

South East Dorset Strategic Planning and Transportation Joint Committee

7 May 2009

South East Dorset Transport Study - Progress Update

1. Purpose of Report

- 1.1. To advise the Joint Committee of progress with Phase 2 of the Transport Study, and outline the methodology and consultation arrangements for Phase 3. The governance arrangements proposed in this report should provide a sound basis for bringing the Study to a successful conclusion by the end of 2010.

2. Recommendation(s)

- 2.1. That the Joint Committee approves:
 - (i) The methodology for developing the Transport Strategy and Consultation arrangements for Phase 3 of the South East Dorset Transport Study as described below and illustrated in Appendix A.
 - (ii) The composition of the Strategy Advisory Group and the Wider Reference Group for Phase 3 of the Study as shown in Appendix B.
 - (iii) The Governance arrangements for Phase 3 (Strategy Development) of the Study, with the Joint Committee overseeing the Study and, upon completion, recommending the final preferred strategy to each of the Local Authorities for formal adoption.
- 2.2. That the Joint Committee note:
 - (i) Progress made on Phase 2 of the Transport Study.
 - (ii) The estimated costs and funding contributions as set out in Section 7.

3. Background

- 3.1. The SE Dorset Transport Study Partnership is made up of Poole, Bournemouth and Dorset Councils, the Highways Agency, Government Office for the South West (GOSW), the SW Regional Development Agency (SWRDA) and the SW Regional Assembly. In line with Multi Area Agreement (MAA) responsibilities for transport, Borough of Poole is lead authority for the Study Partnership.
- 3.2. The purpose of the study is to develop the long term transport strategy for the SE Dorset area. This will include identifying major road/ transport infrastructure improvements that would be required to facilitate the future growth agenda emanating out of the Regional Spatial Strategy (RSS).
- 3.3. An up-to-date, multi-modal, transport model is required to undertake the technical work necessary to advance major transport projects such as the A31 to Poole link, Airport and Port access improvements and improvements on Bus Showcase Corridors. Without a model that meets Department for Transport requirements for Government funding of transport schemes, the transport improvements required in SE Dorset, estimated at £400M, cannot be delivered.

4. Progress Update

- 4.1. Phase 1 of the Study consisted of a Scoping report into the requirements for an up to date multimodal transport model and development of transport strategy. This element of the Study was funded by Highways Agency and completed in summer 2007.
- 4.2. As lead Authority for the Study Borough of Poole appointed a dedicated Project Manager to co-ordinate and take forward the Study. Following an OJEU procurement process, the Highways and Transportation consultants Atkins were appointed by Borough of Poole on behalf of the Study Partnership in July 2008 to assist with the technical work and strategy development for Phases 2 and 3 of the Transport Study.
- 4.3. Phase 2 of the Study (Model Build) is mainly technical in nature and anticipated to complete in summer 2009. It consists of data collection and the construction of a multi-modal model for the study area, capable of both assessing the impact of various development and transport strategy scenarios, and providing a technical base for the future preparation of Major Scheme Bid business cases.
- 4.4. The most high profile element of the data collection was the roadside interview surveys (RSI's). The RSI survey programme was completed at end of October 2008 with information gathered from over 60,000 drivers at 56 roadside interview surveys undertaken in 'traffic neutral' periods throughout 2008. This included sites throughout the urban areas of conurbation and outlying settlements, and on the A31 Trunk road, A338 Spur Road and some locations in southwest Hampshire. Additionally around 20,000 further interview surveys of public transport and car park users have taken place.
- 4.5. Work is currently ongoing to knit together all the interview data with other data from continuous traffic flow counters and around 70 junction counts to produce an 'Origin~Destination' matrix of movements across the area to feed into the transport model. At the end of this process the model will be subject to a validation exercise following Department for Transport (DfT) guidance whereby it is compared to the actual flows recorded at key points on the network. This process ensures the model is robust for testing of future scenarios.

5. Phase 3 Strategy Development

- 5.1. Phase 3 (Strategy Development), commencing in spring 2009 for around 18 months, will include wide ranging consultation at key stages with Members, stakeholders and the general public. The approach for the development of the transport strategy and associated consultation methodology is illustrated in Appendix A. This will involve three consultative groups as described below, with further detail provided in Appendix B.
- 5.2. It is proposed that a Strategy Advisory Group be formed to take a leading role in the consultation process. This Group would be made up three key Members with Officers from each of the 3 Local Highway Authorities, plus representatives of the other Study Partners. A list of invitee's can be found in

Appendix B. Please note a number of Member representatives need to be confirmed.

- 5.3. A Wider Reference Group of stakeholders such as business contacts, transport operators, environmental and other interest groups would also be involved at appropriate stages of consultation and be invited to actively participate in workshops facilitated by experienced moderators. A list of organisations and groups to be represented can be found in Appendix B
- 5.4. Newsletters, media briefings and website updates are planned to raise awareness and seek the views of the Public at key stages of consultation. A number of public exhibitions are also planned in the latter stages of strategy development.
- 5.5. The first round of consultation (Stage A), due to commence in mid May and run throughout the summer 2009, will involve all three consultative groups. Through the consultation process it is intended to establish the present and future transport problems and issues, and seek input into developing a long list of options for consideration.
- 5.6. The various interventions and future development scenarios to be tested will be agreed through the consultation process embedded in the strategy development work. Typical examples likely to be considered and tested using the model could include the following:
 - (i) Alternative land-use development scenarios, including 'do nothing' and the RSS proposals for growth in SE Dorset between 2006 and 2026;
 - (ii) new highway infrastructure options, including widening of sections of the A31, the A31 to Poole corridor improvements, and improved access to the airport;
 - (iii) bus priority measures and implementation of intelligent transport systems in Prime Transport Corridors;
 - (iv) park and ride schemes for access to the urban areas;
 - (v) railway improvement schemes, including Poole Station interchange, reconnection of the Swanage line, and improved east-west cross-conurbation services;
 - (vi) Demand Management, parking restrictions, reallocation of road space, and other forms of restraint including road user and workplace parking charging.
- 5.7. The transport model will allow the appraisal of the transport impacts of various schemes and strategies. Further work will also be undertaken on the costs, engineering feasibility, environmental and planning implications of various options.
- 5.8. By following the 7 Stages of Strategy development illustrated in Appendix A, the Project team, guided by the Strategy Advisory Group and feedback from stakeholders and the public, would then seek to reduce the long 'wish' list to a short list of schemes, or strategy 'packages' for more detailed appraisal. This process, subject to approval of the Joint Committee and in tandem with further rounds of consultation would then allow the identification of the final preferred transport strategy.

5.9. It is proposed that at the end of Phase 3 of the Transport Study the Joint Committee would approve the final preferred transport strategy and implementation plan for SE Dorset, and recommend it's formal adoption to each of the 3 Local Authorities.

6. Study Programme

6.1. The key deliverables and outline programme for Phases 2 and 3 of the Study are illustrated in the following tables.

Table 6.1 - Phase 2 Key Deliverables

Deliverable/ Milestone	Phase/ Stage of Study	Anticipated Date
Inception Report	Stage 1 - Project Inception	Aug 2008
Transport Data Report	Stage 2 – Data collection/ analysis	Jan 2009
Model development and validation report	Stages 3 to 6 – Model development	May 2009
Forecasting report	Stages 7 + 8 – forecasting report	Oct 2009

Table 6.2 - Phase 3 Key Deliverables

Deliverable/ Milestone	Phase/ Stage of Study	Anticipated Date
Inception Report	Stage 1 – Problems and issues	Apr 2009
Policy context and overview of Study area Objectives/ aspirations – Technical Note	Stage 1 – Problems and issues	May 2009
Problems and issues report	Stage 1 – Problems and issues	Aug 2009
Option identification report	Stage 2 – option generation	Sept 2009
Scenario testing report	Stage 3 – Strategy/ scenario testing	Dec 2009
Strategy options – Technical Note	Stage 4 – Strategy Options	Jan 2010
Strategy Appraisal Report	Stage 5 – Strategy Appraisal	Jun 2010
Draft final report – including preferred strategy and implementation plan	Stage 6 – Preferred strategy Stage 7 – Implementation Plan	Aug 2010
Final report	Stage 6 – Preferred strategy Stage 7 – Implementation Plan	Oct 2010

7. Summary of Finance and Funding Position

7.1. The following tables illustrate the confirmed funding to date and estimated Study costs. Unspent contributions from the Local Authority partners in each financial year can roll forward to future years.

Table 7.1 - Estimated Costs for SE Dorset Transport Study

	Year 0	Year 1	Year 2	Year 3	Total Est. (£000's)
	Actual to date (OUTTURN) £000's		Estimated (£000's)		
	2007/08	2008/09	2009/10	2010/11	
<i>Total Costs for Phase 1</i>	30				30
<i>Estimated Total Costs for Phase 2</i>	120	1042	151		1312
<i>Estimated Total Costs for Phase 3</i>			361	396	758
Estimated Total Costs	150	1042	512	396	2100

Table 7.2 - Confirmed Funding for the SE Dorset Transport Study

Funding Partners	Year 0	Year 1	Year 2	Year 3	Total (£000's)
	Confirmed Funding Contributions (£000's)				
	2007/08	2008/09	2009/10	2010/11	
Highways Agency	30	370			400
Bournemouth Borough Council		350	50		400
Dorset County Council		200	200		400
Borough of Poole		200	100		300
Poole Growth Point Funding	100				100
DfT/ GOSW		100	100		100
SWRDA			125	125	250
Total	130	1220	475	125	1950

Figure highlighted in grey box indicates the further contribution from GOSW/ DfT yet to be confirmed – this amount is NOT included in the totals column

- 7.2. The tables above highlight a current shortfall of around £150,000 in total funding available to complete Phase 3 of the Study. This includes the £100,000 funding commitment from the DfT/ GOSW highlighted in the table 7.2 that has not been confirmed to date. It should also be noted that the estimated costs do not include any sum to cover contingency. Therefore a total funding commitment of £250,000 is being sought from DfT and/ or Regional funding sources to complete Phase 3 of the Study.
- 7.3. There is however sufficient confirmed funding to commence with Phase 3 of the Study while these funding sources are being investigated to make up the shortfall. Dependent on the final level of funding available the methodology of Phase 3 may have to be adjusted.

8. Summary and Conclusions

- 8.1. The outcome of Phase 2 will be a multi-modal transport model capable of testing the impacts of a range of future transport and development scenarios. The validated model should also conform to DfT standards in order to appraise future major scheme bids.
- 8.2. The outcome of Phase 3 will be a jointly agreed transport strategy and implementation plan for SE Dorset up to 2026, which will feed into future Local Transport and Development Plans, and local resource allocation processes.
- 8.3. Comprehensive consultation arrangements are embedded in the strategy development methodology. The key challenge for Phase 3 will be reaching a consensus between Members of the County, Unitary and District Councils, plus key stakeholders such as the Highways Agency and transport operators, on:
- (i) a well-defined list of strategy options to test and;
 - (ii) the final preferred transport strategy.
- 8.4. Experience gained in Phase 2 of the Study and on similar partnership projects elsewhere has highlighted the need for clearly defined governance

arrangements being in place which are appropriate to the work being carried out; hence the proposed changes proposed for Phase 3 of the Study.

- 8.5. The governance arrangements proposed in this report provide a sound basis for bringing the Study to a successful conclusion by the end of 2010. The Joint Committee has effectively managed a similar role for the three authorities in responding to the Regional Spatial Strategy.

JOINT OFFICER GROUP

April 2009

Appendix A - Phase 3 (Strategy Development) ~ illustrative summary of strategy development, consultation stages and member involvement/ decisions.

Appendix B - Composition of Consultative Groups

If you have any queries on this report please contact:

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