

Package	Years	Name of Intervention	Groupdescription	Rating	Details of intervention	Information on how it will be modelled
A	5	e-bike hire scheme	5 years - Cycling Infrastructure Improvements	Green	Dockless bike schemes to include electric bikes	Made an informed decision using evidence base/research
A	5	Beryl Bikes	5 years - Cycling Infrastructure Improvements	Green	Roll out of Beryl bikes to include all of the study area	Made an informed decision using evidence base/research
A	5	20mph speed limit	5 years - 20mph limits	Amber	20mph zones across the BCP area to improve road safety	Information received for Poole, but no information for rest of the area
A	5	Transport Hubs - Provision of cycle hire at key transport hubs	5 years - Cycling Infrastructure Improvements	Green	Provision of cycle hire (including electric bikes) at key rail stations, the Creekmoor Park & Ride site and outer areas.	Made an informed decision using evidence base/research
A	5	Transport Hubs - Provision of cycle parking at key locations	5 years - Cycling Infrastructure Improvements	Green	Provision of safe and secure cycle parking facilities at key locations	Made an informed decision using evidence base/research
A	5	Safe routes to Schools	5 years - School Travel Planning	Green	Campaign to improve safety through infrastructure and marketing campaigns	Made an informed decision using evidence base/research
A	5	Walk to School Campaigns	5 years - School Travel Planning	Green	Marketing and incentives to encourage children to walk to school. Include 'walk-share' where parents share the responsibility of taking children to school (follows lift-share model)	Made an informed decision using evidence base/research
A	5	Consistent quality of cycle routes across the BCP area	5 years - Cycling Infrastructure Improvements	Green	Cycle Audits to determine the quality	Made an informed decision using evidence base/research
A	5	Free adult cycle training	5 years - Cycling Infrastructure Improvements	Green	Provision of free cycle training for adults	Made an informed decision using evidence base/research
A	5	Modal filters on side roads	5 years - Modal Filters on Side Roads	Green	Selected minor roads and residential streets to have modal filters for buses and cyclists, restricting car movement	Received info from BCP Council
A	5	Enforcement of parking outside of schools	5 years - School Travel Planning	Green	Enforcement to reduce parking outside of schools to improve sightlines for children and air quality, but also to encourage walking and cycling to school	Made an informed decision using evidence base/research
A	5	ITSO Compliant Smart Card		grey	Contactless Smart cards for bus travel, with the option to add rail travel. Include smart phone ticketing	Impact on demand levels expected to be negligible so havent modelled
A	5	Ban on Pavement parking		grey	Enforcement and fines for vehicles parked unlawfully on pavements	Impact on demand levels expected to be negligible so havent modelled
A	5	Sustainable land use		grey	Policy to make sure land for development is in a location where sustainable travel links exist and can be improved	Wide scope - unable to model explicitly. Likely to duplicate with the other interventions.
A	5	Development of housing close to town centres		grey	Housing to be focused in the town centres	Already have recent forecasts included within the modelling so have removed
A	5	Alignment of this mobility strategy with other policies		grey	Policies to have the same timescales and long-term vision, highlighting priorities	Subjective - unable to model
A	5	Political Bravery		grey	Consensus from Politicians to promote more progressive ideas and change in travel culture in the BCP area	Subjective - unable to model
A	5	Investment into sustainable travel		grey	Prioritised investment for sustainable travel over vehicle schemes	Wide scope - likely to duplicate with the other interventions
A	5	Dorset Strategic Road Safety Partnership		grey	Extension of the road safety partnership to 2025	Wide scope - likely to duplicate with the other interventions
A	5	Car-free Sundays		grey	Car-free Sundays once a month on selected streets in the BCP area	Model doesn't cover Sundays so omitted
A	5	Playstreets		grey	Stewarded road closure for 2-3 hours a month to allow children to play out safely in the street	Impact on demand levels expected to be negligible so havent modelled
B	5	Cycling Corridor - C2 - Bournemouth to Ferndown	5 years - Cycling Corridors	Green	Links Bournemouth town centre, universities, major urban and outer urban residential areas in Bournemouth and Ferndown; new housing at Parley Cross and major employment at Bournemouth Aviation Park and Ferndown. Boundary Road/Bournemouth Aviation Park/Ferndown Major Cycle Route. Upgrades Bourne Valley Greenway	Made an informed decision using evidence base/research
B	5	Transport Hubs - Cycle grant scheme for businesses	5 years - Workplace Travel Planning	Green	Grants to businesses towards provision of cycle storage; pool bike schemes; shower and drying facilities and potential central bike hubs on major industrial estates. Will require match-funding.	Made an informed decision using evidence base/research
B	5	Cycling Corridor - C3 - Wareham to Poole	5 years - Cycling Corridors	Green	Completes final gaps in cycle network between Wareham and Poole	Made an informed decision using evidence base/research
B	5	Cycling Corridor - C1 - Lansdowne to Christchurch	5 years - Cycling Corridors	Green	Links Bournemouth Town Centre to Christchurch. Serves Bournemouth rail and bus stations, AFC Bournemouth, JPM Morgan, Bournemouth Hospital, Wessex Fields employment site, including proposed new sites and Christchurch.	Made an informed decision using evidence base/research

B	5	Cycling Corridor - C4 - Canford Heath to University	5 years - Cycling Corridors	Green	Links significant existing housing at Canford Heath with Bournemouth University and the Arts University. Upgrades existing Bourne Valley Greenway. Connects in with cycle route on to Bournemouth town centre.	Made an informed decision using evidence base/research
B	5	Cycling Corridor - C5 - Merley to Poole	5 years - Cycling Corridors	Green	Links Merley to Poole town centre, rail and bus stations and Nuffield Industrial Estate.	Made an informed decision using evidence base/research
B	5	Cycling Corridor - C6 - Holes Bay to Fleetsbridge	5 years - Cycling Corridors	Green	Links Poole Town Centre to Fleets Bridge. Serves various industrial estates including the Nuffield Industrial Estate.	Made an informed decision using evidence base/research
B	5	Cycling Corridor - C7 - Holes Bay Road to Creekmoor P&R	5 years - Cycling Corridors	Green	Links Poole town centre Creekmoor Park & Ride for Park and Cycle.	Made an informed decision using evidence base/research
B	5	Promotion of car clubs	5 years - Workplace Travel Planning	Green	Reduces the need for car ownership	Made an informed decision using evidence base/research
B	5	Bournemouth Airport and Aviation Park Travel Plan	5 years - Workplace Travel Planning	Green	Travel Plan to improve access, review parking, improve pedestrian and cycle routes	Made an informed decision using evidence base/research
B	5	Ferndown Industrial Estate Travel Plan	5 years - Workplace Travel Planning	Green	Travel Plan to include access strategy, communal facilities for bikes, bus shelters, parking restrictions etc.	Made an informed decision using evidence base/research
B	5	Travel Planning/Smarter Travel Choices Agenda	5 years - Workplace Travel Planning	Green	Personalised travel planning, Workplace Travel Plans, School Travel Plans	Made an informed decision using evidence base/research
B	5	Peak hour spreading	5 years - Workplace Travel Planning	Green	Businesses to encourage flexible working to reduce congestion in the peak hour	Made an informed decision using evidence base/research
B	5	Holes Bay walkway	5 years - Holes Bay Walkway	Green	Improved pedestrian infrastructure at A350 Broadstone Way roundabout	Scheme specified by BCP Council
B	5	Businesses to introduce flexible working	5 years - Workplace Travel Planning	Green	Flexible working policy for all appropriate businesses	Made an informed decision using evidence base/research
B	5	Improved public realm and access to Bournemouth Station.		grey	Station improvement works, especially northside. High quality wayfinding. Cycle parking enhancements. Bike repair hub? Route to station from south to Lansdowne	Impact on demand levels expected to be negligible so havent modelled
B	5	Update to Rights of Way Improvement Plan		grey	Update of plan to include the Christchurch area	Impact on demand levels expected to be negligible so havent modelled
B	5	Citizens assembly in BCP area		grey	Have a citizens assembly, reflecting the population of the BCP area, to learn about and discuss transport initiatives	Subjective - unable to model
B	5	Public Realm Improvements (Reducing the need to travel)		grey	Improvements to the pedestrian environment, resulting in a safer and more attractive environment for all. Focused on main retail districts. Improvements include removal of traffic (pedestrianisation), planters/trees/shrubs/flowers, removal of guard railing, street furniture, lighting, street art,	Impact on demand levels expected to be negligible so havent modelled
B	5	Improved walking route between Poole Station and Poole town centre		grey	Creation of a legible, attractive walking route between the station and town centre	Impact on demand levels expected to be negligible so havent modelled
B	5	Pedestrian/ cycle link from Stadium to the town centre: as part of regeneration proposals for the Stadium and Town Centre North Area, this link will be required as part of these developments.		grey	Pedestrian/ cycle link from Stadium to the town centre: as part of regeneration proposals for the Stadium and Town Centre North Area, this link will be required as part of these developments.	Impact on demand levels expected to be negligible so havent modelled
C	5	Provision of free bus travel for employees	5 years - Workplace Travel Planning	Green	Employers at the Industrial estates (Ferndown and Uddens) to provide a free bus service for employees travelling from Bournemouth/Poole (currently users have to pay)	Made an informed decision using evidence base/research
C	5	Improvements of key junctions	5 years - Improvements to Key Junctions	Amber	Improvements to cycle safety and permeability for pedestrians and cyclists at key junctions. Audits to determine quality of cycling infrastructure at junctions	There has been little information available for this so signal optimisation has been undertaken for some junctions across the area
C	5	Lansdowne roundabout	5 years - Lansdowne Roundabout	Green	Pedestrian and cycle safety improvements - shared space roundabout utilising green space in the roundabout. Removal of traffic from Lansdowne crescent	New scheme Bus gate on Holdenhurst Road (closure to non-bus vehicles in both directions) Meyrick road closed at roundabout to all vehicles
C	5	EV / Cargo bike last mile deliveries	5 years - Reduction in LGVs	Green	Electric vehicles and cargo bike used to deliver in the town centres / local areas	Remove trips in central zones (LGV's only)
C	5	Increase in sustainable travel to/from tourist sites	5 years - Tourist Travel Planning	Green	increase in bus services and cycle parking at key tourist attractions	Made an informed decision using evidence base/research

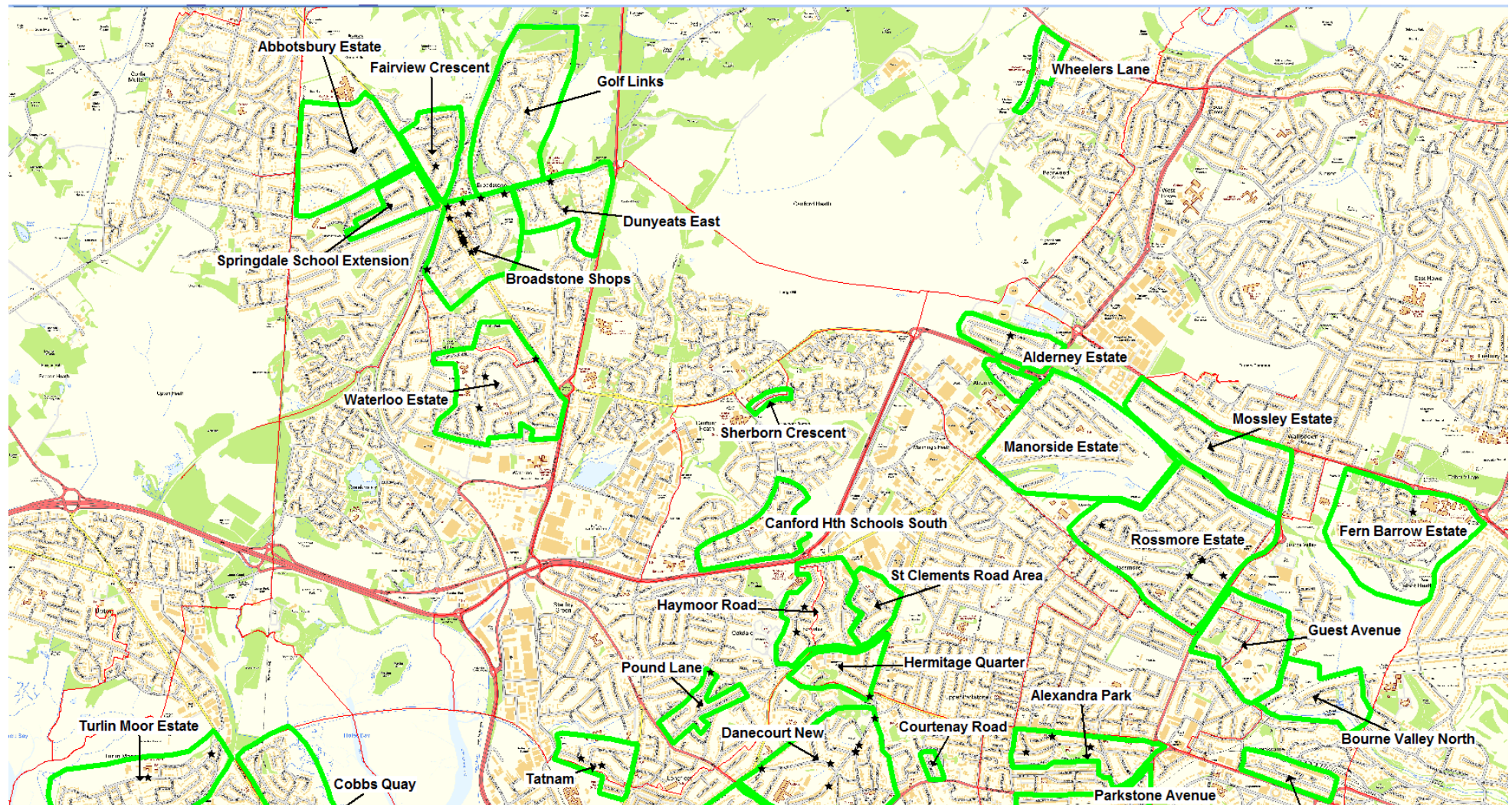
C	5	Reducing the demand of Workplace Parking	5 years - Workplace Travel Planning	Green	Employment of Demand Responsive Transport, where "clusters" of businesses attract workers from specific housing areas, this able to promote smarter travel choices, ride-share, DRT, etc. This would reduce amount of traffic, especially at peak times, congestion and improve air quality. Introduction of Workplace Levy where necessary to control parking and influence employees mode of travel to work	Made an informed decision using evidence base/research
C	5	Intelligent Transport Systems on the Quality Bus Corridors		grey	More efficient signals, prioritising buses, variable message signing and CCTV to improve network efficiency	Impact on demand levels expected to be negligible so havent modelled
C	5	Roadwork user priority		grey	Priority of walking/pedestrian/bus priority through road-works	Impact on demand levels expected to be negligible so havent modelled
D	5	Closure of Poole Park to through-traffic	5 years - Closure of Poole Park	grey	Closure of Poole park to through-traffic, allowing only for deliveries, servicing and emergency vehicles. Reclaim space for active travel users	Link is already banned for private cars in the Do Minimum
D	5	Exclusion of cars and bikes on The Quay at Poole Harbour	5 years - Private Car Ban on The Quay	Green	Ban of vehicles on The Quay and High Street between 10 and 4 (as not to exclude deliveries)	Modelled as described
D	5	Road Closures	5 years - Road Closures	Green	Permanent closure of roads replicable to the Bournemouth Air Show	Information being provided by BCP Council
D	5	Wayfinding Network		grey	Complete, legible wayfinding network for pedestrians and cyclists, including POI information (including to transport interchanges) and measures to improve the safety and continuity of the routes through improved lighting, markings, and route visibility. Integrated with modal filters	Impact on demand levels expected to be negligible so havent modelled
D	5	Transport Hubs - Bournemouth Rail and Bus connectivity		grey	Improve walking links between the rail and bus stations and the major business centre at the Lansdowne. Supports completion of full Lansdowne Business District Scheme.	Impact on demand levels expected to be negligible so havent modelled
D	5	Transport Hubs - Accessibility improvements		grey	Improve walking and cycling facilities around and within rail stations, including step free access. Coordination of bus and rail timetables to reduce public transport waiting times	Impact on demand levels expected to be negligible so havent modelled
D	5	Travel App		grey	Travel Planning App (e.g. Citymapper) to provide RTI on the quickest and cheapest routes	Impact on demand levels expected to be negligible so havent modelled
D	5	Capital Maintenance Programme		grey	Regular maintenance of highways, footways, cycleways and bus infrastructure	Impact on demand levels expected to be negligible so havent modelled
D	5	Reduction in car parking in new developments		grey	Change in policy to reduce the volume of parking provided in new developments to encourage a mode shift	Forecast developments have already been provided within the modelling so will not model to avoid duplication
D	5	Hot desk swap shop		grey	Promote the provision of hot-desk facilities across the region to reduce the need for travel and exploit the greater accessibility that a digital business workplace now provides. Collaboration with businesses by providing common hot desk facilities at agreed (business centres) locations to reduced travel. WeWork® a working commercial example. iCentrum (Birmingham) is an example of a larger multipurpose/business user facility	Likely to duplicate with other interventions i.e. travel planning so have not included
E	10	Transport Hubs - Lansdowne (Bmth) Travel Interchange	10 years - Lansdowne Travel Interchange	Green	New travel interchange between car/train/bus/ walking and cycling. Enables full Lansdowne Business District Scheme to be completed.	Made an informed decision using evidence base/research
E	10	Transport Hubs - Electric bus charging facilities	10 years - Bus Improvements	Green	Electric bus charging facilities to enable the roll-out of electric buses.	Made an informed decision using evidence base/research
E	10	Bus/transport partnerships	10 years - Bus Improvements	Green	A more joined-up approach to the provision of public transport across the region. Forming formal or informal partnership between local transport authority, bus, train, taxi operators across the region for a coordinated approach to engage and encourage the use of public transport and move away from the car. Complement other initiatives.	Made an informed decision using evidence base/research
E	10	Provision of free bus travel to school children	10 years - Bus Improvements	Green	Provision of free bus travel to school children for a year to understand school pick up/ drop off in the BCP area	Made an informed decision using evidence base/research
E	10	Improve frequency of buses on main artery routes	10 years - Bus Improvements	Green	10-minute frequency bus service on the main artery routes across the BCP area	Made an informed decision using evidence base/research
E	10	Improve frequency of buses on main artery routes	10 years - Bus Improvements	Green	10-minute frequency bus service on the main artery routes across the BCP area	Made an informed decision using evidence base/research

E	10	Public transport improvements, including bus shelter and bus information improvements	10 years - Bus Improvements	Green	Improvements to ensure that bus stops are of the same standard in the BCP area, including seating, shelters and real time passenger information	Made an informed decision using evidence base/research
E	10	One bus franchise	10 years - Bus Improvements	Green	One operator determining the details of services, costs of tickets etc, allowing BCP to have greater control on how the bus services are provided	Made an informed decision using evidence base/research
E	10	Bus and Cycle priority on main trunk routes	10 years - Bus Improvements	Green	Bus lanes and segregated cycle lanes on the main arteries in and out of the BCP area	Made an informed decision using evidence base/research
E	10	Removal of on-street parking on bus routes	10 years - Bus Improvements	Green	Removal of parking to help free flow of bus movement	Made an informed decision using evidence base/research
E	10	Dynamic / demand based pricing		Grey	Another element of a Parking Strategy. A Ryanair/EasyJet approach - Operate car parks with demand based charges - tariff different for first space than last space	Not modelled due to limitations of the model
E	10	Improved station facilities and building at Poole Station.		grey	Replacement station building. Improved platform furniture, canopies etc. Access for All bridge.	Public realm - so impact on demand levels will be limited
E	10	Relocated Poole station that has better, safer accessibility to the town.		grey	New station closer to the town. Accessible bridge between platforms.	After discussions with BCP Council, agreed to remove intervention from list
E	10	New bus station and associated off-site bus depot element of the Heart of Poole development scheme		grey	Ensure the design is whole, splitting the high street in two to accommodate bus station	After discussions with BCP Council, agreed to remove intervention from list
E	10	Transport Hubs - Poole Rail and Bus Station connectivity		grey	Links the rail and bus stations to Poole Town Centre. Contributes towards new Poole Bus and Rail Stations. Supports the Poole Town Centre (North) Growth Deal scheme	Impact on demand levels expected to be negligible so havent modelled
F	10	Sustainable Transport Corridor - S6 - North Poole/ North Bournemouth	10 years - Sustainable Transport Corridors	Green	enables direct bus services and cycle routes across along Magna Road, Wimborne Road (pt.) Castle lane West and Castle Lane East. This serves Merley, Bear Cross Northbourne and Charminster. It will also serve Bournemouth Hospital, JP Morgan, existing and proposed employment at Wessex Fields and potential significant new housing adjacent to the corridor. Addresses air quality issue at Cooper Dean Flyover.	Made an informed decision using evidence base/research
F	10	Sustainable Transport Corridor - S2 - Bournemouth to Ferndown/Wimborne	10 years - Sustainable Transport Corridors	Green	Enables direct bus services and cycle routes between Bournemouth and Ferndown/(Wimborne). Will serve existing residential areas, proposed significant new housing, including at Parley, and industrial estates. Reduction in parking partially offset by provision of new additional off-street parking facilities.	Made an informed decision using evidence base/research
F	10	Sustainable Transport Corridor - S5 - Poole to Ferndown	10 years - Sustainable Transport Corridors	Green	Enables direct bus services and cycle routes between Poole and Ferndown. Will serve existing residential areas, proposed new housing at Bearwood and Longham and major industrial estates. £6m funding available through Growth Deal.	Made an informed decision using evidence base/research
F	10	Sustainable Transport Corridor - S4 - Wallisdown Road/ Talbot Avenue	10 years - Sustainable Transport Corridors	Green	Links Bournemouth University and Arts University to Lansdowne (halls of residence) and Bournemouth town centre. Will serve proposed development at Talbot Village. Addresses high cycling casualty rate. £3.33m already received through Growth Deal and NPIF.	Made an informed decision using evidence base/research
F	10	Sustainable Transport Corridor - S3 - Wimborne to Christchurch (Bournemouth)	10 years - Sustainable Transport Corridors	Green	Enables direct bus services and cycle routes between Wimborne and Christchurch/(Bournemouth). Will serve existing residential areas, proposed new housing at Parley & Longham industrial estates (incl. Aviation Park) and Airport.	Made an informed decision using evidence base/research
F	10	Sustainable Transport Corridor - S7 - Poole to Wimborne	10 years - Sustainable Transport Corridors	Green	Enables direct bus services and cycle routes between Poole and Wimborne.	Made an informed decision using evidence base/research
F	10	Sustainable Transport Corridor - S1 - Poole to Christchurch	10 years - Sustainable Transport Corridors	Green	Provides better bus and cycle connectivity between Poole, Bournemouth & Christchurch. £17m previously funded from LSTF. Additional work to include additional cycle/walking/urban realm improvements and rationalisation of on-street car parking.	Made an informed decision using evidence base/research
F	10	Development of new pedestrian Cycle Bridge: providing a link from Creekmoor to Upton Park.	10 years - Creekmoor to Upton Park Bridge	Green	Infrastructure to provide an additional crossing over A350.	Made an informed decision using evidence base/research

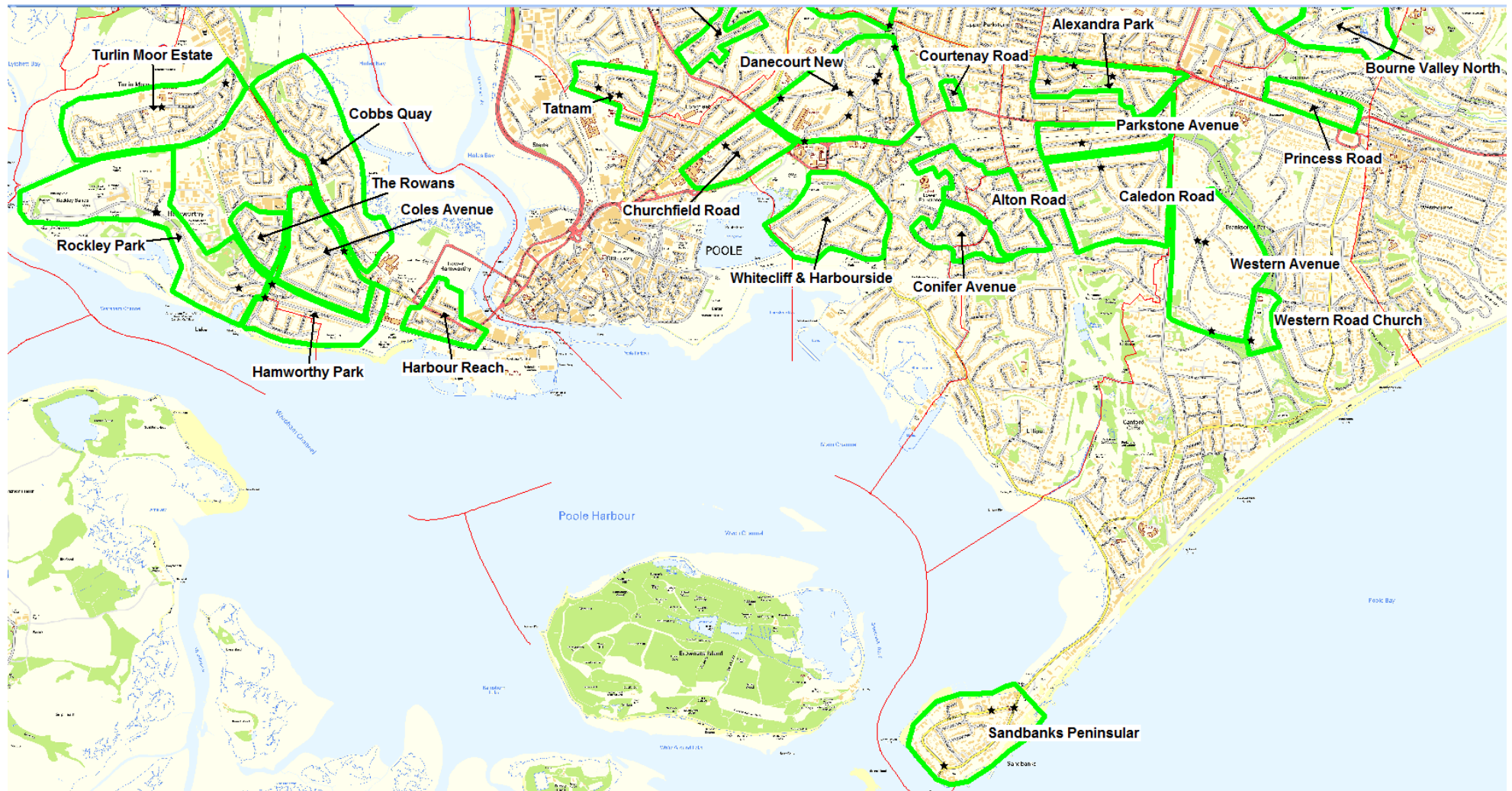
F	10	Sustainable Transport Corridor - S8 - Broadstone to A349	10 years - Sustainable Transport Corridors	Green	Enables direct bus services and cycle routes between Broadstone and A349. Enhanced to include additional cycle/walking/urban realm improvements and rationalisation of on-street car parking.	Made an informed decision using evidence base/research
F	10	Ferndown to West Moors Trailway	10 years - Ferndown to West Moors Trailway	Green	Off-road cycle route on the old railway line	Made an informed decision using evidence base/research
F	10	Express bus service for journeys in and out of the BCP area	10 years - Bus Services Outside BCP	Green	Express bus (limited stop) services to Dorset to capture trips unable to be made by train	Made an informed decision using evidence base/research
F	10	Express Bus services to Verwood, Ferndown, West Moors, Wimborne, Bournemouth Airport and Ferndown and BA business parks	10 years - Express Bus Services within BCP	Green	Provide necessary infrastructure to facilitate a faster service	Made an informed decision using evidence base/research
F	10	MaaS Parking		grey	Mobility as a Service parking would provide bay reservation (through app/map) accounted for on occupancy displays, end to end (from into to out of the car) solution.	Impact on demand levels expected to be negligible so havent modelled
F	10	Multi-user High Street		grey	The provision of guided bus routes within designated pedestrian areas. Promotes access of public transport whilst maintaining pedestrian safety.	Impact on demand levels expected to be negligible so havent modelled
F	10	Improved performance and reliability on services through Dorset and the conurbation.		grey	Increase number of signal blocks between Brockenhurst and Bournemouth. Reduce size of area power cuts following incidents enabling a stronger reduced service. Enhance suicide prevention programme. Expand ranger programme to reduce trespass and damage to track and trains	Unlikely to make more than a negligble impact on overall numbers of rail users so havent modelled
F	10	Railway improvements to the town centre as part of regeneration proposals: 2) Replacement of Level Crossing at High Street, Poole town centre.		grey	Removal or reduction of safety risk at Poole Level Crossing.	Impact on demand levels expected to be negligible so havent modelled
G	10	Park and Ride	10 years - Park and Ride (no scheme outlined)	Green	P+R should be a core component of Parking Strategy. Consideration should be given to a wider adoption of Park and Ride which incorporates and encourages active travel and EV. It could include EV Parking, land use for EV Fuel Station (not just for those parking), cycle hire / storage, changing/shower facilities etc. Option of solar car ports to protect cars but also generate electricity for the site and export to the grid.	Listed in LTP (Northbourne roundabout, Creekmoor roundabout, Mannings Heath, Wessex fields north of bournemouth). Manning's Heath also in Poole Local Plan (only works alongside additional highway infrastructure). Waiting for info from BCP to model
G	10	Edge of Town P&R	10 years - Park and Ride (no scheme outlined)	Amber	Park and ride on the edge of the BCP area to capture commuting trips	
G	10	Transport Hubs - Creekmoor Park & Ride Enhancement	10 years - Park and Ride Creekmoor	Green	Enhancement of existing Park & Ride site. Allows for interchange to high speed bus services and cycle links into Poole.	
G	10	Increase cost in parking	10 years - Parking Strategy	Green	Parking prices in the town centres to increase, to act as a deterrent to driving in, without affecting vitality of the town	Made an informed decision using evidence base/research
G	10	Freight Hubs	10 years - Freight Hubs	Green	The development of a point of consolidation for freight. By providing a holding centre away from port, freight can be held remotely and avoid / reduce congestion during peak times and align better with port activities.	Made an informed decision using evidence base/research
G	10	Improving access to Bournemouth Airport, the Port of Poole and Portland Port	10 years -Public Transport improvement between port/airport	Green	Improvement via public transport measures to improve access and increase economic activity e.g. rail link to Poole Port	Made an informed decision using evidence base/research
G	10	Bournemouth Airport interchange / transport hub	10 years -Public Transport improvement between port/airport	Green	Provision of a bus station/bus hub at Bournemouth Airport serving multiple bus routes/services near passenger terminal. Inclusion of EV infrastructure	Made an informed decision using evidence base/research
H	10	Closure of Bath Road Car Park	10 years - Bath Road CP Closure	Green	Closure of car parks to remove traffic away from the area (causes congestion in the summer months), putting on a Park and Ride service to the seafront	Model as described and estimate shift to other zones/modal shift
H	10	Enforcing controlled zones using Geo-fencing		grey	Digitalisation of transport enables tools such as geo-fencing to support management and access control of people and vehicles through virtual methods. Exclusion zones could be advised and monitored through smart devices using GPS and other location techniques.	Impact on demand levels expected to be negligible so havent modelled

H	10	Congestion Charging		grey	Charge for vehicles entering the town centres, defined by a cordon	No plans available i.e. cordon and charge undefined and would be difficult to model due to model limitations
H	10	Improved Sunday rail service frequency between Weymouth, Bournemouth and London,		grey	Improved rail frequency, in particular during the summer months, to help support the tourist economy, established through a Rail Timetabling Study	No Sunday model available so not modelled
H	10	Become a Vision Zero town		grey	Vision zero - aim to achieve a highway system with no fatalities or serious injuries involving road traffic. It's an ethics-based approach to protect people as they move within the road transport system.	Impact on demand levels expected to be negligible so havent modelled
I	15	Direct Train between Poole and Portsmouth	15 years - Rail improvements - Direct train from Poole to Portsmouth	Green	Direct train to reduce journey times	Model as described, assumptions on frequency
I	15	More frequent rail service between Poole and Bournemouth	15 years - Rail improvements - Poole to Bournemouth	Green	Increase in frequency of rail services between Poole and Bournemouth	Model as described, assumptions on frequency
J	15	Improved accessibility at Parkstone Station for all passengers.		grey	New footbridge with lifts to provide link between platforms (particularly for Platform 2). Platform lengthening allowing 10 car	Mainly improvements within the station itself but where platforms extended - may change demand - however would duplicate with other interventions (i.e Dorset Metro) so havent modelled specifically
J	15	Improved accessibility at Hamworthy Station for all passengers.		grey	New footbridge with lifts to provide link between platforms. Closure of Subway? Platform lengthening allowing 10 car reintroduction of third platform	
J	15	Improved accessibility at Christchurch Station for all passengers.		grey	New footbridge with lifts to provide link between platforms. Platform lengthening allowing 10 car. Cycle parking	
J	15	Improved accessibility at Branksome Station for all passengers.		grey	New footbridge with lifts to provide link between platforms. Station forecourt improvement works. Platform lengthening allowing 10 car	
J	15	Improved accessibility at Hinton Admiral Station for all passengers.		grey	New footbridge with lifts to provide link between platforms. Station forecourt improvement works. Improved signage and wayfinding to station from new development sites near Roeshoot Hill. Platform lengthening allowing 10 car	
J	15	Improved accessibility at Pokesdown for all passengers.		grey	Improved signage and wayfinding to station from AFC Bournemouth Stadium for match day passengers Platform lengthening allowing 10 car New lifts to provide link between platforms and access from entrance Station forecourt improvement works.	
K	15	Reduce journey times on services between Weymouth and London	15 years - Rail improvements - Reduce journey times on services between Weymouth and London	Green	Reduce journey times on rail services between Weymouth and London. Bournemouth to London in 90 minutes	Model as described
K	15	Reduced journey time to circa 1 hour 45 mins from Poole / 1 hour 30 from Bournemouth	15 years - Rail improvements - Reduced journey time to circa 1 hour 45 mins from Poole / 1 hour 30 from Bournemouth	Green	New fast service limited stopping pattern Reduced station calls after Southampton Parkway Faster acceleration and deceleration profiles for trains. Higher line speed and fewer speed restrictions	Model as described
K	15	Investment in Sandbanks Ferry		Grey	Frequent ferry to have a positive impact on Purbeck Economy	After discussions with BCP Council, agreed to remove intervention from list due to no information available
L	20	New/ improved journey opportunities from Wool/ Wareham/ Holton Heath to Christchurch/ Bournemouth/ Poole (Dorset Metro)	20 years - Rail improvements - Dorset Metro	Amber	Extend current Poole terminators/ starters back to Holton Heath/ Wareham/ Wool. "Dorset Metro": may require more infrastructure interventions. Power beyond Poole likely to need upgrade. Level crossing works Track doubling (Moreton to Weymouth, and Heart of Wessex) Increased rail service frequency – Southampton / Brockenhurst to Wareham / Hamworthy	Assumptions made from information received

L	20	Improved journey times and increased capacity on the West of England Line.	20 years - Rail improvements - Improved journey times and increased capacity on the West of England Line.	Grey	Outputs from Network Rail Continuous Modular Strategic Planning (CMSP) module. May include loops in the Tisbury and Whimple areas (TBC). Improvements at Westbury/ Yeovil/ Salisbury	Outside of modelled area - so cannot be modelled?
L	20	New journey opportunities from south Dorset to major destinations through the provision of either additional train services or improved interchange at appropriate stations. Journey times should be comparable with road.	20 years - Rail improvements - New journey opportunities from south Dorset to major destinations	Green	Yeovil South Chord between Heart of Wessex Line and West of England Line to improve connectivity between the two lines. Increase service level on Heart of Wessex between Weymouth and Yeovil to 1tph in each direction. New direct train service from Bournemouth to Exeter/Plymouth/Bristol via Weymouth. Good interchange ability and times at appropriate locations (Weymouth and Yeovil depending on destination?) if a new direct service is not required. Heathrow Southern Access via Woking Gatwick / Brighton direct service	Model as described, assumptions made on frequency and timings
L	20	New/ improved journey opportunities in areas not served by rail (north Bournemouth/ north Poole/ Ferndown/ Bournemouth Airport/ Verwood/ Wimborne	20 years - Rail improvements - New/ improved journey opportunities in areas not served by rail (north Bournemouth/ north Poole/ Ferndown/ Bournemouth Airport/ Verwood/ Wimborne	Amber	New branch line(s) to northern and outlying areas New stations to meet local rail journey needs within conurbation. Tram-Train (DARTS) Light rail (tram only) feeder network	Assumptions made from information received
M	20	Development of Dorset Area Rapid Transit system	20 years - Rail improvements - DARTS	Amber	A fast and frequent train service across the urban area beginning with a fifteen minute service between New Milton and Wareham, operating between 0600 and 2400	Assumptions made from information received
M	20	New Railway Station at Talbot Heath to serve the two Universities	20 years - Rail improvements - New Railway Station at Talbot Heath	Green	Provision of a new station between Glenferness Avenue and Rothesay Road. Reopening of former Boscombe Station. Both stations for local service only as part of Dorset Metro (6TPH) between Wareham and Bournemouth.	New railway station to be added to the network and added as a stopping point to Metro services



Poole 20mph Zone Sites (North Sheet)



Poole 20mph Zone Sites (South Sheet)

Modal Filters intervention for 2023

Name	description	General_Location	Road_of_Bus_Route	In Model?	Is enough information available to model? Comments from BCP	Modelled?
Bourne Valley Road	Designate one way into Bourne Valley Road for all vehicles.	Branksome	Poole Road	Yes		Yes
Kingsbere Road	Buses and Cycles only by Kingsbere Road Junction	Oakdale	Pound Lane	Yes		Yes
Churchill Road	Designate one way into Churchill Road for all vehicles. Could have other traffic consequences affecting Ashley Road	Upper Parkstone	Ashley Road	Yes		Yes
Fernside/Longfleet Road	No right turn into Longfleet Road for vehicles entering from Fernside Road	Longfleet	Shah of Persia Jct	Yes		Yes
St Aldhelms Road	No exit onto Poole Road except for cycles	Branksome	Poole Rd	Yes		Yes
Weymouth Road	No right hand turn into Weymouth Road	Upper Parkstone	Ashley Road	Yes		Yes
East Way	Stop right hand turn from Charminster Road into East Way (except for School buses, possibly taxis and designated school transport vehicles)	Charminster	Charminster Road	Yes		Yes
Seamoor Road	Devise way of making the left hand turn into Seamoor Road from the gyratory clearer which would help overall traffic flow and efficiency of junction.	Westbourne	County Gates Gyratory	Yes	This is as much about better markings on the gyratory/traffic in wrong lane, no need to model?	No
Talbot Avenue	Buses travelling westbound, along Talbot Road have difficulty getting onto roundabout, due to traffic volumes circulating to exit onto Glenferness Avenue. Consider re-configuration of rdbt.	Winton	Talbot Roundabout	Yes	About how roundabout works and different priorities outside of scope/difficult to model - drop?	No
Heron Court Road	Investigate junction movements, stop right hand turn out of HCR or close off arm.	Charminster	Charminster Road	Yes	Stop right hand turn - fine with any other measure Peter supports to improve cycling	Yes
Learoyd Road	Stop right hand turn out of Learoyd Road onto Adastral Road for all vehicles	Canford Heath	Adastral Road	No	Not in model	No
Entering from Kingland Road	Buses are unsighted for traffic coming from Wimborne Road to Towngate Bridge which can come from either lane. Making the left lane straight on only (kingland Road) at the High Street North exit would make drivers intentions clearer giving buses confidence when to join	Poole Centre	The George Rdbt	Yes		Yes
Barrack Rd Near Jumpers Ave	Traffic queues linked to entrance/exit of Garage and Tesco Express. Create filter lane for vehicles using garage/Tesco Express.	Christchurch	Barrack Rd	No	Not in model	Yes
Alder Rd/Bournemouth Rd	Currently 4 traffic lanes between roundabouts at end of Alder Road and Bournemouth Road, re-allocate roadspace to provide 3 eastbound lanes towards Bournemouth - one of these needs to be a dedicated bus lane which ends at the John Lewis stop. Westbound to Poole reduced to one lane.	Branksome	Branksome Rdbt	Yes		Yes
Green Road	Stop right hand turn out of Green Road.	Charminster	Charminster Rd	Yes		Yes
West Way	Stop right hand turn out of West Way.	Charminster	Charminster Rd	Yes		Yes
Comber/Hillcrest Rds	As these side roads almost opposite make one way or stop right hand turns	Moordown	Wimborne Rd	Yes	Stop right hand turn	Yes
Cleveland Road	Considering frequency of service - 15 min headway, corridor not had much investment. Investigate making streets one way, or stop right hand turn. Curzon Road already done with cycle contra flow	Springbourne	Holdenhurst Rd	Yes	No Cleveland Rd on model	No
Whitelegg Way	Bus Gate on section of Wimborne Road parallel with Whitelegg Way	Northbourne	Wimborne Rd	Yes		Yes
Redhill Crs/Malvern Rd	As these side roads almost opposite make one way or stop right hand turns	Moordown	Wimborne Rd	Yes	Stop right hand turns	Yes
Kinson Road	Make right hand turn into Wimborne Road - Buses only	Kinson	Wimborne Rd	Yes		Yes
East Howe Lane Jtn	Review priorities at Junction, reduce some of the current movements, more practical with The Broadway. Note relatively low bus frequency	Kinson	Wimborne Rd	Yes	Stop right hand turn coming out of the Broadway onto Wimborne Road	Yes
Cherries Drive	Bus Gate - inbound so only buses allowed to turn from Cherries Drive to Ensburry Park Road. May have consequences for network.	Ensburry Park	Gyratory	Yes		Yes
Poole Lane	Make right hand turn into Wimborne Road - Buses only	Kinson	Wimborne Rd	Yes		Yes
Bryant/Canford Rd Jctn	Address movement/turns as roads directly opposite each other.	Wallisdown	Wallisdown Rd	Yes	Stop right hand turns onto Wallisdown Road from both Bryant and Canford Roads	Yes
Hill View Road Jctn	review priorities at Junction, reduce some of the current movements, consider one way.	Ensburry Park	Leybourne Avenue	No	Not in model	No
Chalbury Close/Twyford Way	Buses and Cycles only - exact location between Chalbury Close/Twyford Way nr Tower Park footpath	Canford Heath	Sherborne Crescent	Yes		Yes
Pilsdon Drive Jctn	Buses and Cycles only.	Canford Heath	Culliford Crescent	Yes		Yes
St Edwards School	Buses and Cycles only, by access road to St Edwards School	Oakdale	Dale Valley Road	Yes		Yes
Gibson Road	Designate one way into Gibson Road for all vehicles.	Canford Heath	Adastral Road	No	Not in model	No
Seamoor Road	Bus Gate at western End Nr Marks and Spencer to stem traffic turning into Poole Road	Westbourne	Seamoor Road	Yes	understand the point, Seamoor Road covers 3 arms named the same road will send separately.	Yes
Commercial Road	Bus Gate on Commercial Road nr jctn Terrace Road, would need to make entrance from Triangle off Avenue Road 2 way and enable turning area before bus gate to allow vehicles to exit. Combine with further urban realm enhancements in the area. Specific scheme needs working up.	Westbourne to Bournemouth Centre	The Triangle	Yes		Yes
Clarendon Road	Junction with Queens Road. Traffic modifications at signalled junction cutting off Clarendon would prioritise buses along Poole Rd.	Westbourne to Bournemouth Centre	Poole Road	Yes	Stop all traffic exiting or entering Clarendon Road from Poole Road	Yes
Jct Wooton Mount	Buses and Cycles only.	Bournemouth Centre	Old Christchurch Road	Yes		Yes
Grosvenor/Alum Chine Road	Buses and Cycles only Nr Zebra crossing between Alum Chine and Grosvenor Road	Westcliff	Westcliff Road	Yes		Yes
Crabton Close Road	Rationalise traffic movements at signalised junction. Stop right hand turn from Christchurch Road into Crabton Close or stop up arm completely.	Boscombe	Christchurch Road	Yes	Stop right hand turn.	Yes
Station/Asda Exit	Measure to allow buses effective exit/priority onto St Pauls Road to join St Pauls Roundabout	Lansdowne	St Pauls Road	Yes		Yes
Grand Avenue	Stop right hand turn from Southbourne Grove. Or other appropriate turning movement changes	Southbourne	Southbourne Grove	No	Not in model	No
Parkwood Road	Rationalise traffic movements into/out of Parkwood Road. Stop right hand turn from Christchurch rd	Boscombe	Christchurch Road	Yes		Yes
Southbourne Cross Road	investigate junction movements, esp in/out of Seafield Road. Say stop right hand turn out of Seafield Rd	Southbourne	Belle Vue Road	Yes		Yes
Southbourne Road	Look at junction, stop left hand turn into Southbourne Road from Southbourne Grove. And/or from Southbourne Road right hand turn into Southbourne Road - Except Buses.	Southbourne	Southbourne Grove	Yes	Do both	Yes
Harewood Avenue	Stop right hand turn from Harewood Avenue into Christchurch Road (except buses if appl)	Pokesdown	Christchurch Road	Yes		Yes
Southbourne Road	Stop right hand turn from Christchurch Road	Pokesdown	Christchurch Road	Yes	Stop right hand turn if going eastwards on Christchurch Road into Southbourne Road	Yes
Ibbertson Road	Right hand turn from CLW into Ibbertson Road to become buses only, RHT for other traffic prohibited.	Townsend	Castle Lane West	Yes		Yes
Holdenhurst Avenue	Stop right hand turn from Holdenhurst Avenue into Christchurch Road.	Pokesdown	Christchurch Road	Yes		Yes
Alum Chine Road	Reduce impact of traffic turning off/into Seamoor Road. Consider one way.	Westbourne	Seamoor Road	Yes	make Alum Chine Road one way - southbound only.	Yes
Holdenhurst Road	Bus priority and direction will depend on final agreed scheme.	Lansdowne	Holdenhurst Road	Yes	need further information on scheme - hold for moment but modelled separately anyway	No
Christchurch Road	Buses/cycles only from Lansdowne Roundabout to St Swithuns. Will depend on final Lansdowne Scheme	Lansdowne	Christchurch Road	Yes	need further information on scheme - hold for moment but modelled separately anyway	No
Lowther Road to Capstone Road	Systematic review of entrances/exits from side roads - one way, stop right turns. Esp Malmesbury Park Road as opp bus stop	Charminster	Charminster Rd	Yes	yes mean Charminster Road, stop right hand turn out of Malmesbury Park Road onto Charminster Road	Yes
Broadway to Cooper Dean	Highlighted by YB as priority to address, esp journeys in direction of Hospital. Bus gate on CLW unlikely to be practical, but changes in priorities at East Way junction?	Castle Lane West	Broadway to Cooper Dean	Yes	Stop right hand turn (except buses) from East Way onto Castle Lane West	Yes
Columbia Road	Address movement, directions and turns. Significant recent infill housing development making situation worse, these new side roads should have had traffic rationalised.	Ensburry Park	Columbia Rd	Yes	Stop right hand turn out of Slades Farm Road (except buses) and right hand turn out of Talbot Rise	Yes
Wimborne Road Winton	Bus Gate within main core high street area. Suggest somewhere between Aldi and Winton Banks. Systematic review of all side streets one way, stop turns, already done on Cardigan Road, but needs expanding in scope.	Winton	Wimborne Rd	Yes	model bus gate on Wimborne Road - suggest just North of Leslie Road	Yes
Castle Street/Bridge Street	Buses and Cycles only. Except for access. Create bus gate on Castle Street Bridge, next to the Kings Hotel.	Christchurch	Castle Street/Bridge Street	Yes		Yes
Benbow Crescent	rationalise exits/entrance off Wallisdown so becomes one way	Wallisdown	Wallisdown Rd	Yes	for eastern exit of Benbow Crescent onto Wallisdown Road - stop right hand turn and right hand turn from Wallisdown Road into Benbow crescent. Do same for western exit. - suggest model PW suggestion below. PW - In cycling scheme, both ends of Benbow Cres closed to Wallisdown Road, with all motor traffic using Scott Rd to turn on/off Wallisdown Rd (as part of LTN).	Yes
Fir Vale Rd/St Peters Rd	Buses/cycles/Licenced Taxis only linked to night time economy safety concerns. Restriction may need to be for specific times/days of the week.	Bournemouth Centre	Fir Vale Rd/St Peters Rd	Yes	As a night time only suggestion, does this need to be modelled?	No
Poole Road	Ranked top of BCP VQBP schemes list. Delays on section between both ends of Seamoor Rd. Make Poole Road buses/cycles only/bus gate.	Westbourne	Poole Road	Yes		Yes
R.L.S. Avenue	Changes to traffic arrangements, to reduce flow from/to Seamoor Road - noting that RLS Avenue is part of 50/12 Bus Routes.	Westbourne	Seamoor Road	Yes	yes RLS is Robert Louis Stevenson Avenue, stop left hand turn into RLS from Seamoor Road	Yes
Milburn Road/Prince of Wales/Landseer Rd	Changes to traffic arrangements to reduce/stop exits/entrances onto Poole Road. One way, route all traffic here instead of Poole Road. Pedestrianising Landseer Road would create permanent market space - already happens on some Saturdays.	Westbourne	Poole Road	Partial	Stop right hand and straight on out of Milburn Road - so unable to go across to Seamoor Road. Stop all movements from Poole Road onto Landseer Road and from Landseer Road to Poole Road.	Yes
AKA Pier Flyover	Buses and cycles only. Would have huge benefit. Would be further enhanced by Bath Road inbound bus/Cycle lane. Top priority of all requests.	Bournemouth Centre	Bath Rd/Exeter Rd	Yes		Yes

Road closures information from BCP	Included in modelling?
1. Poole Quay/Lower High St. - point closures to create low traffic neighbourhood/route	Yes
2. East Overcliff Drive - point closure(s) to create low traffic route	Yes
3. Sandbanks Ferry - creation of safe access and queueing area for pedestrians and cyclists	Not included (temporary)
4. Christchurch High St. and Bridge Street Christchurch – temporary measures	Not included (temporary)
5. Wimborne Road (Poole) at New Inn Junction plus Darbys Lane - point closure(s) to create low traffic	Yes
6. Oakdale (West of Wimborne Road) and Tatnam/Serte - point closure(s) to create low traffic	Yes
7. Victoria Park Area - point closure(s) to create low traffic neighbourhood/route	Yes
8. Evening Hill (Shore Road/Sandbanks Road to Critchell Mount Road) - light segregated cycle lane (uphill)	No as it is cycle only
9. Keyhole Bridge (Whitcliff Road) - point closure to create low traffic neighbourhood/route	Yes
10. Springbourne - point closure(s) to create low traffic neighbourhood/route	Yes
11. Birds Hill - point closure(s) to create low traffic neighbourhood/route	Yes
12. Glenferness Avenue – light segregation cycle lanes plus - point closure(s) to create low traffic	Yes

Group	Rating	Matrix factoring (as in evidence base)					Evidence Base Notes
		Car - Emp.Bus	Car - Commute	Car - Other	LGV	Bus	
5 years - School Travel Planning	Green		-2.25%	-2.25%			5% increase in active travel (from baseline of 45%, so c. 2.25% of all education trips)
5 years - Cycling Infrastructure Improvements	Green	-3%	-3%	-3%			Private car trip abstraction varies, but London c. 2% (sig. less than other cities). E-bikes generally increase trips by existing cyclists only (albeit by c. 50%) so could factor up assumption, to have c. 3% overall
5 years - Workplace Travel Planning	Green	-2%	-2%	-2%			Sustainable travel towns evidence would suggest a commuting trip reduction of c. 3% is reasonable given the additional inclusion of sustainable travel corridors in this package Relatively little evidence and generally small-scale, although "the increase in personal vehicle trips by non-car owners is less than the reduction by car owners, thus the desired net reduction is achieved at the same time as improving accessibility"... would recommend only c. 2% overall
5 years - Cycling Corridors	Green	-2%	-2%	-2%			Due to much UK evidence being based upon 'soft' and 'hard' measures being implemented at the same time. Generally c. 2% level
5 years - Reduction in LGVs	Green				-2%		Professional judgement
5 years - Tourist Travel Planning	Green	-2%	-2%	-2%		shift from car trips	Coastal services are generally very high, but not sure how they link to main overnight stay locations (e.g. caravan parks). Professional judgement used
10 years - Bus Improvements	Green	-2%	-2%	-2%		shift from car trips	V. difficult to evidence as much of England has same bus governance. Even London has multiple operators, albeit under the same pricing structure No specific evidence in our report so professional judgement used
10 years - Parking Strategy	Green	-2%	-2%	-2%		shift from car trips	Professional judgement decided on a 2% decrease, assuming a small shift to bus
10 years - Creekmoor to Upton Park Bridge	Green	-2%	-2%	-2%			Couldn't imagine impact above that modelled would be much over the 2% considered for other sustainable interventions
10 years - Ferndown to West Moors Trailway	Green	-2%	-2%	-2%			Couldn't imagine impact above that modelled would be much over the 2% considered for other sustainable interventions
10 years - Sustainable Transport Corridors	Green	-2%	-2%	-2%		shift from car trips	Demand reductions similar to parts of Package A and B (active travel elements), therefore c.2%
10 years - Bus Services Outside BCP	Green	-2%	-2%	-2%		shift from car trips	Couldn't imagine impact above that modelled would be much over the 2% considered for other sustainable interventions
10 years - Express Bus Services within BCP	Green	-2%	-2%	-2%		shift from car trips	Couldn't imagine impact above that modelled would be much over the 2% considered for other sustainable interventions
10 years - Bath Road CP Closure	Green	-2%	-2%	-2%		shift from car trips	Professional judgement is 80% of trips shifted to an adjacent car park zone (z182) and 20% shifted to bus

Code	Details	Package	Year	Original Cost Year	OB %	2020 Prices	2010 Prices
C11	Cycling Corridor - C2 - Bournemouth to Ferndown	B	5	2012	44%	£ 11,706,651	£ 9,782,422
NT8	e-bike hire scheme	A	5	2016	0%	£ 3,611,732	£ 3,018,070
C12	Beryl Bikes	A	5	2019	0%	£ 1,859,853	£ 1,554,148
C16	Transport Hubs - Cycle grant scheme for businesses	B	5	2012	0%	£ 1,742,061	£ 1,455,718
S8	20mph speed limit	A	5	2019	44%	£ 1,460,830	£ 1,220,713
C10	Cycling Corridor - C3 - Wareham to Poole	B	5	2012	44%	£ 1,672,379	£ 1,397,489
C5	Cycling Corridor - C1 - Lansdowne to Christchurch	B	5	2012	44%	£ 1,672,379	£ 1,397,489
C8	Cycling Corridor - C4 - Canford Heath to University	B	5	2012	44%	£ 1,672,379	£ 1,397,489
C7	Cycling Corridor - C5 - Merley to Poole	B	5	2012	44%	£ 836,189	£ 698,744
C14	Transport Hubs - Provision of cycle hire at key transport hubs	A	5	2012	0%	£ 580,687	£ 485,239
C15	Transport Hubs - Provision of cycle parking at key locations	A	5	2012	51%	£ 876,837	£ 732,711
C6	Cycling Corridor - C6 - Holes Bay to Fleetsbridge	B	5	2012	44%	£ 418,095	£ 349,372
C9	Cycling Corridor - C7 - Holes Bay Road to Creekmoor P&R	B	5	2012	44%	£ 418,095	£ 349,372
S4	Safe routes to Schools	A	5	2020	0%	£ 45,000	£ 37,603
W8	Walk to School Campaigns	A	5	2020	0%	£ 45,000	£ 37,603
SC5	Promotion of car clubs	B	5	2020	0%	£ 45,000	£ 37,603
W3	Bournemouth Airport and Aviation Park Travel Plan	B	5	2020	0%	£ 20,000	£ 16,713
SC10	Ferndown Industrial Estate Travel Plan	B	5	2020	0%	£ 20,000	£ 16,713
SC2	Travel Planning/Smarter Travel Choices Agenda	B	5	2020	0%	£ 20,000	£ 16,713
C18	Consistent quality of cycle routes across the BCP area	A	5	2020	0%	£ 5,000	£ 4,178
C19	Free adult cycle training	A	5	2020	0%	£ 50,000	£ 41,781
B1	Provision of free bus travel for employees	C	5		0%	£ -	£ -
SC9	Peak hour spreading	B	5		0%	£ -	£ -
C1	Improvements of key junctions	C	5	2017	44%	£ 375,317	£ 313,626
W7	Closure of Poole Park to through-traffic	D	5		44%	£ -	£ -
W4	Holes Bay walkway	B	5	2020	44%	£ 360,000	£ 300,827
S3	Lansdowne roundabout	C	5	2019	3%	£ 8,244,256	£ 6,889,143
H12	Modal filters on side roads	A	5		44%	£ -	£ -
H13	Exclusion of cars and bikes on The Quay at Poole Harbour	D	5	2019	44%	£ 43,825	£ 36,621
NT7	EV / Cargo bike last mile deliveries	C	5	2020	0%	£ 136,912	£ 114,408
H16	Road Closures	D	5	2019	44%	£ 365,208	£ 305,178
P3	Enforcement of parking outside of schools	A	5	2020	0%	£ 50,000	£ 41,781
PT2	Increase in sustainable travel to/from tourist sites	C	5		0%	£ -	£ -
P10	Reducing the demand of Workplace Parking	C	5	2019	200%	£ 12,173,584	£ 10,172,605
Po10	Businesses to introduce flexible working	B	5		0%	£ -	£ -
B2	ITSO Compliant Smart Card	A	5	2019	200%	£ 913,019	£ 762,945
B3	Intelligent Transport Systems on the Quality Bus Corridors	C	5		200%	£ -	£ -
C4	Wayfinding Network	D	5	2015	44%	£ 187,082	£ 156,331
I17	Transport Hubs - Bournemouth Rail and Bus connectivity	D	5		51%	£ -	£ -
I20	Transport Hubs - Accessibility improvements	D	5		44%	£ -	£ -
I3	Improved public realm and access to Bournemouth Station.	B	5		51%	£ -	£ -

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NT6	Travel App	D	5		0%	£ -	£ -
Po1	Ban on Pavement parking	A	5		0%	£ -	£ -
Po11	Sustainable land use	A	5		0%	£ -	£ -
Po13	Development of housing close to town centres	A	5		0%	£ -	£ -
Po2	Update to Rights of Way Improvement Plan	B	5		0%	£ -	£ -
Po3	Alignment of this mobility strategy with other policies	A	5		0%	£ -	£ -
Po4	Capital Maintenance Programme	D	5		0%	£ -	£ -
Po6	Reduction in car parking in new developments	D	5		0%	£ -	£ -
Po7	Citizens assembly in BCP area	B	5		0%	£ -	£ -
Po8	Political Bravery	A	5		0%	£ -	£ -
Po9	Investment into sustainable travel	A	5		0%	£ -	£ -
PT4	Roadwork user priority	C	5		0%	£ -	£ -
S6	Dorset Strategic Road Safety Partnership	A	5		0%	£ -	£ -
SC3	Car-free Sundays	A	5		0%	£ -	£ -
SC4	Playstreets	A	5		0%	£ -	£ -
SC7	Hot desk swap shop	D	5		0%	£ -	£ -
W1	Public Realm Improvements (Reducing the need to travel)	B	5		0%	£ -	£ -
W10	Improved walking route between Poole Station and Poole town centre	B	5		0%	£ -	£ -
W5	Pedestrian/ cycle link from Stadium to the town centre: as part of regeneration proposals for the Stadium and Town Centre North Area, this link will be required as part of these developments.	B	5		0%	£ -	£ -
P8	Park and Ride	G	10	2013	51%	£ 34,338,804	£ 28,694,516
PT10	Sustainable Transport Corridor - S6 - North Poole/ North Bournemouth	F	10	2012	44%	£ 40,137,088	£ 33,539,732
PT7	Sustainable Transport Corridor - S2 - Bournemouth to Ferndown/Wimborne	F	10	2012	44%	£ 33,447,574	£ 27,949,777
PT5	Sustainable Transport Corridor - S5 - Poole to Ferndown	F	10	2012	44%	£ 25,085,680	£ 20,962,333
PT9	Sustainable Transport Corridor - S4 - Wallisdown Road/ Talbot Avenue	F	10	2012	44%	£ 25,085,680	£ 20,962,333
PT8	Sustainable Transport Corridor - S3 - Wimborne to Christchurch (Bournemouth)	F	10	2012	44%	£ 13,379,029	£ 11,179,911
I16	Transport Hubs - Lansdowne (Bmth) Travel Interchange	E	10	2012	51%	£ 13,327,929	£ 11,137,210
PT11	Sustainable Transport Corridor - S7 - Poole to Wimborne	F	10	2012	44%	£ 8,361,893	£ 6,987,444
PT6	Sustainable Transport Corridor - S1 - Poole to Christchurch	F	10	2012	44%	£ 8,361,893	£ 6,987,444
W6	Development of new pedestrian Cycle Bridge: providing a link from Creekmoor to Upton Park.	F	10	2015	66%	£ 7,368,525	£ 6,157,356
I19	Transport Hubs - Electric bus charging facilities	E	10	2012	51%	£ 7,014,699	£ 5,861,689
PT14	Bus/transport partnerships	E	10	2012	0%	£ 4,645,496	£ 3,881,913

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B10	Edge of Town P&R	G	10	2012	51%	£ 7,014,699	£ 5,861,689
I15	Transport Hubs - Creekmoor Park & Ride Enhancement	G	10	2012	51%	£ 3,507,350	£ 2,930,845
PT12	Sustainable Transport Corridor - S8 - Broadstone to A349	F	10	2012	44%	£ 3,344,757	£ 2,794,978
C17	Ferndown to West Moors Trailway	F	10	2018	44%	£ 755,518	£ 631,333
B12	Provision of free bus travel to school children	E	10	2017	0%	£ 5,716,170	£ 4,776,600
P5	Closure of Bath Road Car Park	H	10	2010	0%	£ -	£ -
B8	Improve frequency of buses on main artery routes	E	10		0%	£ -	£ -
B8	Improve frequency of buses on main artery routes	E	10		0%	£ -	£ -
P1	Increase cost in parking	G	10		0%	£ -	£ -
B5	Public transport improvements, including bus shelter and bus information improvements	E	10	2019	51%	£ 6,127,371	£ 5,120,211
B7	One bus franchise	E	10		0%	£ -	£ -
H11	Bus and Cycle priority on main trunk routes	E	10		44%	£ -	£ -
P6	Removal of on-street parking on bus routes	E	10		44%	£ -	£ -
B9	Express bus service for journeys in and out of the BCP area	F	10	2010	0%	£ -	£ -
B6	Express Bus services to Verwood, Ferndown, West Moors, Wimborne, Bournemouth Airport and Ferndown and BA business parks	F	10		44%	£ -	£ -
F2	Freight Hubs	G	10		51%	£ -	£ -
P11	Dynamic / demand based pricing	E	10		200%	£ -	£ -
B16	Improving access to Bournemouth Airport, the Port of Poole and Portland Port	G	10	2019	0%	£ 1,296,669	£ 1,083,535
I2	Bournemouth Airport interchange / transport hub	G	10	2013	51%	£ 19,229,730	£ 16,068,929
H23	Enforcing controlled zones using Geo-fencing	H	10		0%	£ -	£ -
I10	Improved station facilities and building at Poole Station.	E	10	2018	51%	£ 40,388,943	£ 33,750,189
I11	Relocated Poole station that has better, safer accessibility to the town.	E	10		51%	£ -	£ -
I14	New bus station and associated off-site bus depot element of the Heart of Poole development scheme	E	10		51%	£ -	£ -
I18	Transport Hubs - Poole Rail and Bus Station connectivity	E	10		51%	£ -	£ -
NT5	Congestion Charging	H	10		0%	£ -	£ -
P12	MaaS Parking	F	10		0%	£ -	£ -
PT13	Multi-user High Street	F	10		0%	£ -	£ -
R12	Improved performance and reliability on services through Dorset and the conurbation.	F	10		0%	£ -	£ -
R3	Improved Sunday rail service frequency between Weymouth, Bournemouth and London,	H	10		0%	£ -	£ -
S7	Railway improvements to the town centre as part of regeneration proposals: 2) Replacement of Level Crossing at High Street, Poole town centre.	F	10		0%	£ -	£ -

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S9	Become a Vision Zero town	H	10		0%	£ -	£ -
R14	Direct Train between Poole and Portsmouth	I	15	2020	0%	£ 41,250,000	£ 34,469,714
R13	More frequent rail service between Poole and Bournemouth	I	15	2020	0%	£ 5,250,000	£ 4,387,055
R2	Reduce journey times on services between Weymouth and London	K	15	2020	0%	£135,000,000	£112,809,974
R10	Reduced journey time to circa 1 hour 45 mins from Poole / 1 hour 30 from Bournemouth	K	15	2020	0%	£138,750,000	£115,943,584
I4	Improved accessibility at Parkstone Station for all passengers.	J	15		51%	£ -	£ -
I5	Improved accessibility at Hamworthy Station for all passengers.	J	15		51%	£ -	£ -
I6	Improved accessibility at Christchurch Station for all passengers.	J	15		51%	£ -	£ -
I7	Improved accessibility at Branksome Station for all passengers.	J	15		51%	£ -	£ -
I8	Improved accessibility at Hinton Admiral Station for all passengers.	J	15		51%	£ -	£ -
I9	Improved accessibility at Pokesdown for all passengers.	J	15		51%	£ -	£ -
PT3	Investment in Sandbanks Ferry	K	15		0%	£ -	£ -
R1	Development of Dorset Area Rapid Transit system	M	20	2017	66%	£ 36,343,233	£ 30,369,475
R4	New Railway Station at Talbot Heath to serve the two Universities	M	20	2013	51%	£ 28,844,596	£ 24,103,393
R9	New/ improved journey opportunities from Wool/ Wareham/ Holton Heath to Christchurch/ Bournemouth/ Poole (Dorset Metro)	L	20	2020	64%	£100,860,000	£ 84,281,585
R11	Improved journey times and increased capacity on the West of England Line.	L	20	2020	64%	£ 82,000,000	£ 68,521,614
R7	New journey opportunities from south Dorset to major destinations through the provision of either additional train services or improved interchange at appropriate stations. Journey times should be comparable with road.	L	20	2020	0%	£ 89,000,000	£ 74,371,020
R8	New/ improved journey opportunities in areas not served by rail (north Bournemouth/ north Poole/ Ferndown/ Bournemouth Airport/ Verwood/ Wimborne	L	20		64%	£ -	£ -