

Transforming Cities Fund *Call for Proposals*



Department
for Transport

Application Form

Applicant Information

Bidding City Region: SE Dorset City Region

Bid Manager Name and position:

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Additional evidence, such as letters of support, maps or plans should be included in an annex.

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include
- a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

A1. Constituent Local Authorities:

Bournemouth Borough Council, Borough of Poole, Dorset County Council (part), Christchurch Borough Council, East Dorset District Council (part) and Purbeck District Council (part).

Subject to final ratification, in April 2019, through local government review (LGR), the nine Councils in Dorset will consolidate into two new Unitary Authorities. At the heart of the city region will be the new Bournemouth, Christchurch and Poole Unitary Authority with a population approaching 400,000.

A2. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

Please append a map(s) showing the location of the city region and its boundaries.

The city region covers the SE Dorset conurbation including the central core area of Bournemouth, Poole and Christchurch and the adjacent built-up towns and major settlements of Wareham, Upton, Corfe Mullen, Wimborne, Ferndown, West Moors and Verwood. This makes up the city region's main travel to work area.

The natural geography of the area includes a coastline to the south, the River Stour to the north and significant areas of protected heathland. Each of these factors contribute to the complexities of addressing the transportation challenges. A map of the city region is provided in [Annex A1](#).

A3. Population

Please include the **workday** population of the city region and relevant references.

The workday population of the SE Dorset city region is **463,743**.

The workday population is based upon 2011 Census data and the Office of National Statistics (ONS) definition - **WD1101EW**: "*All persons - All usual residents who are either in employment in the area, or not in employment but live there*".

Based upon 2016 Mid-Year Estimates (MYE) the latest workday population is estimated at 480,000.

The Bournemouth Primary Urban Area (PUA) (which represents the SE Dorset region) is now the **7th largest non-mayoral city region in England** based upon Centre for Cities comparisons of normal populations of PUAs.

The area also has an addition to the population from year-round tourism with over 17 million day and overnight visitors to Bournemouth, Christchurch, East Dorset, Poole and Purbeck each year. Please refer to [Annex A2](#) for population statistics and demographic information.

A4. Discussion of key transport challenges:

The local transport network is inhibiting greater productivity in SE Dorset. The city region has an estimated **productivity gap of £1.5bn p/a** compared to the UK average. Population growth of 9.8% over the past 10 years (16.2% within Bournemouth) is rapidly exacerbating the transport problems.

A recent study by Inrix, reported in the Times, indicated that the 'Bournemouth city area' is the:

- **6th most congested in the UK;**
- **2nd most congested non-mayoral English city region.**

The economic cost of this congestion is estimated at £276m p/a.

At a recent Dorset LEP Business Conference, local businesses cited transport issues as the greatest barrier to increased productivity (see **Annexes B&C**).

Without intervention transport challenges will increase as the Bournemouth PUA is projected to have the fastest rate of population growth of any non-mayoral area in England over the next 10 years.

The main contributors to congestion are:

- an incomplete strategic road network;
- an overdependence on private cars;
- lack of viable, safe alternative transport modes and associated travel information;
- inadequate network management systems;
- existing travel behaviours;
- historical significant underfunding.

SE Dorset has a disjointed strategic highway network. Many planned major road schemes were abandoned in the 1980's and 1990's leading to isolated sections of dual carriageway interconnecting with pre-existing lengths of single carriageway roads, causing significant congestion, plus severance, road safety and air quality issues for residential neighbourhoods (there are 3 AQMAs locally).

The road network has very poor resilience. Incidents and roadworks, coupled with the lack of suitable alternative routes regularly leads to network gridlock, compounding poor productivity. Delays to road users in excess of an hour are increasingly commonplace. In addition to affecting businesses, commuters and visitors, this has a significant impact upon emergency services and also bus services with a major local bus operator recently having to extend timetabled journeys.

Congestion is compounded by the lack of effective traffic management systems, making it difficult to manage and predict impacts of roadworks and incidents on the highway, affecting the ability to coordinate traffic and prioritise emergency vehicles and buses.

There are limited, viable transport alternatives to the car. The absence of high-speed, direct north-south bus routes, particularly to and from Wimborne and Ferndown is a major issue. The region has relatively good quality east-west public transport connectivity, however, inadequate links to other modes to and from stations inhibits greater use of trains. The scarcity of joint ticketing and discount options for public transport and insufficient travel information promoting alternative modes are also key issues.

In regards to cycling, there is a lack of safe, continuous routes. The Bournemouth and Poole area is the 6th worst-performing nationally for cycling casualty rates, indicating that safe cycling infrastructure is not keeping pace with the demand for cycling.

Historically, considering its size, transport in the SE Dorset city region has been significantly underfunded. This funding imbalance needs to be addressed urgently to support a fundamentally new approach to tackling the area's considerable transport and associated productivity problems.

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

Where and Why

The inability to transport goods and personnel efficiently due to congestion is having a major detrimental effect on productivity. It is paramount to reduce car use and manage the network more effectively. Previous transport studies highlighted areas such as Wimborne and Ferndown as having poor bus and cycling connectivity leading to an overdependence upon cars coming into the heart of the city region, resulting in congestion. Addressing these key transport corridors into and out of Bournemouth, Poole and Christchurch is therefore a priority.

Major employment sites with potential for growth also require good transport links. These include;

- Bournemouth Aviation Park;
- Wessex Fields; Lansdowne;
- the Port of Poole;
- the proposed Talbot Heath Digital Village;
- the Nuffield, Mannings Heath, Ferndown, Holton Heath and other industrial estates.

Many of these employment sites will be better served by improving north-south bus and cycling connectivity between Wimborne/Ferndown and Bournemouth/Poole/Christchurch, but east-west corridors also need improvement, particularly Wallisdown Road, North Poole/North Bournemouth and Wareham to Poole. The Poole/Bournemouth/Christchurch corridor also needs enhancing.

As well as enabling 20,000 new jobs by 2026, these corridors will also serve major new proposed housing sites in emerging Local Plans, helping to deliver 29,400 new homes by 2026.

The key transport corridors requiring investment are therefore (see [Annex E2](#)):

- Wimborne/Ferndown to Bournemouth;
- Wimborne/Ferndown to Poole;
- Wimborne/Ferndown to Christchurch;
- Wallisdown Road;
- North Poole/Bournemouth;
- Wareham to Poole;
- Poole, Bournemouth and Christchurch.

Investment will also be targeted at key town centre destinations and major transport hubs, improving accessibility around bus and rail stations in Poole and Bournemouth and other mainline rail stations. These 'access to rail' improvements form the first stages of the new Dorset Metro vision.

Who and User Needs

Businesses and transport user needs have been determined through engagement with the Dorset LEP, the Dorset Chamber of Commerce & Industry, the Business Travel Network, direct engagement with employers and evidence from the Dorset LTP.

Businesses need a less congested road network enabling goods to be transported more efficiently, benefitting the whole supply chain. Employees need to spend less time travelling, leading to greater productivity. Better connectivity also enables improved access to markets and customers, and getting to work easily supports staff recruitment and retention.

New businesses and house builders will need improved transport corridors alongside key employment and housing sites, helping to accelerate the creation of jobs and building of homes.

Congestion inhibits bus operators from running punctual services. Tackling this problem, and prioritising buses will make bus travel more attractive, further reducing car-borne congestion.

Alleviating traffic problems enables emergency services to operate more efficiently and supports the Clinical Services Review being undertaken by Dorset CCG.

Residents and visitors need wider transport options. Better information enhances travel choices and mobility for all ages. Public transport, cycling and walking initiatives will create a more affordable, safer transport system encouraging more active travel and enabling improved access to employment, education and healthcare, helping to address inequalities and social exclusion.

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

Ambition

With major financial, digital and advanced manufacturing sectors, the SE Dorset city region is very important to the UK economy.

Building on previous successful delivery, the area's ambition is to be one of the world's first genuine, sustainable 'Smart Cities', being at the forefront of fulfilling government's Industrial Strategy.

Subject to ratification, in 2019 the new Bournemouth, Christchurch and Poole Unitary Authority will be at the heart of this city region, enabling MHCLG to demonstrate that consolidating councils into city regions delivers more efficient public services and supports greater economic growth. Critical to the area's success will be a modern transport system.

Vision for improved connectivity

To address the existing transport problems and accommodate future growth a new approach to transport is required that reduces dependency upon the car and creates more sustainable, low-carbon, people-focussed places. The vision is to create a more accessible transport system with a target of reducing car trips by 5% by 2022. The following measures will achieve this vision:

- 1 **Sustainable/Digital Transport Corridors**; providing attractive, high-speed, direct bus connectivity and priority to outlying areas, and fibre to enable ITS/CAV/Smart City technology;
- 2 **Cycle Highway Corridors**; providing direct, safe and continuous cycle routes;
- 3 **Transport Hubs Improvements**; enabling easier transfer between transport modes;
- 4 **Technology**; real-time traffic management co-ordination, comprehensive travel app enabling Mobility-as-a-Service (MaaS), electric bus infrastructure, connected-autonomous-vehicle (CAV) technology.

A map of the corridors and preliminary list of interventions required to achieve modal shift is provided in Annex E. A high-level assessment indicates these packages will deliver 'high' value for money.

Stakeholders

There is wide-ranging stakeholder support from Local MPs, Dorset LEP, Dorset Chamber of Commerce & Industry, transport operators, industry partners, businesses and universities at [Annex F](#).

The various stakeholders recognise the need to invest in the transport vision for the area.

Alignment with funding streams

The 'Transforming Cities' work aligns with funding from MHCLG's Growth Deal programme, LTP settlements, future funding from DCMS, developer contributions and funding from public transport operators.

New approaches

An R&D consortium is being formed of major industry partners involving Ordnance Survey, Siemens, Future Cities Catapult, major contractors, local SMEs and Bournemouth University.

This consortium will not only address transport issues around SE Dorset but lead on innovative approaches to improving mobility such as electric buses, MaaS, use of data, and CAV developments, using 5G technologies as appropriate. This will enable knowledge, skills and products to be developed that can be exported worldwide in line with the Industrial Strategy's 'Future of Mobility' Grand Challenge and DCMS's ambition for the UK to lead on 5G technology.

Use of powers

Powers will be used as appropriate. A step change in transport policy in regard to land-use planning, highway design, car parking, network management, building on the highly successful Bus Quality Partnership, will ensure that transport and productivity outcomes are achieved.

Links to plans and strategies

The proposals align with DfT, BEIS, MHCLG, DoH and DCMS strategies, Dorset LEP's SEP, the Dorset LTP, emerging Local Plans and Bournemouth's Digital Strategy.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

Bournemouth.gov.uk/transformingcitiesfund

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk