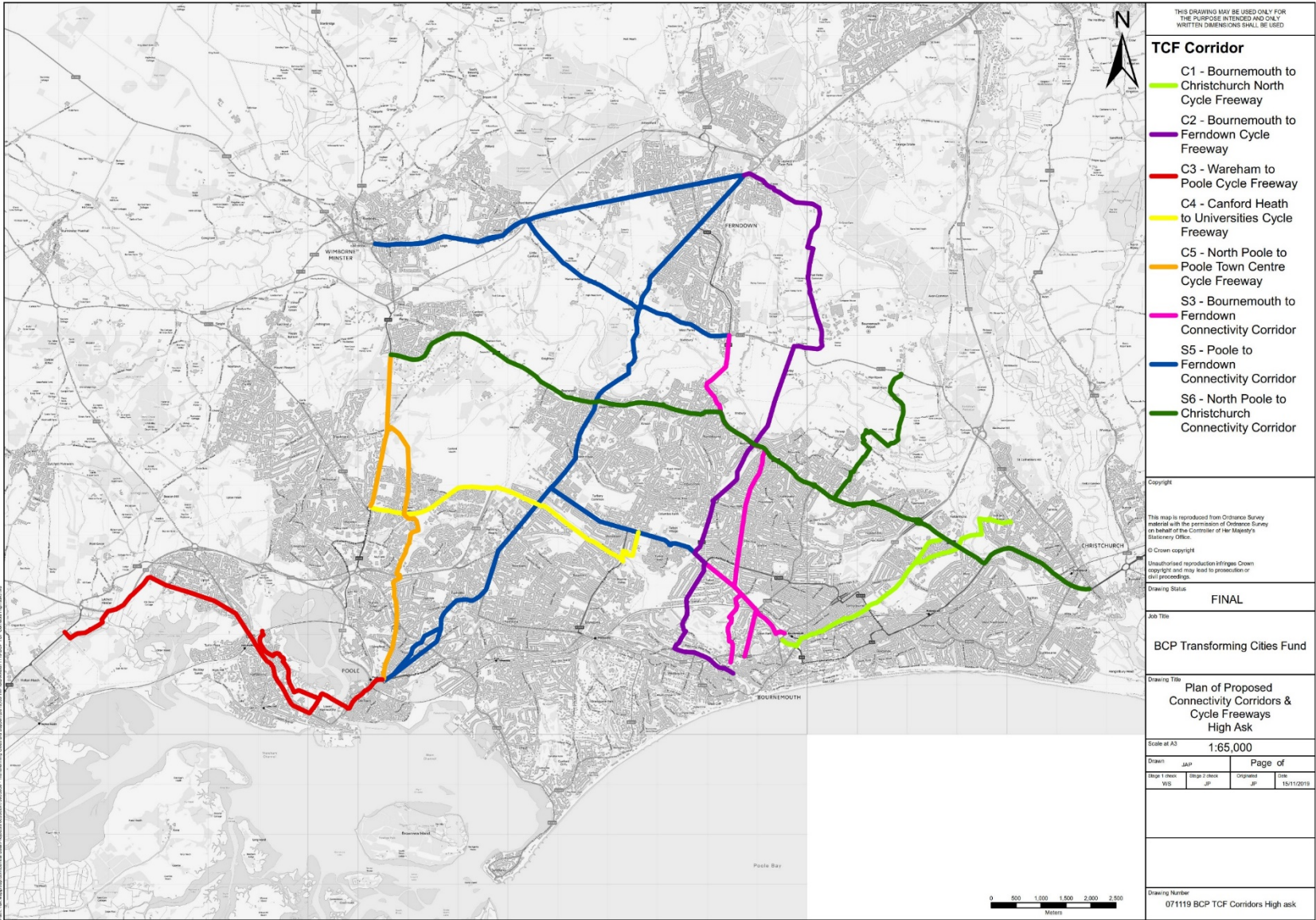
Source of funding	Funding profile by financial year				Total
	2019-2020	2020-2021	2021-2022	2022-2023	All Years
<b>TCF</b>	£0	£24,266,488	£37,728,873	£36,390,296	<b>£98,385,657</b>
<b>SED City Region (LA) Contribution</b>	£500,000	£1,055,000	£1,730,000	£2,810,000	<b>£6,095,000</b>
<b>Sub Total</b>	<b>£500,000</b>	<b>£25,321,488</b>	<b>£39,458,873</b>	<b>£39,200,296</b>	<b>£104,480,657</b>
<b>Third party contribution (note includes 5 years of commitment)</b>	£322,500	£2,737,667	£5,457,167	£4,882,533	<b>£13,399,867</b>
<b>Total</b>	<b>£822,500</b>	<b>£28,059,155</b>	<b>£44,916,040</b>	<b>£44,082,829</b>	<b>£117,880,524</b>

# High TCF ask

Packages	Sub-packages	Sub-package costs [£]	Package costs [£] (TCF ask)
Sustainable Connectivity Corridors	S3 – Bournemouth to Ferndown	£19,082,724	£67,855,199
	S5 - Poole to Ferndown	£24,460,751	
	S6 – North Poole to North Bournemouth	£24,311,724	
Cycle Freeways	C1 - Lansdowne to Christchurch	£4,623,695	£35,528,161
	C2 - Bournemouth to Ferndown	£17,074,971	
	C3 - Wareham to Poole	£3,510,352	
	C4 Canford Heath to Universities	£7,072,703	
	C5 - Merley to Poole	£3,246,440	
Transport Hubs	Wayfinding	£2,000,000	£12,000,000
	Bus Infrastructure wider region (to link with corridors)	£10,000,000	
Network Management	Bus priority within signals	£75,000	£325,000
	HGV management system – Longham	£250,000	
	<b>Total (High)</b>	<b>£115,708,360</b>	<b>£115,708,360</b>



TCF High Ask Plan



High Ask Funding profile including other non-TCF grant funded sources

Source of funding	Funding profile by financial year				Total
	2019-2020	2020-2021	2021-2022	2022-2023	All Years
<b>TCF</b>	£0	£29,426,689	£43,858,241	£42,423,430	<b>£115,708,360</b>
<b>SED City Region (LA) Contribution</b>	£500,000	£1,055,000	£1,730,000	£2,810,000	<b>£6,095,000</b>
<b>Sub Total</b>	<b>£500,000</b>	<b>£30,481,689</b>	<b>£45,588,241</b>	<b>£45,233,430</b>	<b>£121,303,360</b>
<b>Third party contribution (note includes 5 years of commitment)</b>	£322,500	£2,737,667	£5,457,167	£4,882,533	<b>£13,399,867</b>
<b>Total</b>	<b>£822,500</b>	<b>£33,219,356</b>	<b>£51,045,408</b>	<b>£50,115,963</b>	<b>£135,203,227</b>





## Transportation Advisory Group

Report subject	<b>Traffic Regulation Orders</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	<p>This covering report asks the Cabinet to consider representations made in response to the advertisement of a number of Traffic Regulation Orders</p> <p>Additionally, Cabinet is asked to approve the sealing and advertisement of a number of other Traffic Regulation Orders.</p>
Recommendations	<p><b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves:</b></p> <ol style="list-style-type: none"> <li>1. Confirm the Traffic Regulation Order as advertised in Stourbank Road as set out in TRO sub-report A,</li> <li>2. Confirm the Orders relating to Disabled Parking Bays as set out in TRO sub-report B,</li> <li>3. Confirm the Traffic Regulation Order as advertised in Beresford Road as set out in TRO sub-report C,</li> <li>4. Confirm the Traffic Regulation Order as advertised in Alipore Close and the junction with Birchwood Road as set out in TRO sub-report D,</li> <li>5. Confirm the Traffic Regulation Order as advertised in Doyne Road as set out in TRO sub-report E,</li> <li>6. Confirm the Traffic Regulation Order as advertised in Dunford Road as set out in TRO sub-report F,</li> <li>7. Approves the advertisement of Traffic Regulation Orders as set out in TRO sub-report G,</li> <li>8. Confirm the advertisement of Disabled Parking Space changes as set out in TRO sub-report H.</li> </ol>
Reason for recommendations	The reasons for the recommendations are set out in the following reports.

Portfolio Holder(s):	Councillor Andy Hadley, Portfolio Holder Transport & Infrastructure
Corporate Director	Bill Cotton, Corporate Director Regeneration
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Chris Parkes, Team Leader - Traffic Management Steve Dean, Traffic Management Engineer
Wards	Various
Classification	For decision

### **Background**

1. The Council is required by statute to undertake public consultation in respect of Traffic Regulation Orders it wishes to make.
2. It has the power to advertise, consult upon and make Traffic Regulation Orders and related Highways Orders for a variety of different purposes.
3. There are a number of approvals sought by Cabinet for approvals to consult and make Orders and these are set out in appendices attached to this covering Report.
4. This covering Report is provided to enable the items to be considered as one agenda item and assist councillors and the public in the presentation of the matters for consideration.
5. The recommendation within this Report is that Cabinet agree to delegate authority to the Director for Growth and Infrastructure in future for advertising Traffic Regulation and Rights of Way Orders. Where objections are received the approval will remain with Cabinet.

### **Summary of financial implications**

6. None specifically relating to this covering report.

### **Summary of legal implications**

7. The Council is required to follow the statutory process in respect of making the relevant Orders, and seeks legal advice where required.

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

8. None relating to this report.

### **Summary of environmental impact**

9. There are no environmental impacts arising from this report.

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

10. There are no public health implications arising from this report.

### **Summary of equality implications**

11. There are no new equality implications arising from this report.

### **Summary of risk assessment**

12. There are risks associated with the Orders as requested not being approved, and any risks are set out in the appendices.

Background papers

None

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## Transportation Advisory Group – Sub Report A



Report subject	<b>Traffic Regulation Orders –Stourbank Rd Residents Parking Scheme</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of Traffic Regulation Orders for P15 2019 Stourbank Rd Residents Parking Scheme
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Order is confirmed as advertised</b>
Reason for recommendations	P15 2019 Stourbank Rd Residents Parking Scheme To approve the making/sealing of proposed changes to the Traffic Regulation Order to implement a new residents parking scheme in Stourbank Rd, Christchurch.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Chris Parkes – Team Leader Traffic Management
Wards	Various
Classification	For Decision

### Background

1. The scheme was due to be implemented by Dorset County Council before the merger was completed. Unfortunately, due to time pressures and a lack of resources the initial advert for the proposal was not advertised. Neighbouring Riverlea Road (which is very similar in nature to Stourbank Rd) already has a resident parking scheme in place and the new scheme will match this. The 43

households of Stourbank Road were sent a survey letter and 31 responded. Of these, 22 [71%] supported the introduction of this proposal and 9 were [29%] against.

A report was submitted to Cabinet in July and approval was given to advertise the proposal. The scheme was advertised from 16 August 2019 to 6 September 2019. The responses to the advertisement are summarised in the appendix.

### **Summary of financial implications**

2. The costs associated with both the consultation and implementation of the TRO will be covered by the Permanent Traffic Regulation Order budget. The cost is estimated to be £2,500. The permits issued annually for this scheme will recover some of this cost.

### **Summary of legal implications**

3. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

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

4. None.

### **Summary of environmental impact**

5. None

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

6. None

### **Summary of equality implications**

7. The Traffic Regulation Orders do not have direct equality implications

### **Summary of risk assessment**

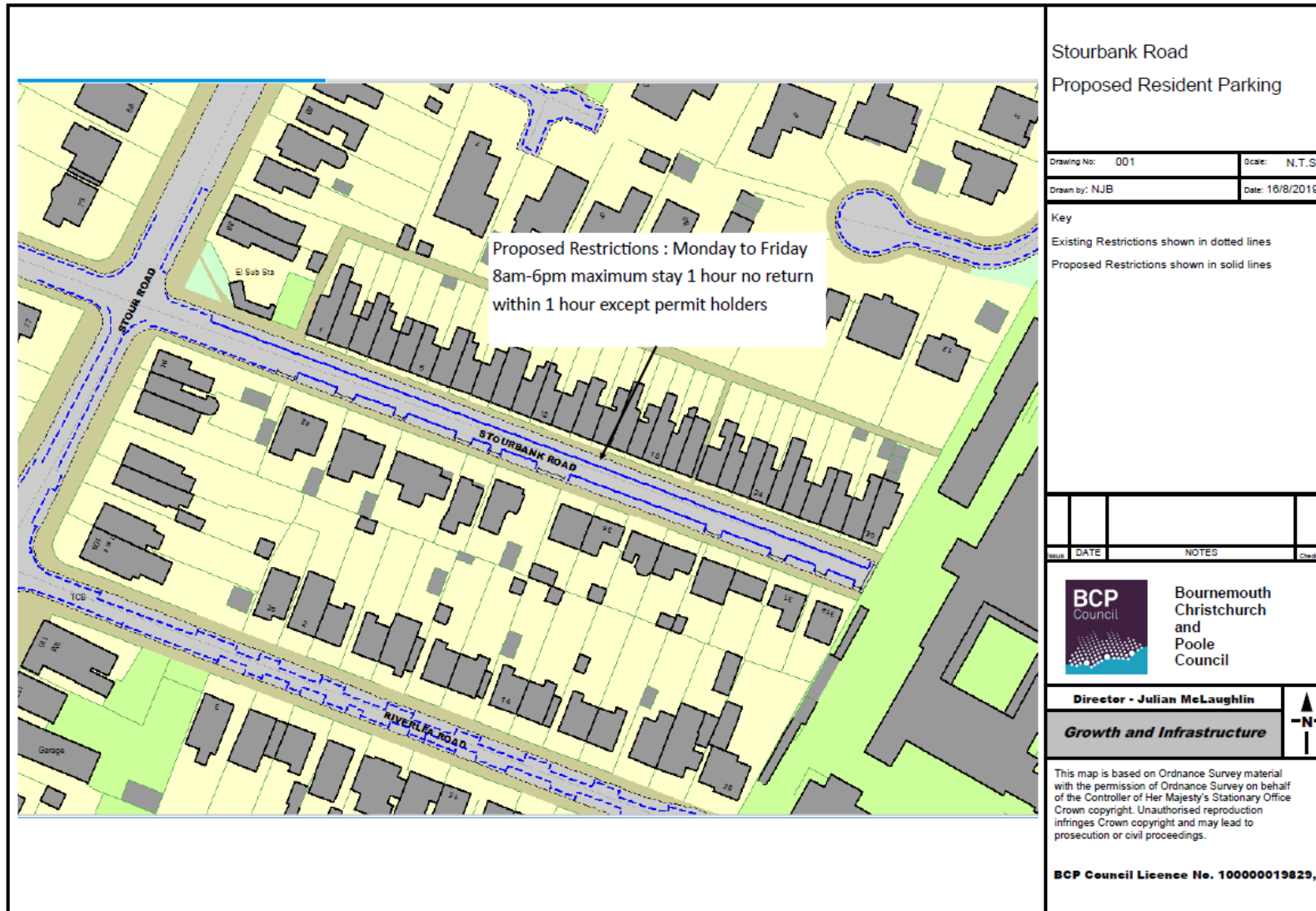
8. None

### **Background papers**

9. None

### **Appendices**

Appendix – Summary of representations, and responses to issues raised



## Appendix

### Summary of Representations, and Responses to Issues Raised P15 2019 Stourbank Rd Residents Parking Scheme

The outcome of the public consultation was;

Representations	Response
Eleven submissions in support	Noted
Two submissions (from the same property) supporting the scheme but objecting to the operating times.	The submissions did not object to the scheme but requested to extend the operating times to cover the evenings and weekends. The extension of the operating times will be considered following a bedding in period to see how the scheme works.
One submission stating they object to the scheme as they have off-street parking.	The resident does not need a permit to park on their own drive. The resident is eligible for visitor permits if they require them. The scheme does not operate in the evenings and at weekends, so they could park on the road during these times without a permit.

### Recommendation

Overall, the submissions were in support of the scheme and the objections are not substantive. Therefore, the recommendation is for the scheme to be progressed as advertised.



## Transportation Advisory Group – Sub Report B



Report subject	<b>Traffic Regulation Orders – Disabled Bay Proposals (P1 2019 September 2019)</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of Traffic Regulation Orders for P1 2019 Disabled Bay Proposals September 2019
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Order is confirmed/sealed as advertised</b>
Reason for recommendations	P1 2019 Disabled Bay Proposals September 2019 To approve the making/sealing of changes to the Traffic Regulations Order (TRO) implementing changes to on-street disabled bays.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Chris Parkes, Team Leader - Traffic Management Steve Dean, Traffic Management Engineer
Contributors	Chris Parkes – Team Leader Traffic Management
Wards	Various
Classification	For Decision

### Background

1. Residents who hold a blue disabled badge for parking may apply for a residential disabled bay outside their home subject to certain conditions. These can be either a general disabled bay for use by all blue badge holders, or a permit bay for use by the permit holder only.

All the proposed disabled bays meet the required conditions and have successfully completed the disabled bay application process. All the proposed removals have been requested by the applicant or residents and have been ratified by Officers.

A report was submitted to Cabinet in September and approval was given to advertise the proposals. The proposals were advertised from 27 September 2019 to 18 October 2019. The response to the advertisement is summarised in the appendix.

### **Summary of financial implications**

2. The costs associated with both the consultation and implementation of the Traffic Regulations Order (TRO) will be covered by the income from the disabled bay application fees. The whole review cost is estimated to be £8,000.

### **Summary of legal implications**

3. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

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

4. None.

### **Summary of environmental impact**

5. None

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

6. None

### **Summary of equality implications**

7. Equality and Diversity Impact assessment is enclosed in the background papers.

### **Summary of risk assessment**

8. The initial risk assessments that have been completed have been classed as low risk.

### **Background papers**

Initial Risk assessment  
EINA Screening Record

### **Appendices**

Appendix – Summary of representations, and responses to issues raised

## Appendix 1

### Summary of Representations, and Responses to Issues Raised P1 2019 Disabled Bay Proposals September 2019

The outcome of the public consultation was;

Representations	Response
No submissions in support	Noted. It is usual for a Disabled Bay TRO not to receive supporting submissions as each application must meet certain criteria prior to being included in the process.
Three submissions objecting to the proposals.	
1. Local Councillor – objecting to the removal of disabled bays.	1. The bays listed for removal are no longer required by the residents. All requests to remove a bay are thoroughly checked before being added to the TRO process.
2. Objection received to the lack of parking directly outside the resident's property. The resident also has a blue badge and needs a parking space outside their property.	2. The conditions for a residential disabled bay have been met. The objector has now applied for their own disabled bay. There is sufficient space for another bay to be implemented.
3. Objection due to the lack of on-street parking.	3. The applicant for the bay in question has withdrawn their application. The bay will not be implemented.

### Recommendation

Overall, the objections are not considered substantive. Therefore, the recommendation is for the proposals to be confirmed, sealed and implemented as advertised.

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## Transportation Advisory Group – Sub Report C



Report subject	<b>Traffic Regulation Orders – Beresford Road (Cul-de-Sac)</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of Waiting Restrictions for Beresford Road (cul-de-sac) and Beresford Road
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Orders are confirmed as advertised</b>
Reason for recommendations	This is a narrow cul-de-sac and parked vehicles obstruct access
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Steve Dean – Senior Engineer Traffic Management
Wards	Newtown and Heatherlands
Classification	For Decision

### Background

1. The scheme was prompted by requests from residents through their Ward Councillor. When this was considered by the Poole Council Traffic Panel, the Panel felt that it would be appropriate to impose waiting restrictions to keep the cul-de-sac and bend clear. The proposal was advertised at the same time as a similar proposal in Beresford Close, nearby – No representations were received in response to that advertisement.

**Summary of financial implications**

2. The costs associated with both the advertisement and implementation of the TRO will be covered by the Minor Traffic Schemes budget.

**Summary of legal implications**

3. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

**Summary of human resources implications**

4. None.

**Summary of environmental impact**

5. None

**Summary of public health implications**

6. None

**Summary of equality implications**

7. The Traffic Regulation Orders do not have direct equality implications

**Summary of risk assessment**

8. None

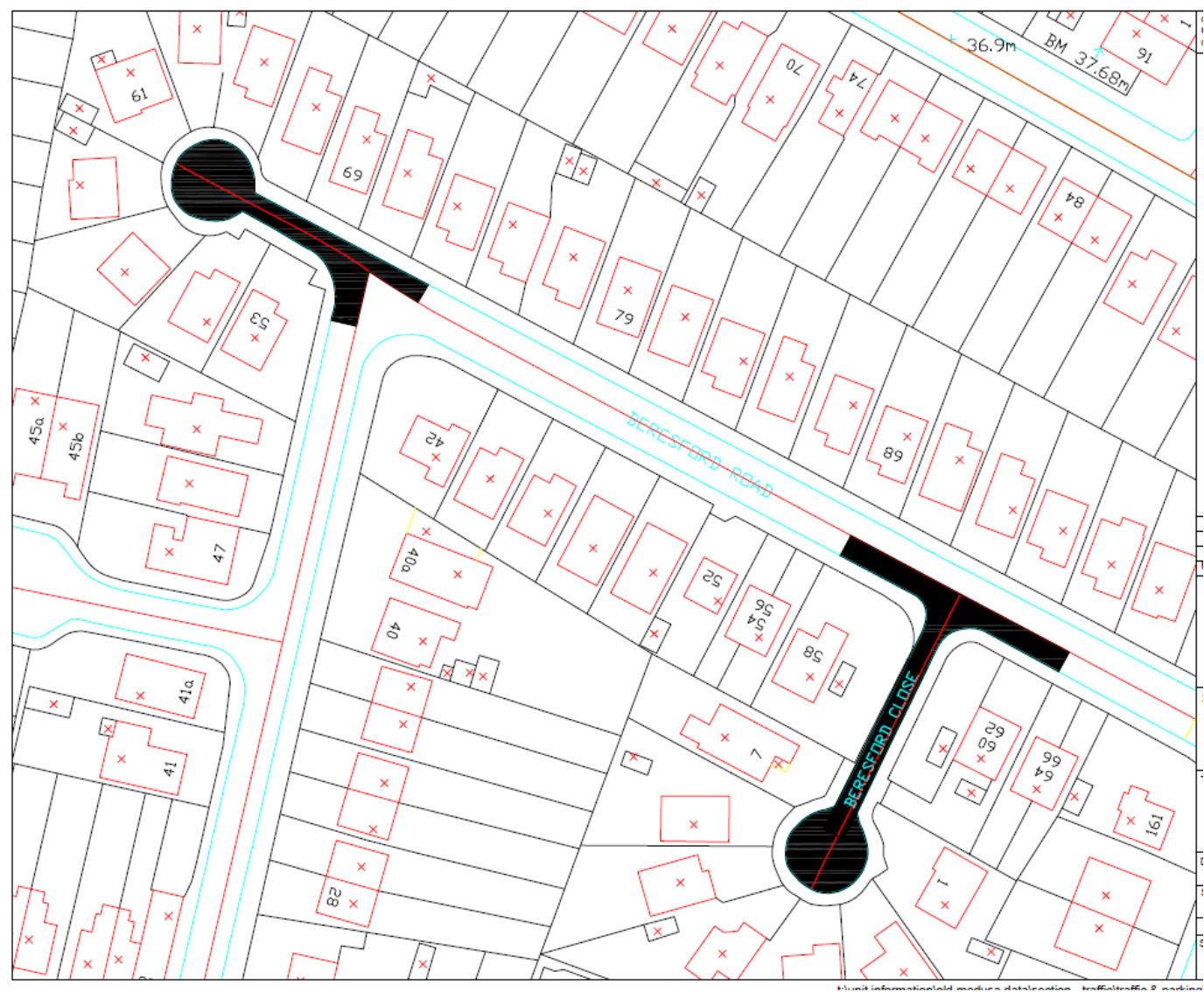
**Background papers**

9. None

**Appendices**

Appendix – Summary of representations, and responses to issues raised

Plan



## Appendix

### Summary of Representations, and Responses to Issues Raised Beresford Road (cul-de-sac)

The outcome of the public consultation was;

Representations	Response
Two identical letters from neighbours, objecting that the restrictions will displace parking into the main part of Beresford Road, causing congestions, and bad-feeling amongst residents.	The proposal was prompted by residents asking their Ward Councillor ( and one contacted officers direct) to introduce measures to keep the cul-de-sac clear and prevent footway parking

### Recommendation

The cul-de-sac is very narrow, and the waiting restrictions will prevent obstructive parking, and parking on the bend in Beresford Road.



## Transportation Advisory Group – Sub Report D



Report subject	<b>Traffic Regulation Orders – Alipore Close</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of Waiting Restrictions in Alipore Close, and the junction with Birchwood Road
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Orders are confirmed as advertised</b>
Reason for recommendations	This is a narrow cul-de-sac and the refuse collection service is frequently required to make a return visit with a small vehicle
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Steve Dean – Senior Engineer Traffic Management
Wards	Penn Hill
Classification	For Decision

### Background

The scheme was prompted by a request from a resident who had experienced repeated missed collection of their refuse. The refuse collection service confirmed that they frequently have to make return visits with a smaller vehicle to service the properties in Alipore Close

**Summary of financial implications**

1. The costs associated with both the advertisement and implementation of the TRO will be covered by the Minor Traffic Schemes budget. The cost is estimated to be £1,000. The cost of making return visits with a smaller refuse vehicle is significant.

**Summary of legal implications**

2. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

**Summary of human resources implications**

3. None.

**Summary of environmental impact**

4. None

**Summary of public health implications**

5. None

**Summary of equality implications**

6. The Traffic Regulation Orders do not have direct equality implications

**Summary of risk assessment**

7. None

**Background papers**

8. None

**Appendices**

Appendix – Summary of representations, and responses to issues raised

## Plan



## Appendix

### Summary of Representations, and Responses to Issues Raised Alipore Close

The outcome of the public consultation was;

Representations	Response
<p>Three residents of Birchwood Road have submitted objections that the restrictions will displace parking onto Birchwood Road. They feel that the restrictions will prevent parking outside the corner properties, and exacerbate congestion in Birchwood Road.</p> <p>They feel that there are only parking problems in the Close because there is too much development locally, and the restrictions will only help the developers get access during their building work.</p>	<p>Alipore Close is a narrow cul-de-sac and access is frequently blocked for service vehicles. The restrictions will also clear the sightline at the junction with Birchwood Road.</p> <p>Birchwood Road is wide enough to accommodate any displaced parking</p>
<p>A resident of Alipore Close understands the reason for the proposal but asks if the restrictions could be limited to only apply 8am-6pm Monday to Friday</p>	<p>While a daytime restriction would allow access for refuse vehicles, emergency vehicles could be called to the close at any time.</p> <p>A daytime restriction would require timeplates and extra posts</p>
<p>A resident of Birchwood Mews has emailed to support the proposals and to ask that they be extended to the Birchwood Mews junction too.</p>	<p>The Council cannot introduce more restrictions than have been formally advertised without re-advertising the new proposals. These restrictions principally cover the narrow cul-de-sac of Alipore Close, Birchwood Mews is a private access.</p>

### Recommendation

The cul-de-sac is narrow, and the waiting restrictions will prevent obstructive parking, and clear the sightline. It is recommended that the Order is confirmed as advertised.



## Transportation Advisory Group – Sub Report E

Report subject	<b>Traffic Regulation Orders – Doyne Road</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of Waiting Restrictions for Doyne Road
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Orders are confirmed as advertised</b>
Reason for recommendations	This is a narrow cul-de-sac and if vehicles park on both sides of the road, this obstructs access.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Steve Dean – Senior Engineer Traffic Management
Wards	Penn Hill
Classification	For Decision

### Background

1. The scheme was prompted by a request from a resident to restrict parking to one side of the road. Drivers do tend to only park on one side of the road, but whenever vehicles have parked on both sides of the road, access has been blocked.

### Summary of financial implications

2. The costs associated with both the advertisement and implementation of the TRO will be covered by the Minor Traffic Schemes budget.

**Summary of legal implications**

3. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

**Summary of human resources implications**

4. None.

**Summary of environmental impact**

5. None

**Summary of public health implications**

6. None

**Summary of equality implications**

7. The Traffic Regulation Orders do not have direct equality implications

**Summary of risk assessment**

8. None

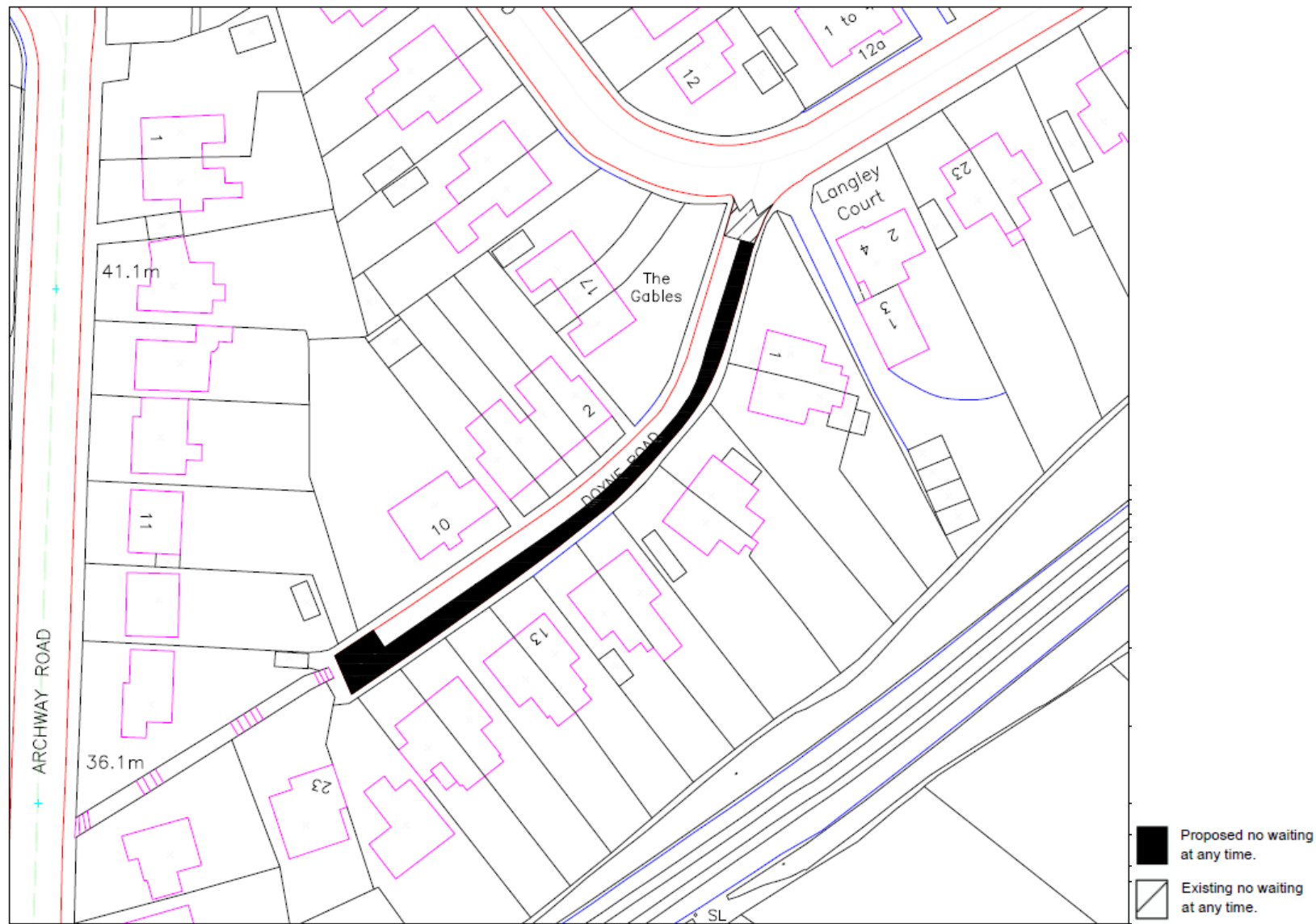
**Background papers**

9. None

**Appendices**

Appendix – Summary of representations, and responses to issues raised

Plan



## **Appendix**

### **Summary of Representations, and Responses to Issues Raised Doyme Road**

The outcome of the public consultation was;

<b>Representations</b>	<b>Response</b>
An email has been received from two residents of a household in the road. The residents do not object to the principle of the restrictions, but they ask that the council introduces a resident parking scheme in the road.	<p>The Council cannot introduce more stringent restrictions than have been formally advertised without re-advertising the new proposals.</p> <p>There are requests for resident parking schemes in many roads throughout the conurbation, and there are no current plans to extend parking controls to this area</p>

### **Recommendation**

The cul-de-sac is narrow, and the waiting restrictions will prevent obstructive parking. It is recommended that the Order is confirmed as advertised.





## Transportation Advisory Group – Sub Report F

Report subject	<b>Traffic Regulation Orders – Dunford Road – Disabled Bay</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To consider representations to the advertisement of a relocation of a disabled parking bay in Dunford Road
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves: The Orders are confirmed as advertised</b>
Reason for recommendations	The Council has a policy of introducing disabled parking bays in situations where the eligibility criteria are met.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Steve Dean – Senior Engineer Traffic Management
Wards	Heatherlands
Classification	For Decision

### Background

The resident who applied for and uses the disabled bay in Dunford Road has asked for it to be relocated in a more convenient location.

### Summary of financial implications

1. The costs associated with both the advertisement and implementation of the TRO will be covered by the income from the disabled bay application fees.

**Summary of legal implications**

2. Highways Authorities are required to give formal consideration to any representations received during the advertisement period.

**Summary of human resources implications**

3. None.

**Summary of environmental impact**

4. None

**Summary of public health implications**

5. None

**Summary of equality implications**

6. The Council has a policy on the provision of bays of this type, and the circumstances in which they will be provided.

**Summary of risk assessment**

7. None

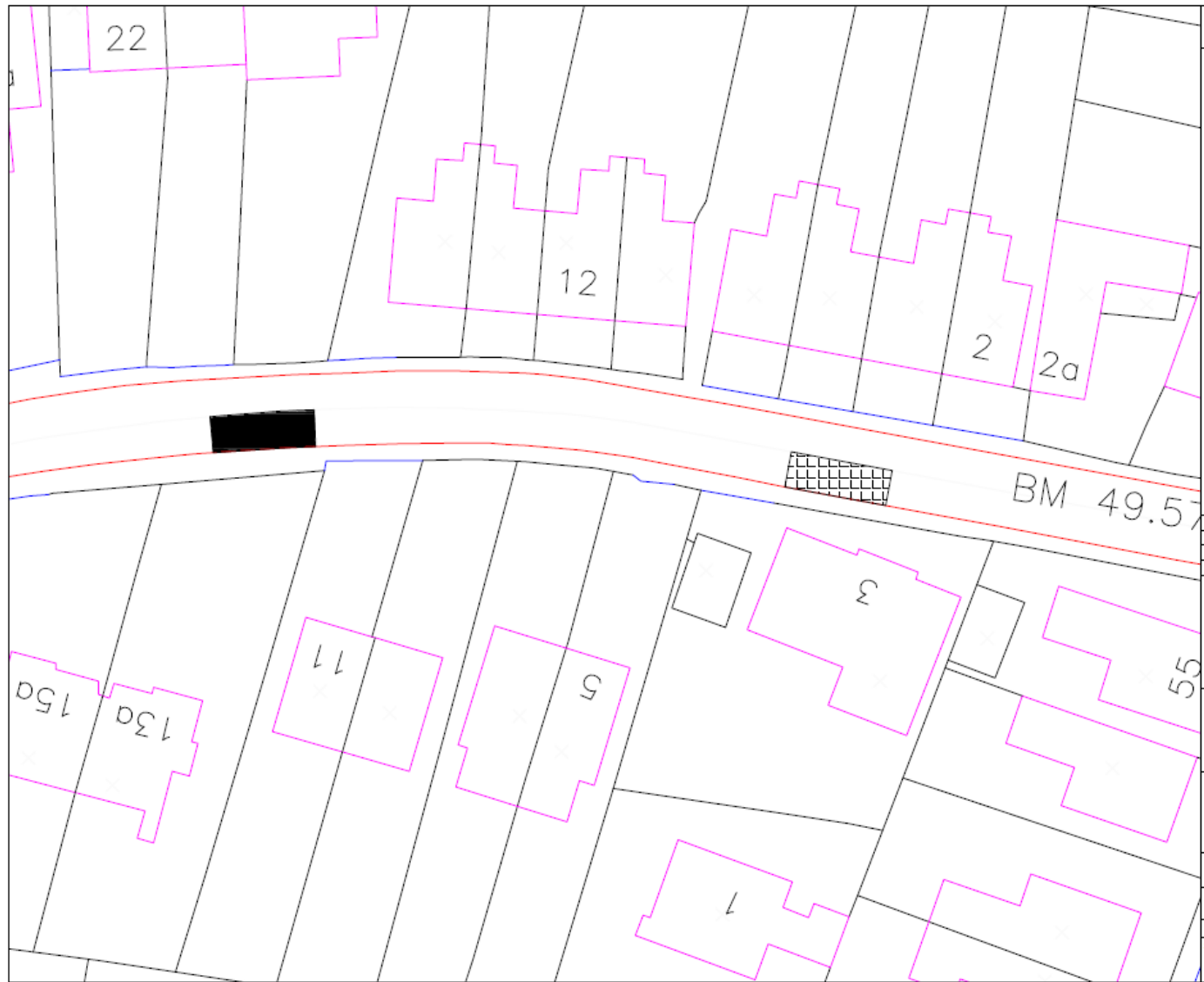
**Background papers**



8. None

**Appendices**

Appendix – Summary of representations, and responses to issues raised

# Plan



-  Proposed residential disabled bay.
-  Proposed removal of residential disabled bay and conversion to on street parking place waiting limited to two hours Mon-Sat 8am-6pm except permit holders (resident zone N).

## Appendix

### Summary of Representations, and Responses to Issues Raised Dunford Road

The outcome of the public consultation was;

Representations	Response
<p>Two objections have been received from residents of a household in the road. They object on the following grounds:-</p> <ul style="list-style-type: none"><li>• Parking is already in short supply in their part of the road, and this will make it difficult to park near their home</li><li>• The new location is further from the Blue Badge Holder's home, out of sight of her home, and located uphill from her home</li><li>• The new location is a place where vehicles have sustained damage from passing traffic or pedestrians, and is on a slight curve</li></ul>	<p>These are all points that the Blue Badge Holder has already considered, before making the application. She would have to walk uphill to get to or from either bay</p>

### Recommendation

The relocation has been requested by the registered user of the parking bay. It is recommended that the Order is confirmed as advertised.

## Transportation Advisory Group – Sub Report G



Report subject	<b>Traffic Regulation Orders – Advertisement of Traffic Regulation Orders (Ref P20 2019)</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To approve the advertisement of changes to the Traffic Regulations Order (TRO) as requested by members of the public, councillors and council officers
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves:</b> <b>The changes outlined in the appendix are advertised and implemented if no objections are received</b>
Reason for recommendations	To advertise new proposed restrictions to improve the parking facilities available to the local community, improve road safety and to ensure essential services can take place.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Chris Parkes – Team Leader Traffic Management Steve Dean – Traffic Management Engineer
Wards	Various
Classification	For Decision

### Background

1. The restrictions listed in Appendix 1 have been requested by members of the public, councillors and council officers throughout the year preceding the BCP merger. The restrictions have been subject to Officer scrutiny and a scoring system. This has ranked the requests to enable the limited resources to be allocated to the most important locations.

### **Summary of financial implications**

2. The costs associated with both the consultation and implementation of the Traffic Regulations Order (TRO) will be covered by the Permanent Traffic Regulation Order budget or by the developer/property owner in the case of new vehicle accesses or development works. The whole review cost is estimated to be £6,000.

### **Summary of legal implications**

3. Highways Authorities are required by The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to undertake a statutory consultation process to make any change to a TRO. This process will include notifications to all relevant ward councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments) and a three week public consultation noticed in the Bournemouth Daily Echo, on the council's website and by on-street notices in the relevant locations.
4. All representations received will be formally considered.

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

5. None

### **Summary of environmental impact**

6. None

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

7. None

### **Summary of equality implications**

8. Any Equality and Diversity Impact assessments are enclosed in the background papers.

### **Summary of risk assessment**

9. Any initial risk assessments that have been completed have been classed the proposals as low risk.

### **Background papers**

Initial Risk assessment  
EINA Screening Record

### **Appendices**

Appendix 1 – List of schemes

## Appendix 1

### Traffic Measures requiring Advertisement

Legend: NWAAT – No Waiting At Any Time (double yellow lines), DYL – Double Yellow Line, NLAAT – No Loading/unloading At Any Time (double kerb blip), SPP – Street Parking Place, DPP – Disabled Parking Place, SYL – Single Yellow Line, NRT – No Return Time, TRO – Traffic Regulation Order

	Road Name	Existing Restriction	Proposed Restriction Description	Location	BCP Wards	Comments
1.	Broadway	Unrestricted	Limited Waiting Max Stay 2 Hours No return within 4 Hours	On the road adjacent to the parade of shops near junction with	East Southbourne & Tuckton	The restriction was removed at this location when the restriction directly outside the shops was made all year round. The unrestricted parking is preventing the space being used efficiently and causing visibility problems.
2.	Broadway	NWAAT	Pay By Phone parking place 5am-10pm No Waiting 10pm-5am	The northern side from the entrance to the car park at Hengistbury Head to the existing disabled bays	East Southbourne & Tuckton	The Pay By Phone parking spaces would provide spaces for Over height vehicles prohibited from the car park. The Pay By Phone tariff would match the car park tariff.
3.	Broadway/ Brightlands Avenue	Unrestricted	NWAAT	Around the junction of Broadway/ Brightlands Avenue for 10 metres	East Southbourne & Tuckton	The restriction will improve visibility and safety at the junction.
4.	Castlemain Avenue/Herbert on Road	Unrestricted	NWAAT	extend the existing DYL to the boundary of the driveway of 21 Castlemain Avenue	West Southbourne	Resident has stated that the lines stop with less than a car length before the driveway. Motorists try to use space and block the driveway.
5.	Cecil Hill leading onto St Albans Crescent	Unrestricted	NWAAT	Parking is obscuring the visibility at the bottom of the hill on both sides	Queen's Park	The restriction will improve visibility and safety.
6.	Cellars Farm Road	Unrestricted	Seasonal Restriction No waiting 10am-7pm 1 May-30 Sept	The length of Cellars Farm Road	East Southbourne & Tuckton	The restriction is to be reinstated following an informal public consultation.
7.	Duncliffe and Riversdale Road junction	Unrestricted	NWAAT	Around the junction with Duncliffe and Riversdale Road for 10 metres	Christchurch Town	The restriction will improve visibility and safety.
8.	Hengistbury Road	Unrestricted	Seasonal Restriction No waiting 10am-7pm 1 May-30 Sept	from the junction with Harbour Road to Cellars Farm Road	East Southbourne & Tuckton	The restriction is to be reinstated following an informal public consultation.

9.	Newlands Road, Christchurch	Unrestricted	NWAAT and NLAAT	Newlands Rd (Nos. 25, 33, 37) (rear of Greenacres and Croft Road)	Burton & Grange	Obstructive parking blocks the narrow road and turning area.
10.	Paddington Grove	Unrestricted	NWAAT	Opposite Paddington Close - on the inside of the two curved long bend	Bearwood & Merley	Parking on this bend reduces visibility and refuse lorry access.
11.	Richmond Park avenue	Unrestricted	NWAAT	At junction its with Howard Rd	Queen's Park	The current TRO does not reflect the existing carriageway markings. 10m around the whole junction to improve visibility. (Previously listed as Richmond Park Road)
12.	Richmond wood Road	Unrestricted	NWAAT	At junction its with Richmond Park Crescent	Queen's Park	10m of DYL at the junction to improve visibility. (Previously listed as Richmond Park Road)
13.	Seaton Close	Unrestricted	NWAAT	Around the junction with Seaton Close	Highcliffe & Walkford	The refuse lorries are having issues getting into and out of the road due to parked vehicles
14.	The Grove	Unrestricted	NWAAT	At junction with Ashton Road	Moordown	5m of DYL at junction to improve visibility and prevent parking over dropped kerb crossing point (previously listed as Grove Road on P16 2019).
15.	Whitehall	Limited waiting Max stay 30 minutes No return 1 hour 10am-6pm 1 May to 30 Sept	Limited waiting Max stay 1 hour No return 2 hour 10am-6pm 1 May -30 Sept	From opposite No 2a through to the single yellow line on the junction with Wick Lane	Christchurch Town	Extend the current maximum stay period to match nearby restrictions and correction of an error in the current TRO.
16.	Wilverley Road, Christchurch	Unrestricted	NWAAT	From its junction with Somerford Rd to its junction with the car park entrance to 1 Wilverley Road (Aldi)	Burton & Grange	Extend the DYLs from the existing DYLs at its junction with Somerford Rd to its junction with the car park entrance to 1 Wilverley Road (Aldi).
17.	Wimborne Road	Limited Waiting Mon-Sat 9am-6pm Max stay 1 hour No return for 2 hours	Limited Waiting Mon-Sat 9am-6pm Max stay 1 hour No return for 2 hours	Between its junction with Oxford Lane and Poole Lane	Kinson	Correction of an error in the current TRO. No change to the restriction on the highway. (Previously listed as Home Road).
18.	Wimborne Road	Unrestricted	NWAAT	Around the junction with Kinson Grove for 5 metres	Kinson	The restriction will improve visibility and safety.
19.	Wimborne Road	Waiting prohibited 8am-7pm	NWAAT	Outside parade of shops 1603 Wimborne Road -	Kinson	Correction of an error in the current TRO. No change to the restriction on the highway.



20.	Wimborne Road (Service Road)	Unrestricted	NWAAT	Wimborne Rd Service Rd (near Bear Cross) both sides of the road along the front of properties Nos. 1803 to 1823 from its junction with Quayle Drive to the extent of the highway adjacent to Bear Cross Roundabout.	Kinson	Commuters are blocking residential accesses and the narrow service road. Due to the obstruction the residents are prevented from accessing their properties or the highway.
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## Transportation Advisory Group – Sub Item H

Report subject	<b>Traffic Regulation Orders – Advertisement of Changes to On-Street Disabled Bays (Ref P19 2019)</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To approve the advertisement of changes to the Traffic Regulations Order (TRO) implementing changes to on-street disabled bays.
<b>Recommendations</b>	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves:</b> <b>The changes outlined in the appendix are advertised and implemented if no objections are received</b>
Reason for recommendations	To advertise new proposed restrictions to amend existing and implement new disabled bays. All the requests meet the criteria for the provision or removal within the Bournemouth and Christchurch areas.
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton, Director of Regeneration and Economy
Service Director	Julian McLaughlin, Growth & Infrastructure
Contributors	Chris Parkes – Team Leader Traffic Management Steve Dean – Traffic Management Engineer
Wards	Various
Classification	For Decision

### Background

1. Residents who hold a blue disabled badge for parking may apply for a residential disabled bay outside their home subject to certain conditions. These can be either a general disabled bay for use by all blue badge holders, or a permit bay for use by the permit holder only.

All the proposed disabled bays in Appendix 1 meet the required conditions and have successfully completed the disabled bay application process. All the proposed removals have been requested by the applicant or residents and have been ratified by Officers.

### **Summary of financial implications**

2. The costs associated with both the consultation and implementation of the Traffic Regulations Order (TRO) will be covered by the income from the disabled bay application fees. The whole review cost is estimated to be £8,000.

### **Summary of legal implications**

3. Highways Authorities are required by The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to undertake a statutory consultation process to make any change to a TRO. This process will include notifications to all relevant ward councillors and all statutory consultees (including emergency services, disability groups, local public transport providers, national transport associations and various council departments) and a three week public consultation noticed in the Bournemouth Daily Echo, on the council's website and by on-street notices in the relevant locations.

All representations received will be formally considered.

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

4. None

### **Summary of environmental impact**

5. None

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

6. None

### **Summary of equality implications**

7. Any Equality and Diversity Impact assessments are enclosed in the background papers.

### **Summary of risk assessment**

8. Any initial risk assessments that have been completed have been classed as low risk.

### **Background papers**

Initial Risk assessment  
EINA Screening Record

### **Appendices**

Appendix 1 – List of schemes

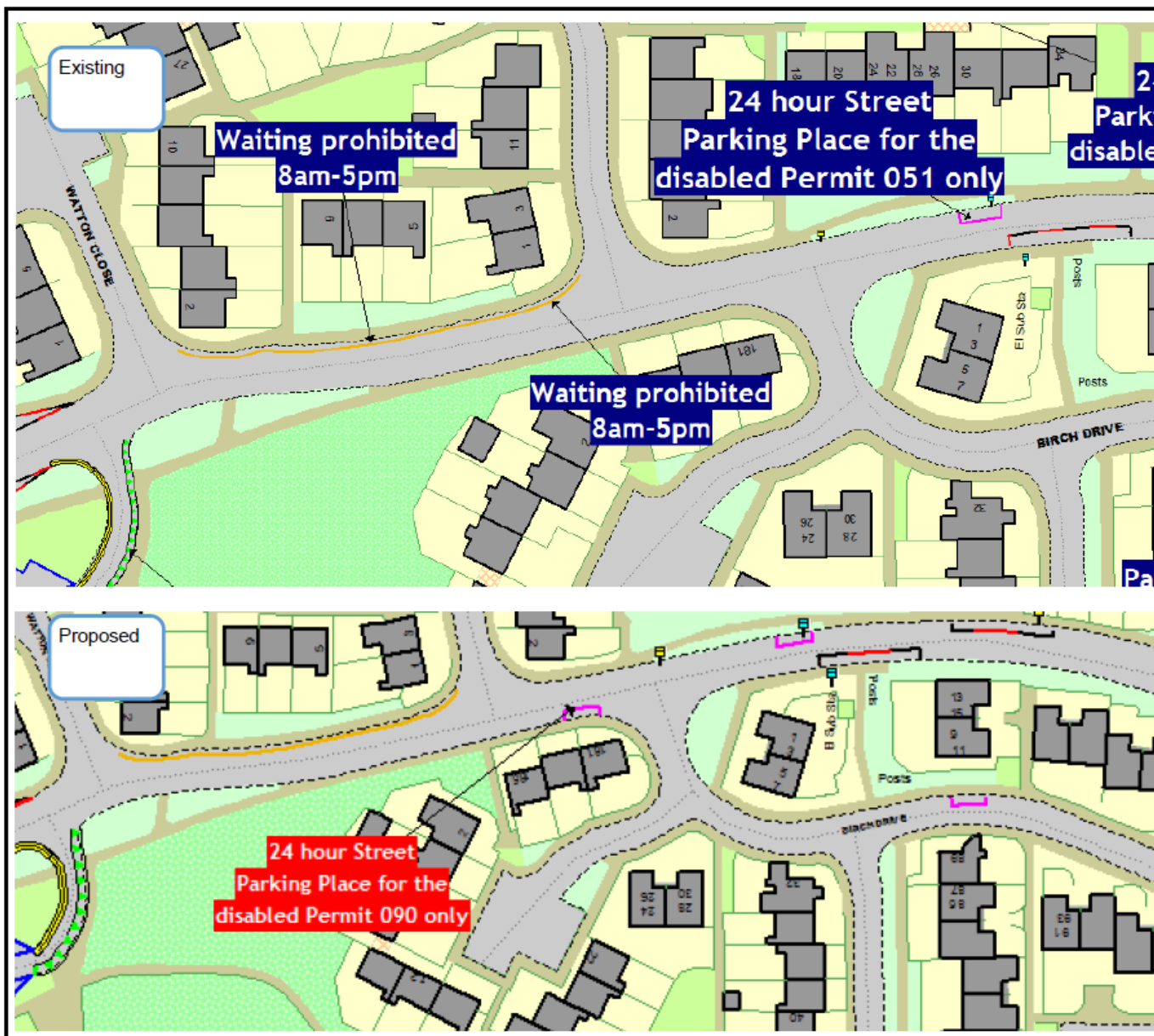
## Appendix 1

### Traffic Measures requiring Advertisement

Legend: DPP – Disabled Parking Place

	Road Name	Location	Proposed Restriction Description	Existing Restriction	Disabled Bay works description	BCP Wards
1.	Rownhams Road	Outside No.110 Rownhams Rd	Disabled - General	Unrestricted	New DPP	Throop & Muscliff
2.	Avon Road	Outside 65 Avon Road	Disabled - Permit	Unrestricted	Permit Holders Disabled Bay	Queen's Park
3.	Surrey Road	Outside Surrey Lodges Flats 1-7 (Left Hand Building)	Disabled - Permit	Unrestricted	Permit Holders Disabled Bay	Talbot & Branksome Woods
4.	Brierley Road	Outside 60 Brierley Road	Disabled - Permit	Unrestricted	Permit Holders Disabled Bay	Redhill & Northbourne
5.	Avon Road	Outside No. 76 Avon Rd	Revocation	General Disabled Bay	Remove existing bay and replace with unrestricted parking	Queen's Park
6.	Jewell Road	Outside No 183 Jewell Road	Disabled - Permit	Unrestricted	Permit Holders Disabled Bay	Muscliff & Strouden Park
7.	Cherford Road	Outside 8 Cherford Road refresh existing bay and convert to permit bay	Disabled - Conversion	General Disabled Bay	Permit Holders Disabled Bay	Wallisdown & Winton West
8.	Mallard Road	Outside property 29 Mallard Road	Disabled - Permit	Unrestricted	Permit Holders Disabled Bay	Muscliff & Strouden Park
9.	Markham Road	Outside 89 Markham Road	Disabled - Permit	Unrestricted	Permit Holders Disabled Bay	Winton East
10.	Trafalgar Road	Outside 17 Trafalgar Road	Disabled - General	Unrestricted	General Disabled Bay	Winton East

**PTO for Jewell Road plan.**



181 Jewell Road  
P1 2019 Disabled Bay Proposal

Drawing No: 001	Scale: N.T.S
Drawn by: NJB	Date: 13.1.2020

Key

DATE	NOTES	Checked



Bournemouth  
Christchurch  
and  
Poole  
Council

Director - Julian McLaughlin

Growth and Infrastructure



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## Transportation Advisory Group

Report subject	<b>James Road to Sheringham Road, record unprotected footpath (currently blocked) as a Public Right of Way (PRoW)</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	To obtain permission to permit an Order to protect the currently obstructed path from James Road to Sheringham Road as a Public Footpath.
Recommendations	<b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it approves:</b>  <b>Permission is granted to create an order to record the unprotected footpath as a Public Right of Way.</b>
Reason for recommendations	It is a legal duty for all surveying authorities to make and maintain a Definitive Map and Statement for their area, to continually survey the area for possible Public Rights of Way, and to make Orders upon the discovery of evidence that a Public Right of Way has arisen from long use.  Public Rights of Way can come into being for various legal reasons, however most commonly it is through statutory inference of dedication. In plain terms, if a path has been walked by the public uninterrupted for a period of 20 years, and the use has been without force, without deception and without having been granted a specific express permission from the landowner, then they acquire a right to pass and repass.
Portfolio Holder(s):	<b>Andy Hadley - Portfolio Holder For Transport and Infrastructure</b>
Corporate Director	<b>Bill Cotton - Corporate Director for Regeneration and Economy</b>
Service Director	<b>Julian McLaughlin, Growth and Infrastructure</b>
Contributors	<b>Zak Cusens - Rights of Way Officer - Regeneration and Economy</b>

<b>Wards</b>	<b>Alderney and Bourne Valley</b>
<b>Classification</b>	<b>For Decision</b>

### **Background:**

1. BCP Council was informed via an application made by a member of the public that public rights have arisen through long use of the path between James Road and Sheringham Road.
2. The path appears on historic maps from 1931 onwards and is labelled on them as a footpath from 1941 onwards. In 2017 the path was fenced off by the occupier of 104 Sheringham Road.
3. A non-statutory pre-order consultation has been carried out and has had mixed response with ten people supporting the protection of the path and seven people claiming the path does not exist.

### **User evidence:**

4. A summary of the years that members of the public have accessed the path can be seen in Appendix E. The period of user evidence extends between 1957 and 2018. Most user evidence is more recent, having taken place within the last fifteen years, however there remains more than one witness who claims to have used the path between 1960 and 1980, then from 1987 onwards.
5. Six of the witnesses claiming to have used the path state to have used the path until 2018, however the validity of this end date is unlikely due to the path having been fenced off since 2017 and having been overgrown for several years prior to this. It is unclear as to when the path would have become unpassable due to vegetation growth. There is also a young Oak tree growing in the path.
6. Whitelock Group, who own the properties at Nos. 49 and 51 Wroxham Road, claim to have accessed the stretch of the path that adjoins No. 49 on a regular basis from 2010 up to 2017 for the purpose of the maintenance of the property boundary. The Whitelock Group submission also highlights that in a 2006 planning application for the redevelopment of their properties, the footpath is referred to as follows: "The status of the footpath is not completely clear except that it has been in this position, and presumably therefore in use



as a right of way since the Ordnance Sheets of 1954. There are no rights reserved in the Deeds of the proposed site, of which the footpath clearly forms a part. However, this footpath is not disputed”.

7. There are seven users who submitted evidence claiming to have neither used the path nor seen anybody using the path at all.
8. During the 20<sup>th</sup> Century, 49 and 51 Wroxham Road served a retail purpose as corner shops, thereby acting as a draw for local pedestrian traffic from those living on James Road.

**Legal submission from Mr. Michael Atherton, occupier of 104 Sheringham Road:**

9. In his statement, Mr. Atherton outlines that he believes that user of the path has not been ‘as of right’. He alleges that only some landowners have a ‘right of way’ mentioned in their Title and that this would imply that the path has no Public Right of Way designation, however as no Public Right of Way has been recorded yet, this would not have appeared in any Title, so does not serve to undermine its status.
10. It is alleged that as the longest period of time that any of the properties has been owned is 14 years, that the statutory period is not fulfilled, however this argument has no relevance as no single user is required to fulfil the statutory period on their own and not all witnesses live adjoining the path in any case.
11. The statement goes on to claim that the evidence shows that the route has not been used by “any members of the public for very many years, if at all. There certainly is not any evidence which shows 20 years of uninterrupted use”. These claims are contradicted by the evidence submitted in the applicant’s submission which claim a continued pattern of public access beginning in 1957.
12. The forms submitted claiming a lack of knowledge of the existence of the path or lack of observation of use of the path would not appear to undermine the claim as these witnesses only appear from 1988 onwards and as public surveillance of paths is likely to be a largely incomplete record, this cannot be relied upon to negative the existence of a path, especially due to the small number of witnesses (seven).
13. The statement refers to videos of the path submitted that show the path in an overgrown and impassable state. The Rights of Way team make two main observations from the videos. Firstly, although overgrown at head height and

obstructed at the end, the path appears to be well defined on the ground in its width and linearity and is reasonably clear of obstruction in parts for the first 2-3 metres off the ground. The density of overgrowth demonstrated in the video does not indicate a path that has always been obstructed, this level of overgrowth is to be expected within 5 years without maintenance.

14. The statement further alleges that the strip of land was used by a previous owner as a vegetable patch or was only constructed for the purpose of wall maintenance. It seems unlikely that an overshadowed strip of land like this would be used for the purpose of vegetable growing, or that land would be set aside purely for wall maintenance – almost all residential properties maintain their boundaries without such access.

## **Conclusion**

15. The evidence as reviewed by the Rights of Way team suggests that user of the path as claimed gives rise to the status of a Public Footpath being reasonably alleged to subsist.

## **Summary of financial implications**

16. If the Order is contested, BCP Council could be required to go through a Public Inquiry, which would incur the costs of external legal representation.
17. Failure to make progress in complying with the duty placed on the authority to survey and prepare a map for a Public Right of Way could attract a Judicial Review procedure if an external party felt sufficiently aggrieved by lack of progress. There are several interest groups with interest in this matter. The minimum financial costs attached to a contested Judicial Review would be circa £30,000.

## **Summary of legal implications**

18. Failure to make progress in complying with the duty placed on the authority to survey and prepare a map for a Public Right of Way could attract a Judicial Review procedure if an external party felt sufficiently aggrieved by lack of progress.

## **Summary of human resources implications**

19. If the order is contested the matter could escalate to the Planning Inspectorate for a decision and confirmation of the order, which in turn may result in a public enquiry. Legal representation would be required to represent as well as technical officer time. The Officers would also be required to notify all interested parties and host the inquiry.

### **Summary of environmental impact**

20. No substantial environmental impact but could encourage increased walking leading to a slight reduction in carbon emission.

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

21. This will have no substantial public health implications but would encourage walking with associated health and wellbeing benefits for users.

### **Summary of equality implications**

22. An equalities impact assessment has been undertaken and identified that this will have positive benefits to persons regarding the following protected characteristics; age, disability and socio economic.

### **Summary of risk assessment**

23. Failing to record Public Rights of Way could lead to the possible loss of paths, and in turn pedestrian urban permeability. It would also prejudice BCP Council's key objectives as set out in chapter 2 of the Rights of Way Improvement Plan.

### **Background papers**

Bournemouth and Poole Rights of Way Improvement Plan 2017-2026 (Legacy Policy) <https://www.poole.gov.uk/streets-and-travel/cycling-and-walking/public-rights-of-way/>

### **Appendices**

Appendix A - Plan of claimed path at James Road

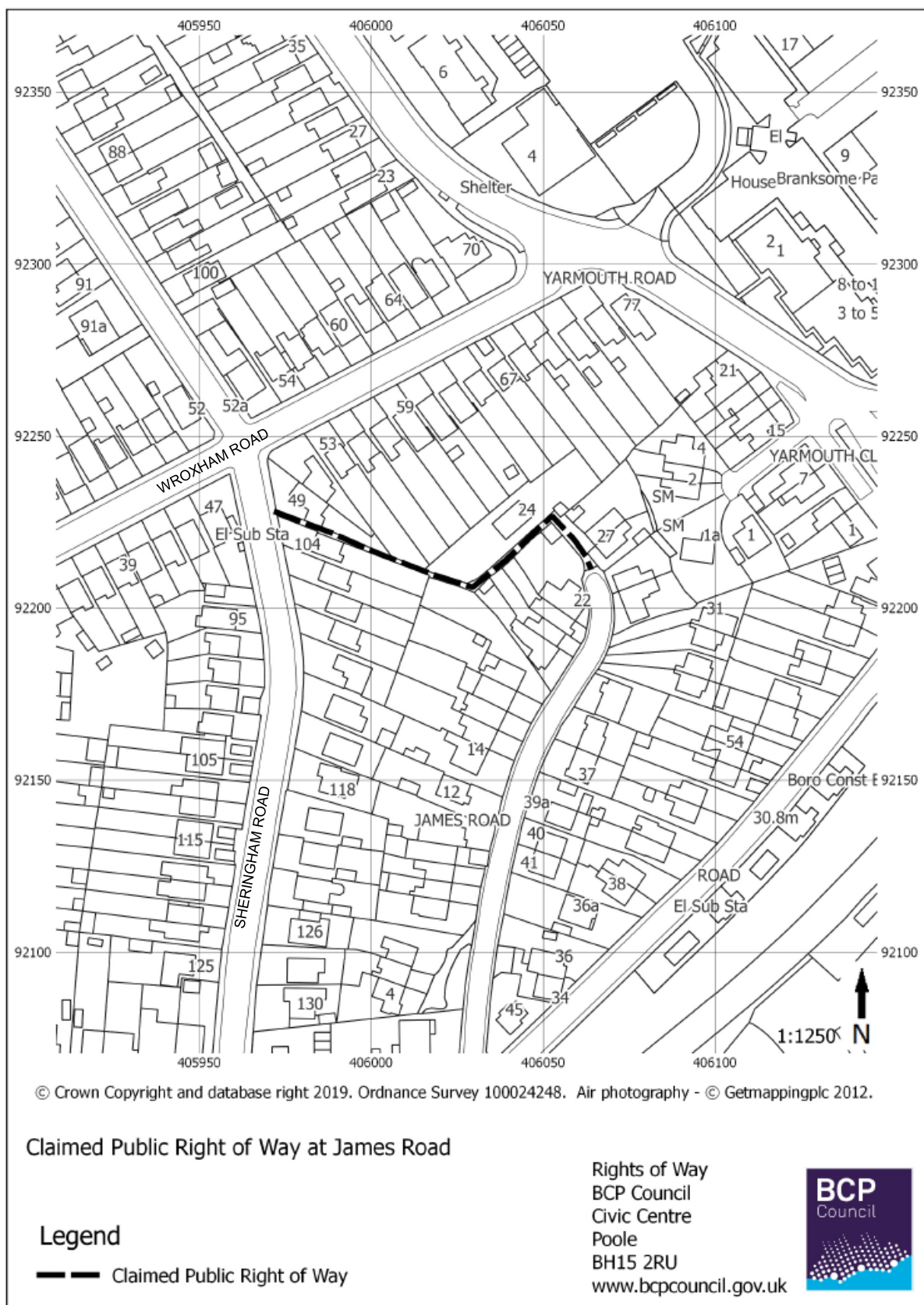
Appendix B - Historic map extracts

Appendix C - Summary of consultation responses

Appendix D - Extract from video of path facing North West, M. Atherton, 2016

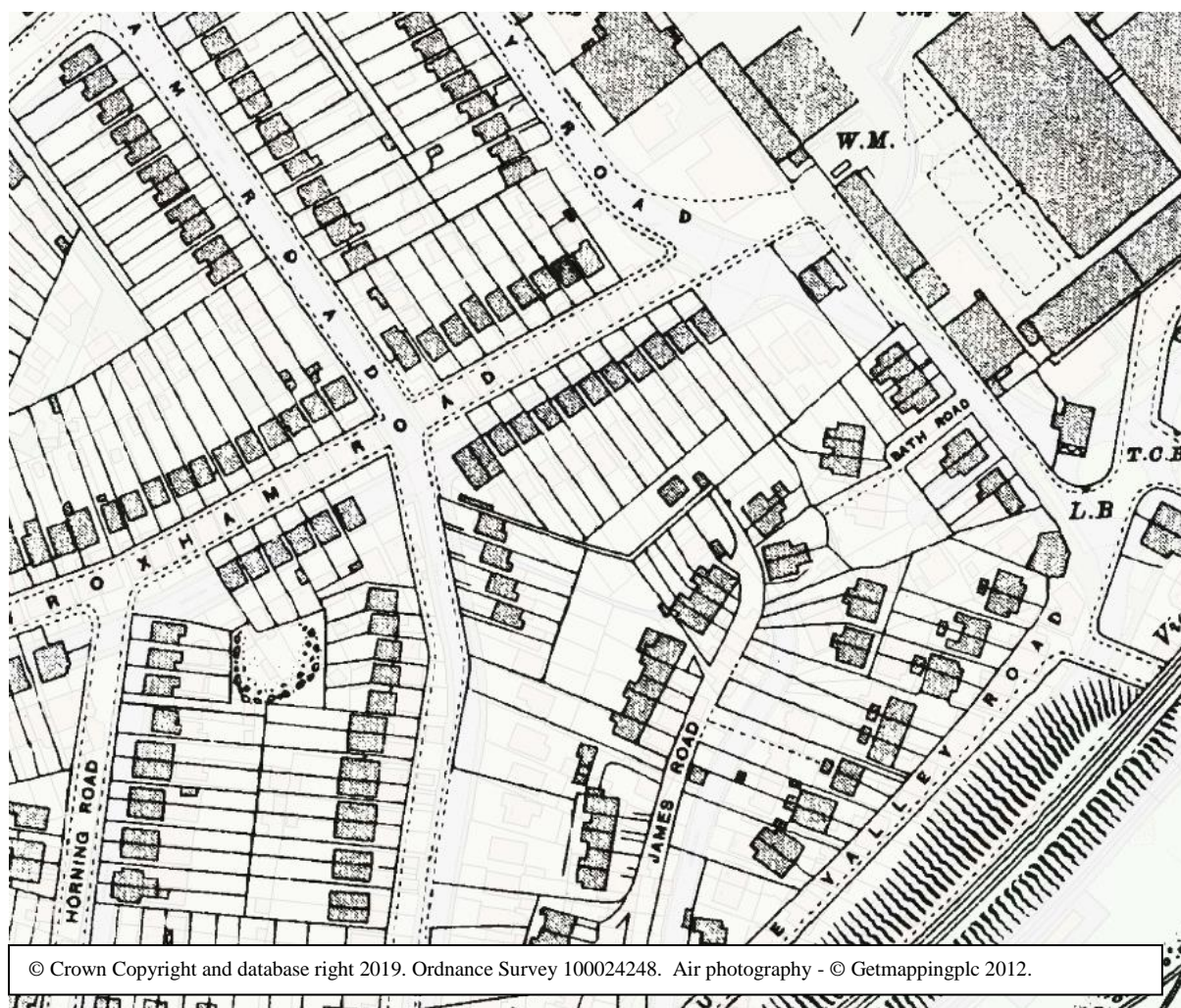
Appendix E - User evidence chart

## Appendix A – Map of Claimed Path

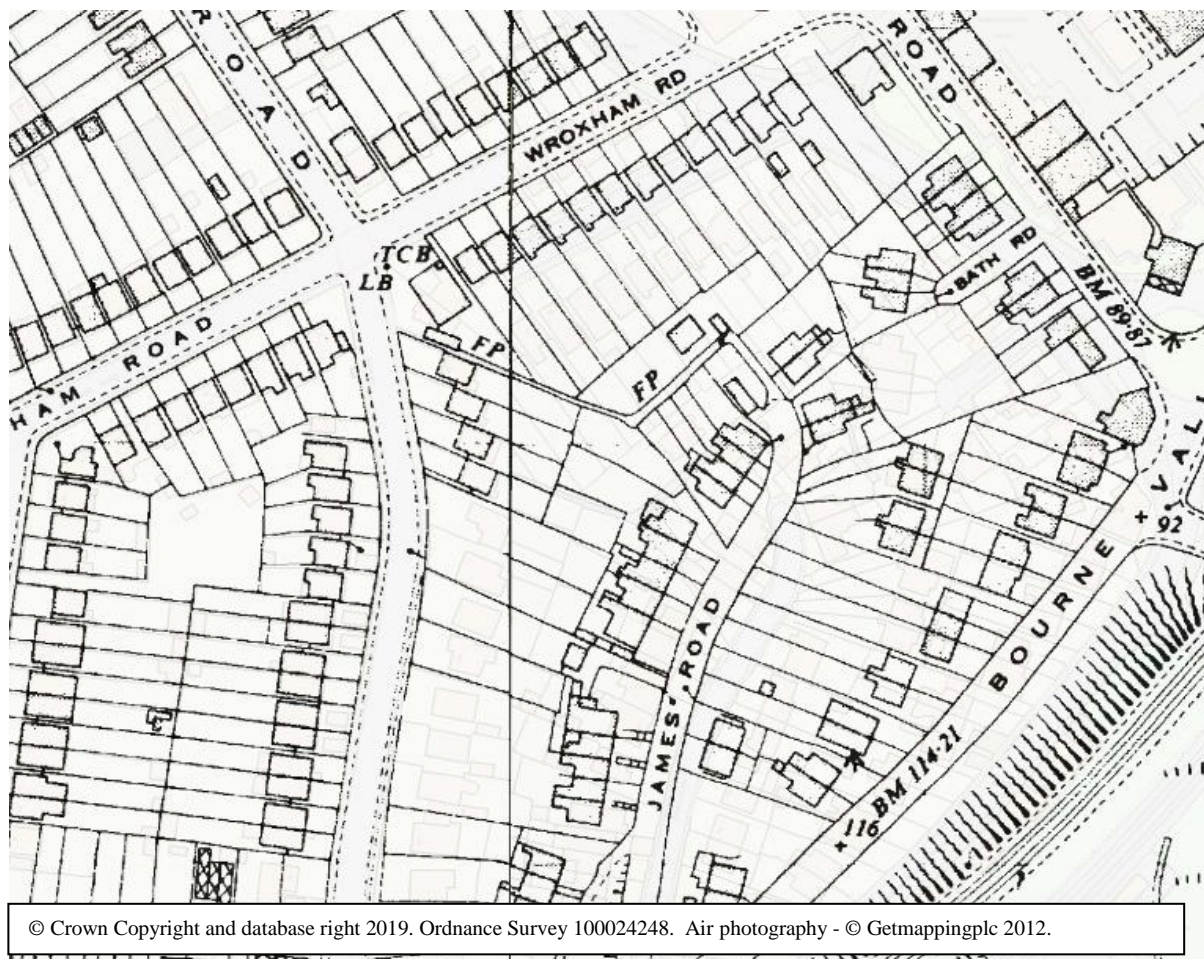




## Appendix B – Historic Maps

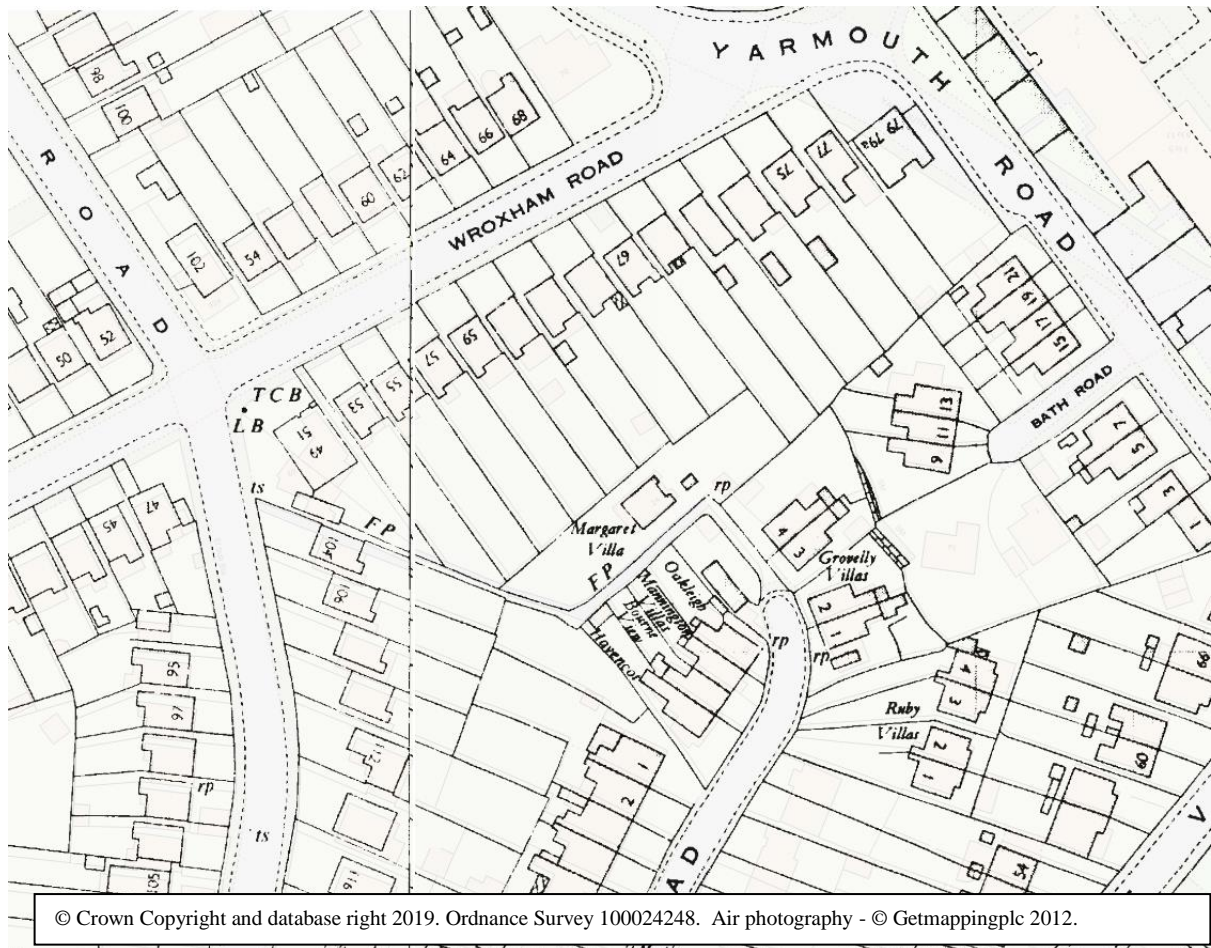


**OS Maps 1931 – 1940**

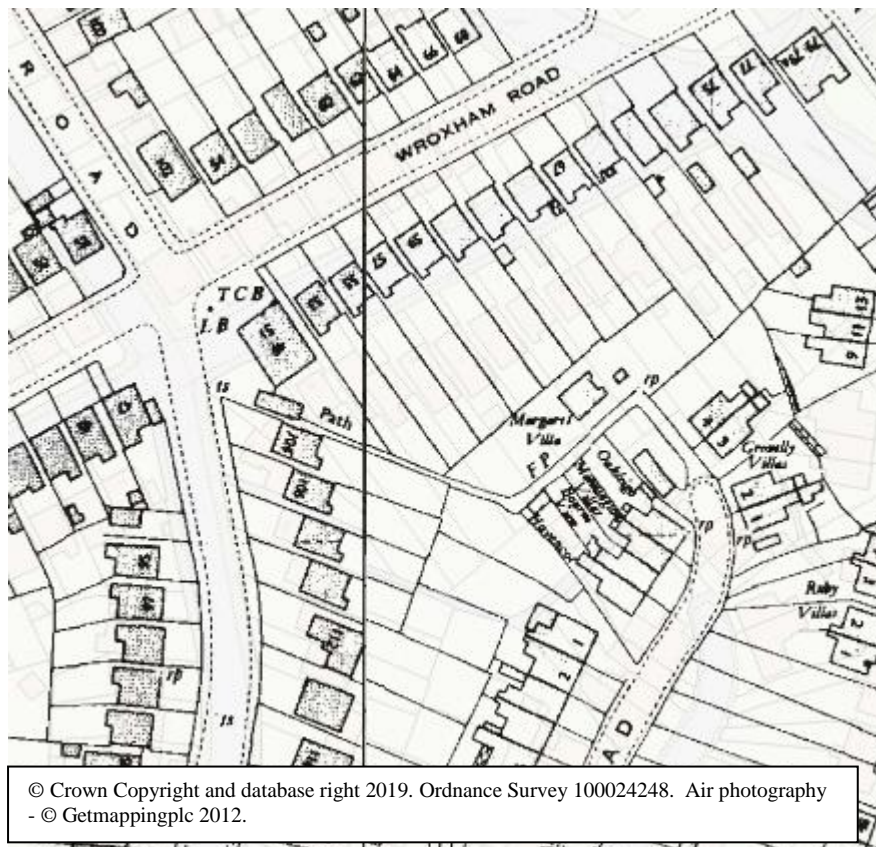


**OS Map 1941 – 1950**





**OS Maps 1951 - 1960**



**OS Map 1961 – 1980**



## **Appendix C**

### **Summary of Representations**

The Advertisement prompted:

- 6 Objections including legal representation from a resident affected by the creation of the path.
- 10 people giving evidence of their usage of the path.

All of the objections state either that they have never seen anyone using the path or that to their knowledge the path is private either because they were informed as such by residents or because they had never noticed the path.

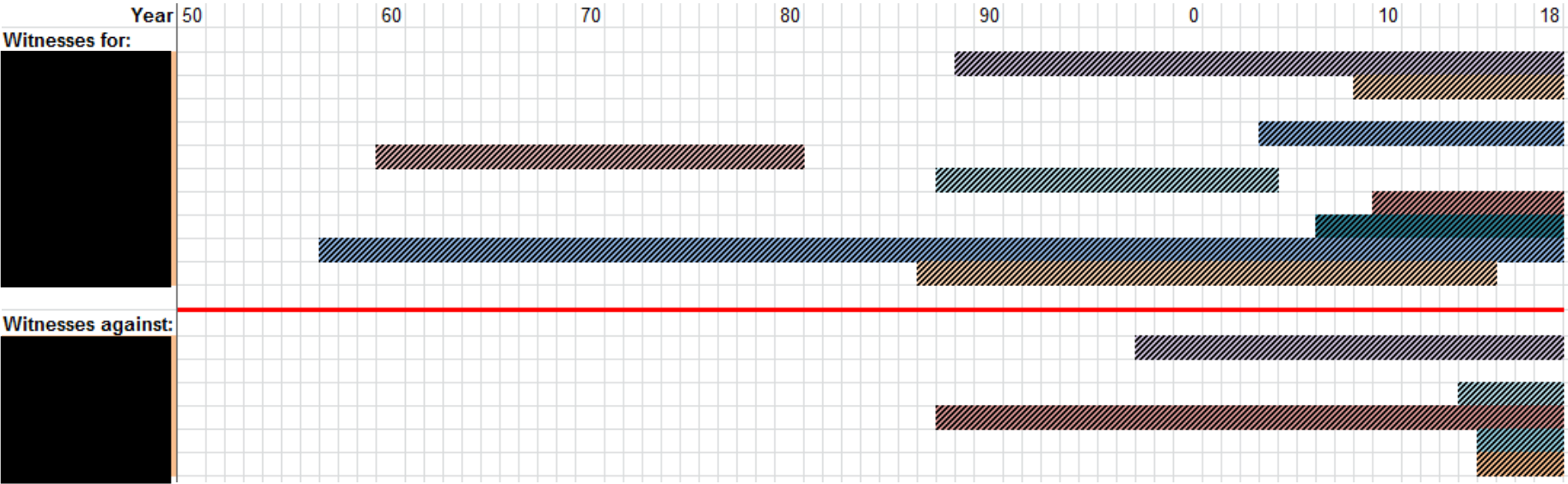
The evidence received in support of the path totals up to 61 years continuous user on foot.

If members wish to see the responses they are available within normal office hours Monday – Friday in room 159 at the Civic Centre in Poole.

**Appendix D – Extract from video submitted by Mr. M. Atherton, view of path facing North West from East end of 104 Sheringham Road garden, taken 2016.**



Appendix E – Claimed witness period



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## Transportation Advisory Group

Report subject	<b>BCP Council Local Transport Plan (LTP) Capital Programme 2020/21</b>
Meeting date	22 January 2020
Status	Public Report
Executive summary	<p>This report for the 2020/21 LTP Capital Programme has been developed to:</p> <ul style="list-style-type: none"> <li>i) Seek approval for the LTP 2020/21 Capital allocation of £3,078,000 of Integrated Transport Block funding and £3,725,000 of Highway Maintenance funding.</li> <li>ii) Seek approval for the indicative 2021/22 and 2022/23 Highways Maintenance Programmes as set out in Appendix B</li> <li>iii) Note the Dorset Local Enterprise Partnership (DLEP) Funding allocation of £11,908,588 to deliver the DLEP approved programme (with confirmation on allocations for a number of additional schemes listed to be determined in early 2020).</li> <li>iv) Note the inclusion of £1,000,000 of National Productive Investment Funding (NPIF) towards the Wallisdown Crossroads scheme</li> <li>v) Seek approval for the drawing down of £597,000 of Developer Contributions into the programme to support the delivery of those schemes listed in Appendix A</li> <li>vi) Note the allocation of 2020/21 LTP funding (combined total of £1,328,000) as a local contribution towards the SE Dorset City Regions Transforming Cities Fund (TCF) programme (note TCF elements are subject to a decision on funding award in early 2020).</li> <li>vii) Note the allocation of 2020/21 LTP Highway Maintenance funding includes within the structural maintenance rows (total value £2,835,000) a local contribution towards the Council's Challenge Fund</li> </ul>

	<p>Tranche 2B bid of £525,000.</p> <p>viii) Note the allocations for 2020/21 and 2021/22 LTP Highway Maintenance funding includes within the Bridges and Structures rows (total value of £600,000 and £690,000 respectively) a local contribution towards the Dorset Council led Challenge Fund Expression of Interest for funding to construct a new bridge (including improved pedestrian and cycle facilities) at Longham (over the Stour) of £300,000 in each year.</p>
<b>Recommendations</b>	<p><b>The Transportation Advisory Group is asked to consider recommending to the Cabinet that it:</b></p> <ol style="list-style-type: none"> <li>1. Approves the proposed 2020/21 Local Transport Plan Capital Programme funding as set out in Appendix A</li> <li>2. Approves the indicative 2021/22 and 2022/23 Highways Maintenance Programmes as set out in Appendix B</li> </ol>
Reason for recommendations	<p>Recommendation 1.</p> <p>Approval would enable the continuation of existing Local Transport Plan capital programme schemes, delivery of schemes that are currently being planned, consulted upon and/or designed and the development of future years schemes.</p> <p>Recommendation 2.</p> <p>Approval would reduce the risk of loss of funding associated with the incentive fund element of the Structural Maintenance Block.</p>
Portfolio Holder(s):	Councillor Andy Hadley – Cabinet Member for Transport and Infrastructure
Corporate Director	Bill Cotton – Corporate Director of Regeneration & Economy
Service Director	Julian McLaughlin – Service Director for Growth & Infrastructure
Contributors	<p>Tim Forrester (Transportation Capital Prog Manager - Poole)</p> <p>Bob Askew (Transportation Improvement Manager)</p> <p>Richard Pincroft (Head of Transportation)</p>
Wards	All

## Background

1. i) The Local Transport Plan Capital Programme implements schemes that align with the Council's Local Transport Plan (LTP) 3, corporate objectives and priorities, including those set out in the Core Strategy and Dorset Local Enterprise Partnership (DLEP).
- ii) The Local Transport Plan covers the period from 2011 to 2026 and came into effect from April 2011. In south east Dorset, the LTP3 draws heavily on the South East Dorset Transport Study. Local Transport Plan objectives include:
  - Reducing the need to travel
  - Manage and maintain the existing network more efficiently
  - Active travel and 'greener' travel choices
  - Public transport alternatives to the car
  - Car parking measures
  - Travel safety measures
  - Strategic infrastructure improvements
- iii) Government funding is provided by the Department for Transport (DfT) to deliver the Local Transport Plan through the Local Transport Plan Capital Block Funding (Integrated Transport and Highway Maintenance) Specific Grant. The proposed delivery plan for expenditure of the block funding in 2020/21 is shown in Appendix A.
- iv) The DfT reduced the amount of needs-based funding allocated to each local authority for maintenance in 2016/17. Since this financial year authorities have had to secure additional funding on an 'incentive' basis and/or from the Competitive Challenge Fund Tranches. The amount shown for highways maintenance in Appendix A includes an estimate of the amount of "incentive based" funding expected in 2020/21 and is based on Bournemouth, Christchurch and Poole (BCP) Council operating at and maintaining Band 3 level.
- v) To satisfy the 'incentive' requirements for Band 3 status Councils have to have a rolling 3-year Highways Maintenance Programme published on their websites. Appendix B comprises proposed Highways Maintenance Programmes for 2021/22 2022/23.

## Summary of financial implications

2. i) Approval to deliver the LTP Capital Programme as set out in Appendix A.
- ii) As per previous financial years DfT has indicated that in 2020/21 financial year the Local Transport Plan grant will be allocated to the Council for expenditure on transportation improvements and highways maintenance.

- iii) The Council is required to publish a 3-year Highways Maintenance Programme on its website to maintain Band 3 status. If this is not done the Highways Maintenance element of the grant shown in both Appendix A and B may be reduced significantly (to Band 2 status funding).
- iv) Before the end of the 2019/20 financial year the Council's Section 151 Officer will be presented with evidence that demonstrates that BCP Council is performing at Band 3 level with regards to 'incentive' funding criteria and be asked to sign a declaration to that effect for passing onto DfT.
- v) The ITB programme in Appendix A identifies local contribution funding in support of the Transforming Cities Fund programme bid (submitted in Nov 2019), with a decision expected in early 2020. The submission of the final SOBC indicated to government that if it provides the TCF funding for the proposals set out in the SE Dorset SOBC then BCP Council would match fund the programme utilising LTP funding to deliver schemes locally that continue to promote walking, cycling and bus and rail usage.
- vi) The Highway Maintenance Programme for 2020/21 includes allowance for local contribution to a BCP Council Challenge Fund bid for additional funding for highway resurfacing under the Structural Maintenance heading. This bid was submitted in October 2019 and seeks £4,185,000 from the DfT. It is expected that the outcome of this bid will be known before the end of March 2020.
- vii) The Highway Maintenance Programme for 2020/21 and indicative 2021/22 programme includes allowance for £300,000 in each year to contribute towards the joint local contribution to a Dorset Council led Challenge Fund Expression of Interest submitted in October 2019 for the construction of a new bridge at Longham (including improved pedestrian and cycle provision). This has been included within the Bridges and Structures rows.

### **Summary of legal implications**

- 3. i) The programme includes some funding which are local contributions to the following Dorset Local Enterprise (DLEP) programmes:
  - Bournemouth International Growth (BIG)
  - Port of Poole
- ii) These local contributions are committed to in legal agreements between BCP Council and DLEP.

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

- 4. Continuity of delivery of the LTP Capital Programme for 2020/21 is subject to the effective implementation of the ongoing restructure of Growth & Infrastructure Unit.



### **Summary of environmental impact**

5. i) LTP schemes aim to promote sustainable travel and/or minimise congestion and thereby would contribute positively to the environment.  
  
ii) The environmental impact of constructing the schemes within the programme varies dependent on the scale and environment within which the schemes would be delivered. Schemes would be designed and delivered to minimise the impact on the environment both during and post construction.

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

6. LTP schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of activity.

### **Summary of equality implications**

7. The programme has been Equality Impact Assessment (EQIA) screened and a full EQIA for the programme itself is not required, however, individual projects within the programme would need to be EQIA screened and full EQIAs completed should a need be identified during screening.

### **Summary of risk assessment**

8. i) No significant risk implications with regards to approval of the respective programmes have been identified. Schemes of significant scale would be subject to specific risk assessments and risk registers as part of the overarching programme delivery process.  
  
ii) Risks associated with not getting the programme approved in advance of the commencement of the 2019/20 financial year are summarised in section 3.

### **Appendices**

1. Appendix A - 2020/21 Local Transport Plan Capital Programme
2. Appendix B - 2021/22 and 2022/23 Highways Maintenance Programmes

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Integrated Transport Block Schemes	Total funding for scheme in 20/21				
	Total funding for scheme in 20/21	2020/21 LTP Funding	Dorset Local Enterprise Partnership (DLEP)	Transforming Cities Fund (TCF)	Other funding sources
	[£]	[£]	[£]	[£]	[£]
Strategic network improvements					
South East Dorset Strategic Transport Model	58,000	58,000			
DLEP: Townside	1,879,353	0	1,879,353		
DLEP: Cabot Lane/Broadstone Way Jct Improvements	80,000	80,000	TBC		
DLEP: Ferndown, Wallisdown, Poole (FWP) Corridors	252,000	0	TBC		252,000
DLEP: Wallisdown GD Project - Boundary Road	1,510,000	0	* 1,510,000		
DLEP: A338 - Wessex Fields	2,023,867	0	2,023,867		
DLEP: Lansdowne GD Area	6,495,368	0	6,495,368		
Advanced design for future year schemes	300,000	300,000			
STB, DfT, LCWIP, OBC Development & Bidding	200,000	200,000			
Wallisdown Crossroads (DfT - NPIF)	1,000,000	0			1,000,000
Sub-total	13,798,588	638,000	11,908,588	0	1,252,000
Travel Safety Measures					
Road Safety – Safety improvements	295,000	295,000			
Safer Routes to Schools - TCF Contribution (£125k)	250,000	250,000			
Sub-total	545,000	545,000	0	0	0
Active travel & 'greener' travel choices					
Walking and Cycling (priorities derived from LCWIP)	275,000	275,000			
Accessibility improvements	60,000	60,000			
Public Rights of Way	50,000	50,000			
Electric Vehicle Infrastructure	20,000	20,000			
Business Travel Network	22,000	0			22,000
TCF local contribution - Work place and school facilities	100,000	100,000			
TCF local contribution - Town Centre Walking Improvements	215,000	100,000			115,000
TCF local contribution - Bike share	450,000	450,000			
TCF Sustainable Transport Corridor 5 - Poole to Ferndown	0	0		TBC	
TCF Sustainable Transport Corridor 6 - North Poole to Christchurch (via North Bournemouth)	0	0		TBC	
TCF Cycle Corridor 1 - Lansdowne to Christchurch	0	0		TBC	
TCF Cycle Corridor 2 - Bournemouth Town Centre to Ferndown	0	0		TBC	
TCF Cycle Corridor 3 - Wareham to Poole Town Centre	0	0		TBC	
TCF Cycle Corridor 5 - Canford Heath to Poole Town Centre	0	0		TBC	
TCF Wayfinding	0	0		TBC	
Sub-total	1,192,000	1,055,000	0	0	137,000
Manage and maintain the existing network more efficiently					
Intelligent Transport Systems (ITS) & Data Collection	120,000	120,000			
Minor Transportation Schemes	80,000	80,000			
TCF HGV Management System - Longham Bridge	0	0		TBC	
TCF Bus Priority within signals	0	0		TBC	
Sub-total	200,000	200,000	0	0	0
Public transport alternatives to the car					
South West Passenger Travel Information	25,000	25,000			
Bus Facilities	185,000	185,000			
TCF local contribution - Gervis Place Bus Improvements	288,000	80,000			208,000
TCF local contribution - Bus Shelters/RTI	150,000	150,000			
Sub-total	648,000	440,000	0	0	208,000
Programme Management Fees	200,000	200,000			
Total for integrated transport combined	16,583,588	3,078,000	11,908,588	0	1,597,000

**Note:** Other funding sources includes: Developer contributions and National Productivity Investment Fund (NPIF).

\* Subject to DLEP Board approval

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Local Transport Plan **2020/21** Highways Maintenance element of BCP Capital Programme: (note the section of the programme in bold type and shaded is that for which approval is being sought in this report) – sheet 2 of 2

Highway Maintenance Schemes	Area of BCP	Funding Source
		2020/21 LTP Funding [£]
Structural Maintenance		
Resurfacing Programme	ALL	1,400,000
Micro asphalt programme	ALL	500,000
Surface Dressing	ALL	250,000
Carriageway Sealing	ALL	50,000
Planned/ Pre-Patching	ALL	200,000
Skid Resistance Improvements	ALL	50,000
Footpath resurfacing	ALL	125,000
Special Drainage	ALL	100,000
Surveys & software	ALL	80,000
Programme Management Fees	ALL	80,000
Sub-total combined	BCP	2,835,000
Bridge & Structures Maintenance		
Bridge Maintenance	ALL	580,000
Principal Inspection	ALL	20,000
Sub-total combined	BCP	600,000
Street Lighting Maintenance		
Street Lighting Maintenance	ALL	290,000
Sub-total combined	BCP	290,000
Total for maintenance combined	BCP	3,725,000

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Local Transport Plan **2021/22** Highways Maintenance element of BCP Capital Programme: **(note the section of the programme in bold type and shaded is that for which approval is being sought in this report)**

Highway Maintenance Schemes	Area of BCP	Funding Source
		2021/22 LTP Funding [£]
Structural Maintenance		
Resurfacing Programme	ALL	1,500,000
Micro asphalt programme	ALL	300,000
Surface Dressing	ALL	200,000
Carriageway Sealing	ALL	50,000
Planned/ Pre-Patching	ALL	200,000
Skid Resistance Improvements	ALL	45,000
Footpath resurfacing	ALL	190,000
Special Drainage	ALL	100,000
Surveys & software	ALL	80,000
Programme Management Fees	ALL	80,000
Sub-total combined	BCP	2,745,000
Bridge & Structures Maintenance		
Bridge Maintenance	ALL	640,000
Principal Inspection	ALL	50,000
Sub-total combined	BCP	690,000
Street Lighting Maintenance		
Street Lighting Maintenance	ALL	290,000
Sub-total combined	BCP	290,000
Total for maintenance combined	BCP	3,725,000

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Local Transport Plan **2022/23** Highways Maintenance element of BCP Capital Programme: (note the section of the programme in bold type and shaded is that for which approval is being sought in this report)

Highway Maintenance Schemes	Area of BCP	Funding Source
		2022/23 LTP Funding [£]
Structural Maintenance		
Resurfacing Programme	ALL	1,500,000
Micro asphalt programme	ALL	300,000
Surface Dressing	ALL	200,000
Carriageway Sealing	ALL	50,000
Planned/ Pre-Patching	ALL	200,000
Skid Resistance Improvements	ALL	45,000
Footpath resurfacing	ALL	190,000
Special Drainage	ALL	100,000
Surveys & software	ALL	80,000
Programme Management Fees	ALL	80,000
Sub-total combined	BCP	2,745,000
Bridge & Structures Maintenance		
Bridge Maintenance	ALL	640,000
Principal Inspection	ALL	50,000
Sub-total combined	BCP	690,000
Street Lighting Maintenance		
Street Lighting Maintenance	ALL	290,000
Sub-total combined	BCP	290,000
Total for maintenance combined	BCP	3,725,000

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## Forward Plan (provisional – subject to confirmation of Corporate Delivery Plan Priorities)

<b>February 2020</b>
<b>Traffic Regulation Orders – standing agenda item</b> Content to be confirmed once latest round(s) of TRO advertisements have closed and comments have been reviewed.
<b>Petition: Road Safety in the Branksome Park and Canford Cliffs Area</b> To consider a petition from residents titled; ‘Petition to Improve Pedestrian and Cyclist Safety and Inhibit Excessive Vehicle Speeds in the Branksome Park and Canford Cliffs Area’.
<b>BCP Council Anti-Idling Proposals</b> To seek approval to develop and run an anti-idling campaign in partnership with Public Health Dorset and a small number of pilot primary schools across the BCP area.
<b>Dorset Local Enterprise Partnership (DLEP): Cabot Lane/Broadstone Way Junction Improvement Scheme Design</b> To update TAG on the progress of this programme (including consultation) and seek any relevant recommendations to progress proposals via Cabinet.
<b>Dorset Local Enterprise Partnership (DLEP): FWP (Ferndown, Wallisdown, Poole) Corridors Programme</b> To update TAG on the progress of this programme (including consultation) and seek any relevant recommendations to progress proposals via Cabinet.
<b>Dorset Local Enterprise Partnership (DLEP): Boundary Roundabout Improvement Scheme</b> To update TAG on the progress of this programme (including consultation) and seek any relevant recommendations to progress proposals via Cabinet.

Other items to be added linked to corporate, financial and policy aspects of Transportation once confirmed.

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