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Cabinet

Date: Tuesday, 23 June 2026
Time: 6.30 pm
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Membership: (Quorum 3)
Nick Ireland (Chair), Richard Biggs (Vice-Chair), Jon Andrews, Shane Bartlett, Matt Bell, Simon Clifford, Steve Robinson, Clare Sutton, Gill Taylor and Ben Wilson

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset.

For more information about this agenda please contact Democratic Services
Meeting Contact 01305 252234 - kate.critchel@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda. If you would like to attend this meeting and have any specific requirements please contact the Democratic & Governance Services Officer named above.

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Agenda

Page No

1. APOLOGIES

To receive any apologies for absence.

2. MINUTES 5 - 16

To confirm the minutes of the meeting held on 19 May 2026.

3. DECLARATIONS OF INTEREST

To disclose any pecuniary, other registrable or non-registrable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.

If required, further advice should be sought from the Monitoring Officer

in advance of the meeting.

4. PUBLIC PARTICIPATION

Representatives of town or parish councils and members of the public who live, work, or represent an organisation within the Dorset Council area are welcome to submit either 1 question or 1 statement for each meeting. You are welcome to attend the meeting in person or via MS Teams to read out your question and to receive the response. If you submit a statement for the committee this will be circulated to all members of the committee in advance of the meeting as a supplement to the agenda and appended to the minutes for the formal record but will not be read out at the meeting. The first 8 questions and the first 8 statements received from members of the public or organisations for each meeting will be accepted on a first come first served basis in accordance with the deadline set out below. Further information read Public Participation - Dorset Council

All submissions must be emailed in full to Kate.Critchel@dorsetcouncil.gov.uk by 8.30am on Thursday 18 June 2026.

When submitting your question or statement please note that:

- You can submit 1 question or 1 statement.
- a question may include a short pre-amble to set the context.
- It must be a single question and any sub-divided questions will not be permitted.
- Each question will consist of no more than 450 words, and you will be given up to 3 minutes to present your question.
- when submitting a question please indicate who the question is for (e.g., the name of the committee or Portfolio Holder)
- Include your name, address, and contact details. Only your name will be published but we may need your other details to contact you about your question or statement in advance of the meeting.
- questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.
- all questions, statements and responses will be published in full within the minutes of the meeting.

5. QUESTIONS FROM COUNCILLORS

To receive questions submitted by councillors.

Councillors can submit up to two valid questions at each meeting and sub divided questions count towards this total. Questions and statements received will be published as a supplement to the agenda and all questions, statements and responses will be published in full within the minutes of the meeting.

The submissions must be emailed in full to kate.critchel@dorsetcouncil.gov.uk 8.30am on Thursday 18 June 2026.

Dorset Council Constitution – Procedure Rule 13

6. FORWARD PLAN 17 - 26

To consider the draft Cabinet Forward Plan.

7. DRAFT OUTTURN REPORT 2025/26 27 - 62

To consider a report of the Cabinet Member for Resources & Finance.

8. CAPITAL PROGRAMME REVIEW 63 - 78

To consider a report of the Cabinet Member for Resources and Finance.

9. SEND INCLUSION HUBS PHASE 2 79 - 88

To consider a report of the Cabinet Member for Regeneration, Economic Growth & Strategic Assets.

Please note that an exempt appendix associated with this report is set out at item 18 below.

10. DORSET HOMELESSNESS AND ROUGH SLEEPING STRATEGY 89 - 98

To consider a report of the Cabinet Member for Housing and Homelessness.

11. ASPIRE ADOPTION ANNUAL REPORT 2025-26 99 - 142

To consider a report of the Cabinet Member for Children, Families & Education.

12. PROCUREMENT OF A REPLACEMENT SYSTEM FOR PARKING ENFORCEMENT AND PERMITS 143 - 150

To consider a report of the Cabinet Member for Place Services.

13. DORSET AND BCP COUNCIL LOCAL TRANSPORT PLAN 2026 - 2041 151 - 482

To consider a report of Cabinet Member for Place Services.

14. DORSET NATIONAL LANDSCAPE DEFRA FUNDING 483 - 492

To consider a report of the Leader of the Council.

15. DORSET COUNCIL RESPONSE TO CONSULTATION ON PERMITTED DEVELOPMENT RIGHTS FOR ONSHORE WIND TURBINES IN ENGLAND 493 - 510

To consider a report of Cabinet Member for Planning.

16. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.

17. EXEMPT BUSINESS

To consider passing the following recommendation:

Recommendation

That in accordance with Section 100A(4) of the Local Government Act 1972 to exclude the public from the meeting for the business specified in item(s) No 18 because it is likely that if members of the public were present there would be disclosure to them of exempt information as defined in paragraph(s) 3 of Part 1 of schedule 12A to the Act and the public interest in withholding the information outweighs the public interest in disclosing the information to the public.

The public and the press will be asked to leave the meeting whilst the item of business is considered. (Any live streaming will end at this juncture).

Paragraph 3 - Information relating to the financial or business affairs of any particular person (including the authority holding that information).

18. SEND Inclusion Hubs Phase 2 511 - 538
Para 3
Exempt appendix associated with item 9 “SEND Inclusion Hubs Phase 2”

Dorset Council

CABINET

MINUTES OF MEETING HELD ON TUESDAY 19 MAY 2026

Present: Cllrs Nick Ireland (Chair), Richard Biggs (Vice-Chair), Jon Andrews, Shane Bartlett, Matt Bell, Simon Clifford, Steve Robinson, Clare Sutton, Gill Taylor and Ben Wilson

Present remotely: Cllrs

Apologies: Cllrs

Also present: Cllr Mike Parkes, Cllr Gary Suttle and Cllr Chris Tomes

Also present remotely: Cllr Ryan Hope, Cllr Louise Bown, Cllr Alex Brenton, Cllr Rob Hughes, Cllr Carole Jones, Cllr Paul Kimber, Cllr Chris Kippax, Cllr Cathy Lugg, Cllr David Morgan, Cllr Steve Murcer, Cllr Andy Skeats, Cllr Andy Todd and Cllr Kate Wheller

Officers present (for all or part of the meeting):
Lisa Cotton (Interim Executive Director - Modernisation and Customer Delivery), Kate Critchel (Senior Democratic & Governance Services Officer), Paul Dempsey (Executive Director - Children's Services), Grace Evans (Head of Legal Services and Deputy Monitoring Officer), Richard Freed (Service Manager for Commercial and Procurement), Steven Ford (Assistant Chief Executive), Catherine Howe (Chief Executive), Julia Ingram (Director - Adult Social Care), Rachel Partridge (Deputy Director of Public Health) and Jack Wiltshire (Corporate Director for Highways and Engineering)

Officers present remotely (for all or part of the meeting):
Sean Cremer (Director - Resources (Section 151 Officer))

1. **Minutes**

   The minutes of the meeting held on 21 April 2026 were confirmed as a correct record and signed by the Chair.

2. **Declarations of Interest**

   There were no declarations of interest to report.

3. **Public Participation**

   There was one question from the public. A copy of the full question and the detailed response is set out in Appendix 1 to these minutes.

4. **Questions from Councillors**

There was one question from Councillor R Crabb; this along with the response is set out in Appendix 2 to these minutes.

5. **Forward Plan**

The draft Cabinet Forward Plan for June 2026 was received and noted.

6. **2026 Flood Investigation Studies**

The Cabinet Member for Place Services advised that the report outlined how Dorset Council was working with communities to learn from the significant flooding experienced during the winter of 2025-26 and to strengthen local resilience for the future. A £9.25 million programme was underway, following the widespread disruption caused by exceptional rainfall, including Storm Chandra.

As the Lead Local Flood Authority, the Council proposed a clear approach to investigating flooding through strategic and community-level report. Working closely with residents and partners, this would focus on practical actions, immediate improvements and longer-term solutions to help communities better prepare for future challenges.

It was proposed by Cllr J Andrews and seconded by Cllr M Bell

Decision

(a) That the approach to the flooding investigations set out in the report of 19 May 2026, including the use of Strategic Flood Investigations and Community Flood Reviews in accordance with the proposed framework, be approved.

(b) That the areas for flooding investigations (at set out in Appendix A of the report), be approved, comprising:

   a. A Dorset-wide strategic overview report that looks at flooding issues in Dorset's three main river catchment areas.
   b. Strategic/Detailed Flood Investigations in accordance with the proposed criteria described in this report.
   c. Community Flood Reviews where a Section 19 investigation is otherwise considered appropriate.

(c) That a capital budget of £5 million be allocated for flooding resilience measures, including but not limited to addressing the outcomes of Section 19 investigations; and

(d) Authority be delegated to the Executive Director for Regeneration, Infrastructure and Growth, in consultation with the Cabinet Member for Place Services and the Section 151 Officer, to authorise expenditure from that capital budget, with any individual scheme with a value exceeding £500,000 to be reported to Cabinet for specific approval.

Reason for the decision

To fulfil Dorset Council's statutory duty to investigate significant flooding while providing clear, localised guidance, coordinating partner action across catchments and highways, and targeting evidence-based investment to strengthen flood resilience and secure additional funding.

7. **Green Seafront Ground Stabilisation & Shore Road Improvement Projects - Funding Request**

The Cabinet Member for Place Services introduced the report highlighting the importance of Swanage's seafront to the town's identity, economy and community, and the growing risks it faced from ground instability, accessibility, challenges and climate change.

He advised that Dorset Council and Swanage Town Council had worked in partnership to bring forward two complementary projects to address these issues.

The Leader of the Council welcomed Cllr G Suttle and Cllr C Tomes as the local ward members for Swanage. They expressed their support for the proposal, highlighting the benefits of both the Green Seafront project along with the Shore Road project that would enhance pedestrian safety and the quality of a key seafront route.

Members acknowledged that these schemes represented a coordinated £5 million investment by Dorset Council, to support wider funding secured by the Town Council ensuring that Swanage could continue to thrive for residents, visitors and the wider community.

It was proposed by Cllr J Andrews and seconded by Cllr B Wilson.

Decision

(a) That funding of £2.5 million as a capital grant for the New Option of Swanage Town Council's Green Seafront Ground Stabilisation Project be approved; and, authority be delegated to agree the terms and enter into a grant agreement for this purpose to the Executive Director for Regeneration, Infrastructure and Growth in consultation with the Cabinet Member for Place Services and Dorset Council's Section 151 Officer.

(b) That the allocation of £2.5 million funding from the Local Transport Grant for the Shore Road Highway Improvement Project, be approved; and, authority be delegated to the Executive Director for Regeneration, Infrastructure and Growth in consultation with the Cabinet Member for Place Services to update the Highway Improvements Capital Programme.

Reason for the decision

The decision promotes targeted investment in two complementary Swanage seafront projects that enhance safety, accessibility and public spaces while strengthening coastal resilience, supporting communities and boosting the local economy.

8. **Modern sustainable unitary - reimagining the role of Dorset Council**

The Leader of the Council introduced the report stating that Dorset Council was operating in a time of significant change. The demand for services was rising, resources remained limited, and expectations of public institutions were shifting. Alongside this social, technological and policy change was accelerating, meaning traditional ways of working were no longer sufficient to meet the needs of residents or sustain services in the long term.

In response to a question about duplication of work and the potential for a mechanism enabling councillors to report such issues to the relevant officers, the Leader agreed to take the matter away for further consideration.

The Chief Executive advised that the council had an ambitious plan and to succeed it must be outcome focused, aligned across services and with its partners.

Cabinet Members unanimously spoke in support of the report, the vision and welcomed the focus on long-term sustainability through improvement and position changes across the council.

It was proposed by Cllr N Ireland seconded by Cllr R Biggs

Decision

That Cabinet endorse the vision and principles of a modern, sustainable unitary council and the overall journey required to achieve this.

Reason for the decision

To ensure members understand the proposed direction, how it supported delivery of council priorities, and how it aligned with existing change programmes. To ensure members were sighted on how this organisational journey would develop over time, with appropriate links to democratic processes built in.

9. **Procurement Pipeline Report - over £500k (2026-27)**

The Cabinet Member for Resources and Finance presented a report outlining a forward view of planned and known procurement activity expected to exceed £500,000, which required approval as Key Decision prior to commencement. The report supported good governance, transparency and forward planning and the appendix set out the indicative pipeline of procurements and contract variations above the threshold.

It was proposed by Cllr S Clifford and seconded by Cllr J Andrews

Decision

Cabinet agreed

(a) To delegate authority to the relevant Cabinet Member, after consultation with the relevant Executive Director or Director, to:

(b) To begin each of the procurement procedures (or variation) listed in Appendix 1 of the report of 19 May 2026 (subject to an approved and available budget); and

(c) Final procurement documentation developed within the broad scope set out in the procurement briefing notes (available on request); and

(d) Contract award (via a recommendation to award report / Executive Decision as appropriate) provided the tender outcome is within + 5% of the budget agreed with Finance when each project begins subject to agreement of the Section 151 Officer in consultation with the Cabinet member for Resources & Finance.

(e) To support continued early engagement with Commercial & Procurement for higher-value and higher-risk activity. Cabinet endorsed the use of the pipeline as a key governance and assurance tool.

Reason for the decision

Delegation supported timely, well-planned and compliant procurement by improving visibility, prioritisation and resource use, while strengthening audit assurance and allowing significant matters to be escalated to Cabinet.

To ensure compliance with: Procurement Act 2023 and Dorset Council Contract Procedure Rules.

10. **Update on Public Health Disaggregation including plans for future contracts**

The Cabinet Member for Public Health, Prevention and Communities set out the report updating members on progress following the disaggregation of Public Health Dorset in April 2025 and the establishment of separate Public Health teams within Dorset Council and Bournemouth, Christchurch and Poole (BCP) Council. The report also set out the proposed future direction of the delivery and commissioning of Public Health functions and services, including areas where joint working should continue.

Members were further advised that the report was broadly supported by the People & Health Overview Committee at its meeting on 29 April 2026, and a similar paper was being considered by BCP Council.

It was proposed by Cllr M Bell seconded by Cllr N Ireland.

Decision

(a) That the work completed to establish the Public Health teams within Dorset and BCP councils and the continued good performance in line with statutory responsibilities for Public Health, as set out in the 2012 Health and Social Care Act, be endorsed.

(b) That the proposed principles for the planned joint commissioning of Public Health services, where this makes sense to continue to do so, to maintain service quality, performance, efficiency and value for money for the residents of Dorset, be agreed.

(c) To agree the principle that where commissioning and procurement decisions were required for any services that remain jointly provided, the lead commissioning authority's decision making and governance route would be followed. *This included respecting thresholds where Cabinet agreement was required under that lead authority's scheme of delegation.*

(d) That the proposed future direction for the delivery of public health functions and services through the two Public Health teams in Dorset and BCP council, be agreed.

(e) That responsibilities for decisions associated with future procurement approaches, where Dorset Council leads, be delegated to the Cabinet Member for Public Health, Prevention & Communities, in consultation with the Executive Director for Housing, Communities.

Reason for the decision

It has been a year since two new Public Health teams were established in BCP and Dorset Councils. The paper and recommendations provided updates to elected members on the progress establishing the new Public Health teams. They provided an overview of the preferred options for how we intend to commission and provide Public Health functions and services in the future.

It was timely to review and set the future ambitions for the Public Health functions and services over the coming years in line with the 3-year indicative ring-fenced grant allocation and the ambitions set out within the Dorset Council Plan.

11. Advocacy and Independent Visitors contract spend approval

The Cabinet Member for Children, Families and Education presented a report outlining the council's statutory duties to ensure that children in care, care leavers and other vulnerable young people had access to independent advocacy to support them in decisions that affect their lives, as well as independent visitors to provide consistent and supportive relationships.

Cabinet had previously approved an indicative budget of £500,000 for this contracted service in 2023. The report provided an update on the procurement and award of the contract, emphasising the importance of maintaining high-quality provision to meet legal requirements and support positive outcomes for young people. It was noted that the contract awarded in April 2024 would exceed the original estimate should the optional extensions through to 2027 be taken up.

Therefore, Cabinet was asked to approve an increase in the maximum contract spend to 1.3 million to take the contract to 2030.

It was proposed by Cllr C Sutton and seconded by Cllr S Clifford.

Decision

(a) That a maximum spend limit of £1.3million on this contract be approved, which would ensure our children and young people had access to an advocate or Independent Visitor in accordance with our local authority responsibilities.

(b) That authority be delegated to the Executive Director for Children's Services in consultation with the Cabinet Member for Children, Families and Education to negotiate and authorise any further contract extensions or amendments subject to the spend limit in as set out in (a) above.

Reason for the decision

Approval was sought to increase the contract spend limit and cover extended demand for Dorset's Advocacy and Independent Visitor Service, reflecting higher than anticipated usage and future growth beyond the original Cabinet-approved value and term.

12. **Urgent items**

There were no urgent items considered at the meeting.

13. **Exempt Business**

There was no exempt business for this meeting.

Appendix 1 - Public Question
Appendix 2 - Councillor Questions

Duration of meeting: 6.30 - 7.22 pm

Chairman

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Cabinet 19 May 2026

Public Questions

Question from Megan Sutton

As a local resident, parent, and registered NHS and Primary Care Practitioner, I am writing to raise urgent concerns ahead of the upcoming management transition.

From my personal and individual professional perspective in preventative healthcare, a permanent ending of curriculum swimming at The Purbeck School would fail the council's public health goals to reduce health inequalities in coastal areas. In a coastal community like Purbeck, school swimming lessons are not a luxury; they are a vital vehicle for **essential water safety and drowning prevention training**.

Furthermore, I am deeply concerned by recent cost-cutting measures at the Purbeck Sports Centre. Young, under 16-year-old 'Swim Helpers' have had their hours reduced while their supervision responsibilities have increased. Reducing safety ratios while maintaining class sizes places an unacceptable burden on staff who are minors. This directly risks non-compliance with **HSE Guidelines (HSG179)** for safe pool supervision of children working toward their **STA Awards**. Additionally, these regular young staff are being repeatedly asked to consider moving from casual to Zero-Hours contracts.

1. **Safety:** Can the Council provide the revised risk assessment justifying the reduction of helper hours for children's lessons under **HSG179** standards?
2. **Employment:** Given the **Employment Rights Act 2025**, why is the Council suggesting regular youth staff to move to insecure zero-hours contracts ahead of the April 2026 management transition?
3. **Contract:** Will the new private management contract include legally binding 'Social Value' clauses to protect the long-standing school swimming programme, protect long-term club training slots, and **guarantee a price freeze on lane hire fees** so the Wareham and District Swimming Club is not priced out by a commercial operator?

Response from Public Health, Prevention & Communities

Thank you for your question.

It was unfortunate that last year the Department of Education withdrew its exceptional factor funding for swimming pools on senior school sites due to swimming not being on the secondary curriculum. Dorset Council previously received £330,000 from DofE which allowed Purbeck School free daytime access to most of the leisure facilities, including the swimming pool. Now that this funding has ceased, the Council has taken the opportunity to open up the swimming pool for more community sessions, although the school have still been given some slots free

of charge. This will enable the Council to generate some additional income and reduce the impact of the funding loss. This was agreed with Purbeck School, and we now have a new dual use agreement in place.

We have however continued to honour the bookings from feeder schools and they are continuing to have the same access as before. Learning to swim is unquestionably a vital life skill, especially in a coastal location, so I'm pleased to say that we currently have 4 local primary schools using the pool with a further two schools commencing after half term.

With regards to the swimming lessons, the centre has recently made changes to the programme due to increasing waiting lists. These changes will enable existing swimmers to make better progress through the stages and create more availability for those on the waiting lists to begin their swimming journey. Whilst there has been a change to the number of lessons available at each stage, the individual class structures have remained the same and there has been no reduction in the supervision level or in the ratio of teachers and swim helpers. For example, Stage 1 still has one teacher and two swim helpers, and Stage 2 still has one teacher and one swim helper. These policies have been in place for over 15 years and meet all the necessary safety standards.

Due to the variable nature of the swimming lesson programme, swim helpers are initially engaged on a casual basis. When class levels change, this will impact how many swim helpers are required. Where casual employees develop a regular working pattern, they are contacted on a 13 weekly basis and offered the opportunity to move onto a zero-hours contract.

Transitioning to a zero-hours contract provides individuals with the same contractual rights as other employees, while retaining flexibility in their working hours to reflect service demand. These contracts are used regularly throughout the Council and fully comply with all employment legislation.

There has been no management transition in 2026, and no changes will come into effect prior to procuring a single external leisure operator in 2028.

Dorset Council recognises the importance of social value and incorporates this as a core part of its Commercial Strategy and procurement approach. This means we are able to consider wider community benefits alongside cost when commissioning services. We are beginning to develop a strategy for procuring a single external leisure operator in 2028, and community club usage will be something that this Council will want to maintain. Likewise, ensuring that that club hire prices are protected from unreasonable increases will also be important for us when developing the contract specification.

Cabinet – 19 May 2026

Councillor questions

Question from Cllr Richard Crabb, Sherborne West Ward

The library in Sherborne has been closed since 5th September 2025. The original intention was to provide new Extended Access to Sherborne Library and at the same time essential asbestos removal works would be completed. The Extended Access is to allow members to use facilities beyond staffed opening hours with access to WiFi, self-service and printing.

The library first closed on 5th September 2025 and was planned to re-open on the 18th October.

On 25th September we heard that the date to re-open would be extended to the 8th November. This was because of surveys needed by Building Control and the Dorset Fire Service. On 3rd November we heard that the re-opening would be extended again to the week beginning 15th December.

In January this year, we heard that both Building Control and Dorset Fire Service would need extensive surveys lasting 4-6 weeks for the approvals process. Since then, we have not received any further updates. Our residents understandably are concerned about what has happened to their library as to all practical intents and purposes it has closed completely.

Please could I therefore have an update on progress, and a commitment to complete the work to a given date that can be stuck to, preferably within the next month or two? Also, our residents would like an explanation of what caused the delays with the surveys. Clearly these have been postponed on multiple occasions.

Response from the Cabinet Member for Transformation, Customer & Workforce

Thank you for the question. We recognise that delays to reopening this valued community facility have caused concern locally.

Subject to final approvals being received within the next two weeks, the team is working towards reopening Sherborne Library by the end of July and will do all it can to bring this forward.

The project is currently awaiting formal sign-off of the revised design and fire strategy from Building Control and Dorset & Wiltshire Fire and Rescue Service. All works that could proceed ahead of these approvals were completed by 13 May 2026.

Once approval is secured, the contractor will return to site, with up to eight weeks required to complete the remaining works. This programme includes contingency to support delivery within the stated timeframe.

Delays have been driven by the discovery of significant licensable asbestos and concerns regarding the structural integrity of the roof and frame. These required more extensive investigation and redesign to ensure full compliance with building regulations and fire safety requirements, as well as agreement with regulatory bodies before works could safely continue.

These issues have now been addressed, including asbestos removal, structural assessment, and development of an enhanced fire strategy incorporating additional protection, upgraded detection and emergency lighting, electrical works, and replacement fire doors. Approval of these measures is the final step before works can restart.

Project oversight has been strengthened, and the project is now in its final stage and progressing towards reopening.

In the meantime, residents can continue to access library services through:

- digital services are available 24/7, including e-books, audiobooks and online resources
- full access is available at other Dorset and Libraries West locations
- temporary local arrangements will continue where possible
- our library pages on our website provide the latest information on accessing services

The Cabinet Forward Plan - July to October 2026
(Publication date – 23 JUNE 2026)

Explanatory Note:
This Forward Plan contains future items to be considered by the Cabinet and Council. It is published 28 days before the next meeting of the Committee. The plan includes items for the meeting including key decisions. Each item shows if it is 'open' to the public or to be considered in a private part of the meeting.

Definition of Key Decisions
Key decisions are defined in Dorset Council's Constitution as decisions of the Cabinet which are likely to -

a) to result in the relevant local authority incurring expenditure which is, or the making of savings which are, significant having regard to the relevant local authority's budget for the service or function to which the decision relates (***Thresholds - £500k***); or
b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards or electoral divisions in the area of the relevant local authority."

In determining the meaning of *"significant"* for these purposes the Council will have regard to any guidance issued by the Secretary of State in accordance with section 9Q of the Local Government Act 2000 Act. Officers will consult with lead members to determine significance and sensitivity.

Cabinet Members and Portfolios 2024/25

Nick Ireland	Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding
Richard Biggs	Deputy Leader and Cabinet Member for Regeneration, Economic Growth & Strategic Assets
Jon Andrews	Place Services
Shane Bartlett	Planning
Simon Clifford	Resources& Finance
Matt Bell	Public Health, Prevention & Communities
Steve Robinson	Adult Social Care & Health
Clare Sutton	Children, Families & Education
Gill Taylor	Housing & Homelessness
Ben Wilson	Transformation, Customer & Workforce

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
2026					
July					
End of year performance report **Key Decision** - No **Public Access** - **Open** Dorset Council Annual report An end of year report on council plan delivery and broader organisational health.	**Decision Maker** **Cabinet**	**Decision Date** **28 Jul 2026**		Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding	*Liz Crocker, Head of Strategy* *liz.crocker@dorsetcouncil.gov.uk, Chris Heighway, Performance and Analytics Team Manager* *chris.heighway@dorsetcouncil.gov.uk* *Chief Executive*
DFT rental E-scooter trial **Key Decision** - Yes **Public Access** - **Open** Seeking Cabinet approval to enable two areas of Dorset to introduce an e-scooter rental service trial. The two areas are: 1) Upton and Corfe Mullen 2) Weymouth, Portland, Chickerell and Dorchester.	**Decision Maker** **Cabinet**	**Decision Date** **28 Jul 2026**	Place and Resources Overview Committee 4 Jun 2026	Cabinet Member for Place Services	*Christopher Whitehouse, Projects Team Manager* *christopher.whitehouse@dorsetcouncil.gov.uk, Kate Tunks, Service Manager for Infrastructure and Assets* *kate.tunks@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Crisis and Resilience Fund **Key Decision** - Yes **Public Access** - **Open** Following the authorisation of the Crisis and Resilience fund "day 1" offer in March Cabinet, this paper seeks authorisation for the next iteration of support projects as part of the programme.	**Decision Maker Cabinet**	**Decision Date 28 Jul 2026**	People and Health Overview Committee 6 Jul 2026	Cabinet Member for Customer, Culture and Community Engagement	*Executive Director - Modernisation and Customer Delivery (Lisa Cotton)*
Review of Financial Assessment and Care Contributions Policy **Key Decision** - Yes **Public Access** - **Open** The policy was due to be reviewed and to update the policy in line with some legal challenges to the Care Act 2014 since its implementation. In doing so we have also amalgamated the Financial Assessment and Care Contributions policy and the Deferred Payment Agreement Policy and the two impact significantly on each other.	**Decision Maker Cabinet**	**Decision Date 28 Jul 2026**	People and Health Overview Committee 6 Jul 2026	Cabinet Member for Resources and Finance, Cabinet Member for Adult Social Care & Health, Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding	*Nicola Fowler, Financial Assessments Team Manager nicola.fowler@dorsetcouncil.gov.uk* *Director - Resources (Section 151 Officer)*
Shaftesbury Neighbourhood Plan 2019-2031 - First Review **Key Decision** - No **Public Access** - **Open** Item relating to the making (adoption) of the neighbourhood plan review following an independent examination of the plan.	**Decision Maker Cabinet**	**Decision Date 28 Jul 2026**		Cabinet Member for Planning	*Ed Gerry, Community Planning Manager ed.gerry@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
Youth Justice Plan **Key Decision** - Yes **Public Access** - **Open** To approve the Youth Justice Plan for 2026/27.	**Decision Maker** **Dorset Council**	**Decision Date** **22 Oct 2026**	Cabinet 28 Jul 2026 People and Health Overview Committee 6 Jul 2026	Cabinet Member for Children, Families & Education	*David Webb, Head of Service - Dorset Combined Youth Justice Service* *david.webb@bcpcouncil.gov.uk* *Executive Director - Children's Services (Paul Dempsey)*
September					
July 2026 (period 4) financial management report 26/27 **Key Decision** - No **Public Access** - **Open** To consider the Period 4 financial management report.	**Decision Maker** **Cabinet**	**Decision Date** **8 Sep 2026**		Cabinet Member for Resources and Finance	*Sean Cremer, Director - Resources (Section 151 Officer)* *sean.cremer@dorsetcouncil.gov.uk, Sian Hedger, Deputy s151 Officer* *sian.hedger@dorsetcouncil.gov.uk* *Director - Resources (Section 151 Officer)*
Dorset Community Safety Plan 2026 - 2029 **Key Decision** - Yes **Public Access** - **Open** New statutory three-year community safety plan for the Dorset Council area. The plan has been written and agreed by the Council and partners through the Dorset Community Safety Partnership and now requires formal adoption by Dorset Council.	**Decision Maker** **Dorset Council**	**Decision Date** **22 Oct 2026**	Cabinet 21 Sep 2026 People and Health Overview Committee 6 Oct 2026	Cabinet Member for Housing and Homelessness	*Andy Frost, Service Manager for Community Safety* *andy.frost@dorsetcouncil.gov.uk* *Executive Director - Housing, Prevention and Communities (Sam Crowe)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
October 2026					
Dorset Safeguarding Children Partnership Annual Report **Key Decision** - Yes **Public Access** - **Open** This is the Dorset Safeguarding Children Partnership's Annual Report 25/26 detailing the Partnership's activity from April 2025-March 2026 and is for Cabinet's information.	**Decision Maker Cabinet**	**Decision Date 6 Oct 2026**		Cabinet Member for Children, Families & Education	*Megan Cameron-Brown, Head of Quality Assurance and Partnerships megan.cameron-brown@dorsetcouncil.gov.uk* *Executive Director - Children's Services (Paul Dempsey)*
Household collection of plastic film and flexible packaging **Key Decision** - Yes **Public Access** - **Open** To set out the legal requirements, operational, financial and environmental considerations associated with the statutory requirement to collect plastic film and flexible packaging from April 2027, and to seek approval to proceed with implementation.	**Decision Maker Cabinet**	**Decision Date 6 Oct 2026**		Cabinet Member for Place Services	*Louise Bryant, Service Development Manager louise.bryant@dorsetcouncil.gov.uk, Lisa Mounty, Service Development Manager lisa.mounty@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*
Parking Review and Strategy **Key Decision** - Yes **Public Access** - **Part exempt** To consider the Parking Strategy for Dorset Council.	**Decision Maker Cabinet**	**Decision Date 6 Oct 2026**	Place and Resources Overview Committee 9 Jul 2026	Cabinet Member for Place Services	*David Rosselli, Transport & Parking Strategy Lead david.rosselli@dorsetcouncil.gov.uk, Jack Wiltshire, Corporate Director for Highways and Engineering jack.wiltshire@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
November 2026					
Rights of Way Improvement Plan (ROWIP) **Key Decision** - Yes **Public Access** - **Open** To consider the adoption of the Rights of Way Improvement Plan	**Decision Maker** **Cabinet**	**Decision Date** **10 Nov 2026**	Place and Resources Overview Committee	Cabinet Member for Place Services	*Russell Goff, Senior Ranger* *russell.goff@dorsetcouncil.gov.uk* *Executive Director - Economy and Environment (Jan Britton)*
September 2026 (period 6) financial management report 26/27 **Key Decision** - No **Public Access** - **Open** To consider the period 6 financial management report 2026/27.	**Decision Maker** **Cabinet**	**Decision Date** **10 Nov 2026**		Cabinet Member for Resources and Finance	*Sean Cremer, Director - Resources (Section 151 Officer)* *sean.cremer@dorsetcouncil.gov.uk, Sian Hedger, Deputy s151 Officer* *sian.hedger@dorsetcouncil.gov.uk* *Director - Resources (Section 151 Officer)*
Crisis and Resilience Fund **Key Decision** - Yes **Public Access** - **Open** The policy to back up the Crisis and Resilience Fund Governance.	**Decision Maker** **Cabinet**	**Decision Date** **10 Nov 2026**		Cabinet Member for Public Health, Prevention & Communities	*Laura Cornette, Business Partner - Communities and Partnerships* *Laura.cornette@dorsetcouncil.gov.uk* *Executive Director - Modernisation and Customer Delivery (Lisa Cotton)*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact
December 2026					
Mid-year performance update **Key Decision** - No **Public Access** – **Open** To provide an update on mid-year progress in council plan delivery and broader organisational health.	**Decision Maker Cabinet**	**Decision Date 8 Dec 2026**		Leader and Cabinet Member for Climate, Communications, Performance & Safeguarding	*Liz Crocker, Head of Strategy liz.crocker@dorsetcouncil.gov.uk, Chris Heighway, Performance and Analytics Team Manager chris.heighway@dorsetcouncil.gov.uk Chief Executive*
February 2027					
December 2026 Quarter 3 financial management plan 2026/2027 **Key Decision** - No **Public Access** - **Open** To consider the Quarter 3 financial management plan 2026/27.	**Decision Maker Cabinet**	**Decision Date 2 Feb 2027**		Cabinet Member for Resources and Finance	*Sean Cremer, Director - Resources (Section 151 Officer) sean.cremer@dorsetcouncil.gov.uk, Sian Hedger, Deputy s151 Officer sian.hedger@dorsetcouncil.gov.uk Director - Resources (Section 151 Officer)*
Budget & Medium-term financial plan strategy report (MTFP) **Key Decision** - Yes **Public Access** - **Open** To consider the medium Term Financial (MTFP) and budget strategy.	**Decision Maker Dorset Council**	**Decision Date 11 Feb 2027**	Cabinet 2 Feb 2027	Cabinet Member for Resources and Finance	*Sean Cremer, Director - Resources (Section 151 Officer) sean.cremer@dorsetcouncil.gov.uk, Sian Hedger, Deputy s151 Officer sian.hedger@dorsetcouncil.gov.uk Executive Director, Corporate Development - Section 151 Officer*

Subject / Decision	Decision Maker	Date the Decision is Due	Other Committee(s) consulted and Date of meeting(s)	Portfolio Holder	Officer Contact

Private/Exempt Items for Decision
Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the shadow council proposes:-
   (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
   (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

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Cabinet

23 June 2026

Draft Outturn report 2025/26

For Decision

Portfolio Holder:
Cllr S Clifford, Resources & Finance

Local Councillor(s):
All

Director:
S Cremer, Director, Resources

Report Author: Sean Cremer
Job Title: Director, Resources
Tel: 01305 228685
Email: sean.cremer@dorsetcouncil.gov.uk

Report Status: Public

This report comes to Cabinet with information about the Council's draft, unaudited financial performance for the year ended 31 March 2026 and the financial position at that date.

Recommendation:

Cabinet is asked to:

1. Note the draft revenue and capital outturn and the financial performance for the year ended 31 March 2026.
2. To approve the movement of the £0.169m surplus at the year end to general reserves.

Reason for Recommendation:

Although the report is primarily for noting the outturn position, Cabinet approval is required for the transfer of the £0.169m surplus to general reserves.

While the report does not seek Cabinet approval of the outturn, the financial position at 31 March 2026 is critical in informing the next Medium-Term Financial Plan (MTFP) update and the development of the 2027/28 and 2028/29 budget strategy, in line with the multi-year settlement announced in 2025/26.

In addition to reporting outturn, with the financial performance for the year materially complete, it is important for Cabinet to review the risks the organisation now faces and to consider areas where it wishes to make strategic investments and/or to repurpose and prioritise its reserves to facilitate these aims.

1. Financial Implications

The financial performance for the year and the position at year-end are set out in this document. The report also summarises the impact on the 2026/27 budget and the MTFP.

2. Natural Environment, Climate & Ecology Implications

The outturn for the year and the position at 31 March 2026 includes revenue and capital spend which support the delivery of the Council's climate and ecology strategies.

3. Well-being and Health Implications

The Council has total service budgets of £417m of which £260m (62%) is spent within the Adults & Housing and Children's directorates which aims to improve aspects of well-being and health across Dorset. Further resources are available through the Public Health Ring Fenced Grant allocation of £16.613m.

4. Other Implications

None specific.

5. Risk Assessment

Having considered the risks associated with in this report, the overall level of risk is assessed as:

Current Risk: Medium

Residual Risk: High

5.1 Despite the mitigations and governance framework around strategic and financial performance that the Council has in place, the S151 Officer deems the current risk to be medium due to the on-going global economic factors that could affect the Council.

5.2 The residual risk being high principally reflects the national picture and economic conditions affecting all local authorities. Pressures continue to build in the Medium-Term Financial Plan (MTFP) for demand led service delivery to support vulnerable Adults and Children and around the High Needs Block (HNB) of the Dedicated Schools Grant (DSG). The context of these risks is detailed later in this report.

6. Equalities Impact Assessment

No specific equalities issues have emerged in drafting the Council's various reports on financial performance and position.

7. Appendices

a) Financial Savings table

b) Climate wheel

8. Background Papers

2025/26 budget strategy report

Financial management report Period 4 2025/26

Financial management report Q2 2025/26

Financial management report Q3 2025/256

2026/27 budget strategy report

9. Executive summary

Overall financial position

9.1 This report sets out the Council's draft outturn position for 2025/26. In simple terms, the Council ended the year in a broadly balanced position, with a small underspend of £0.169m. This is significant because it is the first underspend achieved since Dorset Council became a unitary authority. However, for the reasons set out in the report this positive headline figure should be treated with caution, because several major service areas continue to face underlying financial pressure.

Service pressures and directorate performance

9.2 Children's Services, Birth to Settled Adulthood, and Adults & Housing all overspent, mainly because of rising demand, greater complexity of need, and the high cost of care packages and placements. By contrast, areas such as Place, Corporate Development, and Legal & Democratic Services recorded underspends, which helped offset pressures elsewhere. Taken together, this shows that the Council's overall position depends heavily on managing the budget as one council, with some departments required to mitigate continuing demand-led overspends in people services.

Dedicated Schools Grant and strategic risk

9.3 The Dedicated Schools Grant deficit remains one of the most serious long-term financial risks facing the Council. In particular, the High Needs Block continues to generate substantial overspending, resulting in a cumulative DSG deficit of £148.7m by 31 March 2026. Although accounting rules mean this deficit is held separately from the General Fund, the report explains that it still creates a real financial issue because it reduces the Council's available cash and increases pressure on its wider financial resilience.

Savings, controls and financial resilience

9.4 Another key theme is the role of financial controls, savings delivery, and transformation activity in improving the year-end position. The report suggests that tighter spending controls and stronger in-year management contributed to the movement from a more difficult quarter 3 forecast to a small year-end surplus, an improvement of £4.6m (1.1% of the forecast). At the same time, it is acknowledged that not all planned savings were achieved, and that some savings will need to be delivered in future years. This means the outturn is positive, but it does not remove the need for continued modernisation and innovation alongside close budget monitoring.

General fund and reserves

9.5 The £0.169m underspend is proposed to be transferred into the General Fund balance, strengthening the Council's ability to manage future uncertainty. Alongside this, the report sets out movements in earmarked reserves and explains how these reserves are used to support specific risks, commitments, and one-off spending pressures. This is a refresh to the previous percentage based approach to assessing the general fund balance.

Capital programme and financing

9.6 Similar to previous years the Council has seen some programme slippage carried forward across years. The capital budgets connects day-to-day financial performance with longer-term investment decisions about infrastructure, assets, and service transformation.

Overall conclusion

9.7 Overall, the report presents a cautiously positive message. The Council has achieved an underspend and strengthened its reserves position, which provides a firmer platform for 2026/27. Nevertheless, structural pressures remain, especially in social care and the DSG. For that reason, the outturn should be understood not as evidence that financial challenges have disappeared, but as a sign that stronger control, transformation, and strategic planning will remain essential in the years ahead.

10. Financial performance for the year

Overall performance

10.1 The financial year 2025/26 concluded with an underspend of £0.169m. This is the first underspend recorded by Dorset Council as a unitary. This underspend is recommended to be transferred to the general fund reserves.

10.2 This is an improvement of £4.6m (1.1%) against the quarter 3 forecast outturn.

10.3 Whilst this in year surplus is welcome and there is no call on general reserves, we must recognise that the net position remains challenging for our People directorates, Children's and Adults & Housing. Both nationally recognised as Outstanding and Good respectively by their regulatory bodies.

10.4 The pressures within both Children's and Adults & Housing has been mitigated by underspending positions within Place and other areas as well as the introduction of spend controls and work within services to mitigate the impact of inflation and rising demand including complexity.

10.5 Total service overspends were £0.532m as shown in the table below. For context, the service overspend in 2024/25 was £9.995m. Much of the underlying pressures associated with need and complexity will feature operationally in 2026/27 and the pre-existing and emerging transformation activity will be key to delivering on the balanced budget for 2026/27 which was approved at Full Council in February 2026.

10.6 Headline performance against budget is summarised in the table below.

Directorate	Net Current Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December (Q3) £'000
People - Children's	92,443	96,358	(3,914)	(4.2%)	1,954
People - Adults & Housing	166,824	172,754	(5,930)	(3.6%)	(1,659)
Public Health & Prevention	3,036	3,384	(348)	(11.5%)	155
Place	102,211	94,686	7,525	7.4%	2,321
Corporate Development	43,997	42,339	1,658	3.8%	1,664
Legal & Democratic Services	8,558	8,080	478	5.6%	154
Total Service Budgets	**417,069**	**417,601**	**(532)**	**(0.1%)**	**4,588**
General Funding - including Our Future Council	(55,869)	(51,479)	(4,390)	(7.9%)	227
Capital Financing	18,761	17,703	1,057	5.6%	57
Contingency	8,858	4,797	4,061	45.8%	61
Precepts/Levy	21,560	21,591	(31)	(0.1%)	0
Central Finance	(441,754)	(441,754)	0	0.0%	(358)
Retirement costs	1,702	1,699	3	0.2%	7
Whole Authority	**(29,674)**	**(29,843)**	**169**		**4,583**
Dedicated Schools Grant budgets			(54,451)		1,493

Note: Birth to Settled Adulthood is now within the Children's directorate.

10.7 More detail on the specific Directorates is set out in the following paragraphs.

Children's Services

10.8 The Children's Services outturn was £86.692m compared with a net budget of £83.627m, an overspend of £3.065m (3.7%). This excludes B2SA, discussed later in the report.

10.9 Nationally, children's services have faced significant financial pressures, leading to widespread overspends. The Institute for Government, October 2025 Performance Tracker states:

"Children's social care is therefore eating up a substantially bigger – and growing – share of available money. In 2011/12, spending on children's social care accounted for 18% of local authority spending. By 2024/25, it had reached 27%. Note: 2025/26, including B2SA, Dorset's Children's Services accounted for 23% of the service spend.

Of the £13.3bn spent (nationally) on children's social care in 2023/24, £2.3bn was not budgeted for, amounting to a 21% overspend."

10.10 Dorset, although overspending, is not in the same position as most of other LAs. This is a reflection of Dorset Council Children's Services five-year transformation journey, demonstrated through improved gradings and assessment by external agencies, culminating in the 'outstanding' Ofsted judgement. This means that Childrens services have received the highest possible outcome in both SEND and care aspects of the service.

People Services - Children	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December £'000
Quality Assurance	3,881	3,846	35	0.9%	35
Care & Protection	60,946	65,181	(4,235)	(6.9%)	298
Commissioning and Partnerships	8,496	8,179	317	3.7%	222
Director's Services	(4,650)	(5,160)	511	(11.0%)	293
Education and Learning	15,157	14,853	304	2.0%	304
DSG Recharges	(204)	(207)	3	(1.7%)	3
Total Directorate Budget	**83,627**	**86,692**	**(3,065)**	**(3.7%)**	**1,155**
Dedicated Schools Grant budgets			(54,452)		1,493

10.11 The outturn position was a £3.1m overspend, so there was an improvement of £1.2m between the last prediction reported to Cabinet and the outturn. The narrative below considers major variances from budgets during the year as well as any risks or other factors that need to be considered in the next iteration of the MTFP.

10.12 The budgets that are under pressure still finished the year overspent:

Pressures	£m
Homes for children in care	6.2

10.13 The budgets that were under spending still finished the year underspent:

Underspend in 2025/26	£m
Special Guardianship/Adoption/Child Arrangement Order Allowances	0.5
Care Leaver Staffing & Services including Staying Put & Supported Accommodation	0.6
Staffing underspends	1.4
Director's Services	0.5

10.14 The main causes for the £1.2m favourable movement from quarter 3 are:

Improvement between Q3 and Q4	£m
Small improvements across most areas of Care and Protection budgets, most notably Residential & Harbour Outreach Services	0.3
Underspends on the Director's Services pay & other budgets	0.3
Other improvements including pay and outdoor education income	0.6

10.15 The national trend of overspends driven by externally purchased homes for children in care is also true at Dorset Council. This area overspent by £6.5m. The number of children in care has risen particular in the first half of the year before broadly stabilising in the later part of the year, our unaccompanied asylum-seeking children have risen slightly:

	April 2025	March 2026	Change
Children in Care (excluding UASC)	397	430	+33
Unaccompanied Asylum-Seeking Children (UASC)	41	44	+3

Source: Children's Services Monthly Performance report

10.16 The externally purchased homes for children in care overspend has been partially offset by in-house fostering and residential homes underspends (£0.3m).

10.17 Some of the overspends have been offset by vacancies and carefully managing agency budgets, increases in grants, other funding, and underspending non-pay budgets.

10.18 The directorate including B2SA also delivered £7.553m (92%) of savings during the year.

10.19 There are risks carried into the 2026/27 budget that will require careful monitoring and management, particularly points outlined in this section. Additional risks include capital project delays and the subsequent impact on revenue budgets, inflation (particularly for placements and externally provided services), the long-term funding for Pathfinder, future Children's Services grant consolidation and the delivery of transformation and national reform programmes.

Dedicated Schools Grant (DSG)

10.20 The DSG was overspent by £54.5m. The grant is split into four blocks, and summarised in the following in table:

Block (£m)	Allocation before deductions	Outturn Variance
Schools Block	262.7	0.0
High Needs Block	60.2	(55.2)
Early Years Block	43.6	0.7
Central School Services Block	2.2	0.0
TOTAL	**368.7**	**(54.5)**

DSG - Headline position

10.21 As of 31 March 2026, cumulative DSG deficit is £148.7m. Any deficit associated with the DSG is kept off council's balance sheets because of the statutory override set out in The Local Authorities Capital Finance and Accounting (England) Regulations. This was extended from March 2026 to March 2028 in June 2025.

10.22 Whilst the deficit is therefore held separately from the General Fund, there is a cashflow pressure resulting from carrying a £148.7m deficit meaning that the Council has access to £148.7m less cash than it would otherwise. As a result, interest foregone on the deficit equates to £4.9m of pressure met by the General Fund. This is £4.9m which could otherwise be spent on local service delivery.

10.23 First drafts of the Local SEND Reform Plans are due by 19th June 2026.

10.24 The historical DSG deficit experienced by most upper tier local authorities is a long and well-documented risk stemming from a change in government legislation in 2014. The number of children who require an Education Health and Care Place (EHCP) continues to rise and coupled with Dorset Special Schools reaching capacity, has seen an increase in the use of generally more expensive independent special school places.

10.25 Any reforms will take time to implement and materials from the DfE so far suggest staged implementation of the changes.

DSG - Accounting treatment

10.26 Dorset Council accounts have been produced in accordance with the Schools and Early Years Finance (England) Regulations 2020, which required local authorities to carry forward overspends of Dedicated School Grant (DSG).

10.27 On 9 February 2026, the High Needs Stability Grant was announced. This outlined proposals for central government to provide a grant to cover up to

90% of the High Needs-related DSG deficit up to 31st March 2026. The ceasing of the Safety Valve programme was also announced during the year.

10.28 Each Local Authority is required to submit a Local SEND Reform Plan. This plan requires Secretary of State for education approval prior to any grant being made available. This sits alongside announced SEND reforms announced in the SEND white paper released on 23rd February 2026.

Birth to settled Adulthood

10.29 The Birth to Settled Adulthood outturn was £9.666m compared with a net budget of £8.816m, an overspend of £0.849m (9.6%). Final budget and spend is set out in the table below.

People Services - Birth to Settled Adulthood	Net Budget	Forecast Outturn	Outturn (Overspend)/ Underspend		Change from December (Q3)
	£'000	£'000	£'000		£'000
Team	2,774	2,433	341	12.3%	122
Children's	4,293	5,208	(915)	(21.3%)	(99)
Adults	2,378	2,025	354	14.9%	776
B2SA Transformation	(629)	0	(629)	(100.0%)	0
Total Directorate Budget	**8,816**	**9,666**	**(849)**	**(9.6%)**	**799**

B2SA: Team

10.30 The underspend within the B2SA team has been largely driven by in year staff vacancies.

B2SA: Children's

10.31 Need and complexity of packages for children and young people higher than budgeted.

B2SA: Adults

10.32 The 18-25 cohort reported an underspend of £0.354m, with a positive improvement of £0.766m in Q4. Of this, £0.109m relates to additional backdated CHC income agreed in March. Further improvement at year end reflects care packages that did not commence during the year. The improvement since Q3 is due to increased scrutiny and improved data accuracy in forecast projections.

B2SA Transformation

10.33 Birth to settled adulthood had a savings target of £1.0m; in-year savings of £0.371m were achieved (37%). Savings were delivered through more effective use of placements to better meet individuals' outcomes.

Adults Services & Housing

10.34 The Adults Services & Housing outturn was £172.754m compared with a net budget of £166.824m, an overspend of £5.930m (3.55%). Final budget and spend on a service-by-service basis is set out in the table below.

People Services - Adults	Net Budget £'000	Forecast Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December (Q3) £'000
Adult Care Packages	128,640	134,655	(6,015)	(4.7%)	(2,199)
Adult Care	20,607	20,249	358	1.7%	395
Commissioning & Improvements	8,255	8,142	112	1.4%	244
Directorate Wide	1,977	2,461	(484)	(24.5%)	(142)
Housing & Community Safety	7,345	7,246	99	1.3%	44
Total Directorate Budget	**166,824**	**172,754**	**(5,930)**	**(3.55%)**	**(1,659)**

10.35 Nationally, adult social care finances remain under severe pressure, with most councils' overspending, demand and complexity increasing, and funding not keeping pace with rising costs. This has led to a growing reliance on savings programmes. In addition, pressures within the NHS, including tighter application of Continuing Healthcare (CHC) criteria and discharge requirements, are increasing demand on local authority funded care.

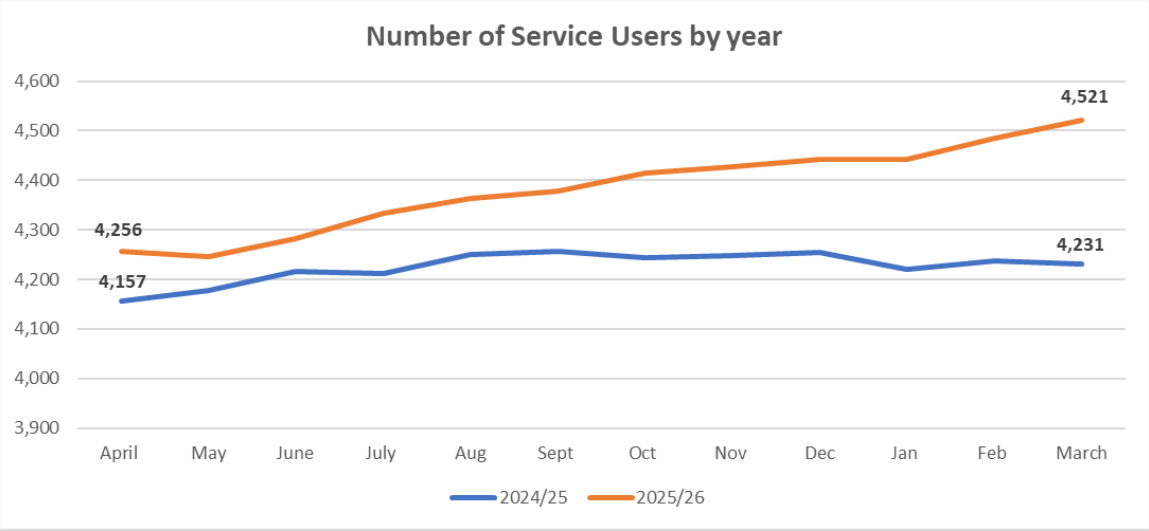
10.36 Locally, these pressures are reflected in continued budget challenges, increasing demand, and risks around provider sustainability and cost escalation. As a result, financial risk must be carefully considered in decision-making.

10.37 The table below highlights the main variances within the Adults and Housing budget.

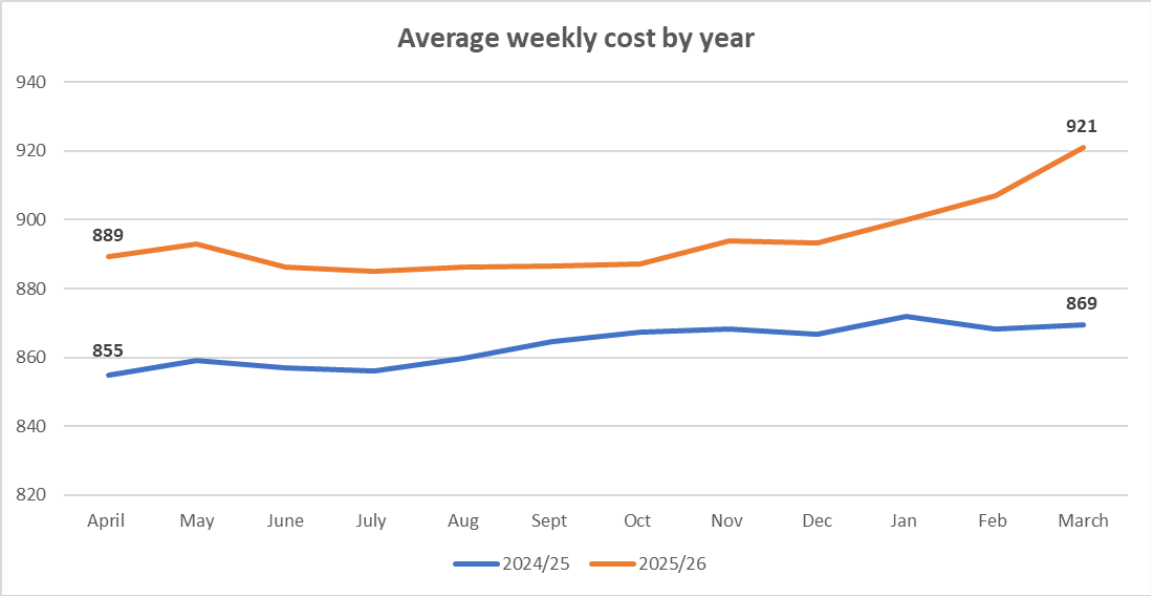
	£m
Adult Care Packages	(6.015)
Adult Care	0.358
Directorate Wide	(0.484)

Adult Care Packages

10.38 The adult social care budget supports approximately 4,536 people an increase of 265 people compared to the previous year (65 working-age adults and 215 aged 65+). This increase in activity has placed additional pressure on the budget. The total in-year cost of these additional care packages was approximately £4.975m.



10.39 Average weekly cost of care packages increased from £889 in April to £921. The combination of increased demand and elevated baseline costs continues to drive financial pressure.



10.40 In addition, there have been continued pressures relating to NHS funding, particularly in respect of Continuing Health Care (CHC) and joint funding arrangements. During the year, 18 CHC funded care packages were handed back with an in-year cost of £0.520m, with a full year effect of £1.293m. Furthermore, 30 joint funded packages ceased during the year, resulting in an in-year cost pressure of £0.569m and a full-year effect of £1.532m.

Adult Care

10.41 The Adult Care Budget ended the year with an underspend of £0.358m. This is primarily due to vacancies across the Directorate during the year, particularly within Locality and Specialist Teams. Recruitment remains a national challenge, and work is ongoing to position Dorset as an employer of choice.

Directorate Wide

10.42 The Directorate Wide overspend of £0.484m is attributable to additional legal fees relating to complex cases, alongside increased demand for Technology Enabled Care (TEC), which is a positive development in supporting care provision.

Variance from Q3

10.43 The main movements from Q3 are detailed in the table below:

People Services - Adults	Change from December (Q3) £'000
Adult Care Packages – the movement from Q3 reflects a worsening position of £1.635m, primarily due to undelivered savings and an increase of 93 additional service users.	(2,199)
Adult Care – Improvement reflects vacancies across Social Work and Specialist Services posts.	395

Savings

10.44 The Directorate had a savings target of £10.597m for the year. The total savings achieved in-year were £8.125m (77%). The savings target was challenging from the offset and, following a robust review, it was determined that a number of savings would not be deliverable within the financial year. Where appropriate, savings have been reprofiled into 2026/27 to allow for further development and implementation.

2025/26	£000's	Green £000's	Amber £000's	Red £000's
Adults & Housing	10,597	8,125	0	2,442

Public Health and Prevention

10.45 The Public Health and Prevention outturn was £3.384m compared with a net budget of £3.036m, an overspend of £0.348m (11.5%). Final budget and spend on a service-by-service basis is set out in the table below.

People Services - Public Health and Prevention	Net Budget £'000	Forecast Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December (Q3) £'000
Community and Public Protection	3,904	4,302	(397)	(10.2%)	106
PH Joint Partnership	(285)	(285)	0	0.0%	0
Public Health	(584)	(633)	49	8.4%	49
Total Directorate Budget	**3,036**	**3,384**	**(348)**	**(11.5%)**	**98**

10.46 The Public Health grant for 2025/26 for Dorset council was £16.613m.

10.47 The final outturn for the 2025/26 Public Health Grant resulted in an underspend of £1.333m, this has been transferred to reserves to support future expenditure.

10.48 2025/26 was the first full year of operating solely as Dorset Council, following the transition from a shared service. Significant work has been undertaken to establish the Directorate, including embedding new structures, processes, and ways of working. This has involved building internal capacity, strengthening governance and oversight arrangements, and developing a more integrated and consistent approach to service delivery.

10.49 The Community and Public Protection (CPP) service ended the year with an overspend of £0.397m (10.2%).

10.50 The overspend is largely driven by the non-achievement of savings targets, shortfalls in income and wider cost pressures. There was a partial improvement in the final quarter due to additional income received.

10.51 Community and Public Protection had a savings target of £0.320m, of which £0.062m was achieved in year against operating model changes.

Place Directorate

10.52 The final Place Directorate net budget for 2025/26, after in-year adjustments, was £102.2m, and the final net spend was £94.68m, an underspend of £7.5m (7.4%).

10.53 The service position is set out in the table below, and significant variations are explained in the narrative paragraphs below the table.

Place	Net Budget £'000	Forecast Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December (Q3) £'000
Highways	2,733	1,897	835	30.6%	(107)
Dorset Travel	42,594	39,147	3,446	8.1%	850
Flood & Coastal Erosion Risk Management (FCERM)	892	855	37	4.1%	37
Greenspace	3,029	3,120	(91)	(3.0%)	(166)
Health & Activity	158	36	122	77.0%	74
Commercial Waste & Strategy	17,305	16,158	1,147	6.6%	619
Waste - Operations	17,969	17,337	631	3.5%	400
Fleet	190	206	(16)	(8.6%)	(141)
Weymouth 2040 Ancilliaries	528	803	(275)	(52.2%)	(65)
LUF	0	43	(43)	0.0%	(43)
Economic Development	(944)	(926)	(18)	(1.9%)	112
Harbours	(923)	(883)	(40)	(4.3%)	(17)
Leisure, Arts & Cultural Services	3,299	2,779	521	15.8%	346
Directors Office	1,574	976	598	38.0%	(50)
Assets & Property	6,720	6,562	158	2.4%	158
Planning	7,090	6,575	514	7.3%	314
Total Directorate Budget	**102,211**	**94,686**	**7,525**	**7.4%**	**2,321**

Highways

10.54 The Highways function consists of three services: Network Operations, Highways Infrastructure, and Parking Services. Final 2025/26 figures are in the table below.

Place	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000	
Network Operations	4,646	4,526	120	2.6%
Highways Infrastructure	6,186	5,032	1,154	18.6%
Parking Services	(8,100)	(7,661)	(439)	(5.4%)
Total Highways Budget	2,733	1,897	835	30.6%

10.55 Network Operations had a small underspend of £0.120m. This is largely in line with expectations. This includes authorised but unbudgeted spend on highways drainage and flooding issues spending circa £350k.

10.56 Highways Infrastructure underspent by £1.154m. This is largely due to a favourable energy position under the streetlighting contract.

10.57 Parking Services ended the year at an adverse £0.439m position. Income budgets were exceeded by a small margin (£0.026m) but expenditure budgets were also exceeded, particularly with regard to unplanned emergency resurfacing work in the last quarter of the year prompted by flooding/storm damage.

Dorset Travel

10.58 The Dorset Travel budget forms a significant part of the overall Place Directorate net budget, being £42m of the overall £102m (almost 42%). Overall, the service spent £39m against the £42m, an underspend of £3.4m. The table below breaks this down further:

Place	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000	
School Transport	13,098	11,716	1,382	10.5%
Public Transport	4,324	5,709	(1,384)	(3.2%)
Operational Support	1,305	1,497	(191)	(14.7%)
SEND Transport	23,864	20,224	3,640	15.2%
Total Dorset Travel Budget	42,594	39,147	3,446	8.1%

10.59 **School Transport (mainstream) –** School transport costs increased from £11.4m in the previous year to £11.7m for 2025/26. This is an increase of 2.6%, below the average inflation rate for the year. Numbers of solo routes have dropped (from 12 to 3, from one academic year to the next) and effective route optimisation by the team (including use of new software system) has greatly assisted cost control.

10.60 **SEND Transport –** The Dorset Travel team have been able to contain increasing volumes of children within a 2.5% increase (spend of £20.2m in comparison to £19.7m in the prior year). Notably, previous years increases were 44.5% and 17% for 2022-23 and 2023-24 respectively. This is despite client numbers increasing by 8%. The SEND Travel Reviewing team have absorbed the growth via seat occupancy improvements, merging of routes, and reduction in solo routes, which has meant that overall cost increases have been lower than budgeted.

10.61 **Public Transport –** The main cost pressure within Public Transport is the cost of Concessionary Fares, with spend of £4.6m against a budget of £3.5m.

Waste – Commercial and Strategy

10.62 Waste Strategy finished with an outturn of £16.158m against a net budget of £17.305m, an underspend of £1.147m. The table below shows the breakdown by service.

Place	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000	
Commercial Waste & Strategy General	(1)	(1)	0	0%
Waste Disposal	18,931	18,187	744	4%
Premises	455	481	(26)	(5.8%)
Management & Admin	1,676	1,622	54	3%
Garden Waste	(2,301)	(2,430)	128	5.6%
Trade Waste	(1,348)	(1,628)	279	21%
Container Charging	(107)	(73)	34	32%
Total Waste – Commercial and Strategy Budget	17,305	16,158	1,147	6.6%

10.63 The waste disposal budget ended the year at £744k overspent. As reported during the year, there were adverse variances on recyclate price (including glass) but offset by savings due to lower than expected tonnage volumes observed through the year. There may be a variety of factors contributing to this, such as wider economic conditions (e.g. cost of living), modernising approaches from manufacturers with regards to packaging, and customer behaviour on the back of educational campaigns. There were significantly lower than profiled tonnages / spend on the Green waste budget due to the exceptionally dry and hot weather in Spring and early Summer that impacted organic growth.

10.64 The income generating services of garden waste, trade waste, and container charging collectively exceeded targets by £441k. All other variances within Waste – Commercial and Strategy were minor.

Waste Operations

10.65 The 2025/26 budget was £17.969m, and, in line with the reporting during the year, the final position was a small underspend, of £0.631m, which is around 3.5% of budget. Transport related costs were the major part of this, with an underspend on leased vehicles of £273k and an underspend on vehicle fuel of £157k. Income was also positive, at £115k over budget. Other operational variances were minor.

Weymouth 2040

10.66 The revenue aspects of the Weymouth 2040 programme overspent by £275k; however this was done with the approval of the Executive Director,

with awareness that the overall Directorate budget had capacity to fund this strategic priority programme.

Directors Office

10.67 Directors Office shows an underspend of £0.598m. This is primarily funds accrued from the reduction of posts across the Directorate.

Planning

10.68 The Planning function consists of seven services: Final 2025/26 figures are in the table below.

Place	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000	
Conservation	1,196	1,105	91	7.5%
Devt Management	769	580	188	24%
Spatial Planning	3,628	3,471	157	4%
Planning Management	46	36	10	2%
Building Control	586	621	(35)	(6%)
Environment Policy	662	558	104	16%
National Landscape (formerly AONB)	204	204	0	0
Total Planning Budget	7,090	6,575	514	7.3%

Reporting throughout the year has focused on the volatility of planning income, which can adversely affect the Development Management and Building Control service. The forecast at the end of Quarter 3 was £200k favourable, but the final quarter saw better income than expected and ended at £514k favourable.

Corporate Development

10.90 Overall, the Corporate Development outturn is £42.339m compared with a net budget of £43.997m, an underspend of £1.658m (3.8%). Corporate Development remained committed to supporting the Council's budget position and maintained spend control measures throughout the year.

Corporate Development	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December £'000
Financial & Commercial	6,819	6,849	(29)	(0.4%)	1,251
Workforce & People	2,157	1,667	490	22.7%	30
ICT Operations	8,985	8,662	323	3.6%	(58)
Chief Executive's Office	1,132	1,082	50	4.4%	58
Directors Office	115	106	9	8.0%	9
Strategy, Performance and Sustainability	6,633	6,437	197	3.0%	(264)
Customer Hub	11,049	10,768	281	2.5%	281
Business Support	611	486	125	20.4%	125
Digital Change	1,553	1,353	201	12.9%	169
Transformation, Customer & Cultural Services	4,942	4,930	12	0.2%	62
Total Directorate Budget	**43,997**	**42,339**	**1,658**	**3.8%**	**1,664**

10.91 **Finance & Commercial** has reported an outturn overspend of £0.029m. The favourable movement of £1.251m since the previous period is largely due to Revenues & Benefits transferring to the new Customer Hub in February (£0.938m), with the remaining movement reflecting confirmation that commitments relating to external audit fees from prior years are no longer payable.

10.92 **Workforce & People** is reporting an underspend of £0.490m, largely driven by savings in pay-related costs of £0.373m. The remaining underspend comprises £0.098m in non-pay savings and £0.019m of additional income.

10.93 **ICT Operations** has an underspend of £0.323m. This comprises pay savings of £0.231m, additional income of £0.022m, and underspends on infrastructure costs of £0.263m. These are partly offset by overspends, including Public Digital Cyber Assurance (£0.082m) and ERP consultancy work (£0.093m).

10.94 **Strategy, Performance and Sustainability** is reporting an underspend of £0.197m. The movement of £0.264m since the previous period is mainly attributable to the transfer of Libraries (£0.080m) and Customer Services (£0.215m) to the new Customer Hub.

10.95 **The Customer Hub** was launched in February, bringing together Customer Services, Libraries, and Revenues & Benefits from across the Council. The service is reporting an underspend of £0.281m, mainly driven by pay savings across these areas.

The favourable movement of £0.281m since the previous period is mainly due to higher than forecast Housing Benefit subsidy received compared to payments made to claimants, replacing the £0.780m overspend previously forecast within Finance & Commercial.

Legal & Democratic Services

10.96 The Legal & Democratic outturn was £8.080m compared with a net budget of £8.558m, an underspend of £0.478m (5.6%).

Legal & Democratic	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December £'000
Assurance	1,750	1,703	47	2.7%	28
Democratic & Elections Services	3,212	3,133	79	2.5%	79
Land Charges	(308)	(548)	240	78.0%	72
Legal Services	3,038	2,979	60	2.0%	(47)
Archives	865	814	51	5.9%	22
Total Directorate Budget	**8,558**	**8,080**	**478**	**5.6%**	**154**

10.97 The Land Charges Service reported the most significant underspend of £0.240m, primarily due to a significant increase in income.

Central budgets

10.98 The outturn for central budgets is £447.444m compared with a net income budget of £446,743m, which is a net surplus of £0.701m (0.2%). The majority of savings / over recoveries are welcome and have been essential to reduce the impact of service overspends.

Central Finance	Net Budget £'000	Outturn £'000	Outturn (Overspend)/ Underspend £'000		Change from December £'000
Our Future Council Savings	(6,000)	(710)	(5,290)	(88.2%)	0
General Funding	(49,869)	(50,769)	900	1.8%	227
Capital Financing	18,761	17,703	1,057	5.6%	57
Contingency	8,858	4,797	4,061	45.8%	61
Precepts/Levy	21,560	21,591	(31)	(0.1%)	0
Central Finance	(440,053)	(440,055)	3	0.0%	(351)
Total Central Budgets	**(446,743)**	**(447,444)**	**701**	**0.2%**	**(5)**

10.99 **Our Future Council,** this programme delivered £0.710m of in year workforce savings. £1.0m of additional workforce savings are reported within the Directorates, supported by OFC. £4.0m of third-party savings were released from Contingency.

10.100 **General Funding** is showing an underspend of £0.900m. This is the result of an improved pension deficit position of £0.426m and additional Grant income received.

10.101 **Capital Financing** is showing a £1.057m underspend, this is driven by a reduction of interest costs during the year, reflecting reduced borrowing requirements due to slippage in the capital programme.

10.102 **Contingency** the budget has been released in line with its purpose, to offset the now confirmed additional cost of the pay award and inflationary pressures across the Council, in addition £4.0m of it was released to support OFC 3rd party savings.

10.103 **Central Finance** is reporting an underspend of £0.003m. During the year, there was a £0.142m shortfall in council tax income relating to the cost of discretionary relief; however, this has been more than offset by a business rates surplus of £3.1m against budget. The majority of this surplus has been transferred to the NNDR Business Rate Equalisation reserve, which can be used to mitigate the impact of future deficits on the budget.

11 General fund position and earmarked reserves at year-end

11.0 The 2025/26 outturn shows an underspend of £0.169m, which is recommended to be transferred to the General Fund balance. This contribution helps strengthen the Council's overall financial resilience, providing additional capacity to manage future financial risks and uncertainties.

11.1 The outturn position for the general fund balance is set out below. During the year, £4.3m was added to support the general fund position, including the £0.169m underspend.

11.2 An annual review of risks has been undertaken. Consideration has been given to the financial magnitude of a range of financial risks and the likelihood of the risk occurring. The total overall exposure has been estimated to be £32m given the weightings and assumptions used. The general fund reserves at £35.9m therefore are felt to be adequate.

11.3 In addition to this exercise, there are also a number of risks identified we already have specific earmarked reserves set aside to mitigate against potential exposure.

	Balance 1 April 2025 £'000	Movement £'000	**Balance 31 March 2026 £'000**
General Fund Balance	31,632	4,351	**35,983**

11.4 The outturn position for the Council's earmarked reserves is set out below.

	Balance 1 April 2025 £'000	Movement in year £'000	**Balance 31 March 2026 £'000**
General Fund			
(A) Financial strategy	16,080	9,374	**25,454**
(B) PFI Reserves	5,322	(616)	**4,706**
(C) Insurance Reserve	2,033	488	**2,521**
(D) Trading Account Reserves	317	(41)	**276**
(E) Transformation Fund	547	(547)	**-**
(F) Other Reserves	14,566	(3,319)	**11,247**
(G) Repairs & maintenance	1,751	(3)	**1,748**
(H) Unused Grant Funds	37,150	5,870	**43,020**
(I) Infrastructure related	5,880	(253)	**5,627**
(J) Innovation	524	47	**571**
Sub-total	**84,170**	**11,000**	**95,170**
(K) Section 31 Grant Reserve	11,000	1,883	**12,883**
(L) Public Health	1,348	434	**1,782**
(M) DSG recovery plan funding	17,495	(314)	**17,181**
Total Revenue Reserves	**114,013**	**13,003**	**127,016**

11.5 The most significant transfers from reserves during the year include.

- Transformation Investment Fund £2.4m
- PFI Contributions £1.5m
- Fire Compliance £1.0 m
- Dorset Care Record £1.0m
- S38/S278 Developer Fees £0.8m
- Public Health £0.7m
- Developer Contributions £0.7m
- Planning Reserve £0.6m
- Homes for Ukraine £0.6m
- DSG £0.6m
- S256 Hospital Discharge £0.6m
- Cost of Living £0.5m

11.6 The most significant transfers **to** reserves in the year include:

- MRP 2025/26 £7.4m
- NNDR Business Rate Equalisation £3.1m
- Dorset Care Record £2.2m
- Public Health Reserve £1.1
- Weymouth Harbour £1.1m
- Fire Compliance £1.0m
- Transformation Investment Fund £0.9m
- Public Finance Initiative (PFI) schemes £0.9m
- Domestic Abuse Funding £0.8m
- Support for Homelessness £0.8m
- Support for Climate £0.8m
- Innovation Park £0.6m
- Children's Early Help £0.6m
- Insurance Fund £0.5m

11.7 This section summarises the Council's DSG deficit position and DSG recovery reserve. The previous Safety Valve programme has been replaced by the High Needs Sustainability Grant.

11.8 Applying the DfE's methodology, the adjusted DSG deficit at 31 March 2026 is estimated at £147.169m. After taking account of Safety Valve funding received (£23.750m) and Dorset contributions (£15m), around 90% of the deficit is expected to be met through the grant. Assuming a continued 10% Dorset contribution for future deficits accrued the total requirement to March 2028 is £18.816m. Against the DSG Recovery Reserve of £17.495m, this indicates a small projected shortfall of £1.321m which may need to be identified by March 2028.

Capital outturn and financing

11.9 The movements in the project budgets since the quarter three report are shown in the table below:

Directorate	Q3 Budget £,000	Adjustments £,000	Re-profiling £,000	New funding £,000	Q4 Budget £,000
Adults & Housing	6,465	941	(60)	120	7,466
Children's	10,549	10,450	(9,184)	0	11,815
Place	108,758	2,640	(24,506)	5,387	92,279
Public Health & Prevention	26	0	0	0	26
Corporate	9,472	(2,509)	(2,150)	0	4,813
Total	**135,270**	**11,522**	**(35,900)**	**5,507**	**116,399**

Note: reprofiling shown as a negative (-) value refers to reprofiling spend to later years. This is based on the latest estimates and project progress, provided by project managers.

11.10 Capital outturn as at 31 March 2026 is shown in the table below:

Directorate	No. of projects	Project Budget £,000	Spend £'000	Variance £'000	% Spent
Adults & Housing	23	7,466	5,893	1,573	79%
Children's	18	11,815	8,688	3,127	74%
Place	135	92,279	59,140	33,139	64%
Public Health & Prevention	2	26	0	26	0%
Corporate	12	4,813	2,027	2,786	42%
Total	**190**	**116,399**	**75,748**	**40,651**	**65%**

11.11 The capital projects exceeding £2.0 million in value, which account for 67% of the total capital expenditure for 2025/26, are detailed below:

Project Name	Spend £'000
DFT Highways Allocation	29,556
Dorset Waste Infrastructure - Blandford site	7,535
SEND capital strategy	4,671
LUF Weymouth Peninsula	3,841
Dorset Council Fleet Replacement Programme	2,841
Modernising Schools Programme	2,831
Total	**51,275**

11.12 Changes to the Capital scheme since the quarter three report include the following items.

11.13 There have been adjustments of £1.057m (increase). These primarily relate to additional funding of £5.0m for the Weymouth Harbour and Esplanade FCRM scheme, revenue contributions to capital of £1.034m for the Warm Homes Local Grant, and £0.373m for the Shared Prosperity Fund. These increases are partly offset by the removal of budgets for the Broadband Schemes (£2.2m), ICT Application Portfolio Management (£1.5m), the Swanage Beach Coastal Protection Scheme (£1.5m), and the DCIA Wessex budget (£0.409m).

11.14 There has been re-profiling of £26.6m into future years to more accurately reflect the timing of expenditure. The most significant items include Highways Corporate funding (£8.34m), the Weymouth Harbour and Esplanade FCRM Scheme (£5.0m), the Local Nutrient Mitigation Fund (£3.1m), Refuse Collection Vehicles Replacement (£2.5m), the flexible use of capital receipts for ERP replacement (£1.6m), front of house County Hall capital works (£1.54m), the Innovation Park capital programme (£1.5m), and match funding for Weymouth Harbour Walls remediation (Walls F and G urgent works) (£1.34m).

11.15 There has also been confirmation of £5.0m of new external funding. This includes £2.0m for the Bus Stop Improvement Programme (previously agreed but now reflected in the capital programme), £0.737m for other Highways projects (capital funding identified as part of closedown), £0.500m for the Redlands 3G Project (capital receipts allocated to the project), and £0.323m for ITS (Traffic Signals) asset replacement.

11.16 The position on the capital programme is reviewed by the Capital Strategy and Asset Management Group (CSAM) throughout the year.

12 Sundry debt management

12.0 The total value of invoices raised in 2025/26 is £282m, a breakdown by directorate is shown below.

Total debt raised	2025/26 £'000
Adults & Housing	81,764
Children's Services	10,631
Public Health & Protection	8,247
Place	37,279
Corporate	144,083
Total	**282,003**

12.1 As at 31 March 2026 the balance outstanding was £41.8m; this is an increase of £8.2m when compared to the quarter three position. The table below shows a breakdown of the aged debt. Overall, £9.8m of the £41.8m is less than 30 days old, therefore considered current.

12.2 The breakdown of the total sundry debt is as follows:

Directorate	Total	Less than 30 days	30-90 days	90-365 days	Over 365 days
	£'000	£'000	£'000	£'000	£'000
Adults & Housing	33,256	4,835	3,166	8,044	17,210
Children's Services	834	550	99	94	92
Public Health & Protection	17	14	0	0	3
Place	5,089	2,471	385	1,062	1,171
Corporate	2,555	1,985	82	394	94
Grand Total	**41,751**	**9,855**	**3,733**	**9,593**	**18,571**

12.3 £33.3m of the £41.8m of outstanding debt is within Adults & Housing. Of which, some relates to deferred payment arrangements or care provided through gross without prejudice. The totals for each are set out later in this section. As a result this is not yet collectable.

12.4 After adjusting for these, the debt currently collectable debt which is subject to active recovery is as follows:

Collectable Debt Directorate	Total	Less than 30 days	30-90 days	90-365 days	Over 365 days
	£'000	£'000	£'000	£'000	£'000
Adults & Housing	20,731	4,216	2,133	3,593	10,789
Children's Services	834	550	99	94	92
Public Health & Protection	17	14	0	0	3
Place	5,089	2,471	385	1,062	1,171
Corporate	2,554	1,985	82	393	94
Total	**29,225**	**9,236**	**2,699**	**5,141**	**12,149**

12.5 Prior year

Prior year arrears	Amount owed 31/03/2025 £,000	Collected in year £,000	Amount outstanding 31/03/2026 £,000	% collected
Pre 1 April 2019	641	174	467	27%
2019/20	777	-28	805	-4%
2020/21	1,203	27	1,176	2%
2021/22	1,163	-28	1,191	-2%
2022/23	1,942	176	1,766	9%
2023/24	3,247	551	2,696	17%
2024/25	34,383	30,341	4,042	88%
Total	**43,356**	**31,214**	**12,142**	**72%**

12.6 At the end of 2024/25 the total Collectable Debt arrears was £43.3m, this has reduced by £31.2m (72%). This demonstrates the effectiveness of the Council's debt recovery processes to secure income that funds service delivery.

12.7 **Deferred payments** are debts that relate to adult care provided by Dorset Council, which have been secured against the property of the customer. The Council will eventually receive full payment of the debt when the property can be sold.

Deferred Payments Directorate	Total £'000	Less than 30 days £'000	30-90 days £'000	90-365 days £'000	Over 365 days £'000
Adults & Housing	4,896	201	686	1,496	2,514

12.8 **Gross without prejudice** debts also relate to adult care, the debt is raised but not actively pursued whilst a care act assessment and subsequent financial assessment is undertaken to determine whether the recipient of the care is financially assessed as able to contribute towards the cost of their care.

Gross Without Prejudice Directorate	Total £'000	Less than 30 days £'000	30-90 days £'000	90-365 days £'000	Over 365 days £'000
Adults & Housing	7,630	418	348	2,956	3,908

12.9 Gross without prejudice numbers and accrued debt has increased year on year as per below:

	31 March 2023	31 March 2024	31 March 2025	31 March 2026
Number of cases	106	156	139	129
Accrued debt £'000	4,476	6,984	8,063	7,630

12.10 The reduction in year of accrued debt is largely attributable to a decrease in the number of cases and improved management of individuals' financial affairs. While it can take time to fully understand a person's circumstances, stronger oversight and progress in resolving cases have supported a reduction in the overall debt position.

12.11 Although the Court of Protection process remains time consuming, there still remains a continued focus on progressing applications and resolving cases.

12.12 **Write-offs** processed during the year are detailed in the table below. These are covered by sufficient provisions and represent a relatively small proportion of the total outstanding debt (1.07%).

Debts written off	2025/26 £'000
Adults & Housing	238
Children's Services	137
Public Health & Protection	0
Place	69
Corporate	4
Total	**448**

13 Local taxation

Council tax

13.0 The value of council tax debt raised in 2025/26 was £430.6m and £409.5m was collected in the year. The collection rate as at 31 March 2026 was 95.09%, which is slightly less than the previous year's rate 96.03%. The previous years collection rate was 0.03% above the unitary average. Average collection figures will be available later in the year to see whether this reduction was seen nationally. Although the collection rate has reduced, total cash collected has increased by £30.966m

Business rates (non-domestic rates – NNDR)

13.1 The value of business rates debt raised in 2025/26 was £118.1m and £112.8m was collected in the year. The collection rate at 31 March 2026 was 95.52%, this is a reduction on the previous year's rate 96.36%. Although the collection rate has reduced, total cash collected has increased by £12.704m

13.2 The write-offs processed by the Revenues & Benefits Service during the year are shown in the table below.

Debts written off	2025/26 £'000
Council tax	177
Business rates	7
Housing Benefit Overpayments	97
Total	**281**

14 Financial planning, strategy and the MTFP

14.0 Over the coming months, the Council will refresh its Medium-Term Financial Plan (MTFP) and develop a budget strategy and service plans aligned to the welcomed, but challenging, multi-year funding settlement. Recent budget cycles have been characterised by significant volatility, and a similar level of uncertainty is expected for the year ahead, particularly in relation to inflation, market conditions, service demand, and workforce pressures.

14.1 The economic environment remains challenging. Inflationary pressures continue both nationally and globally, driven by geopolitical instability and market uncertainty. Workforce availability—particularly within the care and social worker sectors—remains a key constraint and is likely to impact service delivery and transformation activity across multiple areas. The multi-year settlement allows long term planning to tackle these challenges.

14.2 An initial update to the refreshed MTFP financial model will be presented to Cabinet in November. This will seek endorsement of key planning assumptions and service plans for the forthcoming financial year and provide an updated longer-term financial outlook.

15 Summary, conclusions, and next steps

15.0 The 2025/26 financial year continued to present significant challenges, with inflation and rising demand placing sustained pressure on service budgets. In particular, Children's and Adults' services remain areas of acute financial pressure both locally and nationally, driven by increasing demand, complexity of need, and cost escalation.

15.1 Against this backdrop the Council has achieved a positive overall financial position, reporting a small underspend of £0.169m at year-end, which is its first recorded underspend as a Unitary. This represents an improvement from the Quarter 3 forecast and reflects strong financial management, including underspends in other service areas and concerted action to mitigate cost pressures.

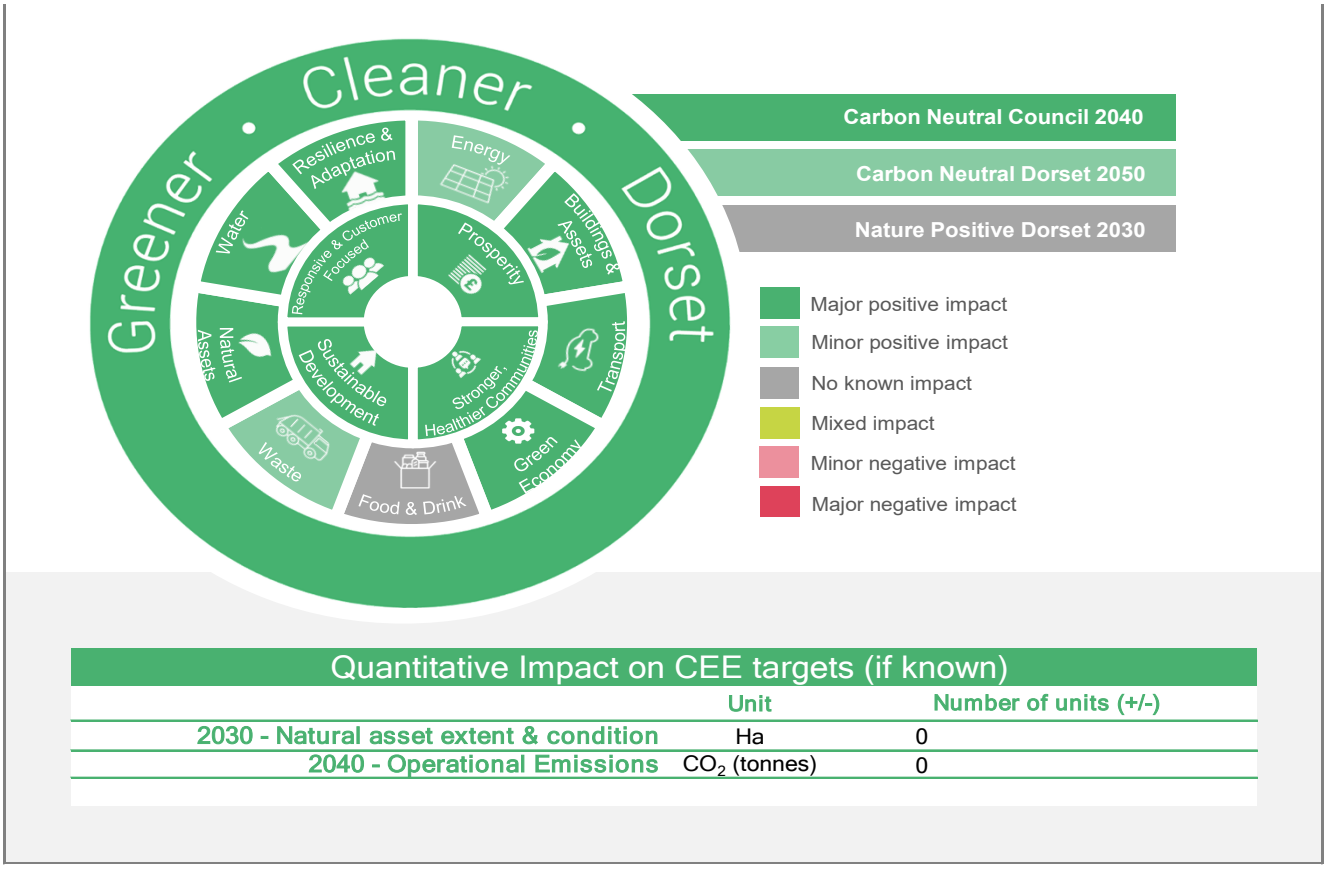
15.2 While the improved outturn position is welcome, underlying pressures remain, particularly within People services, and continued focus will be required to ensure that budgets are delivered sustainably in 2026/27 and beyond. Transformation activity and demand management will be critical to maintaining financial balance and becoming a Modern Sustainable Unitary.

Appendix A

The table below shows the final savings position for 2025/26.

2025/26		Green	Amber	Red
	£000's	£000's	£000's	£000's
Adults & Housing	10,597	8,125	0	2,442
Childrens	8,182	7,553	0	629
Place	4,740	3,163	0	1,577
Central	10,000	0	1,000	9,000
Corporate	2,669	2,102	0	567
Total Savings Plans	**36,188**	**20,943**	**1,000**	**14,215**

Appendix B – Climate Wheel



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO_2 (tonnes)	0

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	minor positive impact
Buildings & Assets	major positive impact
Transport	major positive impact
Green Economy	major positive impact
Food & Drink	No known impact
Waste	minor positive impact
Natural Assets & Ecology	major positive impact
Water	major positive impact
Resilience and Adaptation	major positive impact

Corporate Plan Aims	Impact
Prosperity	strongly supports it
Stronger healthier communities	strongly supports it
Sustainable Development & Housing	strongly supports it
Responsive & Customer Focused	strongly supports it

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Cabinet

23 June 2026

Capital Programme Review

For Decision

Cabinet Member:
Cllr S Clifford, Finance & Capital Strategy

Local Councillor(s):
All

Senior Leadership Team:
J Britton, Executive Director Economy & Environment
S Cremer, Director - Resources (CFO & s151 officer)

Report author and job title: Hannah Brown Acting Head of Corporate Finance
Email: hannah.brown@dorsetcouncil.gov.uk

Statutory Authority:

Report status: Public (the exemption paragraph is N/A)

1. Executive summary (maximum of 500 words)

1.1 This review of the Capital Programme has been undertaken at the request of the Portfolio Holder for Finance and Capital Strategy, supported by wider Member feedback and informed by audit findings, in response to concerns regarding the scale, credibility and deliverability of the Council's capital plans.

1.2 Members have highlighted that the programme has increasingly been perceived as an aspirational list rather than a realistic delivery plan, undermining confidence in governance and financial management. There has been a clear steer from Members that the programme should be reshaped to reflect what the Council can genuinely deliver, with a stronger focus on prioritisation, transparency and accountability.

1.3 The changes set out in this report therefore represent a Member-led direction to reset the Capital Programme, strengthen control and oversight, and ensure that future investment decisions are grounded in demonstrable need, affordability and robust business cases.

1.4 The review has identified that the Capital Programme has grown beyond organisational delivery capacity, resulting in persistent underspends and unnecessary complexity. To address this, a fundamental reset is proposed for 2026/27, removing stalled and legacy schemes, deleting unapproved capital bids, and restructuring the programme into clearly defined standing items, approved schemes and a controlled pipeline.

1.5 Stronger governance arrangements will be introduced, with the Capital Strategy and Asset Management Group (CSAMG) acting as a key gateway within the process. CSAMG is a regular officer-level meeting whose purpose is to manage and monitor the Capital Programme; reports presented to Cabinet are first submitted through CSAMG to ensure they meet governance and financial requirements.

1.6 Alongside this, there will be clearer Cabinet approval requirements for business cases and enhanced use of a Capital Contingency to manage lower-value schemes. This approach aligns with audit recommendations and establishes a multi-year programme that reflects organisational capacity, while enabling future investment to be prioritised and approved in a more disciplined and robust way

2. Recommendation(s)

2.1 Cabinet is requested to:

2.1.1 Approve the new structured approval framework for capital projects, as outlined in Appendix A.

2.1.2 Endorse a fundamental reset of the capital programme, including removal of legacy, stalled, and inactive schemes.

2.1.3 Approve the “Standing items” to be included in the capital programme, as shown in Appendix B.

2.1.4 Approve the revised “Approved capital schemes” to be included in the capital programme, as shown in Appendix C.

2.1.5 Approve the increase to the Capital Contingency budget from £2m to £10m, funded from the removal of stalled, low-value and legacy schemes with no recent activity.

3. Reason for the recommendation(s)

3.1 The recommendations aim to ensure the Capital Programme remains deliverable, affordable, and aligned with the Council's priorities. Over time, the programme has grown in scale and complexity, making it more challenging to manage and increasing pressure on financial planning, borrowing, and governance arrangements.

3.2 The proposed reset introduces a more structured approach by removing inactive schemes, clarifying programme categories, and strengthening oversight and approvals. Alongside an increased Capital Contingency and revised approval framework to support more efficient delivery of smaller schemes, this will enable a more sustainable and well-managed programme that reflects organisational capacity and meets audit and Member expectations.

4. Background and Context

4.1 The Council's Capital Programme has expanded considerably over time. At the beginning of 2025/26, the programme was valued at nearly £200m, yet actual expenditure reached only £75.7m. This disparity indicates that the programme has been set at a level that exceeds what can realistically be achieved with available resources. Adjusting the programme to better reflect delivery capacity will support a more credible and achievable plan, enhancing the accuracy of forecasts, minimising delays, and enabling approved projects to be completed within planned timescales and budgets.

4.2 This pattern has been evident over several years, resulting in a persistent gap between approved capital budgets and actual delivery, increased financing and opportunity costs, and a corresponding reduction in confidence among Members and external stakeholders.

4.3 The current Capital Programme comprises more than 160 individual schemes, including a significant number of historic and low-value items that have seen limited or no recent activity, adding to the complexity and reducing the overall effectiveness of the programme.

Drivers for the Review

4.4 The review was initiated by the Portfolio Holder for Finance and Capital Strategy in response to ongoing under-delivery against approved capital budgets. In addition, concerns were raised through the SWAP internal audit regarding governance, approvals and oversight, and the growing need to ensure affordability and financial sustainability in a higher-interest environment.

4.5 Members had expressed concerns about the credibility of the Capital Programme, particularly where it was perceived as an aspirational list rather

than a deliverable plan. The review has been led through CSAMG, with strategic oversight and direction provided by the Senior Leadership Team (SLT).

Key Principles Agreed Through the Review

4.6 Right-sizing the Capital Programme means ensuring it reflects what the Council can realistically deliver in each financial year, rather than allowing unfunded or undeliverable schemes to accumulate. While the programme will continue to be planned over a multi-year horizon, annual spending will be controlled within a defined affordability envelope, informed by historic delivery performance.

4.7 A clear programme structure has been introduced to provide transparency, strengthen governance, and ensure that capital investment is planned and managed in a consistent and disciplined way, with the revised programme organised into three distinct components.

4.7.1 **Standing items** are business-as-usual capital programmes that are inherently multi-year and recurring in nature and operate under Cabinet-approved principles rather than individual scheme approvals. These include highways capital programmes, property improvement and maintenance, fleet replacement, modernising schools, waste containers and ICT minor capital works. Collectively, these programmes account for a significant proportion of annual capital expenditure and will continue to be managed within clearly defined and approved parameters.

4.7.2 **Approved capital schemes** are those projects that have a confirmed business case, explicit Cabinet approval to proceed, and a realistic delivery timetable. These schemes form the committed element of the Capital Programme and will be subject to active oversight through CSAMG and regular quarterly monitoring to ensure progress, governance, and delivery remain on track.

4.7.3 **The capital pipeline** comprises schemes that are still at an early stage of development, require further design work, funding or external approvals, or are dependent on securing external grant or partner contributions. These schemes do not have authority to incur capital expenditure and will only be brought into the approved Capital Programme once the appropriate approvals have been obtained through the agreed governance process.

4.8 As part of the reset, no additional capital bids for 2026/27 were brought into the Capital Programme while the review was underway. Existing and emerging proposals may continue to progress where appropriate, with the expectation

that schemes will be considered for inclusion through the revised governance framework. Any future additions to the programme will be subject to clear prioritisation, demonstrated affordability, and evidence of deliverability.

4.9 The review also identified a significant number of 2025/26 bids and legacy schemes that had seen little or no recent progress, were no longer aligned with current priorities, or added complexity without delivering clear benefits. As a result, inactive and low-value schemes are proposed for removal from the programme.

4.10 This does not prevent future inclusion; schemes may be brought forward again through the revised governance process should circumstances change. The release of these budgets will enable the creation of an expanded Capital Contingency. Any schemes seeking to return must be supported by an updated business case and a clear, deliverable plan.

Capital Contingency and Delegated Approval Framework

4.11 The review identified a clear need for greater flexibility to enable smaller, time-sensitive capital schemes to progress without unnecessary delay or additional bureaucracy. In response, it is proposed that the Capital Contingency be increased to support more efficient decision-making while maintaining appropriate financial control, particularly for lower-value or urgent in-year requirements.

4.12 The rationalisation of legacy projects has enabled a significant increase in the Capital Contingency from £2m to £10m (an uplift of £8m). This expanded provision is intended to support the delivery of smaller-scale capital works, emerging priorities, and time-critical schemes that arise during the financial year.

4.13 The Capital Contingency will provide a controlled mechanism for approving capital works under delegated authority, exercised by the s151 Officer and the relevant Executive Director. This approach will reduce the need to create multiple stand-alone capital schemes, improve responsiveness, and ensure that lower-value projects can be progressed in a timely and proportionate way within an agreed governance framework.

4.14 The current Scheme of Delegation does not differentiate between revenue and capital approvals and will therefore require amendment to establish a distinct capital budget approval framework. Under the proposed approach, capital schemes with a value below £500k will be approved by the Section 151 Officer in conjunction with the relevant Executive Director, while those exceeding

£500k will require Cabinet approval. Procurement approvals will continue to be governed by the existing delegation arrangements.

Governance Arrangements

4.15 The revised capital bid process introduces a clear and structured route for schemes to progress from initial proposal through to approval, see Appendix A. All bids must first be supported by a completed capital bid form and considered through the appropriate sub-group before being reviewed by the CSAMG.

4.16 CSAMG will act as the programme gatekeeper and monitoring body, ensuring that projects meet the required approval and governance standards before progressing. The group will actively challenge deliverability, financial profiling, and alignment with priorities, and will provide ongoing oversight to support disciplined management of the Capital Programme. Where a proposal is supported, it will move forward within the process; if not, the bid will not progress.

4.17 Approval routes are determined by the value of the scheme. For bids below £500k, a business case is submitted to CSAMG, with budget approval provided through the Capital Contingency under delegated authority from the Section 151 Officer and relevant Executive Director. For schemes of £500k or more, a full Cabinet report is required to approve both the business case and funding.

4.18 The Senior Leadership Team (SLT) will provide strategic oversight of the Capital Programme, focusing on affordability, prioritisation, and alignment with corporate objectives. SLT will play a key role in setting direction and ensuring that capital investment supports wider organisational priorities and financial sustainability.

4.19 Cabinet will continue to receive capital monitoring updates, provide oversight of programme performance, delivery, and affordability, and approve any material changes to the programme as required, through the quarterly budget monitoring reports.

4.20 Cabinet and Council will retain overall responsibility for approving the Capital Strategy, the total Capital Programme, and key capital decisions. This includes approving business cases and expenditure where schemes exceed the agreed financial thresholds, ensuring democratic accountability for significant capital investment.

5. Alternative options considered

5.1 The alternative option would be to retain the existing Capital Programme without undertaking a reset or introducing the revised governance arrangements. This option was not progressed as it would continue the current challenges around programme scale, complexity, and deliverability, including ongoing slippage and reduced clarity over priorities.

5.2 Consideration was also given to making incremental changes to the existing programme. However, this was not considered sufficient to address the underlying issues identified through the review and audit findings and would be unlikely to deliver the step change required in governance, transparency, and control.

5.3 The recommended approach of a comprehensive reset, combined with a strengthened approval framework and clearer programme structure, is therefore considered the most effective and sustainable option.

6. Legal considerations

6.1 The revised approach to the Capital Programme is aligned with the Council's Scheme of Delegation and Financial Regulations and directly addresses audit recommendations relating to capital governance.

6.2 It strengthens accountability, clarifies decision-making responsibilities, and ensures that capital investment is managed in a manner that is compliant, transparent, and auditable.

7. Financial implications

7.1 The reset of the Capital Programme will improve alignment between approved budgets and actual delivery, reduce unnecessary borrowing and associated financing costs, strengthen oversight and management of capital commitments, and provide greater confidence in both annual and medium-term affordability.

7.2 This report does not seek approval for any additional capital funding.

8. Natural environment, climate & ecology implications

8.1 Not applicable.

9. Well-being and health implications

9.1 Not applicable.

10. Other implications

10.1 None.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Low

11.2 There are some risks if the proposed reset is not progressed, including continued capital slippage, heightened reputational risk, weaker financial control and audit

12. Equalities

12.1 There are no specific equalities implications for this report itself.

13. Appendices

13.1 Appendix A – Approval Framework for Capital Projects
13.2 Appendix B – Standing items
13.3 Appendix C – Approved capital schemes
13.4 Appendix D – Capital Pipeline

14. Background papers

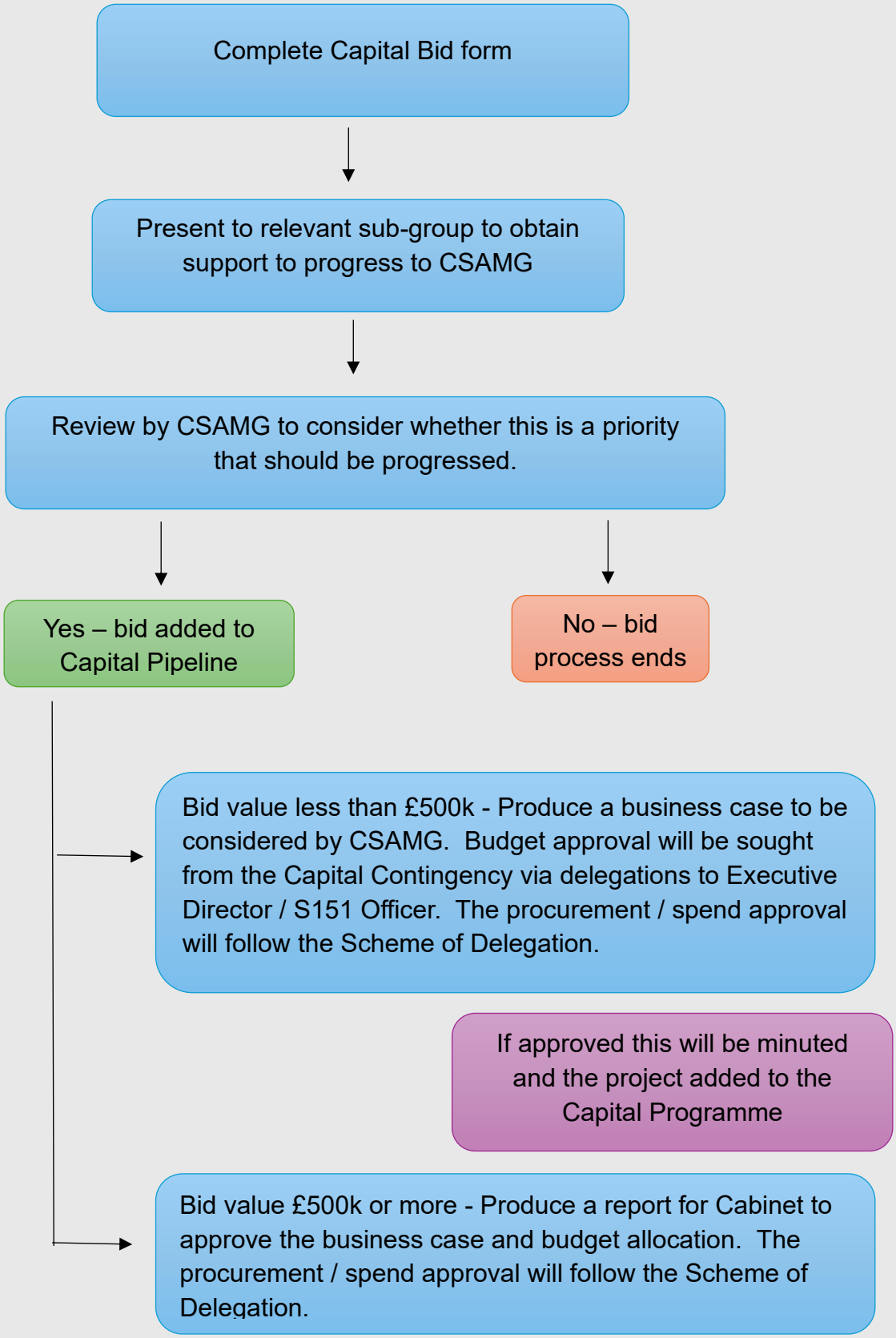
14.1 Council, Budget and Medium-Term Financial Plan Strategy Report (MTFP), 10 February 2026

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Assurance and Governance (Monitoring Officer), the Director - Resources (Section 151 Officer) and the appropriate Portfolio Holder(s).

Appendix A

New Capital Bid Process



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Appendix B - Standing items

	Original						Revised					
Total Budget	**73,180**	**61,220**	**70,205**	**67,155**	**15,927**	**287,687**	**59,565**	**61,792**	**70,406**	**72,489**	**23,097**	**287,349**

Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total Project Budget (Up to 30/31)	2026/27	2027/28	2028/29	2029/30	2030/31	Total Project Budget (Up to 30/31)
DFT Highways Allocation	28,005	33,190	36,856	42,700	0	140,751	28,005	33,190	36,856	42,700	0	140,751
Highways Capital Maintenance Corporate Funding	10,594	7,100	7,100	7,100	7,100	38,994	8,000	8,000	8,000	8,000	6,994	38,994
Replacement Refuse Collection Vehicle Funding (Five Years)	7,660	4,830	9,550	5,546	0	27,586	7,660	4,830	9,550	5,546	0	27,586
Property Improvements Programme (R&M)	7,400	7,622	7,850	8,086	8,327	39,285	7,400	7,622	7,850	8,086	8,327	39,285
Modernising Schools Programme	5,402	4,700	4,337	0	0	14,439	3,000	3,000	3,000	3,000	2,439	14,439
Dorset Council Fleet Replacement Programme	11,202	1,097	2,520	1,687	0	16,506	3,000	3,000	3,000	3,000	4,506	16,506
ICT Minor Capital Works & Projects	1,571	1,250	1,250	1,536	0	5,607	1,400	1,400	1,400	1,407	0	5,607
Minor capital works (Childrens Services)	600	800	538	0	0	1,938	600	250	250	250	250	1,600
Waste Containers & Infrastructure	746	631	204	500	500	2,581	500	500	500	500	581	2,581

Budget reprofiled

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Appendix C - Approved items

	Original						Revised					
Total Budget	**74,167**	**39,094**	**12,609**	**13,979**	**3,399**	**143,248**	**45,448**	**51,274**	**22,645**	**9,874**	**17,093**	**146,334**
Project Name	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**Total Project Budget (Up to 30/31)**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**Total Project Budget (Up to 30/31)**
Weymouth FCRM OBC	528	0	0	0	0	528	528	138	0	0	0	666
ITS (Traffic Signals) Asset Replacement	313	0	0	0	0	313	313	0	0	0	0	313
Dorset Waste Infrastructure - Blandford site	8,662	0	0	0	0	8,662	8,662	0	0	0	0	8,662
Weymouth Quay Regeneration Project WPBC	181	0	0	0	0	181	181	0	0	0	0	181
Five Ash Cottages Sewerage Scheme	399	0	0	0	0	399	399	0	0	0	0	399
Electric Vehicle charging Infrastructure - on DC Property	1,053	0	0	0	0	1,053	253	250	250	300	0	1,053
Electric Vehicle Charging Points - on public property	414	250	0	0	0	664	300	364	0	0	0	664
Gore Clump Safety Scheme	204	0	0	0	0	204	204	0	0	0	0	204
Upton Safety Scheme	272	0	0	0	0	272	272	0	0	0	0	272
Maumbury Cross Junction Improvement	364	0	0	0	0	364	364	0	0	0	0	364
Schools Access Initiatives	459	0	0	0	0	459	100	150	209	0	0	459
Weymouth Harbour Walls (W&PBC)	675	0	0	0	0	675	675	0	0	0	0	675
Acquisition of temporary accomodation (Now Hardy House)	452	0	0	0	0	452	452	0	0	0	0	452
Dinahs Hollow	6,022	0	0	0	0	6,022	6,022	0	0	0	0	6,022
SEND capital strategy	12,214	7,298	7,000	7,000	3,027	36,539	5,500	5,000	5,000	5,000	16,039	36,539
Capital Leverage Fund	71	0	0	0	0	71	71	0	0	0	0	71
West Bay Harbour Wall Emergency Works	1,048	0	0	0	0	1,048	1,048	100	0	0	0	1,148
Dorset Centre of Excellence - Property Improvement Programme (Strategic)	157	0	0	0	0	157	157	0	0	0	0	157
Brackenbury Nursery (Portland)	607	0	0	0	0	607	300	307	0	0	0	607
Dorset Centre of Excellence - Phase 2	2,778	0	0	0	0	2,778	489	2,289	0	0	0	2,778
Bridport Reablement Centre	7,935	16,970	1,200	0	0	26,105	2,000	15,000	9,105	0	0	26,105
Family Hubs	1,870	800	0	0	0	2,670	607	1,263	800	0	0	2,670
Tilly Whim	142	142	0	0	0	284	142	142	0	0	0	284
LUF Weymouth Peninsula	7,030	0	0	0	0	7,030	3,000	4,030	0	0	0	7,030
LUF Weymouth North Quay	2,663	0	0	0	0	2,663	1,000	1,663	0	0	0	2,663
LUF Weymouth West Harbour Sites	800	0	0	0	0	800	800	0	0	0	0	800
Bridport Connect - Demolition	148	0	0	0	0	148	148	0	0	0	0	148
Local Nutrient Mitigation Fund	3,105	0	0	0	0	3,105	3,105	0	0	0	0	3,105
23 Penrose Road Refurbishment	275	0	0	0	0	275	100	175	0	0	0	275
Bus Stop Improvement Programme	400	1,474	0	0	0	1,874	200	1,674	0	0	0	1,874
Children's Residential Sufficiency Programme	155	0	0	0	0	155	155	0	0	0	0	155
Climate Schemes	526	306	591	6,025	0	7,448	500	500	500	489	0	1,989
Innovation Park Capital Programme	1,500	5,732	894	0	0	8,126	1,000	5,732	1,394	0	0	8,126
Installation of new PV	612	0	0	0	0	612	850	1,000	1,200	0	0	3,050
Low Carbon Dorset	113	0	0	0	0	113	313	0	0	0	0	313
Foster Carers Adaptations	506	250	0	0	0	756	250	250	256	0	0	756
NEW Match Funding Weymouth Harbour Walls Remediation: Walls F and G urgent works	1,340	0	0	0	0	1,340	0	1,340	0	0	0	1,340
Maintenance of Traffic Control Equipment	250	250	305	0	0	805	250	250	305	0	0	805

Appendix C - Approved items

	Original						Revised					
Total Budget	**74,167**	**39,094**	**12,609**	**13,979**	**3,399**	**143,248**	**45,448**	**51,274**	**22,645**	**9,874**	**17,093**	**146,334**
Project Name	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**Total Project Budget (Up to 30/31)**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**Total Project Budget (Up to 30/31)**
The Cobb - Emergency Repairs	310	0	0	0	0	310	310	0	0	0	0	310
B3078 Julian's Bridge, Wimborne – pedestrian and cycle link trial	50	0	0	0	0	50	50	0	0	0	0	50
Access improv. Purbeck (Heathland Infra)	29	0	0	0	0	29	29	0	0	0	0	29
Sewerage Treatment Services Improvement works A	47	0	0	0	0	47	47	0	0	0	0	47
Sewerage Treatment Services Improvement Works B	587	716	821	954	372	3,450	100	799	695	802	1,054	3,450
PHNWS Cliff Monitoring Scheme	7	0	0	0	0	7	7	0	0	0	0	7
Swanage & Durlston Bay Cliff Management	68	0	0	0	0	68	68	0	0	0	0	68
Investing in cycleways	360	360	360	0	0	1,080	360	360	360	0	0	1,080
Streetlighting schemes	1,304	0	0	0	0	1,304	1,304	0	0	0	0	1,304
A354 Corridor Transport Improvements	100	100	766	0	0	966	0		966			966
Weymouth Swannery Bridge Pedestrian/Cycle Link	1,110	1,000	688	0	0	2,798	0	0	0	2,798	0	2,798
Lyme Regis Environmental Plan phase 4	32	100	70	0	0	202	32	100	70	0	0	202
Weymouth Harbour & Esplanade FCRM Scheme	485	0	0	0	0	485	0	0	0	485	0	485
Swanage Town Coastal Defences OBC	240	0	0	0	0	240	120	120	0	0	0	240
Portland Underhil to Wyke Regis FCERM Strategy	104	0	0	0	0	104	104	0	0	0	0	104
Newton's Cove Scheme	875	0	0	0	0	875	200	745				945
Swanage Beach Renourishment Scheme (OBC)	147	0	0	0	0	147	147	0	0	0	0	147
Improvements to Carey Outdoor Education Centre	221	0	0	0	0	221	221	0	0	0	0	221
Improvements to Leeson House	204	0	0	0	0	204	204	0	0	0	0	204
Childcare Expansion Capital	14	0	0	0	0	14	14	0	0	0	0	14
Westham Bridge - Water level management improvements	0	0	0	0	0	0	0	279	0	0	0	279
Swanage Beach Coastal Protection Scheme	520	3,179	10	0	0	3,709	520	3,179	10	0	0	3,709
Building retrofit programme - Energy Efficiency measures	1,108	167	-96	0	0	1,179	900	1575	1525			4,000
Swanage Green Seafront Stabilisation and Enhancement Scheme	0	0	0	0	0	0	0	2,500	0	0	0	2,500

Budget unchanged and carried forward where appropriate
Budget carried forward and reprofiled
New projects

Appendix D - Capital Pipeline

	Original						Revised					
Total Budget	**12,535**	**18,569**	**50,296**	**32,965**	**19,774**	**134,139**	**17,510**	**18,455**	**43,638**	**43,645**	**23,950**	**147,198**

Project Name	2026/27	2027/28	2028/29	2029/30	2030/31	Total Project Budget (Up to 30/31)	2026/27	2027/28	2028/29	2029/30	2030/31	Total Project Budget (Up to 30/31)
Capital Contingency	2,000	2,000	2,000	934	0	6,934	10,000	5,000	5,000	5,000	5,000	30,000
Lyme Regis Environmental Plan phase 5	2,400	0	0	0	0	2,400	500	2,500	5,315	50	0	8,365
FOH County Hall Capital Works	1,540	0	0	0	0	1,540	1,540	0	0	0	0	1,540
Dorset History Centre	546	0	0	0	0	546	546	0	0	0	0	546
Dorset Centre of Excellence - Coombe House School Phase 3	250	3,991	13,565	2,419	0	20,225	250	3,991	13,565	2,419	0	20,225
Chesil Cove Slope Stabilisation Scheme	200	1,983	7,900	400	0	10,483	200	1,983	7,900	400	0	10,483
Weymouth Harbour & Esplanade FCRM Scheme (Phase 1)	0	1,321	15,956	9,822	10,989	38,088	0	607	983	16,386	10,165	28,141
Swanage Town Coastal Defence Project	150	200	300	4,465	10	5,125	150	200	300	4,465	10	5,125
Creating a Community Museum for Weymouth	150	0	0	0	0	150	150	0	0	0	0	150
NEW Climate Schemes	1,125	4,900	6,225	8,075	4,675	25,000	0	0	6,225	8,075	4,675	18,975
Wimborne Developments	0	0	500	3,000	2,000	5,500	0	0	500	3,000	2,000	5,500
B2SA Specialist Housing Development Fund	1,000	1,000	1,000	1,000	0	4,000	1,000	1,000	1,000	1,000	0	4,000
Housing Capital Project Fund	1,824	1,824	1,500	1,500	1,500	8,148	1,824	1,824	1,500	1,500	1,500	8,148
Supported Housing Capital Development Fund	750	750	750	750	0	3,000	750	750	750	750	0	3,000
Acquisition of Long Term Empty Properties	600	600	600	600	600	3,000	600	600	600	600	600	3,000

Budget reprofiled

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Cabinet

23 June 2026

SEND Inclusion Hubs, Phase 2

For Decision

Cabinet Member:
Cllr R Biggs, Regeneration, Economic Growth & Strategic Assets

Local Councillor(s): All

Senior Leadership Team:
J Britton - Executive Director – Economy and Environment

Report author and job title:
Helen Heanes, Operational Assets Business Partner (Adults & Children)

Email: helen.heanes@dorsetcouncil.gov.uk

Statutory Authority:

Report status: Part Exempt Para 3

1. **Executive summary (maximum of 500 words)**

1.1 Dorset Council will be able to receive a High Needs Stability Grant in 2026/27 covering up to 90% of its eligible high needs related Dedicated School's Grant (DSG) deficit accrued up to the end of 2025/26, provided the Council secures approval for the Local SEND Reform Plan from the Department for Education (DfE) and evidences delivery against the Reform Plan. SEND Inclusion Hubs form a key part of the Council's SEND Reform Plan and Implementation Plan.

1.2 SEND Inclusion Hubs combine specialist teaching, adapted curriculum pathways and high-intensity support with continued participation in a mainstream school community. This model strengthens outcomes academically, socially and emotionally, reduces escalation to more restrictive placements, and aligns strongly with Dorset's Belonging Strategy and the national SEND reform agenda, which promotes early, local, effective and shared responses to need.

1.3 Approval and Delegated Authority is sought to proceed with an additional 6 Inclusion Hub projects in mainstream schools as part of the Council's Special

Educational Needs and Disabilities (SEND) Capital Programme. The details about these Phase 2 Inclusion Hubs are set out in the Business case at Appendix A.

2. Recommendations

2.1 That the capital budget of £4.3 million and funding allocations to projects set out in the Business Case within Appendix A of this Cabinet Report dated 23 June 2026 be approved.

2.2 That authority be delegated to the Executive Director, Economy and Environment in consultation with the Executive Director, Children's Services, Cabinet Member for Regeneration, Economic Growth and Strategic Assets and Cabinet Member for Children, Families and Education and, together with the Director Resources to procure and award contracts or release agreed funding to third parties delivering projects, for any Phase 2 Inclusion Hub as set out in the Business Case at Appendix A of this Cabinet Report, provided the project costs are contained within the programme budget.

2.3 That the High Needs Block revenue allocation of £2m per year recurrent, as set out in the Business Case within Appendix A of this Cabinet Report dated 23 June 2026 be approved. This has been factored into Dorset's High Needs Block SEND reform modelling. Inclusion Hub places are approximately £19.5k per annum compared with an independent placement in the region of £64k per annum.

2.4 That authority be delegated to the Executive Director, Children's Services, in consultation with the Cabinet Member for Children, Families and Education and the Director, Resources to release high needs revenue funding to third parties operating any Phase 2 Inclusion Hub as set out in the Business Case at Appendix A of this Cabinet Report, provided the funds are within the high needs revenue allocation.

3. Reason for the recommendation(s)

3.1 To ensure that the projects can move forward at pace, to provide cost savings and improve the sufficiency of SEND placements and support.

3.2 To ensure appropriate oversight and authority is in place to allow projects to progress through from inception to delivery.

3.3 To evidence delivery against the SEND Local Reform Plan.

4. The report

4.1 In September 2022 the SEND Capital Strategy Implementation Plan was agreed by Cabinet to enable the delivery of increased SEND specialist provision across the County. This was to support the mitigation of the deficit on the High Needs Block and support more children being educated locally in their communities. Since then, additional external funding has been allocated to the SEND Capital Programme through the Department for Education (DfE) High Needs Provision Capital Allocations (HNPCA).

4.2 Following the SWAP report, a review of capital projects, decisions and delegation was undertaken in late 2025, with these being formalised in the November 2025 Cabinet Report entitled “Children’s Services Capital programme”, which included SEND Inclusion Hubs.

4.3 Inclusion Hubs combine specialist teaching, adapted curriculum pathways and high-intensity support with continued participation in a mainstream school community. This dual-offer model strengthens outcomes academically, socially and emotionally, reduces escalation to more restrictive placements, and aligns strongly with Dorset’s Belonging Strategy and the national SEND reform agenda, which promotes early, local, effective and shared responses to need.

4.4 Phases 2 and 3 of the Inclusion Hub programme forms part of Dorset Council’s Special Educational Needs and Disabilities (SEND) Capital Programme, which includes the DfE’s HNPCA. These Phases form a key part of the Council’s SEND Reform Plan and Implementation Plan. This report relates to the Phase 2 Inclusion Hubs, within mainstream schools as detailed in the Business Case at Appendix A, which has been reviewed by Capital Strategy Asset Management Group.

4.5 All local authorities with a Dedicated School’s Grant (DSG) deficit will be able to receive a High Needs Stability Grant in 2026/27 covering up to 90% of their eligible high needs related DSG deficit accrued up to the end of 2025/26, provided the local authority secures approval from the Department for Education for their Local SEND Reform Plan. If the Local SEND Reform Plan does not provide sufficient evidence of working towards the agreed outcomes as set out in Government’s Memorandum of Understanding for HNPCA, then the Council’s will have their HNPCA withheld or reduced under future year grant conditions.

5. Alternative options considered

5.1 The Council's SEND Reform Plan has considered what are the most appropriate ways to address the SEND situation in Dorset. Inclusion Hubs form a successful, tried and tested part of SEND delivery in Dorset.

5.2 The development of Inclusion Hubs locally sits firmly within, and gives practical effect to, the national direction of travel set out in the SEND White Paper *Every Child Achieving and Thriving (2026)*. The White Paper is explicit in its ambition to shift the system away from over-reliance on statutory processes and high-cost specialist placements, towards stronger, well-resourced mainstream provision that can meet a wider range of needs earlier, more consistently and closer to home.

5.3 The decision on the preferred locations for the Phase 2 Inclusion Hubs is based on engagement between capital commissioning, pupil place planning and educational practice colleagues, to identify the best-fit locations, as set out in the Business Case at Appendix A.

6. Legal considerations

6.1 Additional funding to support the Council's SEND Capital Programme, comes from the High Needs Provision Capital Allocations (HNPCA). Dorset Council is the accountable body for HNPCA funding, with the Section 151 Officer required to sign off Capital Grant Assurance returns certifying spend to date, has provided good value and that it has been used for capital purposes.

6.2 Dorset Council (S151 Officer) has signed a Memorandum of Understanding (MoU) with the Department for Education (DfE) for the HNPCA for financial year 2026/27. The MoU agreement will be updated annually, in advance of payments being issued for the financial year in question. Local authorities that sign and return the MoU but fail to evidence the outcomes may not receive funding in future years or may receive a reduced level of funding.

6.3 The contractual arrangements with the individual Multi Academy Trusts, as responsible bodies, are set out in the Business case at Appendix A.

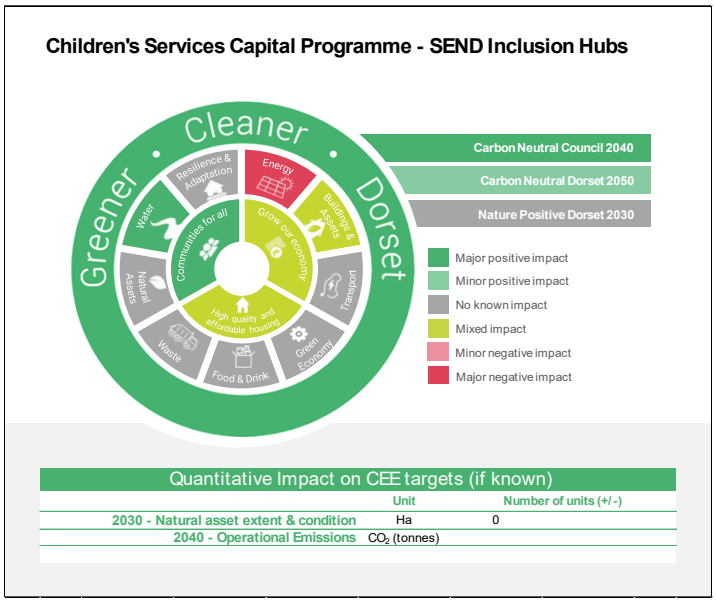
7. Financial implications

7.1 The Phase 2 Inclusion Hubs are to be funded from Dorset Council's SEND Capital Programme, which includes the 2026/27 HNPCA of £5,544,672. The MoU with Government links the outcomes and expectations of this funding to the Local SEND Reform Plan. Approval from DfE for the Local SEND Reform Plan will enable the Council to receive a High Needs Stability Grant in 2026/27 covering 90% of the eligible high needs related DSG deficit accrued up to the end of 2025/26.

7.2 The high needs revenue financial case for the Phase 2 Inclusion Hubs is set out in the Business Case at Appendix 2. Details of the capital allocation for the Phase 2 Inclusion Hub projects are also provided in the Business Case.

8. Natural environment, climate & ecology implications

8.1 The Dorset Council Natural Environment, Climate and Ecological decision wheel is a tool used to identify the climate and ecological implications of the programmes. The results of using the tool in consideration of approving this paper are presented below:



8.2 All building projects contained within these programmes will be designed to carefully consider environmental impact, although mitigation measures may be limited as projects progress as they will involve refurbishment of existing buildings.

9. Well-being and health implications

9.1 All Well-being and health implications will be reviewed within the individual projects.

10. Other implications

10.1 None Identified.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Medium

11.2 Phase 2 of the Inclusion Hubs programme is part of the Council's SEND Reform Plan, approval of which will enable the Council to receive a High Needs Stability Grant in 2026/27 covering 90% of the eligible high needs related DSG deficit accrued up to the end of 2025/26.

11.3 Capital funding is in place to support the Phase 2 of the SEND Inclusion Hubs programme. Delays in delivery could result in the outcomes required under MoU for HNPCA not being evidenced sufficiently. Local authorities that sign and return the MoU but fail to evidence the outcomes may not receive funding in future years or may receive a reduced level of funding.

12. Equalities

12.1 This proposal will increase the number of places available in specialist inclusion Hubs, located in mainstream schools, which are available to Dorset pupils, with the intention of reducing the number having to be placed outside the Council area and in independent special schools. An equalities impact assessment was completed as part of the original SEND Capital Strategy. Progression of projects will continue to improve the outcomes for children in schools, increase the number of SEND places available to Dorset pupils and support children and families in the community

13. Appendices

13.1 Appendix A: Business Case, SEND Inclusion Hubs, Phase 2 (Exempt)

13.2 Appendix B: Natural Environment Climate and Ecology Implications - Accessible Impact Assessment and Table of Recommendations

14. Background papers

14.1 Children's Services Capital Programme, Cabinet November 2025

14.2 SEND Capital Strategy Implementation Plan, Cabinet September 2022

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director Assurance and Governance, the Director Resources and the appropriate Portfolio Holders.

Appendix A: (Exempt) **Dorset Council Business Case**

SEND Inclusion Hubs, Phase 2.

Appendix B: Climate & Ecology,

Accessible Impact Assessment, and Table of Recommendations

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	major negative impact
Buildings & Assets	mixed impact
Transport	No known impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	major positive impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Grow our economy	neutral
High-quality and affordable housing	neutral
Communities for all	strongly supports it

TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
Ensure all electrical equipment is the most energy efficient	
Maximise energy efficiency of the building fabric (e.g. Loft & wall insulation, triple glazing)	
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	

Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
No recommendations found for this category	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

Cabinet

23 June 2026

Homelessness and Rough Sleeping Strategy

For Decision

Cabinet Member and Portfolio:
Cllr G Taylor - Housing and Homelessness

Local Councillor(s):

Executive Director:
S Crowe - Executive Director Housing, Communities, Prevention

Report Author: Sarah Smith - Interim Service Manager for Housing Strategy
Email: sarah.smith@dorsetcouncil.gov.uk

Report Status: Public Choose an item.

1. Executive Summary:

1.1 The current Dorset Council Homelessness and Rough Sleeping Strategy (HRSS) was published in July 2021 and will reach the end of its five-year statutory period in July 2026.

1.2 The Government's National Plan to End Homelessness was published in December 2025 and introduces a stronger national emphasis on prevention, local accountability and outcome-focused action planning. Local authorities are expected to critically assess their homelessness strategies, move from reactive crisis responses towards a prevention-led model, and publish action plans that include local targets aligned to the national Outcomes Framework.

1.3 Although the National Plan was published in December, the associated strategy and accountability guidance toolkit, including detailed requirements for action planning, did not receive ministerial approval until late May 2026 prior to being made available to Local Authorities. The Ministry of Housing, Communities and Local Government (MHCLG) has advised that it recognises that local authorities were awaiting this guidance and that, as a result, some authorities may experience a gap

between published strategies. MHCLG has further indicated that it does not intend to raise compliance issues where an authority has a clear plan to publish a successor strategy and produces the required Action Plan in Autumn 2026.

2. Recommendation:

2.1 That Cabinet approves the proposed approach to managing the transition from the current Dorset Council Homelessness and Rough Sleeping Strategy to the next statutory strategy, and delegates authority to the Cabinet Member for Housing and the Executive Director of Housing, Communities and Prevention, to approve the updated interim Action Plan for publication in Autumn 2026.

2. **3. Reason for Recommendation**:

3.1 Developing our new Homelessness and Rough Sleeping Strategy will provide excellent opportunities to further build upon and expand our Prevention and Communities agenda as part of the newly formed Housing, Communities and Prevention Directorate.

3.2 Whilst our Homelessness prevention performance continues to exceed national performance, we believe we can do more, by better use of data and working with the Revenues and Benefits Team to identify households who may, potentially, be at risk. Utilising our work with the “Our Future Council Team”, to undertake campaigns, utilising data held across the Council to assist in identifying households who may be at risk of homelessness, allowing prevention work to commence even before a formal enquiry has been made, and feeding that data into the Council’s “front door”, approach.

3.3 One of our key pressure points remains the use of Bed and Breakfast accommodation, and while we cannot totally eradicate its use we are aiming to eliminate use especially placing families with children in B&B accommodation for longer than 6 weeks. We are also progressing work to ensure our current stock of temporary accommodation is fit for purpose in the longer term by undertaking a full stock condition survey, which will aid decisions on future retention, disposal and investment. Onboarding of new Temporary Accommodation will fall into the remit of the TA leasing scheme approved by Cabinet last year.

3.4 We also want to consult more widely as we develop the Strategy and will explore the use of Community Conversations and seeking the views of rural communities as well as the traditional pressure areas to the South of the County.

3.5 Strategy development will be running in tandem with the Supported Housing Strategy, the latter of which is conducting a comprehensive supported needs assessment. This will then bring into greater focus the need to work across the Council, with our external partners to look at how we might be better placed to respond to people with complex needs. This would include responding to and supporting the hospital discharge pressures that we are facing.

3.6 The strategy will also aim to build upon the excellent relationships we have with our Voluntary Sector partners who currently provide valuable rough sleeping pathways, providing support and opportunity to help people deal with their current crisis and to assist in the development of skills and knowledge to help them get back on their feet

3.7 Taken together with the Strategy development and the new opportunities that the prevention focus gives, we want to produce an action-based document that not only meets the wider government agenda to eradicate homeless but one that is geared to meeting the identified needs in Dorset.

4. The Report

4.1 The Government announced its intention to introduce a National Plan to End Homelessness in 2024, at the point when preparatory work for Dorset Council's next HRSS would ordinarily have commenced. It was anticipated that the National Plan would introduce new strategic expectations for local authorities. On that basis, it was considered prudent to await the national framework before finalising a new local strategy, to reduce the risk of producing a strategy that would not meet the forthcoming requirements.

4.2 The National Plan was formally published in December 2025. It requires councils to strengthen the focus of local homelessness systems on prevention, outcomes and accountability. As a condition of funding, councils are expected to publish and regularly update action plans. These plans must set out local targets that improve performance against each of the national Outcomes Framework metrics, taking account of local context, and explain how the authority will deliver those targets.

4.3 The national approach is intended to ensure that local action is targeted, transparent and capable of demonstrating progress. It also allows councils to include additional local indicators where these are necessary to reflect local circumstances. For Dorset Council, this provides an opportunity to ensure that the new strategy is both compliant with national expectations and tailored to the specific homelessness pressures, housing market conditions and partnership landscape in Dorset.

5. Legal Considerations

5.1 Section 1 of the Homelessness Act 2002 places a statutory duty on housing authorities to carry out a homelessness review for their district and to formulate and publish a homelessness strategy based on the results of that review. Section 1(4) requires a new homelessness strategy to be published within five years of the date on which the previous strategy was published.

5.2 The Act does not include any provision enabling the Council, the Secretary of State or any other body to extend the five-year period. The wording of the duty is mandatory, and the statutory framework is designed to ensure that homelessness strategies remain current, evidence-based and responsive to changing local need. This is particularly important given the interaction between the strategy and wider statutory duties, including those introduced through the Homelessness Reduction Act 2017.

5.3 Non-publication of a successor strategy within the statutory period would therefore represent a legal risk. However, MHCLG has advised that it does not intend to take compliance action against authorities whose strategies lapse during this transitional period, provided that the authority is taking appropriate steps to develop a successor strategy and publish an updated Action Plan in Autumn 2026.

5.4 The Council will therefore take the following steps to support transparency and demonstrate active progress towards a lawful and nationally aligned position.

Requirement	**Proposed Council Response**
Publish a clear statement of the intended process, including estimated timescales, consultation arrangements and co-production plans where applicable.	A statement will be published on the Council's website and shared through relevant communication channels.
Make the strategy development plans available to stakeholders for transparency and public compliance purposes.	Stakeholders will be informed of the development timetable, consultation arrangements and opportunities to contribute.
Publish a new Action Plan by Autumn 2026.	The interim revised Action Plan will be finalised and published in Autumn 2026, subject to the delegated approval recommended in this report.

5.5 Section 5A of the Local Government and Housing Act 1989 requires the Monitoring Officer to prepare a report to the Cabinet where it appears to him that a proposal, decision or omission by the Council has given rise to or is likely to or would give rise to a contravention of any enactment or rule of law. The purpose of a Section 5A report is to draw likely unlawfulness to the attention of the Cabinet so that appropriate action can be taken to bring the Council back into a lawful position.

5.6 Given that the Council is already:

- actively managing the position and
- responding to the national policy transition and
- progressing the work necessary to publish a successor strategy once the relevant guidance has been approved

And given MHCLG's position that it does not intend to take compliance action the Monitoring Officer has decided that it would not be proportionate to issue a Section 5A report. to the Cabinet.

5.7 The Monitoring Officer is required to consult with the Head of Paid Service and the Section 151 Officer before issuing a Section 5A report and they support the decision not to issue a report at this time.

5.8 Work to develop the new HRSS and associated Action Plan is underway. The Council has commissioned a comprehensive needs assessment and will use this evidence base to support consultation, co-production and strategic prioritisation with key homelessness stakeholders. The intended timetable is set out below.

Milestone	**Target Date**
Interim revised Action Plan finalised and published	Autumn 2026
First draft of proposed strategy prepared	Mid-October 2026
Formal consultation begins	November 2026
Formal consultation concludes following a 12-week period	February 2027
Final draft strategy and action plan prepared following consultation	April 2027
Governance process commences	May 2027

Strategy and Action Plan presented to Cabinet	June 2027
New strategy and action plan published	July 2027

5.9 This approach will ensure that the final strategy is informed by the forthcoming national guidance, a robust local evidence base, stakeholder engagement and formal public consultation. It will also provide an interim mechanism for maintaining momentum and accountability through the publication of the updated Action Plan in Autumn 2026.

5.10 The proposed approach supports the Council's ability to respond strategically to homelessness and rough sleeping during a period of national policy transition. It enables the Council to align local priorities with the National Plan to End Homelessness, strengthen prevention-led working, and establish a clearer framework for measuring impact through local targets and outcome-based action planning.

5.11 The approach also reduces the risk of producing a strategy that requires early revision once the national guidance is finalised. By sequencing the work in this way, the Council can ensure that the successor strategy is legally robust, operationally deliverable and capable of supporting effective partnership action across Dorset.

6. Financial Implications

6.1 A consultant has been instructed to undertake a full needs assessment, develop the consultation process, and support the co-production of the new strategy and action plan with key homelessness stakeholders and Dorset Council officers to deliver the first draft of the strategy. This work is fully funded through the Homeless Prevention Grant allocation and has been capped at £40,000.

6.2 The approach also reduces the risk of producing a strategy that requires early revision once the national guidance is finalised. By sequencing the work in this way, the Council can ensure that the successor strategy is legally robust, operationally deliverable and capable of supporting effective partnership action across Dorset.

7. Natural Environment, Climate & Ecology Implications

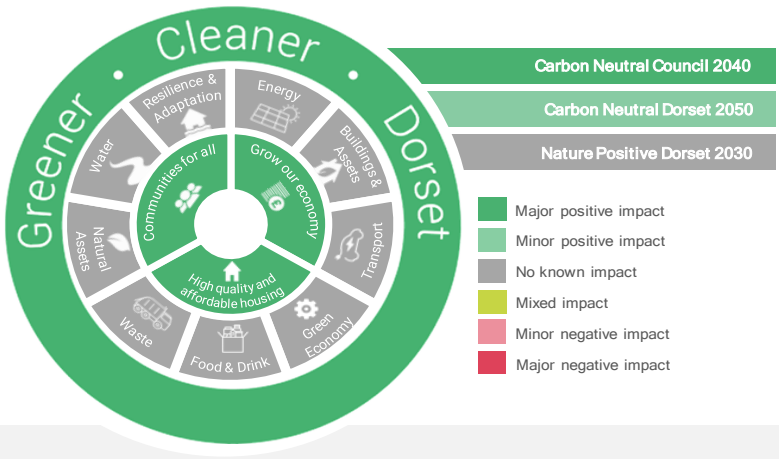
ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	No known impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Grow our economy	strongly supports it
High-quality and affordable housing	strongly supports it
Communities for all	strongly supports it

TABLE OF RECOMMENDATIONS

Homelessness & Rough Sleeping Strategy



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO_2 (tonnes)	

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
No recommendations found for this category	
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
No recommendations found for this category	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

8. Well-being and Health Implications

8.1 Homelessness and rough sleeping are known to have significant impacts on health and wellbeing. During the interim period, the Council will continue to work within the framework of the current strategy and revised action plan ensuring that all relevant decisions continue to have due regard to statutory duties and government guidance, including Part 7 of the Housing Act 1996, the Homeless Reduction Act 217, and the Council's own policies, including the Housing Allocations Policy. This will ensure that residents' health and wellbeing remain central to decision-making and that appropriate safeguards continue to be applied.

8.2 The Council will continue to develop and deliver practical interventions that reduce the health wellbeing impacts of homelessness. Examples include work to support households in temporary accommodation who have mental health needs, alongside projects designed to reduce the use of bed and breakfast accommodation and therefore minimise the disruption, uncertainty and wider wellbeing impacts that such placements can create for households. These examples demonstrate that, whilst the successor strategy is being developed, the Council remains focused on prevention, early intervention and targeted support for residents experiencing, or at risk of, homelessness.

9. Other Implications

None

10. Risk Assessment

10.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Medium

11. Equalities Impact Assessment

11.1 No new equalities impact assessment (EQIA) is required now. The existing HRSS EQIA remains in place. A new EQIA will be completed as part of the delivery of the new HRSS and Action Plan.

12. Appendices

None

13. Background Papers

N/A

14. Report Sign Off

14.1 This report has been through the internal report clearance process and has been signed off by the Director – Assurance and Governance (Monitoring Officer), the Executive Director of Resources (Section 151 Officer) and the appropriate Portfolio Holder(s)

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Cabinet

23 June 2026

Aspire Adoption Annual Report 2025-26

For Decision

Cabinet Member:
Cllr C Sutton, Children, Families & Education

Local Councillor(s):

Senior Leadership Team:
P Dempsey - Executive Director, Children's Services

Report author and job title: Jenny Ness, Head of Aspire Adoption Services
Email: jenny.ness@aspireadoption.co.uk

Statutory Authority:

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

1.1 Dorset Council has a duty under the Adoption and Children Act 2002 to establish and maintain an adoption service for its area.

1.2 Dorset Council in partnership with BCP discharges this duty through a delegation of functions to Aspire Adoption, a Regional Adoption Agency. Dorset retains overall responsibility for its statutory adoption services, continuing to have parental responsibility for its own Children in Care.

1.3 The annual report is the ninth annual adoption report produced by Aspire Adoption, summarising the work of the agency in the period 1st April 2025 to 31st March 2026. The report provides a summary of the operational and strategic activity of Aspire Regional Adoption Agency during 2025/26.

1.4 The annual report provides Dorset Council with an opportunity to satisfy itself that the requirements of the Statutory Adoption Guidance 2013 and the Adoption Minimum Standards 2014 are met.

2. Recommendation(s)

2.1 We are recommending that Cabinet note the activity and performance of Aspire Regional Adoption Agency in 2025/26, as set out in the annual report.

3 Reason for the recommendation(s)

3.1 That Cabinet is satisfied that adoption statutory duties that the agency discharges on behalf of Dorset Council and the Aspire Annual Report 25/26 satisfies that these activities were discharged to a high standard in the last year.

4. The report:

4.1 The report provides assurance on the performance, quality, and strategic position of the Aspire Adoption Service during 2025-2026. Overall, the service remains stable, well-led, and effectively governed, with clear oversight of risks and pressures and appropriate mitigating actions in place.

4.2 Aspire Adoption continues to deliver safe and effective adoption outcomes for children, with a strong focus on securing permanence and promoting long-term stability. While performance has broadly been in line with expectations in 25-26, system-wide pressures particularly adopter sufficiency, workforce capacity, and increasing complexity of children's and families' needs impacted on timeliness and demand targeted improvement activity was required.

4.3 Financial pressures were monitored closely through the Aspire Strategic Board, particularly in relation to staffing and service budget and expenditure. Governance decisions ensured that resources were aligned to service priorities while maintaining value for money and safeguarding outcomes for children.

4.4 Key risks during 25/26 were adopter sufficiency, workforce capacity, and service demand are clearly evidenced and articulated within the report, with actions in place and subject to ongoing review through established performance and quality assurance frameworks.

4.5 Looking ahead priorities for 26-27 include strengthening adopter recruitment and retention, improving timeliness across the adoption journey, further developing adoption support and KiT contact arrangements, and sustaining a stable and skilled workforce.

5. Alternative options considered

5.1 It is a statutory requirement under the Adoption and Children Act 2002 which sets out the duty all Local Authorities to establish and maintain an adoption service, to meet the needs in relation to adoption, of children who have or may be adopted, of adults who have been adopted parents and children and persons who have or may adopt a child in their area.

6. Legal considerations

6.1 It is a requirement that Cabinet satisfy themselves that the Local Authority and the Regional Adoption Agency are working together to meet the needs of children requiring permanence through adoption as laid out by the Statutory Adoption Guidance 2013 and the Adoption Minimum Standards 2014.

6.2 The 2014 Adoption Minimum Standards can be accessed at Department for Education.

6.3 The 2013 Statutory Adoption Guidance can be accessed at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/270100/adoption_statutory_guidance_2013.pdf.

6.4 The Interagency Agreement between Dorset and BCP for the delivery of Aspire Adoption Services is currently being updated to reflect the movement of the Kinship care service back into Dorset Fostering Service and the changes to the budget.

7. Financial implications

7.1 Section 12 of the Dorset Aspire Annual Report shows the finance budget and resourcing of Aspire Adoption. In 2025/26 there was a total underspend of £44,800. This relates to income from recouped costs of aspire adopters adopting from local authorities outside of Dorset/BCP, payments from the adoption and special guardianship support fund (ASGSF) for therapeutic interventions delivered to adopted families by Aspire and from staffing vacancies.

7.2 The contribution split between Dorset and BCP to fund Aspire and the overall budget has been reviewed for 26/27 based upon the number of placement orders and adoption orders for each Local Authority averaged over the previous 3 years. This will be reflected in the updated Inter Agency Agreement.

7.3 The Aspire Budget 26/27 is £2,210,400 with the cost to Dorset being £991,900. This has increased in line with inflation and to enable removal of the income targets to reduce reliance on external placements which are additional cost to Dorset.

8. Natural environment, climate & ecology implications

8.1 No adverse environmental impact has been identified. The Covid-19 pandemic, and subsequent reduction of office space, led to an increase in Aspire staff members working from home, with a consequent reduction in staff travel.

9. Well-being and health implications

9.1 Adopted children in contact with Aspire Adoption are known to be more likely than other children to have a degree of unmet or unidentified health needs. Aspire Adoption works directly with CAMHS and health colleagues who facilitate their engagement with clinical psychology support for adopters. ASGSF funds provide specialist assessment and therapeutic support. Section 8 The Adoption Support offer provides data for Aspire Dorset Families accessing the ASGSF and number of families supported.

10. Other implications

10.1 No other implications have been identified.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

12. Equalities

12.1 The Aspire Adoption Annual Report 25-26 for Dorset does not relate to a new strategy, policy or function so an Equalities Impact Assessment has not been undertaken. Some information about equalities issues is included in the report. No adverse equalities impacts have been identified.

13. Appendices

13.1 Aspire Adoption Annual Report 25-26

Appendices A – Local Authority Statutory Duties.
B – Governance of Aspire.
C – Aspire Adoption Annual Report 25-26.

14. Background papers

14.1 None.

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Assistant Director for Children Services and Head of Adoption and Fostering in Dorset Childrens Services.

Aspire Adoption Annual Report (Dorset)

Adoption Agency Annual Report

- Agency name: Aspire Adoption
- Report title: *Annual Report 2025–2026 (Dorset)*
- Date of publication: TBC

- Prepared by: Jenny Ness – Head of Service, Aspire Adoption.

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A. Local authority statutory responsibilities in respect of adoption
B. Governance of Aspire Adoption
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1. Executive Summary

1.1 This report provides assurance on the performance, quality and strategic position of the Aspire Adoption Service during 2025-2026. Overall, the service remains stable, well-led, and effectively governed, with clear oversight of risks and pressures and appropriate mitigating actions in place. Aspire Adoption continues to deliver safe and effective adoption outcomes for children, with a strong focus on securing permanence and promoting long-term stability. While performance has broadly been in line with expectations, system-wide pressures particular adopter sufficiency, workforce capacity, and increasing complexity of children's and families' needs impacted on timeliness and demand targeted improvement activity was required.

1.2 Adopter recruitment and sufficiency remained a key challenge. Activity continues across the Aspire region to strengthen recruitment, improve conversion rates, and maximise available capacity, supported by collaborative working and enhanced marketing approaches were addressed. Matching and placement activity remained carefully managed to ensure quality outcomes, with learning from disruptions and adopter feedback informing practice development however this also needs increased operational and strategic focus.

1.3 Demand for adoption support continued to grow, reflecting the increasing needs of children and adoptive families. The service has prioritised structured support planning, improved oversight of contact after adoption via the Keeping in Touch proposal and partnership working to ensure families receive timely and proportionate support, while managing financial and increasing operational pressures.

1.4 The Aspire Adoption workforce continued to demonstrate commitment and resilience. However, staff capacity was a recognised risk. This were mitigated through additional resource, strengthened management oversight, staff wellbeing support, and continued focus on professional development and practice quality.

1.5 Financial pressures were monitored closely during 25-26 through the Aspire Strategic Board, particularly in relation to staffing and service budget and expenditure. Governance decisions ensured that resources were aligned to service priorities while maintaining value for money and safeguarding outcomes for children.

1.6 Key risks during 25/26 were adopter sufficiency, workforce capacity, and service demand are clearly evidenced and articulated within the report, with actions in place and subject to ongoing review through established performance and quality assurance frameworks.

1.7 Looking ahead priorities for 26-27 include strengthening adopter recruitment and retention, improving timeliness across the adoption journey, further developing adoption support and Keeping in Touch contact arrangements, and sustaining a stable and skilled workforce.

2. Introduction

2.1 This is the 9th annual report for Aspire Adoption Services. Aspire is the Regional Adoption Agency (RAA) that undertakes the adoption functions on behalf of the local councils of Dorset and BCP Councils.

2.2 The provision of an adoption service is a statutory requirement. The Adoption and Children Act 2002 provides the structure for an adoption service. Under the Adoption Act 2002 s3, each council must continue to maintain within its area an adoption service designed to meet the needs of children who may be adopted, their parents, their natural parents and former guardians. These services are referred to as the Adoption Service, (Adoption and Children Act 2002 s2 (1)). An adoption agency refers either to a local authority or to a registered adoption society under the Adoption and Children Act 2002 s2 (1).

2.3 Aspire has responsibility for recruiting, assessing, and supporting prospective adopters, for non-agency adoption work including partner adoptions and for intercountry adoptions. Aspire is responsible for family finding for all children with adoption plans across Dorset and BCP. Aspire provides support to all parties affected

by adoption, including adopters, adoptees, adoptive families, adopted adults and birth relatives.

2.4 An Inter Authority Agreement sets out the terms and conditions for the establishment and operation of Aspire between the parties, including the key objectives of Aspire; the principles of collaboration; the governance structures for Aspire; and the respective roles and responsibilities the parties have during the currency of the agreement. During 2026 this has been to reflect changes made in 2025 with the Kinship assessment and support teams moving from Aspire Back to Dorset Fostering Team.

2.5 It is important to note that the Quarter 4 data and information within this report is draft yearly data due to be finalised and submitted to the ASGLB on 31st May 2026. Additional Adoption Support Adult yearly data is due to be submitted by 28th July 2026 following a Pilot Data Collection of Q3 25/26 data. Plans for children are dynamic and develop every day and the picture will have changed at the point this is read. Our task has been to place children promptly in adoptive families that have been robustly assessed and are well-prepared for the challenges of adoption. We support children and their families throughout their childhood and adolescence through to adulthood.

3. Agency Overview

3.1 Vision, values, and strategic aims

Aspire Adoptions vision and the objectives aimed for are to achieve excellent outcomes for children and adults affected by adoption by:

- Working closely with our partner local authorities and other stakeholders to ensure that children's best interests are at the heart of placement decisions which will fully meet their needs.
- Targeted recruitment and the establishment of a wide and diverse pool of prospective adopters.
- Matching so that children are placed without delay in secure, loving families.
- Undertaking adoption support needs assessments which are through, evidence based, and timely.
- Providing creative and outstanding adoption support services.
- Investing in our workforce to ensure they have the right skills and capacity to deliver excellent services.
- Continually seeking to apply best practice and innovation to our ways of working.
- Actively listening to and learning from children, adults and staff with whom we work to develop and improve the services provided.

- Strategic and Operational delivery and challenges were analysed via a Diagnostic Assessment of the Aspire Adoption Service in May 2025. This gave opportunity for a strategic and operational deep dive into the priorities for improvements in a Diagnostic Implementation Plan which was implemented effectively addressing staffing capacity, service improvement and development.

3.2 Local context (demographics, demand trends)

3.2.1 Dorset, Bournemouth, Christchurch and Poole (BCP) together form a largely coastal, predominantly rural–urban mixed area in the Southwest of England, characterised by an ageing population, relatively low ethnic diversity, and pockets of deprivation alongside more affluent communities.

3.2.2 BCP is more densely populated and urban, with greater socio-economic inequality, while the wider Dorset Council area is more rural with dispersed communities and limited access to services. Across the conurbation, the proportion of older residents is significantly higher than the national average, contributing to increasing demand on health, social care and support services, while the number of children and young people is comparatively lower but with growing complexity of need.

3.2.3 Demand trends show rising pressures in children's social care, including increase in number of children in care, those with complex trauma, disability or mental health needs. Housing affordability, workforce challenges and inward migration (including seasonal and transient populations) further shape service delivery.

3.2.4 Within adoption services nationally, there is a continued gap between the number of children requiring permanent homes—particularly sibling groups, older children and those with additional needs—and the availability of approved adopters, alongside a greater emphasis on early permanence planning and permanence options outside traditional adoption.

4. Service Delivery Overview

4.1 Recruitment of Adopters

4.1.1 Aspire recruits a wide range of diverse adopters. However, this remains a challenge due to the national sufficiency crisis relating to the recruitment of adopters. This year 23 approval of adopters which is a reduction of 25% compared to the previous year.

4.1.2 Targeted changes to our social media messaging and changes to the induction programme and preparation training, have helped attract adopters for older children, sibling groups and children with additional needs that we require.

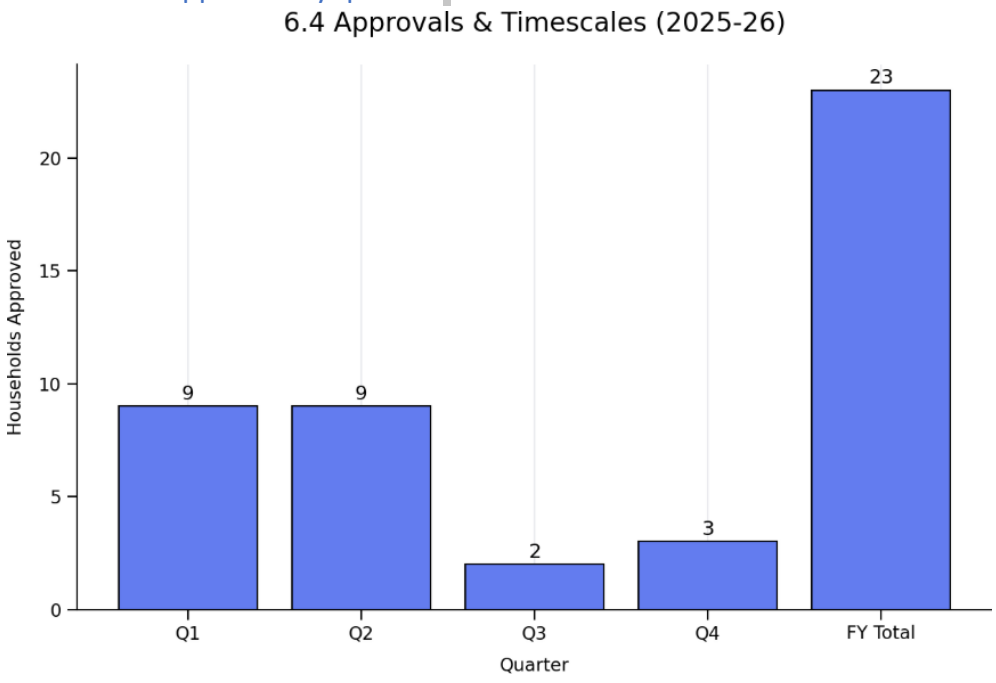
4.1.3 In December 2025 following successful recruitment, an Aspire Marketing Officer was appointed called Kirsty Chant. This is after a 3-year absence of anyone in post.

4.1.4 We continued to fine-tune our messaging and work with adopters to flex around the needs of our children. We do adopt some babies, but we are mainly looking for adopters who will consider older children, sibling groups and children with additional needs. If adopters are not matched with Dorset or BCP children, we support them to explore children nationally.

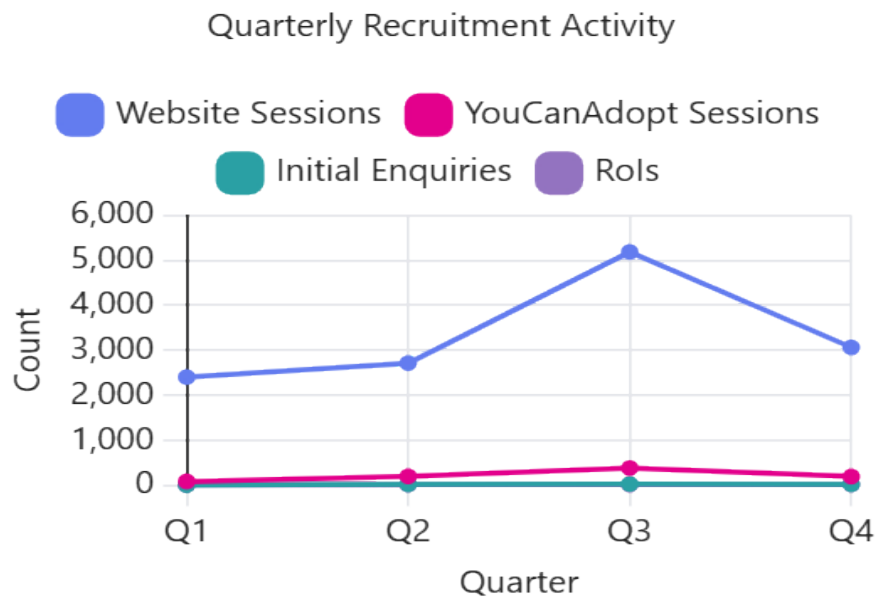
4.1.5 There continues to be a significant decrease in the number of approved adopters nationally within this year. Q1 and Q2 saw 9 approvals per quarters however due to staffing issues and delays in Stage 1s Q3 and Q4 saw a significant reduction in approval of adopters.

Fig 1 Approvals & Timescales (2025-26)

Households approved by quarter:



4.2 Recruitment strategy and activity



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4.21 Website traffic peaked in Q3 (5,186 sessions) before stepping back in Q4.highest absolute volume of youcanadopt.co.uk referrals (379). Enquiry volume and Initial Enquiries via the online form averaged 18 per quarter. Registration of Interest held broadly steady across the year (Q1: 11, Q2: 10, Q3: 14, Q4: 11), giving an annual total of 46 RoIs. Conversion from Enquiry to RoIs conversion (where measurable) ran at 73% in Q1, 43% in Q2 and 82% in Q3. (Fig3)

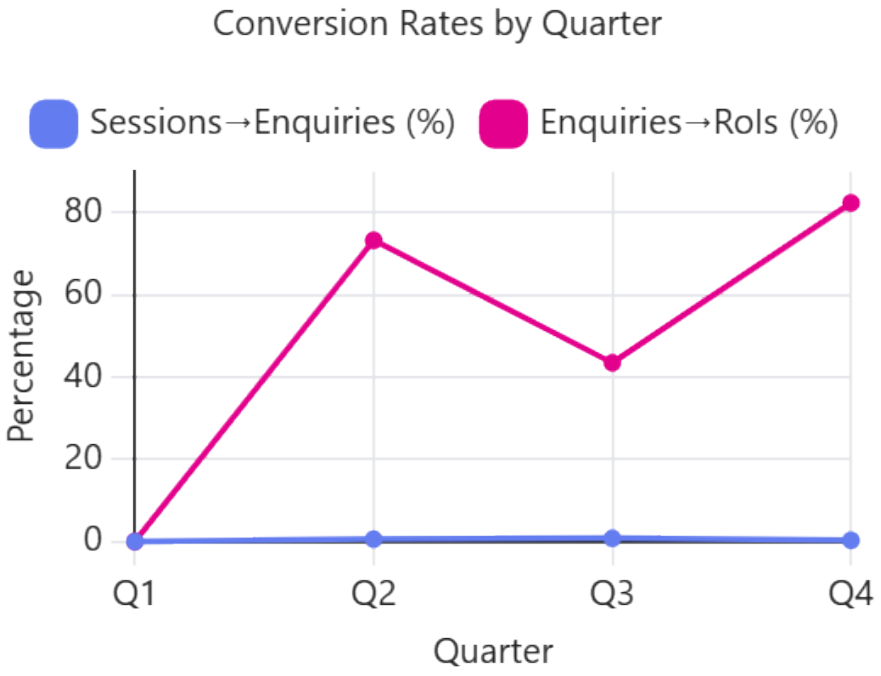
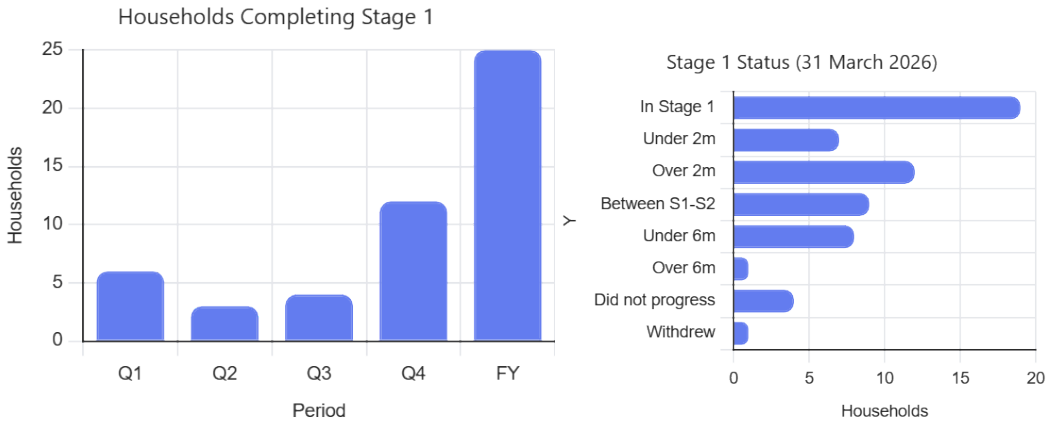


Fig 3. Enquiry to ROI.

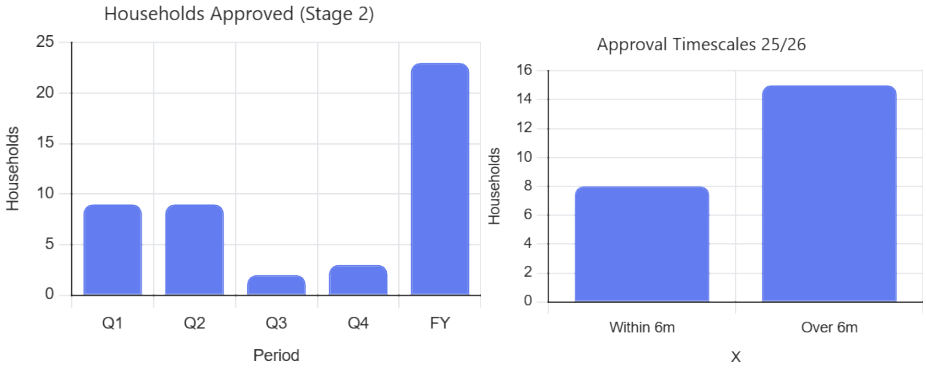
4.3 Assessment and Approval

Stage 1 & Stage 2 performance: (Fig 3 Stage 1 performance data)



4.3.1 Stage 1 performance data shows that 38 household's started Stage 1 across the year. Activity increased in Q3 & Q4 which would have been due to increased staffing capacity in the Aspire Recruitment and Assessment Team during this period. 67% of Stage 1s progressed to Stage 2 however 63% where in Stage 1 for over 2 months which is an nationally set adopter assessment KPI. Delays in medicals and staffing capacity being the rationale for this.

(Fig 4 Stage 2 Performance Data)



4.3.2 24 adopter households were approved with Q1 & Q2 frontloaded with 18 approvals during this period with a drop in Q3 & Q4. 43% of Stage 2 assessments were completed within 4 months during Q1 & Q2 with a decline to 64% in Q3 & Q4.

4.3.3 Complexity of assessments, staffing capacity and also adopters on hold is the rationale for this. However, Stage 2 maintains a healthy conversion rate despite the impact of capacity constraints and process delays. With the increased social worker capacity in late 2026 there is a renewed focus on achieving adopter approval targets for 26-27.

4.4 Quality Assurance Processes at Panel.

Aspire Adoption Panel 25-26.

4.4.1 Aspire Adoption Panel has continued to operate virtually, with business meetings, appraisals also online and training delivered through a combination of virtual and in-person formats. Full day training carried out half yearly is held in person, with two virtual half day training sessions carried out in between these dates including learning from disruptions, adoption support, early permanence, etiquette, questioning and confidentiality.

4.4.2 Panel focus remained on achieving the best outcomes for children through robust, child-centred decision-making. Panel colleagues and the Aspire have universally shown professionalism, flexibility and good humour throughout the year whilst ensuring that Panel is robust and provides a high level of quality assurance.

4.4.3 Panel met on twenty-seven occasions between April 2025 and March 2026. The Central List comprises of 26 active members, of whom including the chair and two vice chairs are independent members. The previous challenge around recruitment of social work members has been addressed through the addition of retired social work members and recruitment of one social work member working elsewhere within one of the councils. A birth parent and an adult adoptee are also members of panel. Recruiting more male panel members has remained a challenge. There now being 4 male Panel members but Aspire have ensured that there are two male panel members on panel including the chair.

4.4.4 The Aspire Adoption panel has continued to meet virtually twice a month. This year the panel made: -

- 23 Approvals
- 30 Matches
- 2 De-Registrations

4.5 Matches of children with adopters at Panel

4.5.1 Matches of children have continued well. The 30 matches identifying new homes for 37 children, including one sibling group of 3 and 5 groups of 2 children. The majority

of matches were of adopters with children who had already been placed with them under early permanence arrangements. The cases provide the challenge of ensuring appropriate scrutiny of a match which has, to all intents and purposes, already been agreed and settled.

4.5.2 The advantage of the Adoption Support Plan being used as a separate and more detailed document has helped considerably in allowing Panel to properly scrutinise the support going forward, most particularly from the perspective of there being experience of the children being in the adopters' care. There were 5 matches with adopters from external agencies, three for children from BCP and two for children from Dorset.

4.6 Adopter Approvals at Panel

4.6.1 The number of adopters approved this year has fallen markedly. The reason for this has been in part staffing challenges within the Recruitment and Assessment Team in Aspire and also a more general drop in those coming forward to offer themselves as adopters amongst the population at large. This situation is a national one and discussions with Panel colleagues who are Panel Chairs elsewhere are seeing reduction in adopter approvals at Aspire is not as significant as those experienced by many other agencies which is re-assuring.

4.6.2 Since the beginning of Q4 25-26 approvals began to increase once more, reflecting in particular the improved staffing situation with Aspire. It's heartening to see a significant number of adopter approvals booked onto the Adoption Panel forward plan over the next few months. There remain delays for adopters in being brought to Panel not of Aspire's making in those delays to both DBS checks and medical reports have held up a number of approvals. The number of deregistration's of adopters has significantly decreased, again impacted by the improved staffing situation and a focus on matching adopters with children.

4.7 Feedback from Panel

4.7.1 Panel has been operating a RAG rating system for social worker reports since early 2021. This has been generally well received and has improved the consistency and quality of feedback. The process has enabled an objective and measurable assessment of the direction of travel of reports which have in large part been positive as most reports are given a 'green rating'. Panel report that the quality of reports continues to be good, with particular improvement around CPRs and APRs at the point of matching.

4.7.2 Analysis and evidencing of resilience in PARs have become uniformly good, leading to no deferrals of adoption approvals this year. Timeliness of assessments has generally improved but still remains outside statutory limits. Delays to DBS check return and medical assessments remaining the primary cause.

4.7.3 Panel has placed increased focus on keeping in touch arrangements, particularly as direct contact is increasingly ordered by the courts. Questioning now ensures adopters are prepared for and open to these arrangements and that appropriate support is in place.

Panel Business

Aspire's Adoption Panel has undertaken the following business over the past twelve months:

	April 2025 - March 20226	April 2024 – March 2025	April 2023 – March 2024	April 2022 – March	April 2021- March 2022	July 2020 – March 2021	January – June 2020	2019
Approvals	23	30	28	35	39	33	28	54
Approvals deferred	0	0	0	2	2	2	0	3
Matches	30*	27	34	38	29	34	26	52
Matches deferred	0	0	1	0	1	0	0	0
De-Registration	2	9	8	8	3	3	3	4
Should be placed for adoption	0	2	1	0	0	1		
Review of Adopters/Short Report	2**	0	0	1	1	1		
Total	57	68	72	84	74	74	57	63

*30 matches comprising 18 matches of 22 BCP children in total; 12 matches of 15 Dorset children in total.

Fig 5 (Panel Activity)

5. Matching and Family Finding of Children

5.1 Number of children waiting

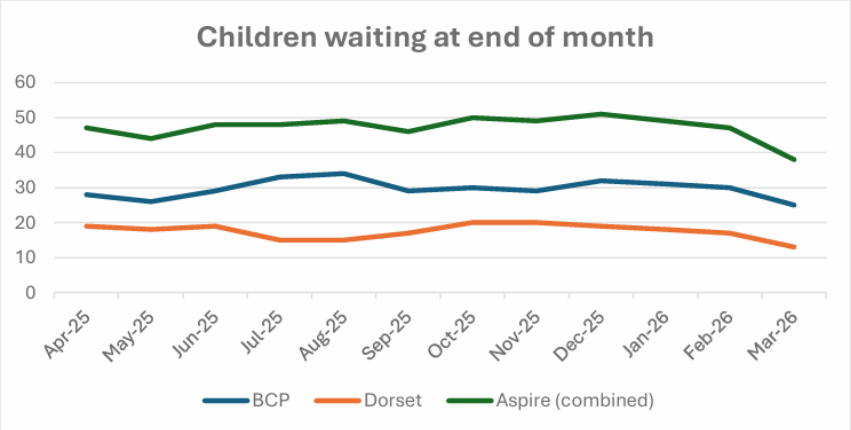


Fig 6.

5.1.1 The 25-26 data on children waiting indicates ongoing pressures within the service, with a sustained number of BCP and Dorset children awaiting placements or progression through the system. While there may be some fluctuations across the reporting period, the overall trend suggests that demand continues to exceed available resources in key areas.

5.1.2 A significant proportion of children BCP and Dorset children have been waiting for extended periods, highlighting challenges in securing suitable matches—particularly for those with more complex needs, sibling groups, or older children. This contributes to delays in achieving permanence and can impact children's emotional wellbeing and stability.

5.1.3 The 25-26 data may also show that new referrals and entries into the waiting cohort are occurring at a steady rate, which, combined with slower exits (through placement or change of plan), results in a backlog within the Aspire Family Finding Team. This indicates a need for ongoing recruitment of adopters/placements and more targeted matching strategies.

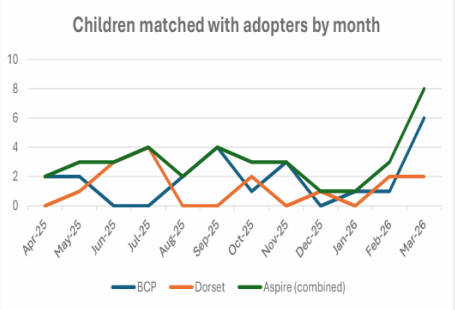
5.1.4 Positively, where reductions in children waiting numbers are seen, these are linked to focused interventions such as improved tracking and targeted family finding, or approval for external placement searches widening availability. However, these gains may be difficult to sustain without continued resource investment which is now happening in the Aspire Marketing Strategy 26-27 and the additional resource of the Aspire Marketing post which commenced on 1st December 2025.

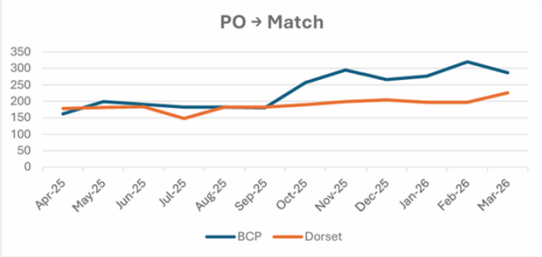
5.1.5 **Key themes** emerging in 25-26 was persistent demand and pressure on adopter placement sufficiency, longer waiting times for children with additional needs, Need for targeted recruitment and matching strategies and the importance of early intervention to reduce delays. Overall, the 25-26 data highlight the importance of maintaining momentum in recruitment, improving timeliness in decision-making, and strengthening permanence planning to reduce the number of children waiting and improve outcomes.

5.1.6 Children Matched with Adopters by Month (Apr 2025 – Mar 2026)

Metric	2022-23	2023-24	2024-25	2025-26	—	2022-23	2023-24	2024-25	2025-26
	BCP	BCP	BCP	BCP	—	Dorset	Dorset	Dorset	Dorset
Adoption Orders	27	22	23	15	|	26	16	20	14
Placements	24	24	19	20	|	16	19	17	15
Matches	25	22	17	22	|	16	19	17	15
Placement Orders	24	22	26	19	|	21	19	23	16
ADM BIDs	32	27	23	20	|	24	26	21	20
FFA/CP	1	3	3	6	|	2	10	7	2
A10 (BLA→placed, AO yr, days)	527	410	428	337	|	525	430	312	315
A2 (PO→match, AO yr, days)	283	156	178	299	|	236	116	180	157

Fig 6Year by year comparison of A10 & A2 KPIs for Adoption timeliness for children. ASGLB data





(Fig 7 & Fig 8)

5.1.7 The monthly data shows a variable but generally steady pattern of matching activity across the year, with clear peaks and quieter periods rather than a consistent upward trend. Across Aspire (BCP + Dorset combined), matches ranged from 1 to 8 per month, demonstrating fluctuations linked to operational activity and case progression.

- **Early year (Apr–Jul 2025):**
  Matching activity increased gradually from 2 in April to 4 in July, indicating a building pipeline of matches as the year began.
- **Late summer to early autumn (Aug–Oct 2025):**
  Activity remained moderate, with 2–4 matches per month, including a peak of 4 in September, suggesting a period of sustained family-finding progress.
- **Mid-year dip (Nov 2025 – Jan 2026):**
  There was a noticeable slowdown, with matches falling to 1 in December and

January, representing the lowest point in the year. This reflects seasonal pressures and delays in progressing matches over the holiday period.

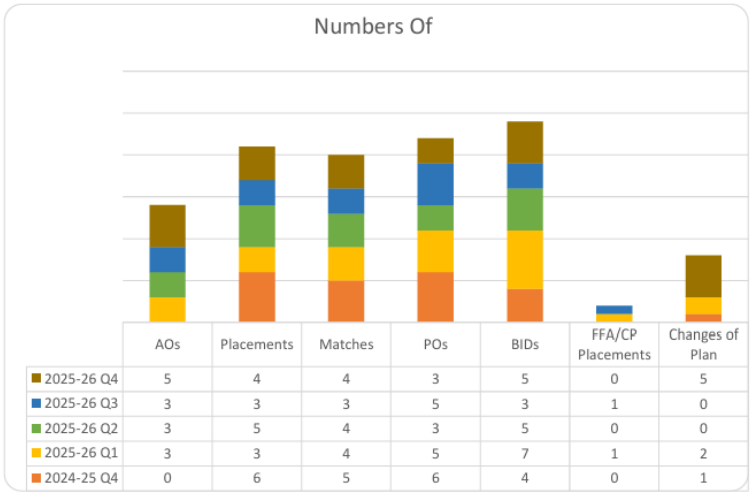
- **Year-end recovery (Feb–Mar 2026):**
  Activity increased again, culminating in a significant peak of 8 matches in March, the highest monthly total of the year. This aligns with the broader Q4 trend of increased activity and throughput.

Overall Analysis of children's matches:

- Matching activity is inherently uneven, with peaks reflecting concentrated efforts to progress cases and quieter periods linked to operational or seasonal factors.
- The strong finish in March indicates a successful push to progress matches at year end, consistent with wider Q4 performance improvements.
- However, the mid-year dip highlights vulnerability in maintaining consistent matching momentum across all months.

While Aspire demonstrates the ability to deliver high volumes of children's matches in peak months, maintaining a more consistent monthly flow of matches remains a key area for development. Strengthening adopter availability, reducing delays between stages, and smoothing panel planning and court processes will be critical to achieving this.

5.2 Dorset Childrens Data 25/26



	AOs	Placements	Matches	POs	BIDs	FFA/CP Placements	Changes of Plan
2025-26 Q4	5	4	4	3	5	0	5
2025-26 Q3	3	3	3	5	3	1	0
2025-26 Q2	3	5	4	3	5	0	0
2025-26 Q1	3	3	4	5	7	1	2
2024-25 Q4	0	6	5	6	4	0	1

*** Fig 9 Coram Q4 return Dorset 25-26**

- There has been a consistent number of Best Interest Decisions (BIDs) throughout the year for Dorset children with should be placed for adoption decisions, although there has been a decrease in Placement Orders and Adoption Orders compared to the previous year. With regards to the Should Be Placed for Adoption (SHOBPA) decisions, there are many variables why this has increased for the LA's, changes of plan, extended family or kinship carers being identified prior to the plan being adoption, or birth parents making the necessary identified changes to parenting.

- There has been a decrease in children being placed within 2025/26. This has been due to children having to wait longer for adopters to be identified. Of the children placed 84% of Dorset Children and 100% of BCP children were placed with Aspire adopters. Overall, 73% percent of children who were placed for adoption, were placed with Aspire adopters which is a decrease from 92% in the previous year for internal placements with adopters.

5.3 Should be placed for Adoption Decisions (SBPA)

5.3.1 Dorset have made 1 less SBPA decisions this year as they made in 2024/25. Dorset made a total of 20 SBPA decisions in 2025/2026 and of those 20 SBPA decisions made between April 2025 and March 2026, 11 were boys and 9 girls, there were 3 sibling groups, 2 of which were groups of two siblings, 1 of which were a group of three. 12 children were below the age of 2 and the remaining 8 children were aged between 2 and 5 years old at the time of the SBPA decision. All but three children were White

British, those not, were a sibling group of 2 who were White/Chinese, and 1 child was White/Black Caribbean.

5.4 Placement Orders

5.4.1 There has been a decrease by 7 of Placement Orders granted this year from 23 in 2024/25 to 16 in 2025/26. This is a 31% decrease in Placement Orders.

5.5 Children Placed

5.5.1 There has been a slight decrease in children being placed within 2025/26 to 15 from 17. Of the children placed 73% of Dorset Children were placed internally with Aspire adopters. Timeliness for children however has remained good in all areas which is positive.

5.6 Adoption Orders

5.6.1 There has also been a decrease in adoption orders made. There were 20 adoption orders granted in 2024/25 a decrease to 14 in 2025/26. This is the lowest amount in 4 consecutive years since 22/23 with a 30% decrease. Q4 25-26 seen 5 Adoption Orders made which is positive as in the same quarter in the previous year there were 0 adoption orders granted.

5.7 Children waiting for a match.

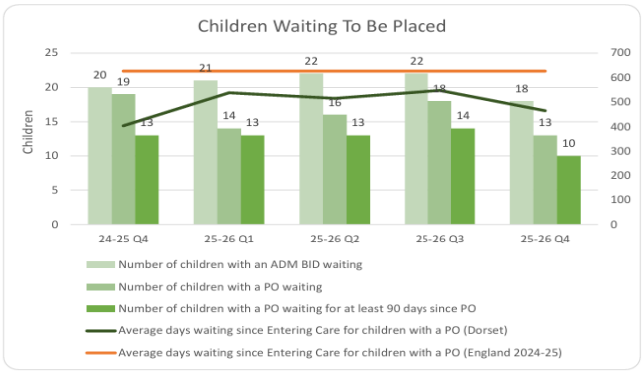


Fig 10

5.7.1 Dorset and Aspire are ambitious for their children and strive to seek placements for all children, no matter what age, level of need or sibling group size.

5.7.2 For the children currently waiting for a match, Aspire has worked hard to increase the range and diversity of adopters enabling children who are older, or in sibling groups loving adoptive families, by prioritising the assessment of those families. For 2025/26 this is evidenced by the children placed – 76% of Aspire children (BCP and Dorset combined), and 73.3% of Dorset Children were placed with Aspire adopters. External placements for Dorset where 8 children; all sibling groups bar 1 singleton.

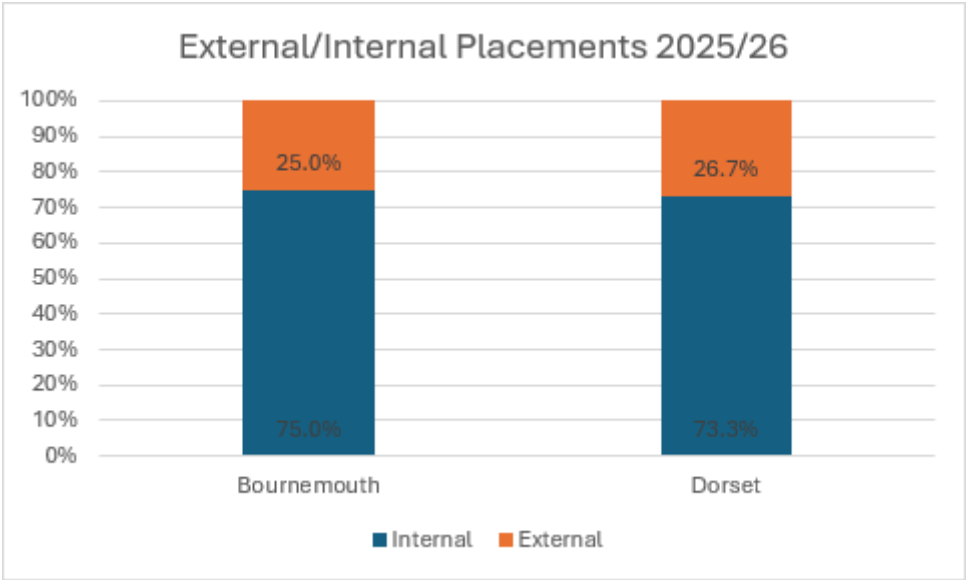


Fig 11.

- It does need emphasising that there continues to be a national sufficiency crisis with the recruitment of adopters, meaning that we have to work harder for older children and or sibling groups. Historically adopters who would have considered sibling groups and older children are now opting for children who have lesser needs on Linemaker Aspire have been part of the Southwest Permanency Project for disabled children and managed to secure 1 match from the project which was positive.
- Aspire have also attended matching events both regionally and nationally, linked with our Southwest Adoption Consortium Partners, and have used link maker, a national matching tool to link with external adopters. Coram Activity Days have also brought increased links for Dorset children who has external placement searches agreed.
- As of the 31st March 2026 there were 15 Dorset children waiting for a match, 4 sibling groups, 1 sibling group of 3. 1 child was matched and moving in June 2026, 1 sibling group of 2 at Panel in May 2026, 1 child shortlisting is happening in May, and 2 children family finding continues where Placement Order was granted in February and March 2026. 6 children also had a change of plan.
- As a general principle, siblings will be placed together; however, due to the individual needs of children, this is not always right for them and cannot always be achieved. It is essential that sibling assessments are carried out to ensure good quality decision making and support plans are evidence based if children are placed together or apart.

5.8 Timeliness of Adoption for Dorset Children

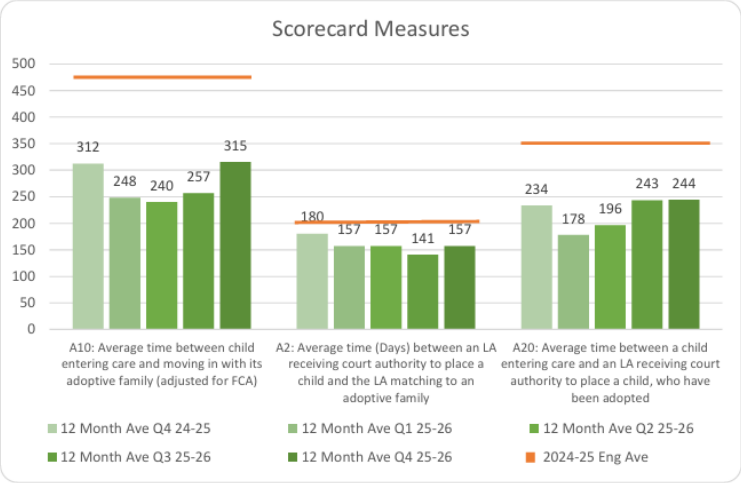


Fig 9 Q4 25/26 Dorset Coram Data.

5.8.1 Nationally, Aspire are one of the best performing RAA's in respect of their timeliness of the child's journey through the adoption process and throughout 25-26 timeliness for children in Dorset has remained strong for the A2, 10 and 20 being well below the national average. For all aspects of the child's journey through adoption (13) Dorset are achieving good timeliness for children in securing their permanence.

5.8.2 There has continued to be a decrease in both the time between entering care and being placed for adoption with a slight increase in Q4 25/26 and the time from Placement Order to be matched with adopters and from becoming looked after to being adopted. It must be remembered that lower is better for these figures as this indicates minimum delay in children achieving their permanence.

5.8.3 This is attributable to the close working partnerships between Dorset and Aspire. There has been a sustained improvement in tracking the children's progress throughout their adoptive journey.

5.8.4 Aspire implemented a tracking process in early 2024/25 from when the child was placed with their adoptive family, and the 10 weeks point when the adoption application could be made. This has seen a continued oversight in the time scales which is again beneficial as permanence is achieved quicker for the children.

5.8.5 This consolidated joint working, and tenacious family finding and continued recruitment of adopters for our children, has resulted in a timelier process, enabling children to be with their families sooner rather than later.

5.8.6 The most up to date scorecard data provided, at the time of writing, is the Q4 25/26 Dorset ASGLB RAA Dashboard - A1, A2, A10 and A20 timescales for children adopted in the year to 31 March 2026.

5.8.7 The timeliness between authority to place and deciding on a match has continued to improve over the last 12 months, despite the national sufficiency crisis. Dorset are performing better than the England and Good national averages. There has been much earlier tracking of children deemed harder to place, and targeted recruitment,

and in some cases fast tracking of the assessment of the adopters, for those children, to enable them to achieve permanence within their families.

5.9 Early Permanence

5.9.1 Early Permanence (EP) is an umbrella term for two main placement types where children have been placed with approved adopters who are also approved as foster carers. These placement types have previously been known as concurrent placements and foster to adopt placements.

5.9.2 Early permanence is seen to be win-win for a child, either they stay with the family they know and feel safe with, or they return to the care of their birth family who they also know and feel safe with. It is the adults who have to manage the uncertainty and challenges.

5.9.3 This year however has resulted in a decrease in number of EP placements to 2 from 7 the previous year which is a 72% decrease. There is however continued use of EP, which is extremely positive for the children, as they have fewer placement moves, and as above, either go on to be adopted or return to family. This has been due to adopter sufficiency where not enough EP carers have been recruited during 25/26. A Sufficiency Strategy is being implemented in 26/27. Aspire have not met recruitment targets for EP during 25/26:

Sufficiency targets for the recruitment of adopters over the next 3 years:

YEAR	2 SIBLINGS	3 PLUS SIBLINGS	CHILDREN 4 PLUS	EP	TOTAL
2025– 2026	10	4	1	15	30
2026/2027	14	5	1	15	35
2027/2028	15	6	1	18	40
TOTALS:	39	15	3	48	105

Fig 10 Aspire Sufficiency Strategy 25-28.

- Whilst Early Permanence has generally been used for babies Aspire has placed babies direct from hospital so there are children who have only known the one carer. We have also been far more creative historically in our use of early permanence with older children, and sibling groups, to reduce placement moves to avoid delay. The Aspire Early Permanence Offer and EP Policy has also been updated and agreed in 2025/2026 at Aspire Operational Board. Early Permanence in the Southwest Region also continues to be the strongest performance wise in utilisation of EP within court proceedings.

6. Adoption Support Service Delivery 25/26

ADOPTION SUPPORT		
Support services	Aspire Adoption Services	Local Authority
Assessment for adoption support	✓	
Developing and delivering adoption support plans	✓	
Agree and administer financial support to adoptive families pre and post Adoption Order		✓
Adoption support delivery including: • Support groups • Social events • Post adoption training • Independent Birth Relative services • Support with ongoing birth relative contact • Specialist Life Story practitioners • Adoption counselling and training	✓	
Financial support to adopters including adoption allowances		✓

6.1 During May 2025 the SGO element of Aspire was transferred back to BCP and Dorset Local Authority successfully along with the management and staffing establishment. Therefore the work was to concentrate solely on adoption.

Aspire Adoption services provide support for adopted children and adopted adults within the Dorset and BCP area. Aspire adoption services provide support for children outside of Dorset and BCP up until 3 years post adoption order. Birth relatives can access the Independent Birth Relative Service if their adopted child is considering keeping in Touch post order. A KiT Policy and Steering Group was developed further during 25/26.

6.2 **Aspire Adoption Support Principles**

6.2.1 Aspire Adoption Support Team deliver post adoption support in line with the following key principles: child-centred, trauma-informed, accessible, timely, collaborative, and proportionate. Aspire provides services to support adopted children and their families; child centred practice remains at the forefront of Aspire adoption services. Aspire recognizes accessibility, timely, and collaborative support with families is key to positive outcomes.

6.2.2 Aspire post adoption support core principle is to empower adopted families and their children and compliment their parenting, adopting support is a voluntary service which families opt in and of course can opt out if they should choose.

6.3 The Aspire Adoption Support Offer 25/26.

6.3.1 The service provides a graduated model of support including universal services, targeted support, and specialist interventions such as therapeutic services and support funded via the Adoption and Special Guardianship Support Fund.

6.3.2 In terms of reference, support can be provided to anyone up to the age of 22 without ever receiving an EHCP or 25 if they have been supported by an EHCP. (This is not the same for Access to Records or Intermediary requests).

6.3.3 Aspire post adoption support is not a crisis service they provide assessed and tailored support to adoptive families, children, young people and adults.

6.3.4 **Universal support-** Families have during 25-26 been able to access, adoption support groups, coffee mornings, training and workshops, social events and have access to a CATCH (Child Attachment and Trauma Community Hub) membership. Families, children and young people will be able to access our duty services 4 out of 5 working days,9:30-15:30

6.3.5 **Targeted support –** as recognized following an assessment of need with a practitioner, to include signposting to specialist services such as virtual school, Local Authority SEN department, SENDIASS, CAMHS, Health or local authority early help.

6.3.6 **Specialist support –** as recognized following an assessment of need completed with a practitioner to explore and access specialist therapeutic support for the family, child or young person. Commissioned and reviewed through Aspire Adoption support services, funded through the ASGSF.

6.3.7 Families, children and young people have an allocated practitioner for a 6-month period to include the assessment, implementation and review of adoption support packages.

6.3.8 As most children from BCP and Dorset are placed with Aspire adopters this means that the support is provided throughout the child's minority and into further education. This also creates a sufficiency issue in the ability to meet need, as the support will not cease after the 3 years, and transfer to the area the child is placed

6.3.9 Aspire continue to offer a tiered approach to support services, which consists of a duty system, universal support, and targeted Intervention. This has proved the most effective way of providing support within the region. The duty system is managed by experienced Family Support Practitioners who are able to give advice and guidance and signpost to other services if needed. This includes but is not limited to; meetings with Clinical Psychologists, bespoke training packages, therapeutic input delivered by Aspire staff, individual commissioned membership of Children and Trauma

Community Hub (CaTCH), a dedicated web-based support service providing online training, workshops, advice etc for Adopters.

6.3.10 Aspire continues to work hard to eradicate waiting lists and offer an immediate response to families at the lower tiers through a daily duty system. However, due to the sheer volume of work, there is a waiting list of 3-6 days for a consultation with a Social Worker, if this is required.

6.3.11 The service has formed strong links with Virtual Schools, Early Help and universal services who offer bespoke services for our families. The duty system receives approximately 300 enquiries a month, which vary dependant on the time of year i.e. holidays and Christmas seeing an increase in enquiries. The universal support offer which is inclusive and provides regular newsletters and information via the mailing list and support groups and workshops/training.

6.4 Assessment of Need.

6.4.1 Aspire adoption support services undertake an Adoption support assessment from an initial consultation. Aspire work alongside Aspire Adopted families to identify needs, considering the impact of trauma around your child's preadoption history. We explore support networks and work with other professionals to enable us to get a better understanding of adopted children whether that be CAMHS, education, SEN or health colleagues. To assist Aspire adoption services we seek consent to access your child's permanence report, adoption support plan, specialist health assessment, CAMHS assessments, EHCP or education psychology assessments.

6.4.2 Outcomes or the assessment of need is reviewed of your adoption support plan and include advice, universal support, a formal review of adoption support plan, or seeking specialist services and ASGSF commissioned services if required.

6.4.3 A targeted support offer for those families needing more than universal services. An assessment of need will be carried out. This will be done via a consultation with one of the experienced social workers. For those families that need targeted support, a worker will be allocated to the family to carry out the identified work and provide support for up to three months, and an exit plan will be developed within the plan.

6.4.4 This is not an exhaustive list as bespoke services and workshops/training can be tailored to individual family's dependant on need. Allocations are on a short-term basis (approx. 3 months) to provide an intensive package of support, to build a parents/carers skills, resilience, and confidence to parent the children in their care.

6.5 Quality Assurance of ASGSF commissioned services.

6.5.1 Aspire are working with our regional partners Adoption West and Adopt Southwest to review the commissioning of support services and work on ways to improve and

standardise the services. This is funded by Adoption England and during 25-26 the Southwest Therapeutic Framework.

6.5.2 During 25-26 Aspire Adoption Services have ensured quality assurance of services commissioned working with BCP Local authority to ensure that services meet their stringent framework whilst working towards the regional framework. When Aspire Adoption Services commission therapeutic services we will agree a minimum of 3 Goal Based Outcomes to ensure positive outcomes for adopted children.

6.5.3 Aspire will also request a midway report if the child is accessing more than 10 therapeutic sessions and every therapeutic intervention will have a final therapy review meeting and report we also seek the progressions of the 3 agreed goal-based outcomes.

6.5.4 On the rare occasion that a service which Aspire adoption services have commissioned does not meet the expectations of a family or there is a complaint raised against the provider Aspire will raise this on family's behalf and seek resolution. Additionally on the rare occasion that resolution cannot be agreed, Aspire will follow the BCP policy of raising complaints around a service provider. Make a complaint about children and young people services | BCP

6.6 Adoption Support Fund (ASF) & usage during 25/26

The Department for Education Adoption and Special Guardianship Support Fund (ASGSF)

6.6.1 The adoption and special guardian support fund provides funds to local authorities and regional adoption agencies to pay for essential therapeutic services for eligible adoptive, special guardianship order and child arrangement order families.

6.6.2 The post support team help adopters to access the ASGSF by completing the required assessment and sourcing the therapists using our procurement framework. This has become increasingly important for our families. and the current service, has meant we have been able to support significantly families to access therapeutic services despite changes to the ASGSF. In May 2025 the DfE announced key reductions to the fund:

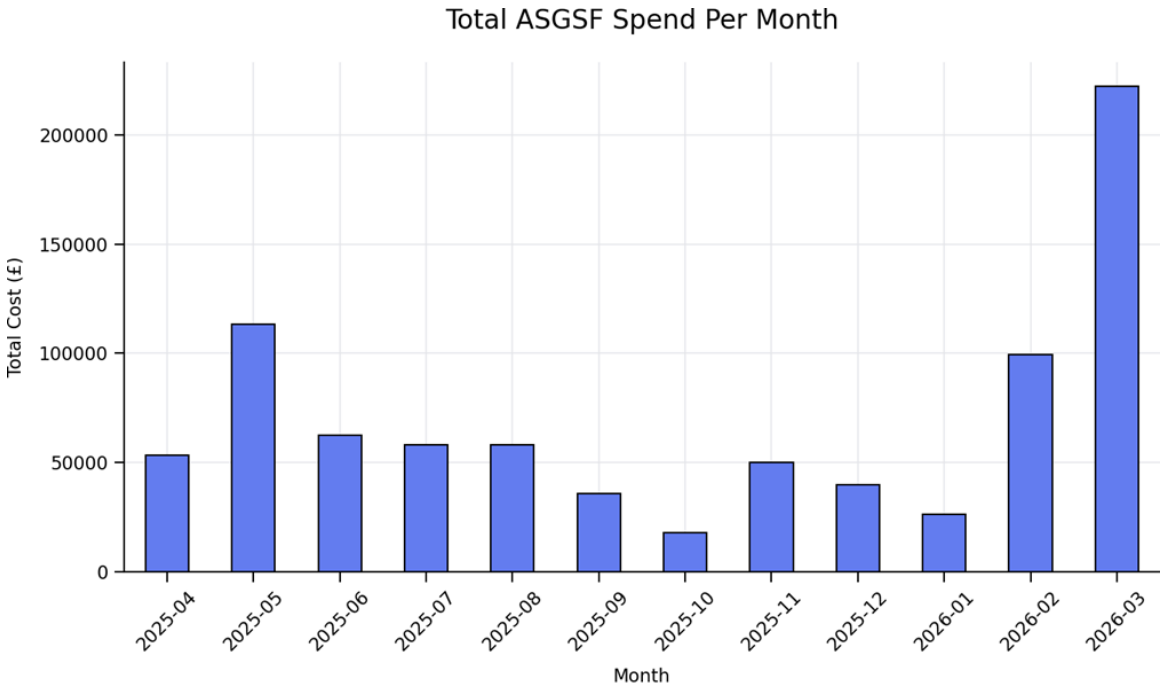
- **Fair Access Limit Cut:** The maximum therapy funding per child per year has been slashed by 40%, from £5,000 to £3,000.
- **Specialist Assessments Dropped:** The separate £2,500 allowance previously used to fund specialist assessments has been removed entirely.
- **Match-Funding Eliminated:** Local authority match-funding for children with exceptional, high-level needs above the £3,000 limit is no longer available.

6.6.3 The impact of the reduction of FAL is yet to see the full impact. Adopters are reporting the impact which has led to looking at how to use the fund more effectively. Regional RAA partnerships have also joined with Adopt UK to offer online parenting courses

which the project is in its early infancy but is co-delivered by Aspire FSPs and Adopt UK practitioners.

25-26 Monthly ASGSF Spend Overview

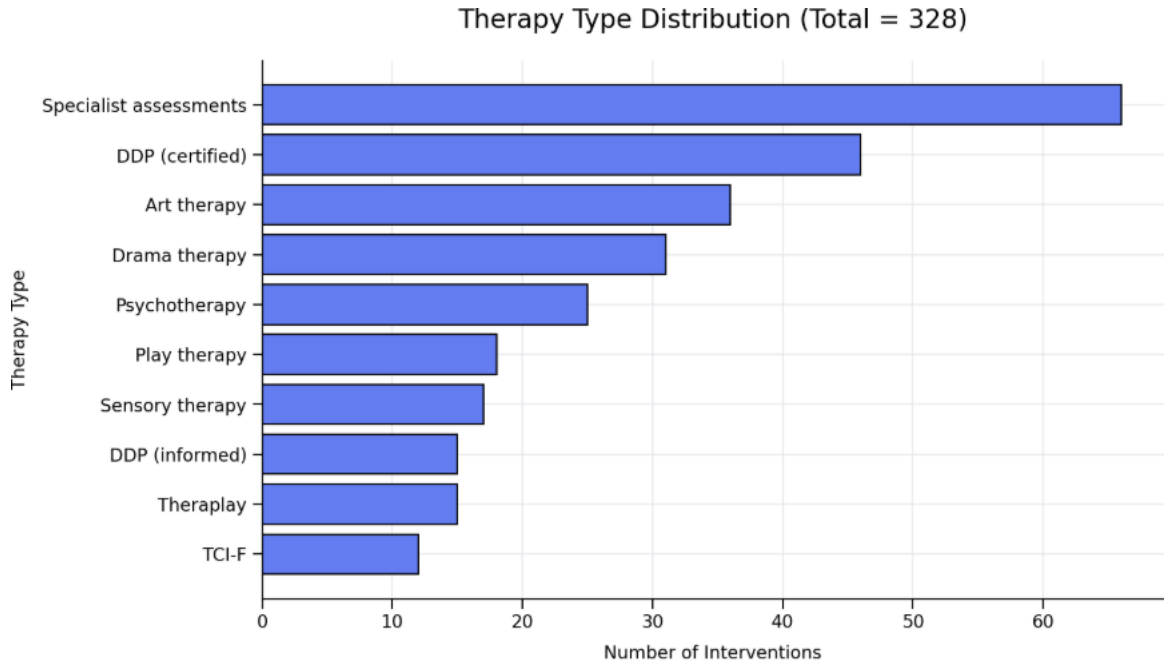
(Fig 11) Totals spend across all applications: £836,116.41.



Key Insight: Monthly expenditure demonstrates variation in funding demand and can support forecasting and service planning.

(Fig 12) Therapy Type Distribution 25-26

Total interventions delivered: 328



Key Insight: Service delivery is primarily focused on Specialist Assessments and attachment-based interventions (DDP), alongside strong use of creative therapies.

6.7 Demand for Adoption Support Services & modernisation of adoption.

6.7.1 This Aspire Adoption service has seen a continued increase in uptake over the year, and this is expected to continue with the Keeping in touch arrangements and modernisation of adoption. We are currently seeing more placement orders being made with recommendations or contact orders attached, for direct contact to take place. This has impacted on the support services during 25/26 due to all involved, birth family, adopters and children requiring support in the initial stages and throughout the case.

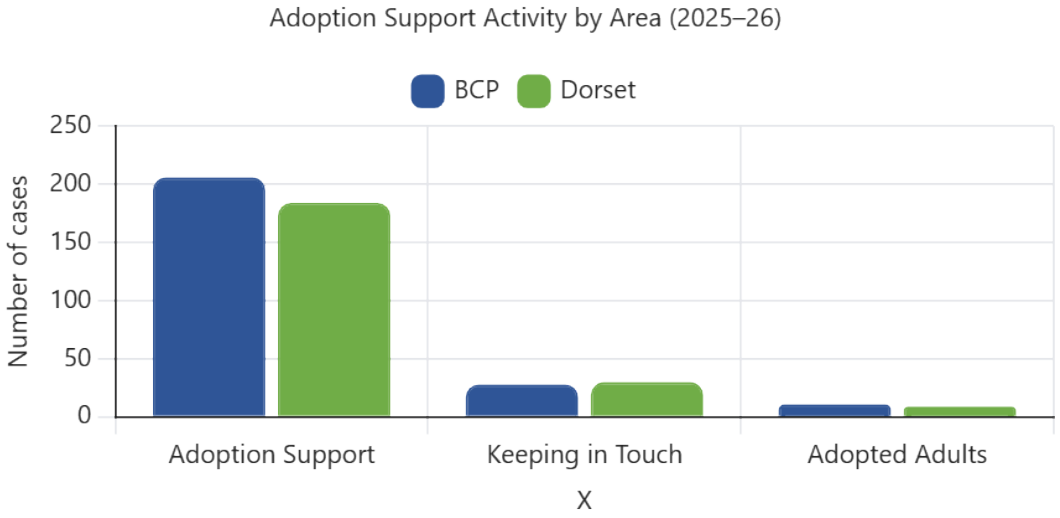
6.7.2 At the end of Q4 2026, Aspire reported 37 open cases of keeping in touch arrangements combining of historical direct contact and in-direct arrangements via the letterbox system direct contacts between children and their birth parents. There is an expectation that this will rise in the coming years. Aspire currently support 647 letterbox contacts, usually involving 2 parents which has increased by 20%.

6.7.3 In order to address this increased demands, Aspire Governance Boards requested a review of the adoption support team regarding income generation and an internal review of Keeping in Touch arrangements. Both reports enabled increased staffing capacity to address increased demands and budget for the modernisation of letterbox. The plan agreed is for 2026-2027 and new Keeping in Touch sub will be managed by an Assistant Team Manager with Birth Parent Support, KIT arrangements, Access to Records and modernisation of letterbox will be completed.

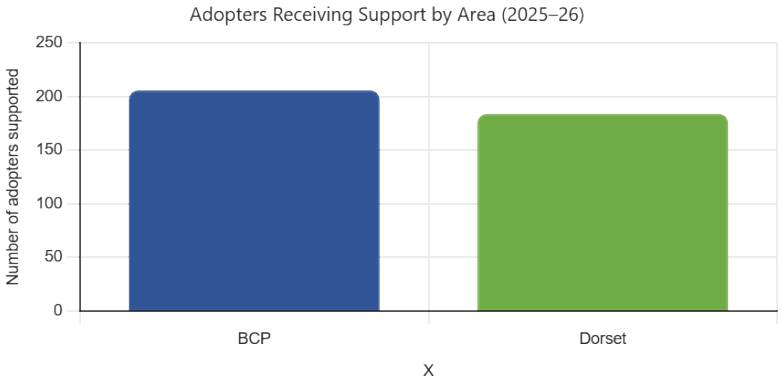
6.7.4 Birth parent services: It is a requirement that the birth family are offered independent support when a placement order is made in respect of their child. Aspire commissioned an independent agency, Parents and Children Together (PaCT) to deliver birth family support following the service ceasing with Families for Children This had been recommissioned from April 2022 to 31 March 2024 with an option to extend for a further 2 years. This however was not extended in 2025-2026 and the service was brought in house.

6.7.5 The service consists of 15 hours a week of an experienced social worker, management oversight and agency support. Recruitment has been delayed significantly, and the birth parent worker is due to commence in post in June 2026. This post will also sit in the Keeping in Touch new sub team.

6.8 Adoption Support Data 2025-2026



Across 2025–26, the Aspire Adoption service supported 390 children, with a broadly even distribution across BCP and Dorset. Activity relating to keeping in touch arrangements and adopted adult support remains comparatively small but consistent across both areas. In 2025-2026, there has been for BCP: 206 adopters supported, Dorset: 184 adopters supported.



6.9 Adopter Experience

6.9.1 Aspire Adoption value feedback from adopted families, children and young people. As see below some of this has been encapture and evidence strong relationships, high-impact support, safe, inclusive groups. This enables Aspire adopters and adoptees to builds confidence and connection.

6.9.2 Development would be to Improve continuity of social workers and expand access to groups and workshops.

Adopter Experience Feedback (2025–26)

Theme	What People Said (Quotes)	What This Means
Starting the Journey	"Our social worker really got us as a family." "They went above and beyond." "They were always there for us."	Strong relationships with social workers and good support during assessment
Challenges	"It was difficult when our social worker changed."	Continuity matters to families
Early Experience (EP)	"Support was 10/10, but daily hospital contact was hard."	High-quality support, though some arrangements are intense for families
⭐ **Impact of Support**	"The support has been amazing… a huge difference to our whole family."	Support creates real, lasting positive change
Support Groups	"Nice to meet others when I feel isolated." "People just get it." "Good to know you're not alone."	Reduces isolation and builds connection
Confidence & Parenting	"I feel better equipped to parent." "I've learnt so much from others."	Builds confidence and parenting skills

Community & Sharing	"We share advice and help each other." "It feels like a real community."	Strong peer support and shared learning
Safe Space	"It felt safe to share." "I feel valued and understood."	Safe, non-judgemental environments are a key strength
Facilitators	"They make sure everyone gets a chance to speak."	Skilled, inclusive facilitation
Workshops (LSB)	"It helped me a lot." "I liked being together." "I learned new things."	Workshops are valued and effective
What People Want More Of	Longer sessions More workshops Evening options	High demand for more flexible and extended support
In One Sentence	"A friendly place to talk, learn and feel understood."	Overall experience is positive, supportive and inclusive

7. Performance and Quality Assurance

7.1 **Performance and Quality Assurance:** Aspire Adoption Service has introduced in January 2026 a robust performance and quality assurance framework to ensure the delivery of safe, timely and effective services for children and families. Performance is monitored through a combination of key performance indicators (KPIs), regular audit activity has commenced again in March 2026 and learning from disruptions. The activity is overseen by the newly introduced Aspire Performance and Data Board then fed up to Aspire Governance Boards for consideration.

7.2 **Adoption Key Performance Indicators (KPIs)**: The service tracks core Adoption KPIs to measure effectiveness and timeliness across the adoption journey. These include approval timescales, matching timeliness and placement stability. Performance is reviewed regularly by senior leaders and reported through governance structures to ensure oversight and challenge. Aspire Head of Service also attends monthly Dorset and BCP Performance and Sufficiency SLT meetings with now built in adoption KPIs.

7.3 **Approval Timescales:** Aspire Adoption continues to monitor adopter approval timescales in line with national expectations. The majority of prospective adopter's progress through Stage 1 and Stage 2 within the expected six-month timeframe. Where delays do occur, these are typically linked to adopter circumstances, the complexity of assessments, or the need for additional specialist information. The service maintains a strong focus on minimising drift by tracking individual cases and intervening early where issues arise.

7.4 **Matching Timeliness:** Timely matching of children with suitable adopters remains a key priority for Aspire and Dorset children. The service works collaboratively across regional arrangements to widen the pool of available adopters and reduce delay for children. Performance this year demonstrates continued effort to reduce the time between placement orders and match, although this remains variable depending on the needs of the child, particularly for sibling groups, older children and those with complex needs.

7.5 **Placement Stability:** Placement stability is closely monitored as a key indicator of quality. The majority of Dorset children placed through Aspire experience stable placements which progress to Adoption Orders. Where disruptions have occurred (2), these were subject to detailed review to understand contributory factors. Learning from these is embedded into practice, particularly in relation to preparation, matching quality, and post-placement support. This year change of plan for some Dorset children has occurred due to sufficiency.

7.6 **Benchmarking:** Aspire Adoption Service benchmarks its performance against regional RAAs where available, national data. This enables the service to understand its relative performance and identify areas for improvement. Comparative analysis indicates that Aspire performs broadly in line with similar services, with particular strengths in adopter approval timeliness and stable placements. Work continues to strengthen performance in reducing time to match for children with more complex profiles.

7.7 **Audit Activity and Findings:** A structured programme of case file audits which ceased in 2024 has now been devised in Q4 2025-2026 and thematic reviews are taking place to evaluate the quality of practice. Audits are undertaken by managers and senior leaders and focus on compliance, quality of assessment, decision-making, and the child's experience. 2026-2027 will focus on Adoption Support in preparation for Ofsted visits during this coming year.

7.8 **Learning from Complaints, Disruptions and Serious Incidents:** The service actively promotes a culture of learning and continuous improvement. Feedback from complaints, placement disruptions and any serious incidents is systematically reviewed to inform practice development. Complaints received during the year 25-26 were low in number (5 Stage 1s, 2 Stage 2 which led to Stage 3 and Corporate Review subsequently and were responded to within statutory timescales. Themes identified included communication and clarity of processes, which have informed service improvements.

7.9 All placement disruptions (2 in 2025-2026) are subject to formal disruption meetings. Learning from these reviews has led to:

- Enhanced adopter preparation for complex needs
- Improved matching processes and information sharing

- Strengthening of post-placement and therapeutic support

8. Safeguarding

8.1 Safeguarding remains a core priority for Aspire Adoption across Dorset, informing all aspects of service delivery for children, adoptive families and birth relatives. During 2025–26, the service continued to work within the expectations of Dorset Safeguarding Children Partnership and local authority safeguarding procedures, ensuring that children remain protected and their welfare is promoted at all times.

8.2 Clear and robust safeguarding systems are in place throughout Aspire Adoption, with all concerns responded to promptly and managed in line with Dorset Council procedures. Staff work closely with children's social care, health, education and other partner agencies across Dorset to ensure a coordinated, multi-agency response where risks are identified. This partnership approach supports timely information-sharing and effective risk management.

8.3 Regular supervision, case tracking and quality assurance processes enable managers to maintain oversight of safeguarding practice, ensuring that any emerging concerns are addressed swiftly. Where appropriate, safeguarding issues are escalated through established local protocols to ensure that children receive the right level of intervention and support.

8.4 Training remains a key focus, with staff maintaining up-to-date knowledge of safeguarding legislation and local priorities identified within Dorset, including contextual safeguarding risks, trauma-informed practice and online safety. This ensures practitioners are equipped to respond effectively to the needs of children and families in the Dorset area.

8.5 Overall, Aspire Adoption continues to promote a strong safeguarding culture across Dorset, where vigilance, professional curiosity and partnership working underpin practice, and where continuous learning supports ongoing service improvement.

9. Workforce

9.1 Staffing overview (establishment, vacancies, turnover)

9.1.1 Aspire Adoption is delivered by a skilled, multidisciplinary workforce of approximately 40–45 staff (circa 36.5 FTE). The service is led by an Adoption Manager (Head of Service) and structured across three core teams: Family Finding and Matching, Recruitment and Assessment, and Adoption Support.

9.1.2 Each team benefits from dedicated management oversight, with a mix of social workers, family support practitioners, and specialist roles supporting the full adoption pathway—from recruitment and assessment through to post-adoption support. Additional capacity is provided through agency advisor, business support, and specialist functions, ensuring robust governance and operational effectiveness. The workforce model combines full-time and part-time roles, supporting flexibility while maintaining service continuity.

9.1.3 Staff turnover has been relatively low in 25-26. There has been the recruitment of a new permanent Head of Service, a 30-hour Marketing Officer post created within the staffing structure and additional Family Support Practitioners posts have been added to the Recruitment & Assessment Team along with the conversion of existing social work hours converting to FSP posts in both the R&A and Adoption Support Team.

9.1.4 Additional resource has been added to the Adoption Support Team to support the increased demand of keeping in touch arrangements and modernisation of adoption. Since April 2025, the Birth Parent Support Worker post was vacant which created additional impact on Family Finding Social Workers and the Adoption Support Team Manager who was allocated this role to meet legislation requirements. Delays where due to recruitment processes then 1 successful candidate refused the role which was then offered to the second appointable candidate.

9.1.5 Overall, the stability, experience, and professionalism of the workforce enable Aspire Adoption to deliver high-quality, child-centred services and positive outcomes for children and adoptive families.

10. Partnership Working

10.1 Aspire has the responsibility to discharge the two local authorities' responsibilities as an Adoption Agency. The working relationship between the local council (local authority) and Aspire is fundamental to the success of the partnership working.

10.2 Aspire Strategic Partnership Board is chaired by the Executive Director of children's services for Dorset Council, Paul Dempsey. The Board consists of the Director of Children's Services of each of the local councils, a representative from a voluntary adoption agency, Parents and Children Together (PaCT), the Designated Doctor for Children in Care, pan Dorset and, Parents and Carers Together, the Service User Consultative Forum.

10.3 The Service Directors/Heads of Service for each of the local council authority children's services attend the quarterly and bi-quarterly Strategic and Operational Board meetings. In broad terms, the Operational Board has day-to-day operational responsibility for Aspire.

10.4 Since the beginning of 2025-26, a review of the governance arrangements of Aspire has commenced in partnership with both partner agencies. This is due to the many

changes that have occurred over the past year, both within Aspire and in both partner agencies.

10.5 Aspire work closely with the local councils, BCP and Dorset – these are our local authority (LA) partners. We attend LA tracking and legal planning meetings across the RAA in order to support our LA colleagues and progress as promptly as possible where children are unable to live with their birth families and need an adoptive family.

10.6 Aspire take over all child in care duties and case responsibility for all BCP children once a Placement Order is made, and for those aged 2 and under for Dorset children.

10.7 For those children within Dorset aged 2 and over, Aspire provide a comprehensive Family Finding offer and support our colleagues within the Children's services teams to progress the plans in a timely manner in respect of achieving adoption. In all children's cases, Aspire co-allocate a Family Finding Social Worker from the should be placed for adoption decision and remain involved until the making of the adoption order.

10.8 Aspire also work closely with Adoption England, The Southwest Adoption Consortium (SWAC) and the Southwest Permanence Project. The service manager for Aspire sits on the Governance boards for Adoption England, SWAC, and the Southwest Permanence Project.

10.9 Adoption England is a collaboration of regional adoption agencies working together with a small central team working nationally, aiming to improving adoption practice and develop support and services to better meet the needs of children and families.

10.10 Aspire are members of SWAC which consists of our regional partner RAA's Adoption West and Adopt Southwest, and the regional Voluntary Adoption Agencies, CCS Adoption, Parents and Children Together, and Barnardo's. All agencies work in partnership to support the development of practice through workshops and training events.

10.11 SWAC run 3 Adoption Exchanges a year, either virtually or in person. At these exchanges, family finders for children have the opportunity to profile the children they have waiting, and social workers who are supporting adopters waiting also attend, as do prospective adopters themselves. All the SWAC Regional Adoption Agencies (RAAs) are invited to profile their children waiting, and neighbouring RAAs are also invited to these events.

10.12 There are also monthly profiling sessions held virtually where family finders in the 3 SWAC Regional Adoption Agencies (RAAs) can profile their children waiting. Workers in the RAAs and VAAs also attend virtually, to represent their adoptive families waiting.

11. Finance

11.1 Aspire is funded 49% by Dorset and 51% by BCP. Considerable work took place to agree a 3-year budget for Aspire from 2022 to 2025 however this has been developed further in 2025/2026 via the Head of Service, BCP Director of Commissioning, Quality & Resources, Aspire Finance Officer and in particular with Dorset Senior Leadership who attend the Aspire Strategic Board.

11.2 The budget outturn for 2025/26 is an underspend of £44,800. This favourable variance is primarily due to higher-than-expected income generated on partnership income from selling Aspire adopters externally. The final outturn differs from the previous forecast surplus because of disruption in two external placements and an accounting period miscommunication. The surplus will be apportioned between the two authorities in accordance with 2025/26 funding percentages.

Aspire Adoption - 2025/26 Outturn

Expenditure Items	Working Budget 2025/26	2025/26 Outturn	2025/26 Budget Variance	2025/26 Forecast
	£	£	£	£
Staffing Costs	2,065,488	2,023,656	(41,832)	2,048,857
Other Employee Costs	9,000	8,139	(861)	9,000
Premises	4,000	50	(3,950)	0
Transport & Vehicles	25,000	24,962	(38)	29,000
Supplies and Services	21,800	58,560	36,760	48,700
Third Party & Transfer Payments	27,500	37,481	9,981	24,700
Recharge Costs	15,000	15,635	635	15,000
Other Grants, Reimbursements & Contributions	(200,000)	(208,677)	(8,677)	(318,000)
Service Fees & Charges	0	(36,822)	(36,822)	(36,822)
Total Expenditure	**1,967,788**	**1,922,984**	**(44,804)**	**1,820,436**

Funded By;	Working Budget 2025/26	2025/26 Outturn	2025/26 Budget Variance	2025/26 Forecast
	£	£	£	£
Dorset Council	802,858	802,858		802,858
BCP Council	1,164,930	1,164,930	0	1,164,930
Total Funding	**1,967,788**	**1,967,788**	**0**	**1,967,788**
Total Variance	**0**	**(44,804)**	**(44,804)**	**(147,352)**

11.3 Of the £208.677 it must be remembered that each local authority is responsible for the additional costs relating to interagency expenditure. Each placement is agreed with the appropriate Director/SM prior to the placement being made

11.4 The net operational underspend was shared proportionately among the two local councils according to the funding percentages. The Interagency fees were met by each Local Authority based upon the cost to them of the placements. It has been agreed for 26/27 that the £200k income target is removed to ensure that more of our adopters are supporting our own children waiting for adopters with the aim of reducing the reliance on external placements.

11.5 Looking forward to 2026/27, the budget for the Operational Budget has been agreed at the time of writing this report, and therefore under inter-authority agreement which is in final draft is amended to reflect the 2026/2027 budget. The increased overall cost to Dorset Council in 26/27 will be £991k from 802k in 25/26 however the additional cost of external placements will be significantly reduced.

12. Ofsted and Regulatory Compliance

12.1 Aspire Adoption Service remains fully committed to meeting its statutory responsibilities and maintaining compliance with Ofsted regulatory requirements. Throughout 2025–26, the service has operated in line with the Adoption and Children Act 2002, the Adoption Agencies Regulations 2005 (as amended), and the Adoption National Minimum Standards.

12.2 Robust governance and quality assurance processes have been in place to ensure continuous oversight of practice and performance which has improved significantly. Regular audits, case file reviews, and feedback mechanisms have been utilised to monitor compliance, identify areas for development, and drive service improvement. Any learning from complaints, compliments, and incidents has been systematically reviewed and embedded into practice.

12.3 The service has maintained clear and up-to-date policies and procedures, ensuring staff are supported to deliver safe, effective, and child-centred services. Workforce development has remained a priority, with staff receiving appropriate supervision, training, and professional development aligned with regulatory expectations.

12.4 Notifications to Ofsted have been submitted in a timely manner, and there have been no significant breaches of regulatory requirements during the reporting period. Aspire Adoption continues to work in partnership with local authorities, panel members, and other stakeholders to ensure transparency, accountability, and adherence to best practice.

12.5 Overall, the service demonstrates a strong commitment to regulatory compliance, safeguarding, and achieving positive outcomes for children and families.

13 Equality, Diversity and Inclusion

13.1 Aspire has not previously had a specific EDI strategy however has an outline of what will be implemented in 2026-2027 following on from learning from practice and policies up to 2026.

13.2 The purpose of Aspire's Equality, Diversity & Inclusion (EDI) Strategy and Purpose will be to ensure Aspire Adoption Service delivers equitable, inclusive, and culturally competent services, improving outcomes for children and families while building a diverse and inclusive workforce. Key Strategic Priorities for 26-27 will be:

13.3 **Reduce Inequalities in Adoption Outcomes:** Address disparities in waiting times and placement outcomes, particularly for Black and minority ethnic children, disabled children, older children and sibling groups. We will strengthen early permanence and family finding for Dorset children with an anti-bias approach and the success measure would be reduced waiting time gaps and improved placement timeliness

13.4 **Diversify Adopter Recruitment:** Target underrepresented communities through tailored outreach and partnerships and ensure inclusive, accessible recruitment processes and materials, The success measure: Increased enquiries and approvals from diverse adopter groups.

13.5 **Embed Anti-Discriminatory Practice:** Mandatory EDI and anti-racism training for staff, panel members, and adopters will be reviewed and updated and look at introducing EDI-focused supervision and audit of assessments for bias. The success measure: Improved quality of assessments and positive user feedback.

13.6 **Promote Identity, Belonging and Lifelong Outcomes:** We will look to strengthen further life story work and identity planning for all Aspire children which will support adopters to meet children's cultural and identity needs. A success measure: Improved feedback from adopters and young people.

13.7 **Build an Inclusive Workforce:** We will review recruitment, progression, and retention to reduce inequality, monitor workforce diversity and promote inclusive leadership. The success measure will be increased workforce diversity and improved staff survey results.

13.8 **Strengthen Governance and Accountability:** Embed EDI in performance reporting and operational oversight by Quarterly reporting to Aspire Board on key EDI metrics. Devise an Annual EDI audit and action plan review. The success measure will be demonstrable progress against EDI indicators and inspection readiness**Key Enablers:** Robust data collection and analysis across protected characteristics will be collated, the co-production with Aspire adopters, young people, and birth families, strong partnerships with communities and agencies evidenced and leadership commitment and clear accountability

Implementation Timeline:

2025–26: Baseline data, training rollout, recruitment review.

2026–27: Embed practice improvements and targeted campaigns

2027–28: Evaluate impact and demonstrate measurable change

This strategy commits Aspire to tackling inequality, improving inclusion, and delivering better outcomes for children and families, supported by measurable targets and strong governance by Aspire Adoption.

14. Risks and Challenges 2025-2026

During 2025–26, Aspire Adoption continued to operate within a complex and pressured environment, with a number of significant risks and challenges impacting service delivery, performance, and outcomes for children and families.

1. Increasing Complexity of Children's Needs

Children waiting for adoption are presenting with increasingly complex needs, including trauma, developmental delay, and sibling group placements. This continues to extend family finding timescales and complicate matching processes. Additionally, to this also Increase the level of support required post-placement. Timeliness however for Dorset children has remained above National KPIs consistently which is positive.

2. Sufficiency and Recruitment of Adopters

Despite ongoing recruitment activity, there remains a shortage of adopters for Dorset children within Aspire with 73% of children placed internally with and 27% placed externally to meet the needs of older children, Sibling groups and Children with additional needs.

3. Growing Demand for Post-Adoption Support

Demand for support services has increased significantly, particularly in relation to keeping in touch arrangement, therapeutic interventions and emotional and behavioural support. There is a risk that demand exceeds available capacity and funding, which may impact placement stability particularly with the reductions in the ASGSF any decisions from the DfE National ASGSF Consultation due in 2027.

4. Financial Pressures and wider local authority financial constraints continue to affect service capacity, availability of specialist support. Commissioning decisions creates ongoing pressure to deliver effective services within constrained budgets. Inter-agency placement costs for external placements have impacted on Dorset in 25/26 however the review of the financial envelope took place in Q4 25-26 and was agreed.

6. Dependency on External Funding

The service remains reliant on the Adoption and Special Guardianship Support Fund (ASGSF)to deliver therapeutic support. Uncertainty regarding future funding levels presents a risk to Continuity of support provision and long-term planning for families

7. Partnership and Regional Working Complexity

Operating across multiple local authorities continues to present challenges however this has continued to strengthen in 2025-2026 by aligning policies and processes, maintaining consistency of practice and managing differing local pressures in the two local authorities and within Aspire.

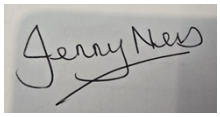
Overall Position

The overarching challenge for Aspire in 2025–26 has been balancing: Rising demand, increasing complexity of need, and constrained resources. This however has enabled Aspire Strategic and Operational Board to re- align priorities and ensure Dorset adopted families and children are offered a service which demonstrates resilience and commitment to positive outcomes with strategic planning, and continued investment to sustain performance and placement stability.

15. Priorities for the Coming Year 2026-2027:

……on next page.

Jenny Ness - Head of Service – Aspire Adoption.



22nd May 2026

APPENDICES

Appendix A

1. Local authority statutory responsibilities

1.1 The Adoption and Children Act 2002 sets out the duty all Local Authorities to establish and maintain an adoption service, to meet the needs in relation to adoption, of children who have or may be adopted, of adults who have been adopted, parents and guardians of such children and persons who have or may adopt a child in their area.

1.2 On the 1 July 2017 Dorset County Council delegated most of those functions to Aspire Adoption, a Regional Adoption Agency (RAA).

1.3 Aspire (RAA) is funded by Dorset County Council and BCP (Bournemouth, Christchurch and Poole Council) to deliver adoption statutory services.

1.4 Each local authority retains overall responsibility for their adoption services, continuing to have parental responsibility for their own Children in Care, but delegating most adoption functions to Aspire Adoption.

1.5 Aspire works closely with colleagues in the voluntary adoption sector, Parents and Children Together (PACT) are represented on the Aspire Partnership Board.

1.6 It is a requirement that elected members satisfy themselves that the Local Authority and the Regional Adoption Agency are working together to meet the needs of children requiring permanence through adoption as laid out by the Statutory Adoption Guidance 2013 and the Adoption Minimum Standards 2014.

1.7 The 2014 Adoption Minimum Standards can be accessed at Department for Education.

1.8 The 2013 Statutory Adoption Guidance can be accessed at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/270100/adoption_statutory_guidance_2013.pdf.

Appendix B

1. Governance

4.1 The following is taken from the Inter Authority Agreement which was being updated in 2025/2026.

SCHEDULE 2 – TERMS OF REFERENCE

Governance Structure

Aspire Strategic Partnership Board

The Aspire Boards provide and review the strategic direction of Aspire Adoption;

- Oversee, review and endorse budget setting and make recommendations to the Councils for Aspire Adoption.
- Oversee, review and endorse the Business Plan annually and make recommendations to the Councils for Aspire Adoption.
- Attempt to resolve disputes between the Councils under the terms of the Inter Authority Agreement.

TERMS OF REFERENCE where updated and agreed for both Boards in 2025-26.

Cabinet

23 June 2026

Procurement of a replacement system for Parking enforcement and permits

For Decision

Cabinet Member:
Cllr J Andrews, Place Services

Local Councillor(s): All councillors

Senior Leadership Team:
J Britton, Executive Director, Economy and Environment

Report author and job title: Mike Westwood, Service manager for Parking Services
Email: michael.westwood@dorsetcouncil.gov.uk

Statutory Authority: Dorset Council

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

This report seeks Cabinet's advance approval and delegated authority to proceed with the procurement and contract award of a replacement system for parking enforcement and permit management.

The existing systems, inherited from legacy authorities, are unintegrated, hard to use, inefficient and beyond their original contract. A replacement integrated system is needed to ensure service continuity, improve operational efficiency and enhance customer experience.

Market research found that the total contract term value may exceed £500,000 (the Key Decision threshold). To comply with governance rules, Cabinet's authorisation is requested for the delegated authority to proceed with the procurement and contract award. It is anticipated that the contract will be awarded in late 2026, with system implementation fully operational in early 2027.

2. Recommendations

2.1 That Cabinet:

- Approves the procurement of this contract, with an anticipated maximum value of £700,000 and a maximum six-year contract duration.
- Approves the procurement of a new contract via the Crown Commercial Service Transport Technology Framework RM6347, Lot 3 (Parking Management).
- Delegates authority to the Executive Director for Economy and Environment, in consultation with the Section 151 Officer, the Monitoring Officer, and the Cabinet Member for Place Services, to approve the final contract terms, award the proposed contract, and approve contract modifications throughout the term where these are compliant with legal advice.

3. Reasons for the recommendations

3.1 To enable the continuity of an essential service via a compliant contract.

3.2 To improve efficiency, data integration and customer experience.

3.3 To comply with Key Decision governance when the £500k limit is exceeded.

4. The report

4.1 The parking enforcement and permit systems inherited from legacy authorities are not integrated. To check if a car has paid to park, Civil Enforcement Officers (CEOs) must connect with multiple separate computer systems, wasting significant officer time.

4.2 The current contracts are beyond the original contract terms.

4.3 A modern, integrated enforcement and permit system will be beneficial:

- Increasing service resilience and continuity
- Improving health and safety by ensuring cars are parked safely
- Enhancing the quality of customer experience
- Increasing CEO focus on higher-value enforcement to maximise safe parking
- Reducing risk of CEO friction with drivers
- Supporting future parking strategic and digital transformations

4.4 The procurement will include engaging with IT experts, and the Crown Commercial Service will be engaged to validate the approach, specification and route to market.

4.5 Market research and benchmarking have been completed to ensure that requirements are realistic, supplier capability is properly tested, and pricing assumptions

are evidence-based. Recent market changes include increased costs associated with cyber security, system integration complexity, and specialist IT resource.

4.6 The Council will procure a systems-only, software-led parking enforcement and permit management system. The supplier will provide, configure, integrate, test, host, support and maintain an IT system. The Council will control all operational enforcement CEOs, supervision, vehicles, handheld devices, body-worn cameras, deployment planning and income management. The separation between system delivery and operations aligns with market benchmarks.

The new system will manage the end-to-end statutory enforcement process. A secondary function will manage permits. There is an option to have a separate internal permit system; however, a single system for both elements will provide a quicker, efficient and stable solution.

4.7 Market research and benchmarking found that

- Contract values cluster around £450k - £550k or more
- Contract values are mostly affected by contract scope and duration
- Three to four-year contract terms are standard practice for the core contract period
- Systems-only contracts align with market delivery norms and procurement practice

4.8 The Key Decision £500k threshold is likely to be exceeded. This report asks Cabinet in advance for the delegated authority to proceed and to award a new contract.

4.9 The procurement route is RM6347 Transport Technology Framework (Crown Commercial Service. Bid evaluation criteria will include a 60/40 quality/price. The contract will be for 3 years plus three single-year extension options (+ 1, + 1, +1).

5. Alternative options considered

Operational Delivery Model

5.1 Do Nothing – (Status Quo): This was considered but was discounted as the current systems are difficult to use, inefficient, not integrated, weaken compliance.

5.2 Partial integration: This was considered but was discounted as it will not resolve the inefficient fragmentation between separate legacy systems.

5.3 Fully integrated system: This is the preferred option, with these benefits resulting:

- A single, joined-up system for both enforcement and permit management
- Improved customer experience as they use the new system to pay to park
- Operational efficiency via accurate, real-time information via a single platform
- Improved data integration, processes, system interfaces, value for money, reporting and data-driven decision making

- A robust, modern, PA2023 compliant long-term digital solution

Procurement Delivery Options

5.4 Continuing current arrangements: This was considered but was discounted as it would expose the Council to governance, legal and financial risk, and would not improve system integration, efficiency or service quality.

5.5 Open procurement procedure: This was considered but discounted as it would take much longer and not provide any clear advantage over existing compliant framework routes that have pre-vetted suppliers and proven contractual terms.

5.6 Crown Commercial Service Transport Technology Framework RM6347, Lot 3 (Parking Management): This is the preferred route to market, giving these benefits:

- Access to pre-qualified suppliers specialising in parking systems and enforcement
- Standardised contractual terms in line with public sector procurement standards
- Access to specialist commercial expertise in the Government Commercial Agency Function, plus legal oversight for framework agreements/ contractual schedules
- National framework management (monitoring supplier performance) ensures that supplier performance issues are addressed at Framework level, reducing the risk of such issues impacting individual call-off contracts
- Strong mechanisms to manage suppliers, such as restricting/ excluding suppliers with serious performance or compliance issues
- A compliant, transparent and competitive process, supporting value for money, and evaluating suppliers against defined quality and price criteria

Depending on which service provider wins the contract, members of the public may need to download a different app to manage permits.

6. Legal considerations

6.1 Parking operations must comply with the Traffic Management Act 2004 and Road Traffic Regulation Act 1984. Parking policy must support network management, road safety and accessibility and must not be designed primarily to raise revenue. The proposed direction aligns with these statutory requirements.

6.2 Cabinet's authorisation is needed for a Key Decision, given the likely total cost.

7. Financial implications

7.1 The total contract value is anticipated to range from £450k to £550k or more, depending on contract duration and actual bid values. It is therefore likely that the Key Decision threshold (£500k) may be exceeded.

7.2 The costs will be revenue in nature, though implementation costs may be reviewed to determine whether any element can be treated as capital in line with relevant accounting guidance and policies.

7.3 The new system will increase CEO operational efficiency which will support income protection, compliance and improved collection rates.

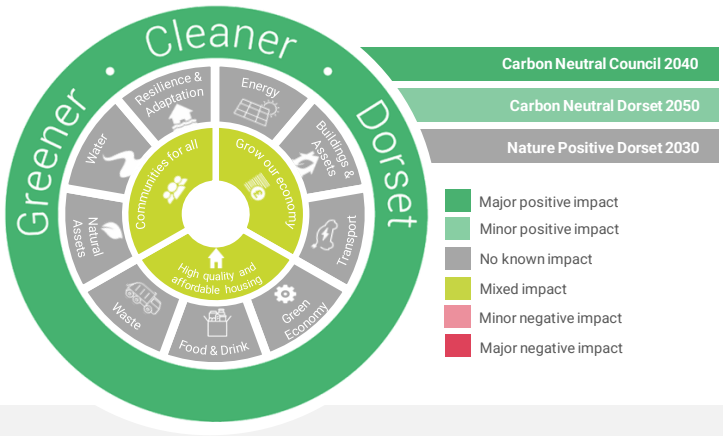
7.4 The cost will be shared by Parking and ICT Services. Any increase in costs will come from Parking budgets, financed through process efficiency.

7.5 Automatic CPI-based indexation will manage routine inflation in a transparent and controlled manner, reducing the risk of unplanned cost increases.

8. Natural environment, climate & ecology implications

8.1 This proposal supports the Council's Natural Environment, Climate and Ecologic Strategy and associated Net Zero commitments by managing parking effectively, reducing congestion, and improving safety by encouraging drivers to park correctly.

Procurement of a replacement system for Parking



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO_2 (tonnes)	

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	No known impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Grow our economy	Neutral
High-quality and affordable housing	Neutral
Communities for all	Neutral

9. Well-being and health implications

9.1 Reducing congestion, and improving traffic flow, road safety, and access to town centres support improved public health outcomes, air quality, accessibility and community well-being, particularly for those with mobility needs.

10. Other implications

10.1 If future parking revenue should increase, that may provide the Council with an opportunity to consider investing in improved countywide bus transport routes.

11. Risk implications

11.1 There are potential risks, concerning procurement delay, implementation, data migration, supplier delivery, user adoption. Having considered the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium – reflecting public and Members' sensitivity to parking changes and operational complexity.

Residual Risk: Low to Medium – subject to ongoing monitoring.

12. Equalities

12.1 The new system will align with the Council's priority to 'become a more responsive, customer focused council' by updating parking technologies to enable more customer self-service options and to improve the customer experience including improved digital accessibility and parking accessibility for a diverse range of users.

12.2 This system upgrade will be more efficient but will not introduce new service activities. No changes are proposed to policy or eligibility criteria. The new system will maintain and improve accessibility (e.g. digital payments, digital permits, usability, user interfaces).

13. Appendices

13.1 None

14. Background papers

14.1 None

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the Cabinet member for Place Services, in accordance with the Council's internal governance and approval processes.

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Recommendation to Cabinet
23 June 2026

From Place and Resources Overview Committee on 4 June 2026

Joint Local Transport Plan 2026 - 2041

For Recommendation to Council

Cabinet Member and Portfolio:
Cllr J Andrews, Place Services

Local Councillor(s):
All

Executive Director:
Jan Britton - Executive Director, Environment and Economy

Report author and job title: Owen Clark (Strategic and Policy Team Manager)
Email: owen.clark@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:

1. That Cabinet recommend adoption of the Local Transport Plan 2026 – 2041 to Full Council.
2. Supports delegated authority to the Executive Director for Regeneration, Infrastructure and Growth, in consultation the Cabinet Member for Place Services, to approve any necessary minor non-material and non-policy altering changes that such do not materially alter the substance, objectives or strategic direction of the plan before it is published.
3. Supports delegated authority to the Executive Director for Regeneration, Infrastructure and Growth, in consultation the Cabinet Member for Place Services, to approve timely updates to the Implementation Plan, where the need arises, to take account of changes of national policy, local priorities or funding.

Appendices

Report to the Place and Resources Overview Committee on 4 June 2026, including the following appendices:

Appendix 1 – Local Transport Plan 2026-2041

Appendix 2 – Implementation Plan 1 2026-2031

Appendix 3 – Monitoring and Evaluation Strategy

Appendix 4 – Consultation Report

Appendix 5 – Summary of changes made

Appendix 6 – Summary of Government funding for transport delivery

Appendix 7 – Integrated Impact Assessment (IIA) Non-Technical Summary – Weblink

Appendix 8 – Natural Environment, Climate and Ecology accessible table of impacts and table of recommendations

Background papers

Agenda for Place and Resources Overview Committee on Thursday, 4th June, 2026, 10.00 am - Dorset Council

Place and Resources Overview Committee
4 June 2025
Joint Local Transport Plan 2026 - 2041
For Recommendation to Cabinet

Cabinet Member:
Cllr J Andrews, Place Services

Local Councillor(s): N/A

Senior Leadership Team:
Jan Britton, Executive Director, Economy and Environment

Report author and job title: Owen Clark (Strategic and Policy Team Manager)
Email: owen.clark@dorsetcouncil.gov.uk

Statutory Authority:

Report status: Public Choose an item.

1. Executive summary (maximum of 500 words)

1.1 This report presents the Local Transport Plan 2026 to 2041 (LTP) and the first five-year Implementation Plan for consideration and seeks recommendation for its adoption as part of the council's strategy framework.

1.2 The LTP sets the long-term transport strategy for Dorset and BCP to 2041, informed by extensive engagement with residents, businesses and stakeholders. Consultation demonstrates strong overall support for the Plan's direction among Dorset residents, providing a clear mandate to proceed with adoption.

1.3 The Plan establishes priorities for transport investment and will be supported by delivery programmes including the Bus Service Improvement Plan (BSIP), Active Travel Infrastructure Plan (ATIP) and Rights of Way Improvement Plan (RoWIP). The accompanying Implementation Plan identifies priority schemes for the period 2026–2031, subject to funding and approvals.

1.4 A Monitoring and Evaluation Plan sets out how progress towards delivering the LTP's vision and objectives will be tracked.

1.5 Timely adoption is essential to ensure continued compliance with statutory requirements, avoid a policy gap beyond 2026, and maintain eligibility for future Government funding.

2. Recommendation(s)

2.1 It is recommended that the Committee:

a) Considers the feedback received from the formal public consultation and endorses the amendments to the LTP.

b) Endorses the Local Transport Plan 2026 – 2041 and recommend it for approval by Cabinet and adoption at Full Council.

c) Supports delegated authority to the Executive Director for Regeneration, Infrastructure and Growth, in consultation the Cabinet Member for Place Services, to approve any necessary minor non-material and non-policy altering changes that such do not materially alter the substance, objectives or strategic direction of the plan before it is published.

d) Supports delegated authority to the Executive Director for Regeneration, Infrastructure and Growth, in consultation the Cabinet Member for Place Services, to approve timely updates to the Implementation Plan, where the need arises, to take account of changes of national policy, local priorities or funding.

3. Reason for the recommendation(s)

3.1 The Council has a statutory duty under the Transport Act 2000 to prepare and maintain a Local Transport Plan. The current plan (2011–2026) is approaching expiry, and adoption of the new LTP is required to ensure continued compliance.

3.2 The proposed LTP is supported by a comprehensive evidence base and extensive engagement with residents, businesses and stakeholders. Consultation demonstrates strong overall support for the Plan’s vision and objectives, with high levels of support among Dorset residents, providing a clear local mandate for adoption.

3.3 The final Plan has been strengthened in response to consultation feedback, with greater emphasis on public transport, safety, network resilience and deliverability, ensuring it reflects local priorities and is positioned for effective implementation.

3.4 Timely adoption is also critical to maintain eligibility for Government funding and to provide a clear strategic framework for future investment. As the Plan is being developed jointly with BCP Council, delegated authority to senior

officers is recommended to enable any final minor amendments prior to publication.

3.5 The recommendation to provide delegated authority to update the Implementation Plan ensures that it can remain responsive to changes in national policy, local priorities and funding availability over the Plan period. This flexibility will support effective delivery, enable timely responses to emerging opportunities, and ensure continued alignment with the LTP's strategic objectives.

4. The Local Transport Plan 2026-2041

4.1 This report seeks the Committee's recommendation to Cabinet to adopt the Joint Local Transport Plan 2026–2041 as presented in Appendix 1.

4.2 The LTP is the Council's statutory transport strategy, setting the framework for movement of people and goods over the next 15 years. It establishes a long-term vision for a transport system that is safe, sustainable, inclusive and resilient, supporting economic growth, environmental protection, and improved health and wellbeing.

4.3 Our transport plan contains a vision which shows what we want travel to be like by 2041:

Our travel will be transformed through innovation and digital connectivity, creating accessible and inclusive travel choices for our residents, workers and visitors. Our transport network will support sustainable economic growth in our urban and rural communities, contribute to our decarbonisation targets and protect our unique local environment.

4.4 At the heart of the LTP is a vision-led, place-based approach to planning transport. This represents a shift from traditional approaches focused on predicting traffic demand, towards proactively shaping a future transport system that offers genuine travel choice, reduces reliance on the private car, and enables more sustainable patterns of development and movement.

4.5 The Plan is underpinned by six key objectives which together deliver our vision for the transport system:

a) safeguarding the climate and environment;

b) improving health and wellbeing;

c) creating accessible and prosperous places;

d) enabling a safer transport system;

e) maintaining a resilient and fit-for-purpose network; and

f) ensuring public transport is inclusive and accessible.

4.6 Together, these objectives support stronger, healthier communities, improve connectivity, particularly in rural areas, and enhance access to jobs and services. The Plan also provides the basis for securing investment and aligning transport with growth ambitions.

4.7 Adoption of a new LTP is both timely and necessary. The current plan expires in 2026, and maintaining an up-to-date and compliant LTP is essential to retain eligibility for Government funding and ensure continued investment in Dorset's transport network.

How the new LTP was developed

4.8 The Joint LTP has been developed through an evidence-led process in partnership with BCP Council. Preparation commenced in 2023 following Cabinet approval.

4.9 A comprehensive evidence base was used to identify key transport challenges and opportunities across the area. Early engagement with residents, businesses and stakeholders helped shape the emerging strategy and ensured that local priorities informed the draft Plan.

4.10 Formal consultation on the draft LTP Strategy and Implementation Plan took place over a nine-week period (18 August to 20 October 2025. Consultation was undertaken at a formative stage and sought views from residents, businesses, community groups, town and parish councils, statutory bodies and key stakeholders, including health, transport, environmental and accessibility organisations.

4.11 A range of accessible methods were used, including online and paper surveys, easy-read materials, email responses, and a programme of engagement events across Dorset and BCP. This approach ensured the consultation was proportionate, inclusive and aligned with statutory requirements, and that responses have been taken into account in the preparation of the final Plan. For the full Consultation report see Appendix 4.

4.12 The final LTP reflects the feedback received through consultation and has been updated to align with the latest Department for Transport guidance published in April 2026.

4.13 The resulting Plan is a robust, evidence-based strategy, developed collaboratively and clearly aligned with both national policy and local priorities.

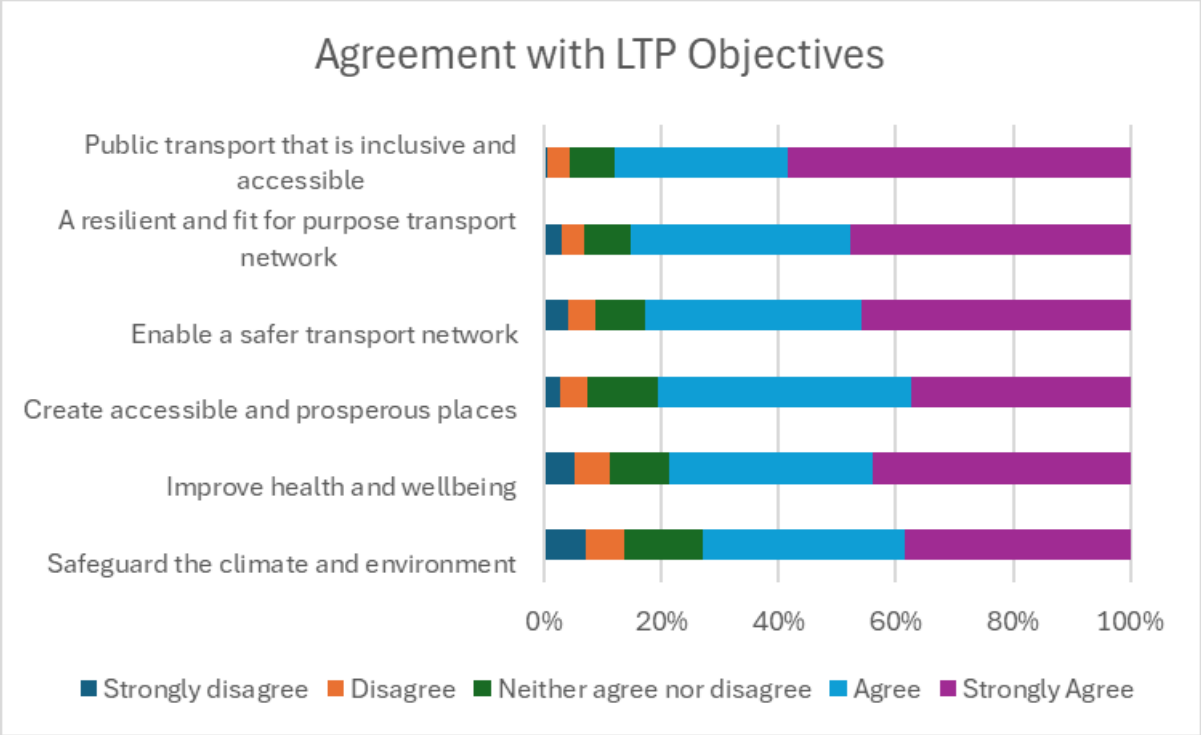
4.14 A Monitoring and Evaluation Strategy (see Appendix 3) has also been developed to articulate how progress in delivering the LTP objectives will be monitored and measured over the lifetime of the plan.

Consultation Feedback

4.15 The online consultation received 1,397 valid responses, with approximately 70% from Dorset Council residents and 30% from the BCP Council area.

4.16 The results demonstrate strong overall support for the LTP's direction. In Dorset, 72% of respondents agreed with the vision and objectives, representing a clear and positive mandate to proceed with adoption of the Plan.

Figure 4.1 - How much do you agree or disagree with each objective of our transport strategy? (Dorset Residents)



4.17 Across Dorset and BCP, the key priorities identified were:

a) Public transport (especially buses) was the dominant issue, with around half of respondents identifying improvements to frequency, reliability and coverage as their top priority.

b) Road network concerns were also significant, including congestion, delays and poor maintenance.

c) Safety was a consistent priority, with strong support for measures to reduce casualties and improve conditions for vulnerable users.

d) Accessibility, affordability and inclusion cut across all themes, particularly for older people, disabled users and those without access to a car.

e) Active travel attracted broad support, particularly for safer and better-connected walking and cycling routes, although views were more mixed where impacts on road space were perceived.

4.18 Feedback also highlighted important geographic differences. Dorset responses placed particular emphasis on rural connectivity and bus provision, while BCP responses focused more on urban network performance, including congestion and journey reliability.

4.19 A consistent theme across both residents and stakeholders was the need for clear delivery plans, realistic funding assumptions, and confidence that the strategy can be implemented effectively.

4.20 Feedback from residents and stakeholders has directly informed targeted changes to the final LTP. These changes respond specifically to key issues raised through consultation, particularly in relation to public transport, safety, network condition and deliverability. A summary of how feedback has been addressed is set out in the table below:

Table 4.1 – Summary of post consultation changes

You said (Consultation feedback)	We did (Changes to the LTP)
Public transport provision, particularly buses, is insufficient, especially in rural areas	Strengthened the emphasis on improving bus service availability, coverage and accessibility, with clearer supporting policy direction
Greater focus is needed on personal safety	Added stronger references to personal safety, including measures relating to violence against women and girls and safer travel environments
The condition of roads, pavements and overall network maintenance	Increased emphasis on highway maintenance, including footway quality, crossings, and network resilience
More needs to be done to ensure the network is safe for all users	Strengthened the focus on road safety, including safer crossings and improved conditions for vulnerable users
Accessibility and inclusion should be central, particularly for those without access to a car	Reinforced the importance of inclusive and accessible transport, particularly public transport and active travel options
Need for clearer plans showing how the strategy will actually be delivered	Added a new section on deliverability and funding, improving transparency around implementation
Requests for better-connected walking and cycling routes, alongside concerns about impacts	Maintained and clarified support for active travel, with a clearer narrative on balancing competing needs
Greater focus needed on school travel and safer routes for children	Added additional references to safer school travel throughout the document
Concern that objectives could be interpreted as prioritised unevenly	Clarified that all objectives are equally important and not ranked in priority order
Desire for clearer, more accessible summary information	Produced an additional summary version of the LTP to support understanding and engagement

4.21 These changes ensure that the final LTP is more clearly focused, more responsive to local needs, and better positioned for delivery.

4.22 Overall, the consultation confirms strong support for the LTP and demonstrates that the final Plan has been shaped by local priorities. The changes introduced directly respond to the issues raised, strengthening both the strategy and its deliverability.

4.23 Timely adoption of the LTP is now required to ensure compliance with statutory requirements, maintain access to Government funding, and provide strategic certainty for transport investment beyond 2026.

5. Alternative options considered

5.1 A range of alternative approaches were considered in developing both the LTP strategy and the associated Implementation Plan.

5.2 A do-nothing option was discounted as it would not meet statutory requirements beyond 2026 or reflect significant changes in national policy, climate commitments and local priorities.

5.3 An approach based on predicting future traffic demand was considered but discounted in favour of a vision-led and objectives-based framework. This reflects the requirements of the Government's 2026 Local Transport Plan guidance, which requires that new LTPs are developed from a clear vision and set of objectives rather than traditional demand-led forecasting.

5.4 The Implementation Plan has been developed through a clear appraisal process, ensuring that shortlisted schemes contribute to LTP objectives, reflect local priorities, and are deliverable within realistic funding assumptions.

5.5 A Dorset only LTP was ruled out, ratified at Cabinet in September 2023, as a joint plan with BCP Council was considered the most effective option, reflecting the functional economic geography of the area and enabling a more coherent and competitive approach to securing external funding.

6. Legal considerations

6.1 The preparation, adoption and ongoing review of the LTP engages statutory duties under the Transport Act 2000 (as amended), which requires the Council to prepare, maintain, implement and keep under review a Local Transport Plan.

6.2 In developing the LTP, the Council has also had regard to its wider public law obligations, including but not limited to:

a) The duty to act reasonably and taken into account all relevant considerations.

b) Compliance with consultation requirements in accordance with established public law principles.

c) The Public Sector Equality Duty under section 149 of the Equalities Act 2010.

d) General duties of transparency and proper decision-making.

6.3 The report and accompanying appendices set out how these requirements have been addressed. Subject to Members being satisfied that these duties have been properly discharged, the Council is lawfully able to approve and adopt the LTP.

6.4 There is a residual risk of legal challenge (including by way of judicial review) in relation to the adoption of the LTP. This risk has been mitigated through an evidence-led approach, lawful consultation, consideration of equality impacts, and compliance with applicable environmental assessment requirements.

7. Financial implications

7.1 The cost of preparing the new LTP has been met from a Government capacity grant. Preparation has primarily been undertaken using internal resources, with targeted external support where required.

7.2 Concerns raised during the consultation highlighted the need to ensure that the LTP is deliverable and supported by realistic funding assumptions. This has been reflected in the final plan and the accompanying Implementation Plan.

7.3 Individual schemes identified in the Implementation Plan are indicative and remain subject to the availability of funding, development of detailed business cases, statutory processes and separate governance and decision-making processes under the council's constitution. Long term delivery is dependent on future government funding settlements, funding opportunities and other sources (e.g. developer contributions). As such inclusion within the LTP or Implementation Plan is not commitment to its delivery or funding. The Council will continue to prioritise investment and make decisions on individual schemes as funding becomes available and as proposals are developed.

7.4 This approach ensures that the LTP remains flexible, realistic, and capable of responding to changing financial circumstances, while still providing a clear and robust strategic direction for transport investment.

7.5 Significant funding has been confirmed by the Department for Transport to support delivery of the Implementation Plan. The council has been allocated approximately £158.5m of consolidated transport funding for the period 2026/27 to 2029/30, including capital and revenue funding through the

Integrated Transport Fund and Bus Services Fund. This includes over £33m in 2026/27 to support highways maintenance, bus services, active travel and local transport priorities. Detailed funding breakdowns and allocations are set out in Appendix 6.

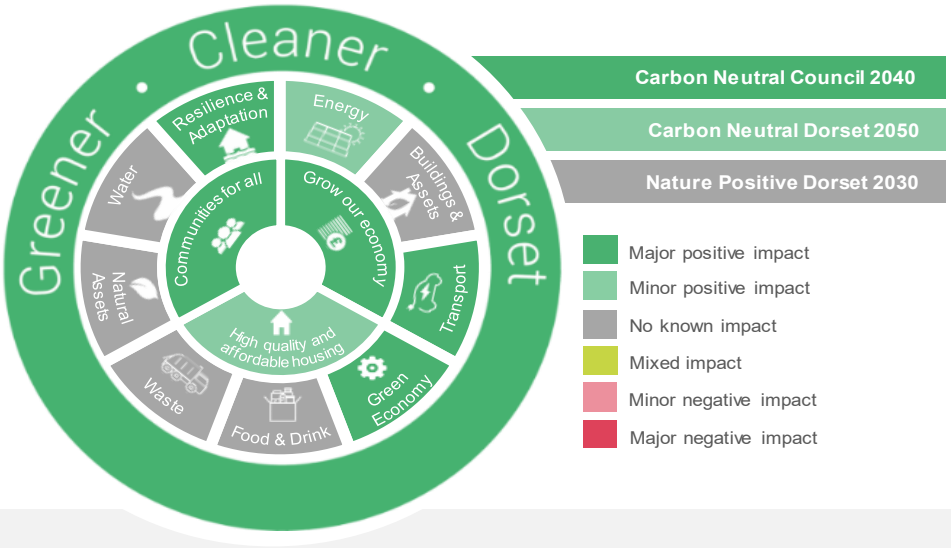
7.6 Maintaining an up-to-date, compliant LTP is essential to remain eligible for Department for Transport funding. Failure to adopt a new Plan would place the Council at a competitive disadvantage and risk reduced future investment.

7.7 Should future funding levels change, the Implementation Plan will be reviewed and updated, in line with the recommended delegated authority, to ensure that delivery remains aligned with available resources and priorities.

8. Natural environment, climate & ecology implications

8.1 The likely impacts of the LTP on the natural environment, climate and ecology have been assessed through an Integrated Impact Assessment (IIA), a non-technical summary is presented in Appendix 7. The IIA incorporates a Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA). This integrated approach provides assurance that the LTP has been developed with due regard to its environmental, climate and ecological implications, in line with statutory requirements.

8.2 The climate emergency decision wheel is presented below. The accessible table of impacts and table of recommendations are presented in Appendix 8.



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO_2 (tonnes)	

8.3 The LTP supports the council's commitment to addressing the climate and ecological emergency by promoting a shift towards more sustainable transport. This includes increasing use of public transport, walking and cycling, alongside supporting the transition to zero-emission vehicles.

8.4 The strategy recognises the growing impact of climate change on transport infrastructure and promotes a more resilient network through improved design, maintenance and adaptation to extreme weather.

8.5 The LTP also supports a more integrated approach to transport and spatial planning, encouraging patterns of development that reduce the need to travel and protect Dorset's natural environment.

8.6 A "nature-positive" approach is embedded throughout the Plan, with opportunities to enhance biodiversity through transport infrastructure, including green infrastructure and sustainable drainage.

8.7 Overall, the LTP is expected to contribute positively to climate, environmental and ecological objectives while supporting sustainable and resilient communities.

9. Well-being and health implications

9.1 The LTP supports improved health and wellbeing by promoting a more active, inclusive and sustainable transport system. It recognises the role transport plays in physical activity, air quality and access to services.

9.2 The strategy encourages walking, wheeling and cycling for shorter journeys, helping to increase activity levels and reduce reliance on the private car.

9.3 By improving access to public transport and essential services, the LTP also supports social inclusion, particularly for those without access to a car.

9.4 Public Health have responded to the public consultation and are supportive of the LTP.

10. Other implications

10.1 NA

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium – Without an up-to-date LTP in place, we risk a reduction in Government funding.

Residual Risk: Low

11.2 There is a risk of reduced access to Government funding if the Council does not maintain an up-to-date and compliant Local Transport Plan.

11.3 As a jointly developed plan with BCP Council, there is also a risk that changes arising from each authority's approval process may require minor amendments prior to publication. This will be managed through delegated authority to senior officers.

11.4 Future changes to governance arrangements, including the potential establishment of a Strategic Authority, may alter responsibilities for transport planning. However, adoption of the LTP provides a robust and credible foundation for any future sub-regional transport strategy. The LTP is aligned with aspirations for transport within the wider potential Wessex geography.

12. Equalities

12.1 In exercising its functions in relation to the preparation and adoption of the LTP, the council has had due regard to the matters set out in section 149 of the Equality Act 2010 (the Public Sector Duty), including the need to:

a) Eliminate discrimination, harassment and victimisation;

b) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not; and

c) Foster good relations between such persons.

12.2 An Integrated Impact Assessment (IIA), incorporating an Equalities Impact Assessment (EqIA), has been undertaken alongside the development of the LTP. This provides a structured and proportionate assessment of impacts on protected and vulnerable groups and demonstrates that due regard has been given throughout the preparation of the Plan.

12.3 The IIA identifies that transport has differential impacts across groups, with particular vulnerabilities for older people and disabled people (in relation to accessibility and infrastructure), young people (in relation to reliance on public transport and affordability), women and vulnerable users (in relation to personal safety), and rural communities (in relation to access to services and risk of isolation).

12.4 The IIA concludes that, without intervention, these impacts are moderate to significant given the essential role of transport in accessing services, employment and wider opportunities. The LTP is, however, expected to deliver overall positive equalities outcomes, particularly in improving accessibility, safety and inclusion.

12.5 The IIA also identifies that impacts are dependent on the design and delivery of individual schemes. The LTP therefore adopts a mitigation-led approach, including:

a) the application of inclusive design principles;

b) the undertaking of scheme-level Equality Impact Assessments where appropriate;

c) ongoing monitoring through the LTP Monitoring and Evaluation Framework; and

d) continued engagement with groups more vulnerable to transport disadvantage.

12.6 Reasonable alternatives have been considered through the IIA process, ensuring that the preferred LTP strategy reflects an approach that maximises accessibility and inclusion, while balancing environmental and economic objectives.

12.7 The findings of the IIA have directly informed the development of the LTP, including its focus on public transport, accessibility, active travel and safety. Consultation responses, including those representing protected characteristics and transport-dependent groups, have also been taken into account.

12.8 Consultation identified public transport as the most prominent issue. Improvements in availability and accessibility are expected to particularly benefit groups who are more reliant on these services, including younger and older people, disabled users and those on lower incomes.

12.9 Overall, the IIA demonstrates that the LTP is expected to have a positive impact, particularly in improving access to services, jobs and opportunities for those less able to travel by car.

12.10 Members are required to have due regard to the equality implications set out in this section and the supporting appendices when making their decision. The IIA Non-Technical Summary is provided at Appendix 8 for reference.

13. Appendices

13.1 Supporting evidence accompanying this report includes:

Appendix 1 – Local Transport Plan 2026-2041

Appendix 2 – Implementation Plan 1 2026-2031

Appendix 3 – Monitoring and Evaluation Strategy

Appendix 4 – Consultation Report

Appendix 5 – Summary of changes made

Appendix 6 – Summary of Government funding for transport delivery

Appendix 7 – Integrated Impact Assessment (IIA) Non-Technical Summary - Weblink

Appendix 8 – Natural Environment, Climate and Ecology accessible table of impacts and table of recommendations

14. Background papers

14.1 Previous Committee Decisions:

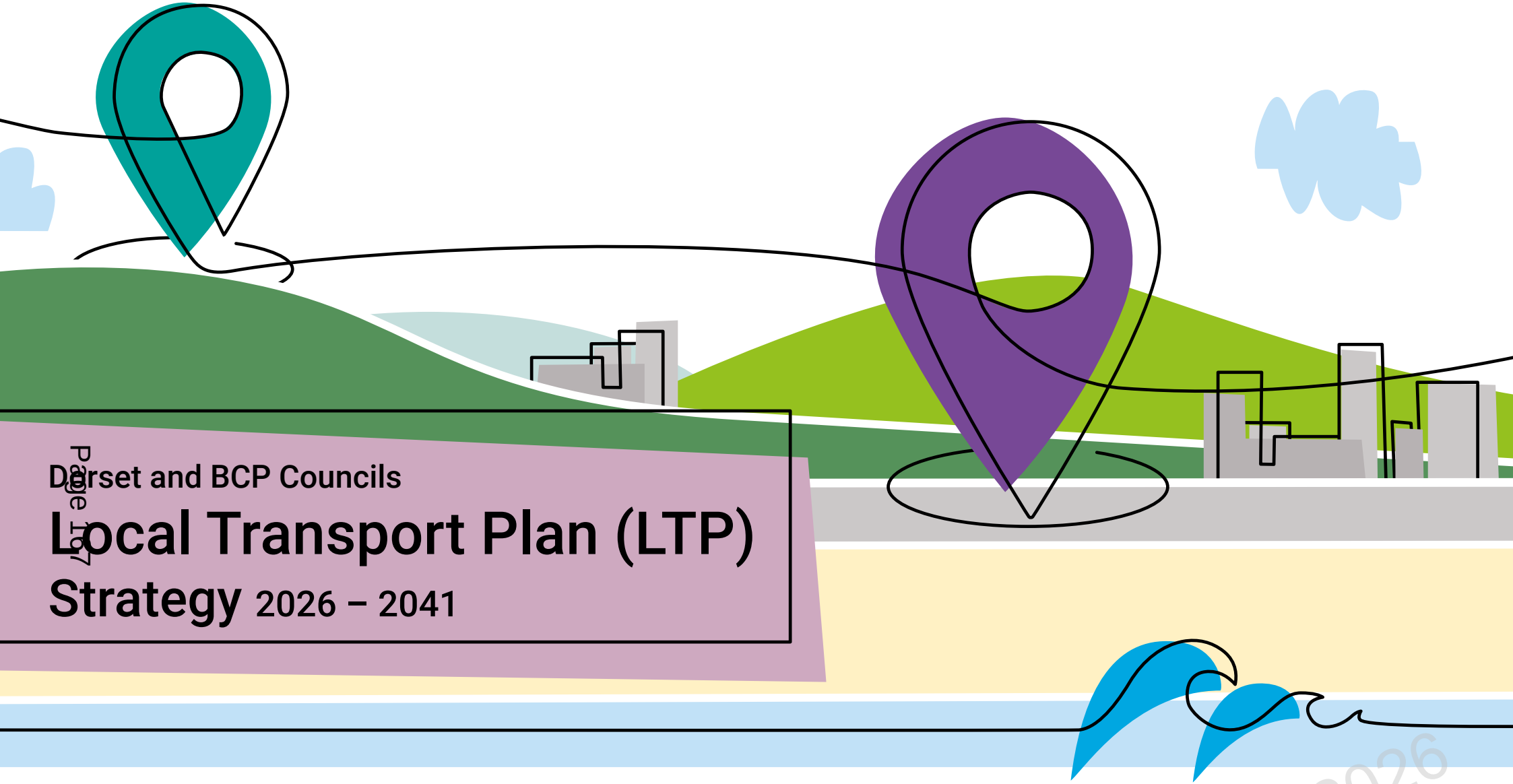
a) Place and Resources Overview Committee. 25th September 2025

b) Cabinet. 5th September 2023.

c) Place and Resources Overview Committee. 27th July 2023.

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s)



Dorset and BCP Councils

Local Transport Plan (LTP)

Strategy 2026 – 2041

This is where **your journey begins...**

Dorset Council

BCP Council

DRAFT JUNE 2026

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Foreword

We are proud to present the joint Local Transport Plan (LTP), a shared vision for how we will travel across Dorset and the Bournemouth, Christchurch and Poole (BCP) area from 2026 to 2041.

We aim to reduce congestion, improve the condition of our roads, cycleways and footpaths, improve air quality and ensure that everyone, regardless of where they live, can access education, employment and essential services.

This strategy is about more than just transport, it's about shaping a future that is inclusive, sustainable and resilient for all our communities.

It reflects the ambitions of both Dorset Council and BCP Council. It aligns with the Dorset Council Plan's priorities to protect our natural environment, create stronger, healthier communities and support sustainable economic growth.

It also supports BCP Council's shared vision of connecting people and places by sustainable modern infrastructure, tackling the climate and ecological emergency and promoting vibrant communities.

Our transport strategy benefits everyone, no matter how you choose to travel. It is designed to meet the challenges of a growing population, building more homes, climate change and increasing demand on our networks.

It sets out a clear path to provide safer, healthier and more inclusive travel options for all modes of transport required to achieve our vision.

This strategy has been shaped by the voices of thousands of residents, businesses and stakeholders. Their input has helped us focus on what matters most: real travel choices, cleaner air, safer streets and a transport system that supports our economy and enhances quality of life.

However, the delivery of this ambitious strategy depends on securing the necessary funding. Investment in our transport infrastructure is critical if we are to meet our shared goals and deliver the benefits our communities deserve.

The strategy is a call to action. It is a commitment to work collaboratively, to innovate and to invest wisely in a transport future that supports our environment, our economy and our communities. We look forward to working together and with you, to bring this vision to life for the benefit of all across Dorset and BCP.

Cllr. Andy Hadley

Cabinet Member for Climate Response, Environment and Energy, BCP Council

Cllr. Jon Andrews

Cabinet Member for Place Services Dorset Council

DRAFT JUNE 2026

1. Introduction

The council's joint transport strategy for 2026 to 2041 will deliver a sustainable, inclusive and accessible transport network that benefits everyone and supports a vibrant economy.

Over the next 15 years, the focus will be on increasing transport choice, **reducing congestion** and improving the **quality and condition** of our infrastructure, whilst improving **safety, health, accessibility, connectivity, travel experience** and **reducing pollution** from transport.

Our new **ambitious vision** has been informed by our residents, our local communities as well as local businesses and organisations.

Our strategy is aligned with national, regional and local priorities allowing much needed funding to deliver **positive change** across the area. This will ensure that current needs of transport users are met and future needs are planned for.

Since we last set out our strategy for transport in 2011, the transport challenges we face have evolved and therefore our approach needs to evolve too.

The LTP focuses on proactively planning for the future, by forming **'vision led'** policies that enable us to achieve our aims, planning to deliver improved transport options to get people to where they need to go through a choice of safer, healthier and more sustainable travel options for all.

We will offer more travel choices to create a people first transport system. This will make travel fairer, help goods move more easily, support businesses and improve places for residents and visitors.

Providing more transport choices benefits motorists by **reducing congestion**, thereby resulting in more **reliable journey times**, less stressful journeys and **improved air quality**.

In addition to improving the condition of our roads, cycleways and footpaths this LTP also provides the opportunity to accelerate the reduction of carbon emissions from transport, **reduce road congestion** and make our network safer and more efficient for all.

A glossary is provided at the end of this strategy for clarification of relevant transport terms and abbreviations.

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Historically, planning for new development has focused on road space for traffic. This has reduced investment in walking, wheeling, cycling and public transport. The result has been more congestion and less reliable journeys, locally and on the wider strategic road network.

Using a **vision led approach**, we will create more **pleasant, people focused places** and provide **better travel choices** for residents, visitors and businesses.

Our focus will be on improving the network we already have and the journey time for people using it. We shall also work with National Highways to bring forward improvements to the strategic road network.

We must ensure that we design **viable transport choices** for new developments. Balanced transport options should be provided in new housing developments to ensure that they do not exacerbate existing transport challenges.

If there is a clear, evidence based need we will consider building new roads and when doing so ensure that sustainable infrastructure is included.

We must also address the challenges of climate change and biodiversity loss, by reducing carbon emissions in line with national and local strategies. The extent to which we can reduce emissions from our transport depends on the proportion of journeys undertaken by sustainable forms of transport and the take up of zero emissions vehicles.

Over the past decade, digital connectivity and new technologies have revolutionised transport in the UK. Over the lifetime of our new transport strategy, electric vehicles, autonomous and connected vehicles and digital applications will make travel more efficient and sustainable.

Real-time data and smart infrastructure will improve traffic management, while drones could increasingly be used for delivery services.

Enhanced digital infrastructure and connectivity support these innovations, making transport more **accessible and convenient**. It is therefore vital that programmes to improve both the physical digital infrastructure and the quality of connectivity across our area are progressed at pace to support this travel transformation.

Our transport strategy will:

Support **residents**, **businesses** and **visitors** with their transport needs

Provide a **safe**, **reliable** and **accessible** transport system

Support **economic growth** and **vitality** across our area and enable the delivery of **new homes** and **jobs**

Reduce **emissions** and create **cleaner, healthier** places

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Our Transport Strategy has a strong focus on improving the lives of people as well as protecting and enhancing our special local places and ensuring our transport networks are safe, reliable, inclusive and enjoyable.

We have collected information and evidence to develop a **well-informed** evidence base that provides a good understanding of the transport opportunities, issues and challenges experienced across the area. This has been used to set our priorities.

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Our transport strategy is supported by:

A detailed **evidence base** and building on previous successes

Feedback from the public, stakeholders and partners to **shape the plan** and a **new transport vision** for our area

An understanding of the **people, places** and **activities** of our area to address **local needs** and **priorities**

Funding secured to **improve** the condition and quality of the **transport network**

DRAFT JUNE 2025

Our area

Dorset Council – 381,000 residents

(Formerly East, West and North Dorset, Purbeck and Weymouth and Portland Councils)

BCP Council – 409,000 residents

Annual bus passenger journeys
Dorset Council **6.1 million**
BCP Council **24.5 million**

Annual bus vehicle kilometres
Dorset Council **5.69M Km**
BCP Council **9.86M Km**

Bournemouth International Airport
The UK's **20th busiest** airport
Estimated **1.4 million** passengers with expansion plans and freight transfer handling

Key Freight Routes in BCP and Dorset include the A31, A37, A350 & A357

Portland Harbour

- Deep-water port with facilities for cruise ships, cargo and naval vessels
- Former Royal Navy base, now a commercial and leisure port
- Hosted the sailing events for the London 2012 Olympics
- Home to the National Sailing Academy

Poole Harbour

- Europe's largest natural harbour
- Major centre for leisure boating, commercial shipping and ferry services
- Links to the Channel Islands and France
- Home to Poole Port and the Port of Poole ferry terminal, RNLI and the Royal Marine Commandos Special Boat Service

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BCP Council detailed area map
Dorset
Hampshire
New Forest National Park
Ringwood
Wimborne
West Moors
Ferndown
River Avon
River Stour
Merley
Broadstone
Kinson
Canford Heath
Alderney
Wallisdown
Oakdale
Upton
Lytchett Minster
Bournemouth International Airport
Royal Bournemouth Hospital
AUB + BU
Christchurch Hospital
Burton
Christchurch
Highcliffe
Pokesdown for Boscombe
Health Sciences University
Southbourne
Bournemouth
BU
Branksome
Parkstone
Poole
Poole Hospital
Hamworthy
Port of Poole
(International Ferry Terminal)
Sandbanks Ferry
Poole Harbour
Poole Bay
Christchurch Harbour
Christchurch Bay
Isle of Purbeck
A31
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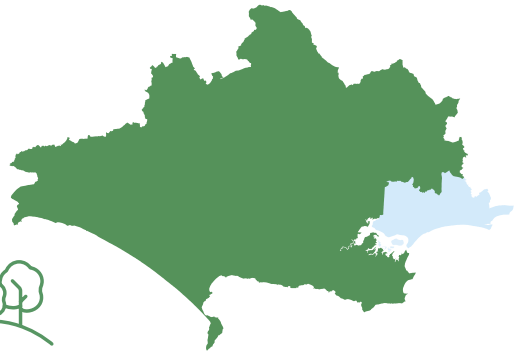
A and B Roads
Rail / Stations
Hospitals
Universities

Key statistics – Dorset Council



Population

381,000

Dorset has the greatest proportion of people aged 65 and over (29.5%) more than any unitary authority in England

Median age in Dorset is 51.6 compared to 40.6 for England and Wales

Urban/ rural split

69% rural

Economic indicators

Gross value added

£7.72 bn

Average weekly earnings (UK £690)

£668

Weekly earnings are **97%** of the national average

Productivity is **15%** lower per hour than the UK average

11 areas in Dorset are among the 20% most deprived in England (10 of these in Weymouth and Portland)

Health and wellbeing

In Dorset 2 in 10 adults, 26% and 3 in 10 children, 28% did less than 30 minutes of physical activity per week.

Landscape

54% of Dorset is designated as National Landscape (formerly AONB)

Home to England's only natural World Heritage Site

the Jurassic Coast

Dorset hosts all **6** native reptile species

93% of UK mammal species

and **90%** of British butterfly species

Poor connectivity

No motorways, 58% gigabit broadband compared to 84% nationally and 90% in the BCP area. Among the worst mobile phone connectivity in the UK.

Annual visitors

9.5 million 2024

The visitor sector contributed £1.05bn to the Dorset economy annually creating 26,000 jobs.

Average house prices

£350,000

55,182 estimated new homes needed during period 2026-2043

Rural access

46% of Dorset's residents live in areas where they find it difficult to access services, compared to 18% across England

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Key statistics – BCP Council

Economic

Median annual Full Time pay around

£35,050
compared to UK average of £37,521

60%
of the population aged 16 or over is economically active

15,555 businesses
in 2022

10.3 million
visitors annually spend over £713 million and supporting 13,600 jobs

9 areas
are among the 10% most deprived in England

Housing

173,842
households

£402,239
average house price in 2024 compared to national average of £355,225

£1,314
average rental price per month in 2024

45,000
an estimated new homes need to be built during the next Local Plan period (2028-2043)

Population 409,000

(2024)

The BCP population estimated to reach half a million by the end of the LTP period (2041)

86,900
people aged over 65, 22% of the local population

Transport

813 miles of roads

81% of households have one or more cars

£318 million
estimated cost of congestion in the area in 2022

31% of employed residents travel less than 5km to work, 30% worked mainly from home and 13% travelled between 5-10km

In some town centre areas less than **50%** of households have access to a car

Health and wellbeing

81% adults are in good health

Life expectancy and healthy life expectancy are higher in the BCP area than nationally

Over **63%** of adults are overweight or obese

48% of early deaths preventable

2 in 10 adults
20% and
2 in 10 children
19% did less than 30 minutes physical activity per day

Sustainability and the environment

4.3%
of deaths attributed to air pollution (2019)

BCP Council manages around **2,500 ha**
of green space

2 large natural harbours, **15 miles**
of sandy beach from Poole Harbour to Hengistbury Head and 10 Blue Flags/ seaside awards

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2. Building on success

This strategy builds on the successes of the previous strategy for 2011-2026.

Over £400 million has been invested through the capital programme during this time, resulting in **major infrastructure improvements** to the transport network for all forms of travel and **improved road safety**.

Our previous strategy had five priority goals covering interventions focused on supporting local economic growth, easing congestion and encouraging more people to use active travel and public transport:

- **supporting economic growth**
- **tackling climate change**
- **equality of opportunity**
- **better safety, security and health**
- **improved quality of life**

Good collaborative working has been vital to achieving positive change to our area, such as through the **enhanced bus partnerships** and the **Dorset Road Safety Partnership**. We have a proven track record of delivery and will continue to be proactive in seeking funding, where this is possible, to deliver our new transport strategy, attracting significant additional funding to the area.

Using people focused design – Poole Quay summer revised traffic arrangements.

Road investment – highway maintenance in BCP.

Busy platform at Weymouth rail station – supporting high passenger volumes and seamless onward travel via local bus services.

Refurbished footbridge in West Dorset improves pedestrian safety and supports active travel across rural infrastructure.

Bus service navigating Abbotsbury Hill, supporting rural mobility and access across rural Dorset (Credit: David Baker Photography)

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Transport investment to date has included:

Transforming Cities Fund	£79 million joint award for walking, cycling, wheeling and public transport improvements. Measures included new and upgraded signalised junctions, pedestrian footways, on and off-road cycleways, crossing points, bus waiting facilities, bus lane and resurfaced roads. Schemes included upgraded drainage and planting.
Dorset Local Enterprise Partnership Local Growth Fund	£49.5 million worth of projects including: A338 reconstruction, Chapel Gate Junction, Port of Poole, South East Dorset Urban Mobility Strategy (SEDUMS) and Weymouth to Dorchester corridor.
Gillingham Access to Growth	Package of highway improvements and sustainable transport measures to enable the delivery of 1,800 new homes and employment land.
Shared Micromobility	Partnership with Beryl to deliver a successful bike share scheme across BCP and Dorchester, Weymouth and Portland including E-scooter trial in BCP.
Public EV Chargepoints	Installation of 428 new chargepoints on-street and in council owned car parks, expanding the network across all of Dorset and BCP.
School Streets and Bikeability Training	Facilitated and encouraged school children to walk, wheel and cycle to get to school safely by non-car means – around 6,500 children have completed Bikeability cycle training in Dorset and BCP each year.
Public Transport Interchanges	Improved passenger facilities at transport hubs, bus stops, shelters, security and passenger information services including Weymouth and Dorchester train stations, Poole Bus Station and Royal Bournemouth Hospital.
Dorset Strategic Road Safety Partnership	Packages of engineering, education and enforcement measures to reduce road casualties.
Road Investment	Significant road investment, secured from LTP structural maintenance fund, challenge fund and TSOG. Estimated 25,000 potholes are repaired in Dorset and BCP each year.
Supporting Transport infrastructure	Major schemes delivered including the Twin Sails bridge (Poole) and Weymouth relief road.

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3. Getting local transport right

Our transport networks are varied and complex and support a much wider system of housing, economic activity and public service provision which all need to work collaboratively to deliver maximum benefits for the greatest number of people. Given this complexity, getting local transport right is not easy. We plan to do this through:

Our planning

Our transport strategy must be **integrated** with planning for our housing, public spaces, energy, utilities and support economic growth. **A vision-led approach** to planning is key to addressing this challenge and will allow us to adapt to technological improvements and changing transport needs and creating a local consensus on the necessary changes for a **better quality of life**.

Our transport strategy requires strong evidence to support its policies. In the past the need for road capacity has been overestimated, leading to inefficient investment and a reactive approach, rather than being **vision-led**.

Our funding

Without adequate funding to facilitate the delivery of new infrastructure, to maintain and protect existing infrastructure or to operate services the desired outcomes of the Local Transport Plan will not be met. Changes in government priorities or economic conditions can affect funding levels, adding uncertainty. We are currently reliant on a combination of central government grants, developer contributions and local funding, all of which can vary, making it difficult to guarantee sufficient resources. **Sustained funding** is essential to enable programmes to be planned effectively to deliver required outcomes.

Our grid capacity

With the shift towards EVs and other alternative transport solutions, ensuring our electricity grid can handle increased demand is crucial. This includes the need for **strategic energy planning** to enable EV charger deployment, investment in grid upgrades and collaboration with other local authorities, energy providers and vehicle manufacturers. **A 2024 report** into our grid capacity found there to be delays through to 2036 in increasing this capacity and a number of issues causing this.

Without adequate grid capacity, transport projects, particularly those deploying EV charging infrastructure, could face delays and limitations. A robust, stable and reliable grid is essential for supporting the transition to EVs, enabling widespread charging infrastructure and reliable power supply.

Our behaviour

For journeys that could be made by sustainable transport, encouraging this requires sustained efforts in education, infrastructure improvements and incentives.This involves promoting active travel and public transport to provide safer, healthy and more sustainable travel options.

To achieve our decarbonisation targets, we need to reconsider our current travel habits through providing better transportation options for the journeys we need to make. Various factors influence our travel decisions, including personal considerations like cost, convenience and journey purpose, as well as the quality and availability of alternative transport options.The convenience of a motor vehicle compared to other more sustainable options often means that the true costs associated with owning one are underestimated, such as insurance, taxes and maintenance as well as the potential delays from traffic congestion and the environmental and health impacts of pollution. For those with mobility issues or those living in rural areas, changing travel behaviour can be particularly challenging and so providing a range of accessible transport options is key.

Examples of behaviour change include:

- **Offering personalised travel planning** suggesting alternatives for specific journeys and highlighting the benefits.

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- **Offering incentives** such as promoting discounts or offering rewards for those arriving by sustainable means.
- **Nudging individuals** toward alternative modes through educational campaigns e.g. we will support young people to travel sustainably to school. This is likely to have the added benefit of influencing travel behaviour into adulthood, providing added value for school focused travel interventions.
- **Highlighting the benefits of active travel**, such as improved health, reduced pollution and lower costs.
- **Communicating effectively** to inform residents about the availability and benefits of alternative transport options.
- **Targeted initiatives** focusing on specific groups, such as younger and older age groups, commuters.
- **Engaging with existing programmes and policies** such as the Local Plan.

Our network

Building a **resilient transport network** that can withstand various challenges, including climate change, extreme weather events and other disruptions, is crucial. This involves designing infrastructure that is adaptable and robust, ensuring that transport services can continue to operate effectively under adverse conditions.

Improving connectivity between key urban and rural areas and enhancing links to regional and national networks, is essential for economic growth and accessibility. This includes addressing **congestion, improving journey times** and ensuring **reliable transport options**. Strategic priorities include delivering the recommendations from the **M4 to Dorset Coast Strategic Connectivity Study**, which aims to strengthen north-south road connections across the South West of England and the **Dorset Connectivity Rail Strategic Study**, which explores the opportunity to improve north south and east west rail connections. Both studies highlight the need for targeted investment in infrastructure to relieve existing constraints and support future growth, as set out in the **Western Gateway Strategic Transport Plan.**

Minimising the need to travel is one of the most effective ways to cut down on transport emissions. Sustainable planning policies can guide the strategic placement of services, including new housing and employment opportunities. **Reducing car traffic**, which constitutes the largest share of transport emissions, can be achieved by decreasing our dependence on private vehicles for commuting and accessing services. This can be facilitated through technology that enables remote working, shopping and accessing services from home, along with a shift in our planning and service delivery approach. Making towns and villages in our area more walkable, active travel friendly and accessible by public transport will encourage a shift away from car use for short trips.

Our environment

Climate change presents a growing challenge to the transport systems in Dorset and BCP. Rising sea levels and more frequent storms and flooding are already affecting coastal and low-lying areas such as Christchurch, Weymouth and parts of Poole, putting key transport routes and infrastructure at risk. These impacts threaten the reliability and resilience of the network, particularly in rural and coastal communities that may become isolated during extreme weather events.

In addition to climate-related risks, transport in the area contributes significantly to environmental pressures, including carbon emissions, poor air quality in urban centres like Bournemouth and Dorchester and damage to sensitive landscapes such as the Dorset Heathlands and designated National Landscapes. These challenges must be addressed to protect public health, preserve biodiversity and ensure the long-term sustainability of the transport network.

The success of our strategy is linked to delivering infrastructure to enable people to have travel choices. Currently some other options, especially in rural areas may not seem viable, with household budgets for many restricting take up of some sustainable transport options. When the cost of living pressures ease and with better availability of different transport options, these are anticipated to progressively make it easier for people to travel sustainably in the future.

Strong national leadership and a robust government approach to climate change are essential, but recent political shifts have weakened support for net zero by 2050. Global instability has also affected EV manufacturing targets. New developments should offer diverse transport options, but improving choices for existing locations remains a challenge. The growing awareness of air quality impacts on society highlights the importance of transport in mitigating these effects.

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4. Decarbonising transport

Action is needed to ensure carbon reductions are delivered. To avoid serious damage to nature, the environment and people's lives, we need to invest in zero emission transport options. This will help reduce emissions and encourage those that can, to choose different ways to travel.

The robust carbon evidence base we developed is aligned with emerging best practice. This means we are well informed of the challenges and our strategy is aligned with local and national decarbonisation goals. The analysis established the estimated current and future baseline transport emissions and a transport decarbonisation pathway to achieve our net-zero targets.

Our carbon baseline shows there is a significant gap to overcome and our current objectives are not sufficient to meet **nationally set** climate targets to achieve net-zero, or to contribute to tackling public health and congestion challenges. The baseline demonstrates a need to reduce transport related carbon emissions and helps us to understand the scale of the challenge.

Delivering safer cycling facilities – segregated cycle lanes on Ringwood Road, Poole delivered through the Transforming Travel programme.

Active Travel facilities in Poole – walking, scooting and safe protected cycle route.

Cyclist on Wimborne Road West, Wimborne Photo credit: David Baker

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It is expected that transport emissions will gradually reduce over time (even without local intervention) as zero emission vehicles (ZEVs) become more widespread. The rate at which decarbonisation will occur in our area is dependent on how quickly ZEVs are adopted. Our analysis used a 'ZEV market forecast' as our baseline, shown by the solid black line in Figure 1.1.

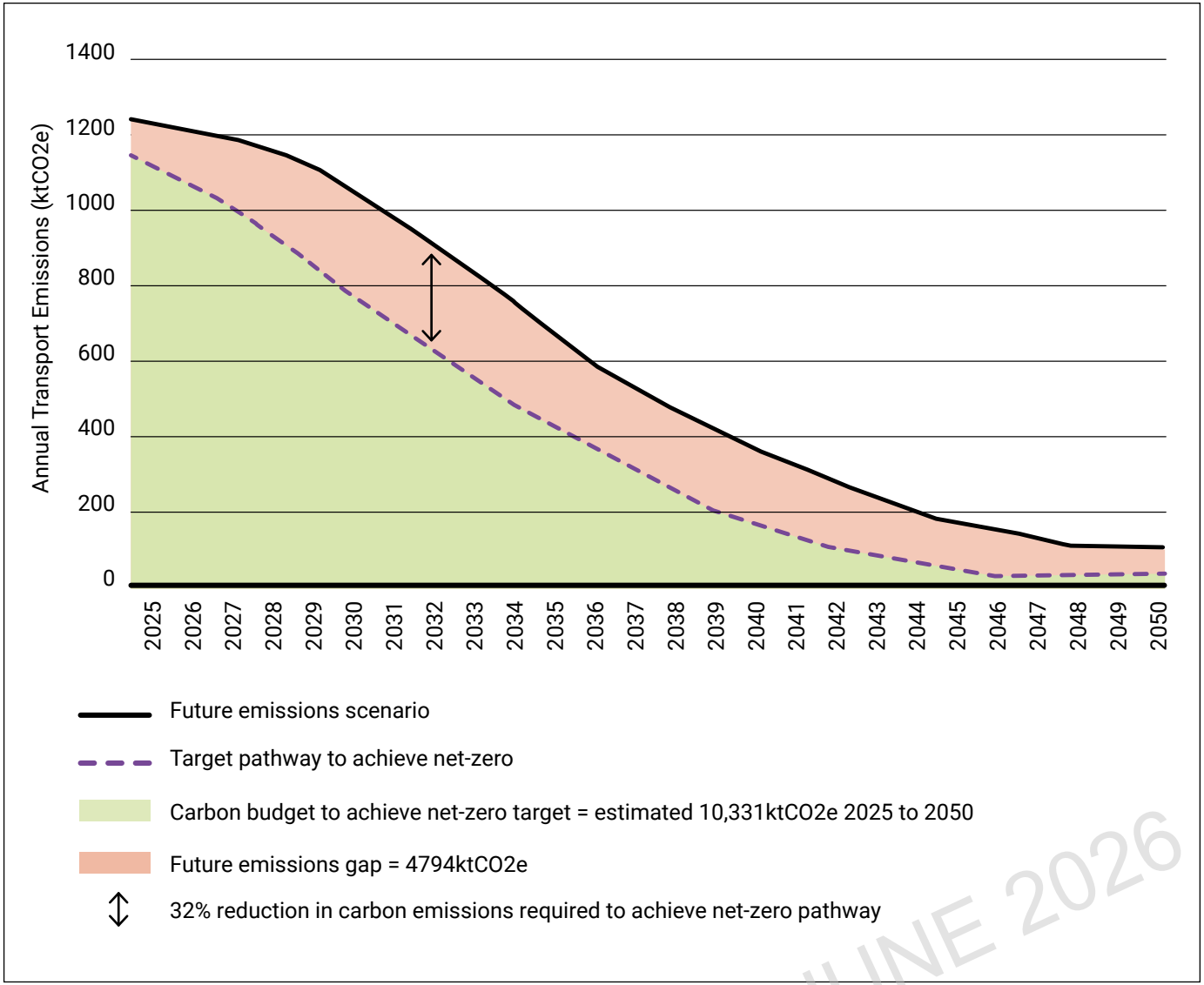
This is the most likely scenario, as it reflects the national ban on the sale of new petrol and diesel only powered cars from 2030. Our analysis has defined a 'target pathway to achieve net-zero' (purple dashed line in Figure 1.1). This is based on a locally scaled version of the **'Climate Change Committee Pathway'**. We chose this because it is published by an independent advisory body that guides the UK Government on reducing emissions.

It is estimated that between 2025 - 2050 no more than 10,331 KtCO2e can be emitted from the transport sector in our area if we are to achieve our net-zero targets – a 32% reduction in emissions.

This 'carbon budget' is represented by the green shaded area in Figure 1.1. We considered the estimated impact of our strategy in terms of reducing carbon emissions and helping to close this emissions gap.

To achieve the full potential carbon reductions, it is crucial to secure higher levels of funding and resources to deliver the transformational change needed to achieve our net-zero targets. This will require changes in planning to encourage use of alternative travel options and will also be built into our Local Area Energy Plans, to support partners in predicting and providing for future energy requirements.

Figure 1.1 Transport decarbonisation pathway 2025 to 2050 (Dorset and BCP area)



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Headlines from our combined carbon baseline*

Our combined total annual transport emissions were **1,227 ktCO2e****

Almost **1/3** of road transport emissions are from journeys under five miles in length

62% of road transport emissions are from business and commuting trips

Carbon budget to achieve net-zero target = estimated **10,331 ktCO2e** 2025 to 2050

95% of road transport emissions are from trips starting, ending, or made entirely within our area

Cars are responsible for **70%** of emissions and LGVs/HGVs account for **28%** and **2%** PSVs

Forecast transport emissions for our area will over-shoot the national Net Zero Delivery Pathway by the end of the decade

Transport emissions for 2023-2037 are estimated to be **13.03 MtCO2e*** ** significantly exceeding our CCC target of **9.39 MtCO2e**

32% reduction in carbon emissions required to achieve net-zero pathway

* Percentages are relative to road transport emissions, including car, LGV and HGV and excluding rail, bus and coach.

** KtCO2e = kilotonnes of carbon dioxide equivalent

*** MtCO2e = Metric tons of carbon dioxide equivalent

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5. Developing our transport strategy

We have developed our new transport strategy following industry **best practice**, government guidance and a data-driven **evidence base**. Research shows the issues identified are not unique to our area but understanding them in detail allows us to find appropriate interventions and solutions. Input from the public and stakeholders is integral to developing our strategy to enable us to tackle the transport challenges affecting rural, urban and coastal places and the people within them. Our understanding of the area, its people and the transport network is set out in our **Databook**. It contains the data baselines used to inform the strategy including the areas covered, types of people living there, current transportation options and the local economy and community situation. This data allows us to understand the transport challenges and opportunities that exist to shape the future of transport and travel.

Our role

As the local authorities for the area, we play a crucial role in local transport planning. Our responsibilities encompass a wide range of activities aimed at ensuring transport meets the needs of all users, including public transport, freight and the use of private vehicles. We set out where and how funding is to be allocated to manage and improve transport in our area. Collaboration with partners including sub-national transport bodies (STB), other local authorities, stakeholder groups and transport operators is integral to delivering our transport strategy.

Roles and responsibilities	Local authority	Transport operator	STB	Government
Local Transport Plan	✓			
Maintenance of public roads	✓			
Strategic Road Network				✓
School transport	✓			
Community needs	✓	✓		
Public transport	✓	✓	✓	✓
Promoting sustainable development	✓			
Funding for high-cost schemes			✓	✓
Reducing transport related carbon emissions	✓	✓	✓	✓
Improving road safety	✓			✓
Improving cross-boundary connections	✓	✓	✓	
Managing traffic demand	✓			
Making funding bids	✓	✓	✓	
Working with partners and stakeholders	✓	✓	✓	✓
Improving health and environment through transport	✓	✓	✓	✓
Co-ordinating policy and investment decisions	✓		✓	✓
Make or change government guidelines				✓

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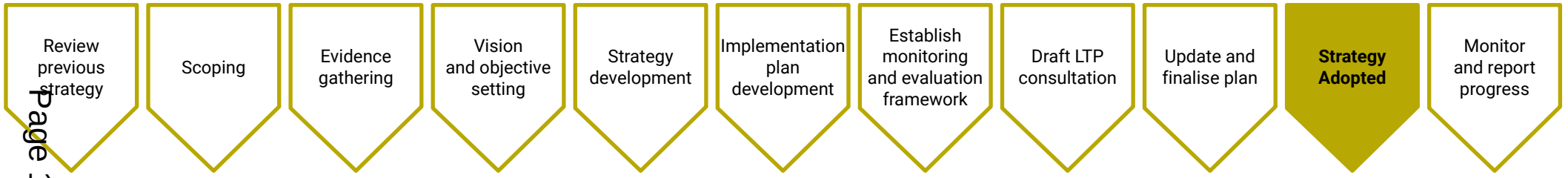
LTP timeline

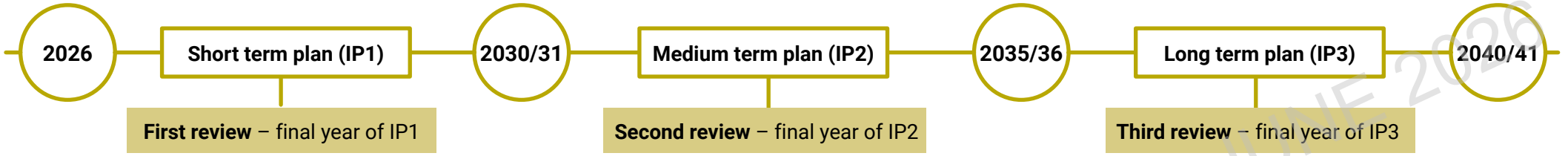
We followed a best practice approach to developing our new transport strategy. The process diagram below shows the development of our transport strategy by stage, starting with a review of LTP3, through to adoption and the commitment to undertake on-going monitoring of our new strategy.

Public consultation on the draft strategy and implementation plan took place from August to October 2025.



Our new transport strategy was adopted in summer 2026 and covers 2026 to 2041.The implementation timeline sets out the timings of reviews that are important to our strategy and implementation plan.

This strategy will help **secure national funding** for necessary transport improvements. Delivery progress of the implementation plans shall be monitored and reviewed every 5 years to ensure that they are still relevant and capable of delivering the plans required outcomes.



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Policy context

Our transport strategy responds to national and regional policy, reflecting it in the local context to guide future transport investment. Aligning with plans and strategies produced by the Department for Transport and the Western Gateway Sub-National Transport Body (WGSTB) ensures that our strategy responds to both our local priorities and the strategic priorities of the region and nation. Below are the related documents in the wider framework of national, regional and local transport policy.
A more detailed list including related strategies is provided in the Implementation Plan.

National

Priorities: Growing the Economy; NHS Fit for the Future; Safer Streets; Opportunity for All; Clean Energy Superpower.

Key Documents: Better Connected – A Strategy for Integrated Local Transport; Quantifiable Carbon Guidance; National Road Safety Strategy; Manual for streets 3. Decarbonising Transport Plan; National Planning Policy Framework; Future of Mobility: Urban and Rural; National Bus Strategy; Gear Change; Taking Charge; Road Investment Strategies; Plan for Drivers; Local Area Energy Plans;

Regional

Priorities: Sustainable growth; Decarbonisation and air quality; Access to services and opportunities; Facilitating north-south movement; Movement of goods.

Key Documents: Strategic Transport Plan; Strategic Investment Plan; Modal Strategies; M4 to Dorset Coast Strategic Connectivity Study.

Local

Dorset Council Priorities: Affordable and high-quality housing; Growing our economy; Communities for all; Responding to the climate and nature crisis.

BCP Council priorities: Our place and environment: Vibrant places, where people and nature flourish, with a thriving economy in a healthy, natural environment. Our people and communities: Everyone leads a fulfilled life, maximising opportunity for all.

Key Documents: Council/Corporate Plans; Natural Environment, Climate and Ecology Strategies; Local Plans and Town Centre Masterplans; Economic Growth and Regeneration Strategies; Health and Wellbeing strategies; Digital Strategies; Neighbourhood Plans.

Supporting Transport Plans: Bus Service Improvement Plans; Electric Vehicles Infrastructure Strategies; Active Travel Plans; LCWIP and Rights of Way Improvement Plans; Parking Strategies; Highways Infrastructure Asset Management Plans; Dorset Connectivity Study; Strategic Station Plans.

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What you said

In 2025 we ran a second consultation on our draft strategy for 2026 to 2041 and Implementation Plan for 2026-2031 over a nine-week period between August and October.

Engagement events were held across both council areas, including 13 Dorset events (which also were consulting on the Dorset Local Plan), attended by more than 2,000 people and 12 BCP events including the dedicated sessions with the BCP Youth Forum, Children in Care and Care Experienced Young People and the Bournemouth University Travel Plan working group.

The consultation received 1,414 responses, including contributions from 19 parish and town councils and 41 organisations.

Responses included:

- Strong support for the strategy – the highest levels of support were for public transport (79%), safety (75%) and network resilience (79%)
- 63% agreed with the vision
- Air quality, biodiversity and nature positive design policies had support of 67-70% of respondents
- Policies on accelerating zero emission vehicle uptake showed agreement of 54%
- Over 80% agreement for prioritising bus services to improve reliability and journey times
- Policies on casualty reduction and school travel, received agreement levels of 75-80%
- Public transport was the most frequently raised issue, particularly in rural areas
- Suggestions related to improving bus frequency, reliability and connectivity accounted for over 30% of all bus related comments
- Concerns about funding, phasing and the risk of rural areas being left behind were raised with, approximately 22% of comments noting this.

Consultation responses raised other forms of transport including powered two wheelers (e.g. motorcycles) and taxis. The importance of all modes to peoples' lives is recognised as part of a complete transport system.

All road users should have safe and pleasant journeys. Motorcycles take up less road space and cause less congestion than cars. However motocyclists are disproportionally casualties in road traffic collisions.

Taxis and increasingly ride sharing platforms provide transport for many for occasional journeys and are essential for some people's circumstances. Focus will be on the regulatory aspects ensuring that providers are delivering a safe and accessible service.

In 2024 we asked residents, visitors and stakeholders to tell us about the transport issues they experienced and the opportunities they saw for transport across our area. Over 3,800 people engaged with us.

A summary of the consultation is published **online.**

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A range of themes from feedback gathered have been identified for Dorset and BCP.

Dorset

Public transport

Residents cited reductions in bus services, especially in rural areas, making public transport untenable for daily commutes and increasing reliance on cars.

Active travel and inclusivity

While many supported more active travel, some felt the plan was too focused on non-motorised users, discouraging those with disabilities, vulnerabilities, or older age. There was strong advocacy for safer crossings, traffic calming and 20mph zones near schools and residential areas.

Accessibility and isolation

Poor transport networks in rural areas drove feelings of isolation, with calls for community buses, increased timetables and better integration to combat loneliness.

Development and infrastructure

Concerns about new housing developments focused on the strain on existing infrastructure, congestion and delays during construction. Respondents questioned whether new homes would address empty properties or simply add pressure to roads and public transport.

Parking and enforcement

Town centre parking and enforcement were seen as inconsistent, with no clear or standardised approach.

BCP

Innovation

Respondents felt proposals lacked ambition, calling for mobility hubs, water taxis, port expansions and metro-style networks. Digital exclusion was raised as a key issue due to poor public internet bandwidth and signal provision.

Onward travel and bus service provision

Depleted bus services and inconsistent timetables were a recurring theme, affecting both rural and urban residents. Limited services during early mornings, evenings and weekends result in restricted access to essential destinations. Others praised the bus service in BCP, with mention of very frequent routes on main transport corridors.

Impact on employment and connectivity

Lack of public transport options for work commutes forces people to be reliant on cars, contributing to congestion. Suggestions included developing key interchanges near employment sites and improving cross-conurbation connectivity.

Integration and access to key destinations

Poor connectivity between bus services and strategic destinations, including hospitals and Bournemouth Airport, was seen as a barrier to reducing car use.

Affordability and accessibility

Consistently raised, with calls for discounted resident transport cards and extended concessionary fares for young adults up to 25.

Climate and health objectives

Strongly supported, alongside requests for mandatory cycle lanes in new housing developments and improved walking/cycling routes.

Consultation perspectives

Our commitment to inclusive design

We heard from a range of residents and stakeholders, including those with specific needs. Consultation responses included a need to ensure we are implementing inclusive design within our strategy. Some key points which are fully considered through this strategy include:

- A digital only approach including through mobile apps, is not suitable for everyone and therefore alternatives should be considered
- Feeling safe whilst using public transport and active travel is important, notably for women and girls

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- Some older people and those with disabilities will not feel the full benefits from improvements to active travel and may benefit more from improvements to public transport or be more reliant on car travel
- Younger people find the cost of travel a key factor to travelling, as well as concerns about air quality and the environment
- Poorly maintained pavements, pavements with obstacles including parked vehicles and an absence of pavements cause issues, particularly for people with visual impairments
- Transport access to healthcare is important, particularly for those with greater need including older people and those with disabilities.

A specific question in addition to the survey 'What single thing would assist you most to meet your travel needs' produced a wide range of responses with 1,278 individual replies raising over a hundred different themed points.

The most frequently raised issue was **bus travel** with requests for **more frequent services** and **improved evening/weekend services** – especially from rural and suburban areas. Perspectives from urban areas included positive views of the bus network.

Many motorists cited the **impact of congestion** and requested **improved road maintenance**, themed around concerns that the plan did not consider or support the needs of drivers. Points raised concerning over provision of cycling facilities were balanced by others seeking improved and additional facilities – especially to make cycling safer. Support for measures and schemes to address transport challenges were often in the context that due to funding or other challenges – some considered they were unlikely to be delivered.

As well as roads, the **condition of footways and pavements** was mentioned as important – sometimes grouped with concerns for people who are less mobile; ways that the transport network can **impact disabled people** were mentioned alongside **safety while travelling for women and girls**.

Specific points about places where people live, work or visit, including suggestions for improved bus services locally and to reduce local traffic speeds. Dorset Motorists group submitted a petition to BCP council titled 'BCP Council must reconsider their current local transport and infrastructure policies'.

The petition was presented at council on 3 June 2025 and referred to the local transport plan working group for it to be considered during development of LTP4. The time taken and commitment from all respondents is appreciated and has helped to inform changes to the final strategy from the draft version.

Two people walking and chatting at Sandbanks, Poole.

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6. Our vision, objectives and policies

We have set out a bold and forward looking vision to transform how people travel across Dorset and the BCP area.

It sets out how we will create a transport system that works for people, supports strong and sustainable communities and responds to the environmental, social and economic challenges we face. The transport network will play a critical role in supporting sustainable economic growth, enabling access to jobs, education, healthcare and leisure and helping our town centres, villages and visitor economy to thrive.

The vision is supported by six objectives, each underpinned by policies that set out the outcomes we want to achieve. The objectives guide how transport investment will be prioritised and delivered, supported by our Implementation Plan which identifies the types of schemes and interventions that will be taken forward in the short, medium and longer term, ensuring the strategy is realistic, deliverable and responsive to funding opportunities and local priorities.

Our travel will be transformed through **innovation** and **digital connectivity**, creating accessible and inclusive travel choices for our residents, workers and visitors. Our transport network will support **sustainable economic growth** in our urban and rural communities, contribute to our **decarbonisation** targets and **protect** our unique local environment.

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To achieve our vision we have outlined six key objectives and defined success for each. The objectives all contribute towards achieving our vision.

Objective A

Safeguard the climate and environment

We will significantly reduce local transport emissions to achieve our local net-zero targets by 2045. We will improve local air quality and protect and enhance the local environment, including Dorset Heathlands and our designated National Landscapes and increase biodiversity.

What does success look like?

- By the end of the LTP period carbon emissions from transport will be reduced in line with local and government targets.
- A comprehensive and accessible charging/refuelling network that supports a faster transition to a zero-emission vehicle fleet.
- Improved choice enabling people and goods to get to where they need to go by lower carbon options.
- Public transport, walking, wheeling and cycling are the preferred option for many journeys.
- Digital technologies have reduced the need to travel.
- National air quality limits for nitrogen dioxide (NO2) and particulate matter (PM) concentrations in the LTP area are fully met.
- A Nature Positive approach to transport design, delivery and maintenance, including increasing tree planting and installing sustainable drainage systems have been adopted.

Objective B

Improve health and wellbeing

We will enable active lifestyles by providing comprehensive walking, wheeling and cycling routes and deliver safe, inclusive and integrated sustainable travel networks. We will unlock a shift in travel behaviour by providing healthy transport options, particularly for short distance urban trips. We will increase transport choice to reduce social deprivation and inequality and provide greater access to local services.

What does success look like?

- More journeys are undertaken using active modes or public transport using high quality transport networks.
- Our streets will prioritise people, provide an attractive and safe environment for making healthy travel choices.
- A connected network of walking, wheeling and cycling routes has made travelling safer, inclusive and easy to access by everyone.
- Communities are healthier and happier from having access to a wide variety of transport options with high quality supporting infrastructure.
- Residents are benefiting from increased levels of physical activity and improved mental health and this has reduced the burden on health care resources over time.
- There are more frequent transport services improving access to local facilities.
- The adverse impacts of road transport emissions on public health have been minimised.

Objective C

Create accessible and prosperous places

We will improve access to goods, services, employment, education opportunities and visitor attractions. We will improve connectivity within and between rural and urban areas. We will support the delivery of sustainable and well-connected development to meet the housing and employment needs of the area. We will improve access to local, regional, national and international gateways including Portland Port, Port of Poole and Bournemouth Airport.

What does success look like?

- Successful and vibrant places with economic growth and activity focused on locations that are accessible by a range of sustainable transport options, while necessary car journeys can be undertaken easily and reliably, on a less congested network.
- Improved access to opportunities and services across the whole of the LTP area and a more equitable transport offer for those areas with the greatest need.
- Economic hubs and international gateways are well connected to the local, regional and national transport network via reliable routes, promoting enhanced travel opportunities by a range of sustainable transport modes.
- New developments are located in accessible and well-connected places, served by a range of transport options and are designed with people in mind with the amenities people need.

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To achieve our vision we have outlined six key objectives and defined success for each. The objectives all contribute towards achieving our vision.

Objective D

Enable a safer transport network

We will reduce the number of casualties, non-injury collisions and fear of danger on our transport network. We will support the Dorset Road Safety Partnership towards its goal of zero people killed or seriously injured on our roads by 2050. We will provide a safe environment for children travelling to school, leading to more journeys being made by sustainable forms of travel and reducing congestion associated with the school run.

What does success look like?

- Our streets will be safer and favour moving people rather than motorised vehicles, with space prioritised for walking, cycling and public transport modes.
- Considerable progress is made in working towards zero deaths and serious injuries by the end of LTP period.
- There is a significant increase in the number of schools actively engaging in travel planning, travel training and there are more school streets. More older children travel independently to school.
- People will feel increasingly safe and comfortable travelling independently using all forms of transport at all times of the day and night.

Objective E

A resilient and fit for purpose transport network

We will improve the condition, quality and resilience of our transport systems and infrastructure. We will reduce congestion and disruption to improve journey time reliability for all journeys. We will reduce carbon emissions from the construction and maintenance of transport infrastructure.

What does success look like?

- Infrastructure is planned, designed, delivered and maintained to be resilient to the effects of climate change, extreme weather and incidents.
- Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and businesses is managed.
- The quality and condition of existing highway assets is improved including footpaths, cycleways, roads, structures, lighting etc.
- All new infrastructure is sustainably constructed and built to be resilient.
- Councils work more collaboratively with utility companies and developers ensuring that disruption from both emergency and planned road works is minimised.
- The network can adapt to changing travel demands and traffic patterns (including any changes in the makeup of road users and introduction of new travel modes and technologies) during the LTP period.

Objective F

Public transport that is inclusive and accessible

We will improve public transport availability to widen opportunities to access local facilities. Services will be attractive, safe, inclusive and reliable. We will work with partners to increase service frequency and improve connectivity within and between urban and rural locations.

What does success look like?

- Local bus services will operate at higher frequencies, with extended operating hours, becoming a more viable option for getting around without the need to drive.
- More people will use public transport to get to work, school and other key services like hospitals and user satisfaction will increase.
- Social deprivation will be reduced across the area as more people feel confident and able to access bus and rail services.
- Transport services will be fully integrated so people can make seamless connections between public transport, active travel and sustainable car use.
- Mobility hubs will consolidate services including deliveries, travel information, charging facilities and social spaces to transform our transport interchanges into places that benefit the whole community.
- Developing technology, including ticketing and information provision will improve the public transport user experience; ensuring enhancements are inclusive and take account of all needs.

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Objective A – safeguard the climate and environment

I want cleaner air and to **protect** our **environment**

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What will the LTP do for you?

- Expand the network of safe and well-maintained walking, wheeling and cycle routes to provide sustainable travel choices that have lower impact on the environment
- Reduce motor traffic on the approach to schools to improve air quality as younger people are more susceptible to air pollution
- Support the rollout of electric vehicles replacing petrol and diesel to reduce emissions.

Our transport strategy seeks to achieve a transport system which **safeguards the local environment, restores and enhances biodiversity** and significantly **reduces carbon** emissions to achieve net zero by 2045.

The transport sector, with dependency on fossil fuels, is a major contributor to society's carbon footprint and affects air quality and public health. Decarbonising the transport sector will be a key challenge in achieving net zero.

Modelling work undertaken highlights a sizeable emissions gap by the end of the strategy period in 2041 if there is no change. This modelling helps to understand the scale of the challenge and demonstrate the importance of a swift reduction in carbon emissions.

Poor air quality is the largest environmental risk to public health in the UK, adversely affecting a wide range of health conditions (including heart and lung conditions). There is growing scientific evidence of the significant harm to human health caused by fine particulate matter (PM2.5) in ambient air from transport emissions.

Air pollution from vehicles poses a threat to our unique and fragile eco-systems, including Dorset heathlands and our designated National Landscapes. In addition, oil, chemicals and tyre wear from motor vehicles are a damaging source of water pollution and pose a significant risk to wildlife.

Noise and light pollution from transport can significantly affect the quality of life for local residents and interfere with natural environment and wildlife. Implementing measures to reduce these pollutants is essential for promoting a **healthier, more sustainable community and protecting our natural environment.**

Policy A1

Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments.

Emission savings from increased vehicle efficiency and growth in the number of electric vehicles on our roads has largely been offset by increases in the distance travelled and increased popularity of larger higher-emitting vehicles like SUVs.

National policies such as the proposed ban on the sale of new petrol and diesel only powered cars by 2030 and vans by 2035 will not reduce emissions far enough or fast enough. Whilst both Dorset Council and BCP Council have committed to their areas being net zero by 2045, without significant action during the early part of the strategy period, BCP and Dorset will exceed government recommended carbon reduction pathways by the end of the decade.

Many people don't have access to good transport options for the journeys that they need to make. Improving walking, wheeling, cycling and public transport networks will help to increase transport choice and support changing approaches to travel and personal mobility.

Enhanced digital infrastructure and connectivity will increasingly substitute the need to travel including for goods, services and employment. Investment in mobile network coverage and broadband speeds by communications infrastructure companies will support this shift in behaviour. Improved digital connectivity in rural Dorset will be necessary to unlock the opportunities that access to superfast broadband and 4G/5G mobile networks already provide to businesses and residents within our towns.

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Currently:

- 4G/4G+ are widely available across the centre of BCP and Dorset. Some parts of Bournemouth, Poole and urban Dorset also have access to 5G.
- 99.3% of BCP has access to superfast broadband networks and 96.8% of Dorset has access to superfast networks (the national average is 97.6%).

Digital infrastructure is a key component of enabling people to travel less. This creates opportunities to exploit digital accessibility and future technology options.

We will:

- Work collaboratively with transport operators, businesses and local community action groups and take local action to achieve the reductions in carbon emissions through both changing travel behaviour by enabling improved sustainable transport and accelerating the shift to zero emission vehicles.
- We will improve digital connectivity and locate new development in the most sustainable locations to reduce the need to travel. This policy will be supported through our local plans, ensuring transport considerations are integral to planning and development.

Policy A2

Support the uptake of zero emission vehicles by delivery of necessary infrastructure.

The UK Government ban on the sale of petrol and diesel only powered cars and vans by 2030 will speed up the transition to ZEVs. By 2030 it is estimated that ZEVs could account for up to 35% of all cars and vans on our local roads, with approximately 91,000 vehicles within the Dorset Council area and 83,500 vehicles in BCP.

(Cenex. Aug 2024: Future Projections Report – National EV Insight and Support).

For some journeys, particularly in areas with limited public transport provision, cars and vans will continue to be the most suitable means of transport. Accelerating the uptake of zero emission vehicles (ZEVs) through the delivery of supporting infrastructure such as charge points and hydrogen refuelling stations, will make the largest contribution to reducing our transport emissions. For example, consideration needs to be given to supporting residents without access to off street parking, charging in the workplace and charging infrastructure at destination locations.

Charging infrastructure is essential to encourage EV ownership. The number of public electric vehicle charge points across Dorset and BCP continues to grow in response to rising demand. To meet future needs from residents, businesses and visitors, a significant increase in publicly accessible charge point coverage will be required by 2045.

We will:

- Progress a comprehensive approach to zero emission vehicles and charging and refuelling infrastructure covering both urban and rural locations, a range of vehicle types and means of travel.
- Provide affordable, accessible and convenient charging and refuelling for residents, businesses and visitors and resolving existing inequalities related to access and cost of progressing EV uptake.
- Ensure that alongside ways to increase electric vehicle charging infrastructure, we support other alternative fuels, particularly for buses, coaches and freight as technology advances and costs reduce.
- Work with partners including energy providers and the National Grid, to develop Local Area Energy Plans to ensure grid capacity constraints are resolved so the pace and extent of progression is not impacted.

Policy A3

Improve local air quality and reduce key sources of pollution from transport to protect our health and the natural and historic environment by addressing the key sources of pollution from transport.

Road transport is a major source of pollution and the Office for Health Improvement and Disparities (2022) states that poor air quality is the largest environmental risk to public health in the UK. Long-term exposure to air pollution can cause chronic conditions such as lung cancer, cardiovascular and respiratory diseases, reducing life expectancy. Air pollution affects everyone, but vulnerable people, including children are impacted the most.

Communities and destinations such as schools close to main roads often have the poorest air quality. Evidence suggests that residents in the most densely populated areas with higher social deprivation are disproportionately affected by poor air quality, noise and light pollution and the associated health effects.

We will:

- Ensure all applicable transport infrastructure schemes are assessed for their air quality, noise and light impacts. Agreed measures to avoid, mitigate and compensate for impacts will be implemented.
- Promote design that enhances air quality, including street trees and other green infrastructure.

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Policy A4

Take a Nature Positive approach to transport design, delivery and maintenance to boost biodiversity.

Dorset is known for its natural beauty, with a network of habitats that provide homes to a wide range of wildlife. 52 percent of Dorset is designated as National Landscape, the highest proportion of any English county. There is no designated National Landscape in BCP, but the council does manage 2,500 ha of greenspace. Dorset and BCP's biodiversity is a significant and valued asset, making the area an attractive and prosperous place to live, work and visit and is vital in contributing to the long-term sustainability of the county and helping to maintain a strong sense of place.

However, in recent decades the areas varied biodiversity has been affected by the declines in nature observed across the world, mostly caused by human activity. Biodiversity decline means that our nature is not thriving and is less able to cope with change. This often results in a decline and degradation of the natural environment which can have a negative impact on water and air quality, both of which can affect people's lives.

A nature positive approach additionally contributes to health and wellbeing through the benefits of local access to nature.

We will:

- Incorporate nature positive related transport infrastructure through green infrastructure, Sustainable Drainage Systems (SuDS), different maintenance arrangements and transport projects that deliver a better environment through new planting. Consider installing green crossings to reduce habitat fragmentation.
- Where biodiversity net gain cannot be achieved within a particular scheme, the aim will be to improve habitats elsewhere, funded within the overall cost of the scheme.
- Ensure that new and improved transport infrastructure schemes align with the objectives within our nature recovery strategies.
- Ensure that highways maintenance regimes (e.g. grass and vegetation cutting) support biodiversity and management of the natural environment.
- We will involve national infrastructure partners including National Highways and Network Rail to deliver biodiversity improvements for the locations they manage.

Enhancing biodiversity at roadside verge

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Charging ahead: An electric vehicle charging in Cerne Abbas.

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People walking near Bournemouth square

Objective B – improve health and wellbeing

We want to enjoy our **coast** and **countryside**

What will the LTP do for you?

- Improve bus services to key visitor destinations
- Improve trailways linking countryside, towns and heritage sites
- Improve accessibility at rail stations and improve onward travel options, integrated ticketing and wayfinding.

A key challenge for our transport strategy is tackling declining health and wellbeing and addressing health inequalities within our communities. 2 in 10 adults in Dorset and BCP did less than 30 minutes of physical activity per week. 3 in 10 children in Dorset and 2 in 10 in BCP did less than 30 minutes physical activity per day **(Sport England Active Lives survey 2023/24)** and the overall number of people reporting mental health problems has been increasing in recent years (Mind).

A key opportunity for our transport plan is improving the health and wellbeing of our communities and addressing inequalities in health between different groups of people. Active travel is a key enabler for building movement into daily life and on-going and increased development of appropriate infrastructure can support this.

Transport can unlock opportunities for being more active – through public transport, walking, wheeling and cycling, getting outdoors, socialising and accessing leisure and health facilities and natural landscapes. Those who experience limited access to good transport links are more at risk of experiencing isolation and poor physical or mental health.

Many people are reluctant to participate in active forms of travel due to the current level of network provision, which is perceived to be disjointed and unsafe. There is a strong desire for better infrastructure to prioritise walking, wheeling and cycling and public transport especially in urban centres where demand to travel actively is higher.

Delivering a network of inclusive, coherent and connected active travel routes is the key to unlocking a shift in behaviour by providing safe and healthy travel options.

Our transport strategy focuses on getting more people to be physically active by prioritising walking and cycling for shorter journeys and as part of a

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journey also including public transport particularly in urban areas, aiming to meet the Active Travel England objective of 50% of urban trips to be walked, wheeled or cycled by 2030.

To achieve this, we will create high quality, inclusive active travel networks and provide education, training and behaviour change initiatives to encourage more people to walk, wheel or cycle.

Both local authorities have strategies specifically designed to develop the right infrastructure for prioritising safe and active travel and these will be used to identify where future funding can make meaningful improvements to existing networks.

Benefits of physical activity:

- Reduced risk of major illness including coronary heart disease, stroke, type 2 diabetes and cancer.
- Lower risk of early death by 30%.
- Reduced risk of mental illness such as depression and dementia.
- Replacing car journeys with an active mode (walking, wheeling and cycling) can save carbon emissions.
- Spending less of your household income on transport.
- Improved air quality, reduced noise and light pollution.
- Increased spending on the high street and town/ local centres, benefits to employers, reduced costs for the NHS and reduced congestion.

Policy B1

Establish a joined up, safe and attractive active travel network supported by appropriate infrastructure.

A lack of accessible active travel routes was recognised as contributing to inactivity and declining mental health.

Currently, many local trips are made using private vehicles, causing congestion and environmental impacts that affect health and wellbeing. By investing in active travel, sustainable multi-modal journeys can support many short and medium-length trips. Travel choice is improved, resulting in environmental and health benefits. Walking, wheeling, cycling and public transport can support the local economy, with increased footfall from pedestrians and cyclists boosting local shops and businesses, helping to revitalise high streets and town centres.

We will:

- Establish a joined up network of routes that prioritise active travel, while keeping users safe.
- Provide supporting infrastructure to enable healthier lifestyles through active travel, including secure cycle parking and well-maintained footways and cycleways, kept clear of obstructions.
- Prioritise the delivery of transport schemes aimed to enhance and expand the active travel network with a focus on improving safety and inclusivity. We will create a network of safe, direct and accessible routes focused on enabling significantly more short and medium journeys within our urban areas to be made actively, including those to access public transport.
- We will develop and implement local cycling and walking infrastructure plans (LCWIPS) / active travel infrastructure plans (ATIPS) and rights of way improvement plans (ROWIPS) to provide a comprehensive active travel network.

Policy B2

Promote the benefits of travelling actively within our communities.

Our initial engagement activities revealed a desire amongst many of our local population to be more active and sustainable in the way they travel. However, current levels of provision are limiting opportunities to do so. The benefits of active travel span further than increased exercise. Environmental and economic benefits can also be realised – such as improved air quality and more local living boosting local economies. Improved mental health benefits associated with exercise can also be linked here. Evidence from local engagement and programmes such as the Transforming Travel initiative and Dorset's Active Travel Infrastructure Plan suggests that people are more likely to change travel behaviour when promotion focuses on personal benefits such as health, wellbeing and convenience, rather than broader societal outcomes. We can use these benefits as incentives for active travel uptake – emphasising those that directly improve personal lives.

We will:

- Improve awareness of the health benefits of active travel involving partner organisations including the NHS and the voluntary and community sector through a co-ordinated approach.
- Enable people to have the skills, confidence and knowledge to be able to travel actively through cycle and pedestrian training and travel planning

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activities, provided in conjunction with partner organisations, schools and businesses.

- Improve the quality and availability of information about active travel to help people make informed travel decisions.

Policy B3

Improve local access to health and leisure opportunities, green spaces, public rights of way, tourist destinations and heritage assets.

There is huge value in communities (and visitors) having access to green space and to experience the many nationally significant natural assets within our area. These include National Landscapes, conservation areas, parks and the Jurassic Coast. Getting outdoors within these areas significantly contributes to physical and mental wellbeing.

Many of these places can be accessed using Public Rights of Way (PRoW), however feedback highlights that these routes are not accessible to everyone. For low income households, the cost of travel and lack of nearby provision can make access to green space very difficult. As a result, people tend to access these locations by driving, or are unable to access them at all. The associated transport emissions are harming these sensitive natural environments, which has knock-on health impacts for local communities.

Initial engagement feedback demonstrated a desire for improved access to these areas by sustainable means to encourage healthier lifestyles by taking trips into nature without the associated carbon output. In terms of tourism – economic benefits can be found in encouraging the use of public transport, active travel (such as bike and e-bike hire) and electric vehicles for accessing the natural landscape. We want to harness these opportunities through our transport strategy.

Enhancing local bus networks will enable greater access to the outdoors for leisure, exercise and relaxation. This will support wellbeing and promote sustainable tourism by enhancing travel options.

We will:

- Improve active and public transport access to leisure and tourist destinations and the natural landscape, where feasible. Working in partnership with transport operators and visitor attractions to identify opportunities and provide the routes and infrastructure needed to support this.
- Increase the number of electric and alternative fuels refuelling stations at popular leisure and tourism locations facilities to avoid damage to the natural environment.

Improved active travel infrastructure supports safer, more accessible journeys in South Eastern Dorset.

New active travel bridge being installed next to the road bridge over the railway line in Glenferness Avenue Bournemouth as part of Transforming Travel corridor.

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New dedicated cycling facilities placed along Glenferness Avenue, Bournemouth as part of Transforming Travel corridor.

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Policy B4

Active travel routes for sustainable developments.

For developments to function as liveable, healthy, low carbon-neighbourhoods, it's essential that high quality walking, wheeling and cycling facilities are embedded in new developments from the outset. This includes providing suitable connections to existing networks and key facilities and improving access to public transport. Such infrastructure needs to be safe and suitable for all users. Developments will be required to contribute towards and/or deliver required infrastructure. More details on the requirements of this policy are available within local planning guidance as published on the **Dorset Council** and **BCP Council** websites.

All significant proposals must include a vision-led transport assessment that prioritises active travel and public transport before considering residual traffic impacts. Assessments must map existing and proposed active travel links, identify deficiencies and barriers and propose enhancements. Such enhancements should demonstrate how they improve access to key destinations including local schools and workplaces.

Developments will:

- Prioritise people over cars and will be designed around walking, wheeling and cycling networks.
- Be designed to reduce through-traffic, lower vehicle speeds and create liveable neighbourhoods.
- Connect communities, ensuring that all new developments are linked to neighbouring areas, schools, services and public transport through safe, direct and inclusive active travel routes.
- Deliver infrastructure that meets or exceeds national design standards (e.g. LTN 1/20), ensuring accessibility, safety and comfort for all users.
- Provide secure cycle parking, mobility hubs and EV-ready vehicle spaces at homes, interchanges and destinations to support sustainable travel choices.
- Provide infrastructure as part of S278 agreements, or contributions through section 106 agreements, or community infrastructure levy (CIL) to fund improvements as required.
- Reduce the overall need to travel by supporting mixed-use development, digital connectivity and access to services within walking or cycling distance.

We will:

- Embed active travel infrastructure in design guidance and local plans, ensuring alignment with vision-led transport assessments.
- Support liveable neighbourhoods by encouraging a mix of homes, jobs, services and community spaces.
- Support our residents to access daily needs like shops, schools, healthcare and green spaces within a short walk or cycle, through land-use and spatial planning policies that promote mixed-use development and well-connected neighbourhoods.
- Enable good public transport provision to new developments for longer journeys and for people not able to walk, wheel or cycle.

Objective C – create accessible and prosperous places

I want efficient delivery routes and **lower costs**

What will the LTP do for you?

- Improve road maintenance and make the best use of road space to manage congestion and journey time reliability, including for strategic freight routes
- Introduce more chargepoints for electric vans and freight vehicles
- Create delivery hubs and enable low carbon last mile delivery solutions
- Make it easier to find and pay for parking.

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The movement of people, goods and services (the transport system) is vital in supporting the economic development and prosperity of our area. Problems on the transport network impact the movement of people and freight. Our feedback shows that unreliable journey times and road congestion during busy times are key issues for our residents and businesses. Each year there are more than 33 million visitor trips to the LTP area, which help to generate over £1.3bn to the local economy supporting thousands of local jobs and businesses.

There are large fluctuations in travel demand with additional strain placed upon the transport network during the peak holiday season. The increased traffic reduces the attractiveness of the LTP area as a tourist destination and can deter visitors from returning. A lack of alternative transport options intensifies these issues and the difficulty of having a car-free holiday may act as a further barrier for some visitors.

There is no motorway provision in Dorset. The Strategic Road Network (SRN) is limited, consisting of the A31 and A35 east – west corridors. There is poor connectivity for north / south movements between the Dorset coast and the M4 corridor to Bristol, the wider region and beyond into the Midlands. This poor connectivity can result in negative impacts on local communities within our area such as congestion, inappropriate vehicle movement and a failure to recognise the real destination needs.

Most freight is currently transported by road in the region. We must collaborate with key partners to promote the use of strategic freight routes and seek opportunities to transport goods by alternate modes such as rail, sea and air and alternative fuels to help free up the local road network and reduce emissions from freight and commercial vehicles.

There are opportunities to substitute and reduce the need to travel by providing accessible and functional digital services which provide access to goods and services without the need to travel.

There is a need to better serve our economic hubs and key local, regional, national and international gateways (rail stations, ports and Bournemouth International Airport) and key trip generators by providing improved access and connectivity to support and encourage economic growth.

There is significant housing and employment growth planned for our area through new Local Plans. Our vision-led approach will integrate transport and strategic land use planning to achieve well-designed, sustainable and popular places and will provide the transport solutions to deliver those outcomes. It is imperative that our transport strategy and our Local Plans are closely aligned to ensure that development is located in the right locations, at the appropriate density to enable opportunities to provide a range of viable sustainable transport choices for our residents and businesses. Feedback from previous engagement has highlighted that barriers such as cost, accessibility and lack of supporting information must also be addressed to ensure genuine travel choice to all.

To support the integration of transport and land-use planning across Dorset and the BCP area, we will use the **DfT Connectivity Tool** to inform the assessment of new housing and mixed-use developments within Local Plans. This evidence-based approach will help ensure development is located and designed to maximise accessibility, support sustainable travel choices and reduce car dependency.

Our analysis shows that a 32% reduction in local transport emissions is required across the LTP area if we are going to deliver climate change targets by 2050. Significantly more shorter journeys need to be made by sustainable modes; reducing the number of single occupancy car trips will help us to achieve our 2045 Net Zero target.

Policy C1

Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand.

This policy is needed to ensure popular visitor attractions in the area are accessible and attractive as destinations. Measures are required to reduce the seasonal impact of tourism on the strategic and local transport networks and to provide more efficient and reliable travel for all. We will work with tourism industry partners and transport operators to improve visitor travel information and encourage visitors to use sustainable low carbon forms of transport where possible and direct those who drive to travel on the appropriate routes and park in strategic visitor parking sites. This will support network management to accommodate seasonal fluctuations in travel demand to/from the area and will minimise the economic, social and environmental impact of traffic on our communities and residents.

We will:

- Implement traffic management solutions that reduce the impact of seasonal congestion on local communities and in turn improve the viability of sustainable travel options.
- Improve travel options to visitor destinations and tourist attractions particularly focused on sustainable transport. This will benefit access for both visitors and residents.
- Develop with partners ticketing offers and incentives, combined with better information to make public transport more attractive to reach tourist locations.

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- Proactively co-develop movement strategies with visitor attractions and transport providers to improve transport options, particularly where there are impacts on local communities from traffic, parking and congestion.

Policy C2

Maintain and improve connectivity and sustainable access for people and goods to local, regional, national and international gateways.

We will support sustainable economic growth by ensuring that people and goods can get to where they need to go easily and efficiently to provide increased economic and equitable opportunities for all. We will facilitate the movement of goods and services by a range of transport options and minimise the negative impacts associated with high volumes of traffic across our transport network. Providing for more reliable and sustainable journeys helps to reduce road congestion and further support sustainable economic growth.To support growth, we need to maintain and improve multi-modal connectivity to our ports, rail hubs and airport within the LTP area, enabling improved movements of people and goods. We aim to improve journey time reliability on strategic freight routes to improve access to/from key gateways and to minimise HGV running on unsuitable local routes. We will support measures to move more road freight by rail to help reduce congestion and lower carbon emissions from freight transport.

We will:

- Work with strategic partners through the Western Gateway Sub-National Transport Body (and any replacement regional transport body) to improve the regional transport network delivering faster and more reliable journey times by rail and road for cars, freight, buses and coaches e.g. capacity and safety improvements along the A31 and A35 corridors to reduce delay and deliver more reliable journeys to support development and economic growth.
- Adopt innovative, more sustainable and efficient solutions for the movement of goods – especially for the last section of journeys.
- Deliver multimodal access for people and goods – improving transport options and ease of access to local, regional, national and international gateways – to include Bournemouth International Airport, Industrial estates and the ports of Poole and Portland.
- Provide new rail freight facilities to service new and existing businesses.

Policy C3

Improve access to education, training, employment, healthcare and leisure/visitor destinations.

We will improve access to social, educational and economic opportunities across the LTP area, with an increased focus on poorly connected places. This will provide increased opportunities for those currently constrained by poor connectivity, helping to address existing inequalities, especially in deprived areas.

We will:

- Ensure residents can easily reach education, training, jobs and leisure destinations through a well-connected, inclusive transport network.
- Deliver reliable, frequent and accessible bus and rail services that link communities with key employment destinations.
- Work in partnerships to fund and implement transport improvements that meet community needs and support long-term growth.
- Through a partnership approach with Public Health, hospitals and the NHS, review and improve transport options for access to healthcare to address inequalities.

Policy C4

Promote sustainable and cost effective travel options and provision of local facilities in new developments using a 'vision led' approach.

Many existing developments through location and layout are designed for ease of access by car with limited scope for viable other transport choices. This results in traffic congestion and with prime central space devoted to parking; limiting options for improved public spaces. This historic approach creates a car dominant environment with associated air and noise pollution, detrimental to access by more sustainable transport. New developments need a different approach to encourage travel by a variety of options.

People are more likely to choose to walk, wheel or cycle where traffic volumes and vehicle speeds are lower. Using people-focused design, we can re-balance development to favour sustainable forms of travel to create places people want to live and spend time in. We will create vibrant, resilient and low-carbon communities by ensuring new developments are designed to promote sustainable and cost-effective travel options and support self-contained, liveable neighbourhoods.

We will prioritise sustainable transport modes and encourage car sharing, car clubs and other travel choices. We will promote greater local living, ensuring that residents can access essential

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services, jobs, education and leisure within a short walk or cycle. All major developments must include or have good access to local shops and food outlets, primary healthcare, jobs and education, community and leisure facilities, green spaces and play areas. This will enhance community wellbeing and foster healthier, more active lifestyles and stronger local economies.

Connectivity will be enhanced within and between communities, enabling seamless travel across different modes of transportation and improving connections to support the growth aspirations in our local plans. Improved transport options will create vibrant, accessible and inclusive communities where people have a good choice of sustainable transport modes for the journeys they need to take, removing reliance on private car journeys to get around.

This policy will support the implementation of a sustainable transport user hierarchy, where requirements for good provision of walking, wheeling and cycling (active travel) and public transport infrastructure are provided up-front. Local facilities and services will be provided and located within easy walking/cycling distance of new housing development. We will ensure there is good provision for digital accessibility to support high speed internet, remote working, health care appointments and other service needs, reducing the need to travel for some journeys.

Developments will:

- Design for liveable neighbourhoods and healthy streets ensuring they support residents to access daily needs like shops, schools, healthcare and green spaces within a short walk or cycle.
- Prioritise active travel and public transport by embedding high-quality walking, cycling and public transport infrastructure from the outset, making sustainable travel the easiest and most attractive choice.
- Reduce the need for long-distance travel.
- Support vibrant, self-sufficient communities by encouraging a mix of homes, jobs, services and community spaces including using the **DfT Connectivity Toolkit**.
- Design for low-car or car-free living to discourage unnecessary car dependency by managing car parking, promoting shared transport solutions (e.g. car clubs) and providing EV charging infrastructure.
- Provide contributions through section 106 agreements or community infrastructure levies to fund off-site improvements as required.

We will:

- Work with planners, developers, other delivery stakeholders and partners (including transport operators), through the planning system so all new developments prioritise and encourage active travel and public transport use.
- Secure contributions to mitigate the impacts of development and deliver improvements to the transport network.
- Support home working and digital connectivity, reducing the need to travel and enabling local economic resilience.
- Promote development in locations with good connectivity to the transport network including access to well connected rail services and a good bus service, with mobility hubs supporting multi-modal travel opportunities where necessary and effective.
- Use the **Department for Transport's Connectivity Tool** in the development of our Local Plans to inform how transport investment can support housing delivery and access to jobs, education, healthcare and leisure.

Policy C5

Deliver and support residential and business initiatives to encourage safe, healthy and sustainable travel.

We intend to deliver a transport system where walking, wheeling, cycling and public transport become the natural first choice for shorter journeys for those who are able. We recognise that travel behaviours are habitual and meaningful change will require targeted interventions and effective incentivisation, in addition to infrastructure.

To support a shift in travel choices, particularly for medium and longer journeys, we will enhance public and shared transport options to offer realistic and attractive alternatives. For shorter trips, these options will complement active travel modes. Crucially, we will implement mechanisms that incentivise change, alongside providing tailored support, information, training and assistance to encourage and sustain new travel behaviours.

We will continue to work with employers and schools to widen travel choices for getting to/from work and school – including travel plan initiatives. This will form part of our wider transport planning and delivery policies.

This includes working in close partnership with schools to develop and promote travel plans, provide safer school routes for the complete journey to school, improve cycling and walking infrastructure around school zones and support initiatives such as walking and cycle buses, cycle training and school streets.

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We will collaborate with major employers to encourage sustainable commuting practices.

This will involve supporting workplace travel planning, promoting flexible working arrangements and incentivising the use of public transport, shared mobility schemes and active travel modes.

By aligning our efforts we aim to create a coordinated and supportive environment that makes sustainable travel the easier, more attractive choice for everyday journeys.

Academic studies have shown that physically active children achieve higher levels of academic attainment at school. Encouraging children to walk, wheel or cycle to school provides an opportunity for regular physical activity.

A major barrier to enabling children to walk or cycle to and from school is the level of traffic and inconsiderate parking outside the school gate. Introducing measures to create a car-free environment outside school gates will encourage active and healthy travel to/from school, improve air quality, reduce emissions, develop children's ability to travel independently and improve the perception of road safety outside the school.

We will:

- Promote and deliver supporting interventions to enable greater travel choice for people, organisations and communities.
- Facilitate travel plans for new developments, workplaces, schools and visitor attractions.
- Support transport interventions through development and implementation of appropriate parking strategies to provide the framework to increase sustainable travel and provide demand management.

I want reliable transport for my **employees** and **customers**

What will the LTP do for you?

- Improve bus services and create mobility hubs to help people commute to work
- Focus on improving access to jobs from the most poorly connected areas
- Provide business-focused travel planning support to widen travel choices.

Gillingham's principal street, enhanced to support sustainable growth and connectivity for 1,800 new homes.

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Public realm improvements at Custom House Quay, Weymouth, support sustainable waterfront development and enhanced pedestrian access. (Credit: David Baker Photography)

Objective D – enable a safer transport network

We want to travel to school **safely** and **independently**

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What will the LTP do for you?

- Improve air quality and safety around our schools and colleges
- Make walking, wheeling and cycling routes safer and easier to use, with separation from motor traffic, better maintenance and lighting
- Give buses more priority on the roads so they can run on time, so we are not late
- Make local neighbourhoods safer by engaging residents to develop their own liveable neighbourhood that is safer and better connected.

Safety on all parts of our transport network has influence on how people travel and wider implications on our communities linked to health, wellbeing and the impacts of collisions. Our transport strategy covers the duty that everyone that travels on our networks is kept safe, no matter how they choose to do so. Recognition of and progress towards making travel safer, particularly for vulnerable road users and groups that feel less safe is needed, especially to increase levels of active travel and public transport. Our engagement indicated that 89% agreed that feeling unsafe or vulnerable can discourage the use of public transport and active travel. 71% agreed that there is a lack of safe travel routes for pedestrians and cyclists with women raising this to a greater extent than men – 77% compared to 68%.

Reducing the numbers and severity of collisions is part of the overall aspiration of the transport strategy and implementation plan, in accordance with the statutory duty to investigate and seek to reduce casualties, enshrined in the Road Traffic Act 1988 section 39.

Nationally there has been a downward trend, albeit this is slowing, in overall road casualties. In the LTP area, casualties have not fallen sufficiently to meet the targets set out in our previous transport strategy.

A UK Government Road Safety Strategy was published by the Department for Transport in January 2026. Four objectives support their Vision:

- Supporting road users
- Taking advantage of technology, innovation and data for safer vehicles and post collision care
- Ensuring infrastructure is safe
- Robust enforcement to protect road users

The Dorset Road Safety Partnership has the vision to reduce the number of deaths and serious injuries to 2030 by 40% and zero by 2050. The partnership, which covers both the Dorset Council and BCP council areas, will seek to progress these targets by helping to develop a safer road system, particularly where more sustainable forms of travel are encouraged. Our engagement showed 75% agreement for reducing road deaths and injuries through development of a safer road system.

The objectives of our transport strategy are linked, for increasing journeys by active travel and public transport people will need to feel safer on our roads and public transport, including interchanges and waiting facilities. Many people feel unsafe cycling and walking on our current active travel infrastructure, reducing transport choice. Older, younger and disabled people often have specific needs and for them safety concerns are more pronounced, locations need to feel safe and secure for all people and so they are confident to travel.

Policy D1

Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050.

Our need to travel has consequences for the safety of people. On average six people are injured on roads every day in our area. The associated annual cost to the local economy is estimated at £156 million **(Source – Dorset Road Safe Strategy, produced by the Dorset Road Safety Partnership)**. The emotional

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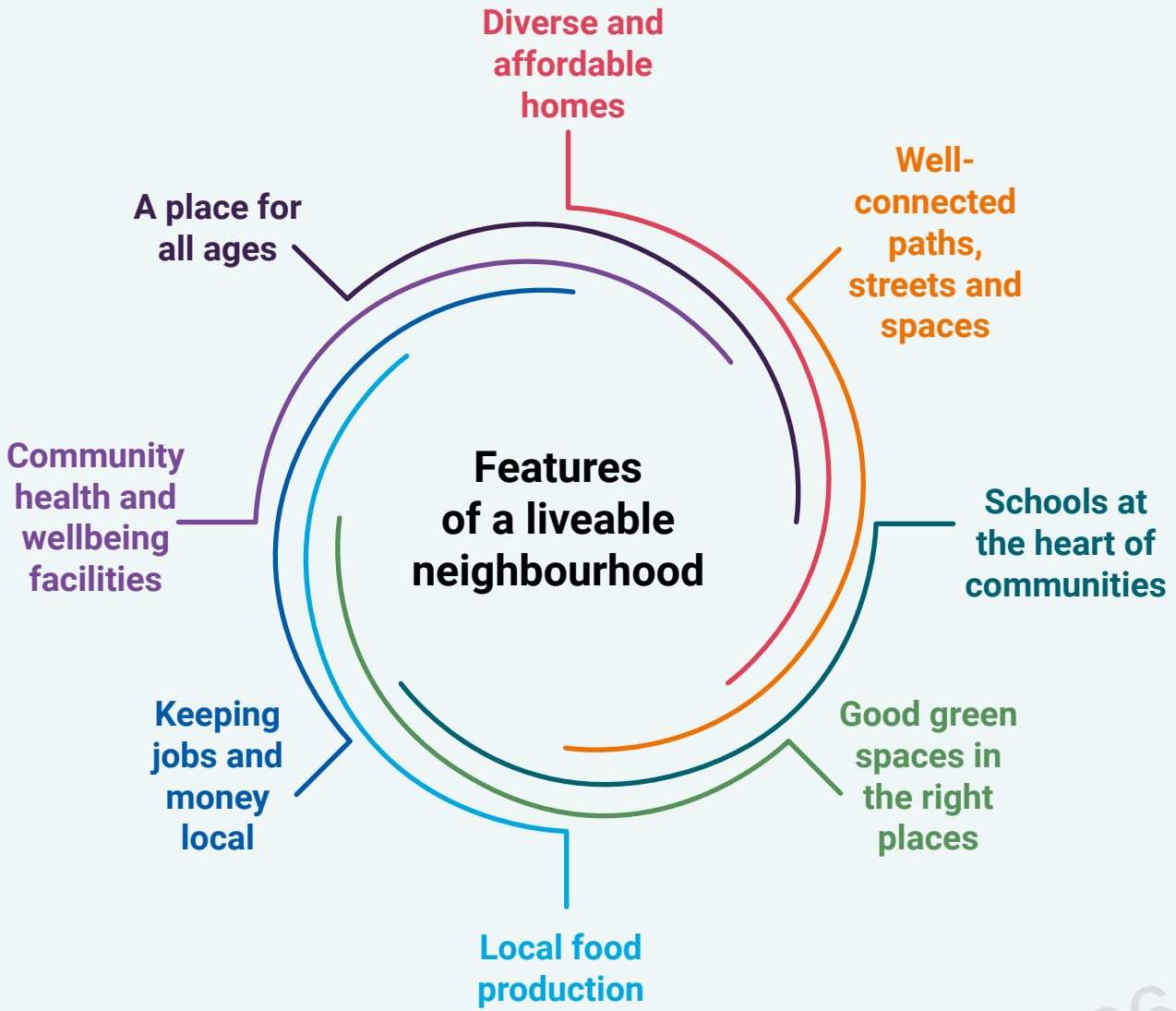
Children walking, scooting and cycling to school, Fernside Road Poole



Adapted from Town and Country Planning Association (2021)

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School street entrance as part of scheme at St Michael's School Bournemouth, improving children's safety when going to/from school.

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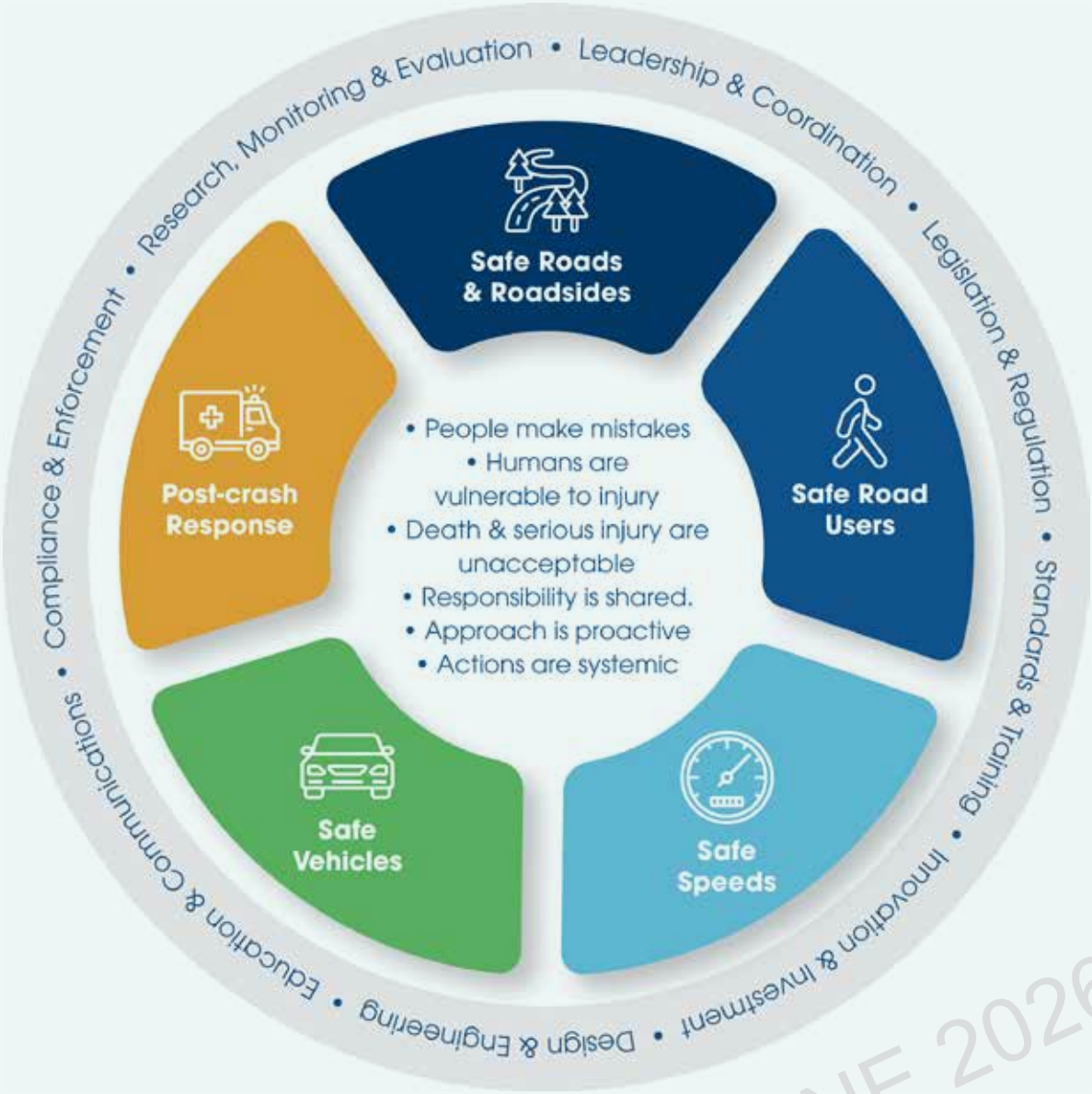
impact on those affected by a road casualty and their social groups is immense. Considerations of how we all travel and the resulting policies need to improve safety as a priority including resolving conflicts between active travel and motor vehicles. Many injuries are largely preventable. Through effective partnership working we will progress the interventions required to prevent avoidable collisions.

All travel is subject to incidents, but how people travel gives a varying degree of risk. Based on distance travelled, people that walk, wheel or cycle are statistically far more likely to be involved in a collision and face more serious injuries as a result, than those who travel by car. The likelihood of collisions and the chances of recovery can differ based on personal characteristics like age, ethnicity and disability.

Areas with higher social deprivation typically experience more collisions. We have a responsibility to make sure that specific groups are not disproportionately treated by our policies and actions. By focusing our efforts on those most at risk, we can reduce casualties and lower costs for our communities.

We will:

- Support the Dorset Road Safety Partnership to progress and deliver road safety interventions themed around safer people, safer vehicles, safer roads and safer speeds, through education, enforcement and engineering activities.
- Focus delivery by adopting the safe system model, recognising that people make mistakes – so designing roads and vehicles accordingly can help them less likely to make mistakes that result in death or serious injury. This helps achieve the vision that no-one will be killed or seriously injured on our roads.



Dorset Road Safe Brochure 2025

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- Use evidence to tailor specific local measures and initiatives recognising that local priorities and conditions vary throughout the LTP area. The needs of specific groups of road users will be prioritised at high collision locations based on evidence.
- Mitigate against disproportionate risk of collisions based on transport mode and protected characteristics.
- Use research and engagement to identify personal safety concerns that influence transport decisions including whether some concerns are raised by some groups of people more than others. Use lived experience of people and their priorities when considering improvements as these give a wider perspective than statistics alone.
- Local safety partnerships will be involved in improving transport safety using their expertise and community approach. Including transport operators will enable knowledge sharing and delivery of measures through a combined approach involving vehicles and travel to and from stops and interchanges.
- Use updated best practice guidance on setting local speed limits from the **National Road Safety Strategy** to prioritise area schemes.
- Enable residents to develop community-lead liveable neighbourhoods to improve road safety and create better connected places.

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Policy D2

Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel.

Young people are particularly vulnerable to be involved in collisions and sustain more serious injuries. The journey to and from school is a focus of interventions to both develop sustainable travel behaviours and improve safety of travel. The learning environment of schools enables road safety education to be targeted at those most vulnerable. Providing a safe environment for active travel to schools, leading to more journeys by foot, cycling and wheeling has environmental and health benefits through less pollution, congestion and increased physical exercise.

We will:

- Improve safety around schools through a programme of measures, supported by appropriate enforcement, implemented to provide a safer environment for active travel.
- Reduce other traffic on approaches to schools where possible, including implementing school streets.
- Reduce reliance on car trips for school journeys. The effectiveness of interventions will be monitored to adopt practices that are effective.

Policy D3

Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease.

Feeling safe when travelling is an important part of the journey experience for everyone, regardless of the journey distance, purpose, route, mode or timing.

A safer travel environment needs to include all aspects of journeys, with improvements required in all locations where people travel. Complete or partial trips will incorporate public areas including stations, car and cycle parking locations, cycle lanes, footways, bus stops and pedestrianised streets. These places can be perceived as a less safe travel environment compared to journeys solely made by car. To enable more journeys to be made by public transport and active travel, safety concerns need to be addressed by ensuring that new facilities include enhanced safety by design and improvements are made to existing places.

Responses from public consultation identify personal safety issues in all aspects of travel but notably concerning public transport and active travel. Points raised concerned lack of, or poorly maintained pavements, physical obstructions including pavement parking, e-bike and scooter behaviour and feeling unsafe in isolated environments when travelling. To realise additional journeys being made more sustainably these safety concerns need to be addressed. Our transport system needs to be made available to all; some people including women, girls, disabled people and older people can feel less secure on different forms of transport than others. The barriers faced by some groups of people will be identified and acted upon to ensure all forms of transport are accessible. Recognising the human element of journeys and the places we travel through will increase the positive view of our overall transport environment.

We will:

- Prioritise new developments in locations well served by all forms of transport and with infrastructure to support safe active travel access including pavements, secure cycle parking and facilities to support public transport with shelters and information. For both new developments and through review of existing facilities, in partnership with crime prevention experts – design out crime through lighting, natural and formal surveillance, CCTV and emergency communication, using Safety Impact Assessments.

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- Increase the frequency of public transport – especially during evenings and weekends to get more people travelling and increase footfall in public places, leading to improved perceptions of safety.
- Use Bus Service Improvement Plans or any other mechanism to expand public safety initiatives including CCTV in bus shelters and transport safety officers deployed at locations where security concerns are raised.
- Improve active travel routes for walking, wheeling and cycling in line with updated standards which improves security by design, in turn increasing numbers travelling and feeling safer to users.

People walking with Beryl scooter in Christchurch

Objective E – maintain a resilient and fit for purpose transport network

We want less congested roads and **roads and pavements that are in better condition**

What will the LTP do for you?

- Smarter traffic signals and better road management to reduce delays and make journeys more reliable
- Reduce congestion for motorists through better and viable travel choices for all
- Improve the quality and condition of transport infrastructure.

Dorset Council and BCP Council maintain and operate transport assets including carriageways, footways, cycleways, structures, drainage assets, traffic signals and street lighting. Asset management helps us to understand the assets we have, measures and monitors how they perform and determines the funding needed to mitigate the demands placed upon them.

It seeks to maximise value for money by balancing reactive, preventative and planned maintenance activities over the whole life of the infrastructure. Effective processes and procedures are essential for a well-managed and maintained transport network that meets the needs of our economy and society now and in the future.

Maintenance is inclusive to improving the condition and quality of our footpaths, cycleways and roads for motorists, cyclists, pedestrians and wheelers, for residents, visitors and businesses.

Climate change is having an increasing impact and will continue to impact on our transport network. The increased frequency and likelihood of extreme weather events like severe flooding, hotter temperatures and drought are a major consideration. It is essential that we plan and adapt to improve the resilience of our transport systems and infrastructure. Through our transport strategy we will identify changes to the network and ensure new schemes consider the impacts of climate change through all aspects of project feasibility.

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I want reliable easy access to ports, the **airport** and **main roads**

What will the LTP do for you?

- Deliver freight route improvements and targeted junction upgrades on key corridors
- Provide direct, well-signposted routes to ports, the airport and the Strategic Road Network
- Provide freight refuelling facilities to provide EV charging/hydrogen and gas specifically for HGV's and LGV's.

Aerial view of new active travel bridge being installed in Glenferness Avenue, Bournemouth.

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Bank stabilisation works at Sturminster Newton reinforce the resilience of the A357 and protect vital transport links.

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Policy E1

Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of more frequent and extreme weather events due to climate change.

A well-maintained transport network is vital to the economic, social and environmental wellbeing of Dorset and BCP. Designing our transport network to be resilient and adaptable to the weather-related impacts of climate change will be important in terms of providing reliable transport access to key facilities and services and help to manage congestion and improve journey time reliability for all journeys.

We will:

- Work with partners to ensure a resilient, sustainable and reliable transport system for the movement of people and goods through the efficient operation and maintenance of the transport network. This will enable economic growth and improve safe access for all to destinations and services.
- Pursue funding opportunities and collaborate regionally with neighbouring local authorities and partners to lobby central government, National Highways, Network Rail (and its successor Great British Railways) and transport service operators to maintain and improve a resilient regional wide transport network.
- Progress with long-term value for money programmes of work and infrastructure that aim to improve the resilience of the network due to the effects of climate change – including greater use of more sustainable, resilient and recycled materials to reduce the carbon footprint of construction.
- Ensure that maintenance standards apply to roads, cycleways and footpaths to benefit all people whether they walk, wheel, cycle, use public transport, or drive enabling a consistent and inclusive approach. Maintenance will be prioritised for the most used parts of the network with a focus on sustainable journeys in urban areas.
- Adopt a 'Designing for climate change' approach for new transport schemes and existing infrastructure which will be delivered by robust initial assessment of carbon impact and climate change resilience together with mitigation of detrimental impacts identified.
- Ensure that the highways space contributes to mitigating the effects of climate change, using sustainable drainage systems, planting street trees and providing streetscape features to cool the urban environment. Through effective design, active travel infrastructure can be integral to an improved environment.
- Identify the key risks from climate change and the consequences of the risks and the parts of the network that are key to keep functioning but considered to be of most consequence and resolve them.

Using recycled materials to reduce the carbon footprint of construction – works on the A341 on Wimborne Road in BCP.

Policy E2

Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption and improve journey time reliability for all journeys.

The Highway Infrastructure Asset Management Plans (HIAMPs) identify how we prioritise and make the best use of resources for the management, operation, preservation and enhancement of the highway infrastructure. These principles help inform decision-making to ensure we deliver a safe and serviceable highway network. We have made considerable progress in the continuous development, implementation and use of asset management to target treatment based on a risk-based approach. In the 2025 to 2026 **Local Road Maintenance ratings Local road maintenance ratings 2025 to 2026 – GOV.UK** both BCP Council and Dorset Council were rated amber. Through best practise, we aim to achieve a green rating in future years.

We will adapt our HIAMPs to reflect future changes in travel modes and usage, emerging technologies such as kerbside management and the impacts of climate change.

Effective network management brings about benefits for residents, businesses and visitors, promoting connectivity to employment, leisure and education facilities and reducing the impact of roadworks, accidents and incidents on the network. The prioritisation of walking, cycling and public transport on the transport network will make journeys by these modes easier and more attractive. Encouraging these modes will in turn help deliver our vision and the associated benefits to health and wellbeing, improved air quality and reducing congestion and

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carbon emissions.

The deployment of advanced technologies allows the public to plan their journeys more effectively across our Dorset-wide network as well as neighbouring networks, for example providing real time travel information via social media and satellite navigation systems.

Network management can also act as a hub for providing real time information services which help the public to make more informed and sustainable travel choices during periods of congestion, planned and unplanned disruption. Supporting the capability to use data to monitor, understand and manage transport networks is likely to be especially important to progress transport decarbonisation.

We will:

- Improve journey time reliability, information and better priority for sustainable travel modes, effective delivery and maintenance of equipment and support for traffic signals and bus priority will be emphasised to maximise capacity.
- To improve journey planning and updates when travelling, progress better information about congestion, traffic volumes, journey time, planned and unplanned disruption and car park occupancy through technology, integrated traffic control and network signage.
- Continue to develop a joined up strategic and local freight network, providing operators, through the Western Gateway STB and Peninsula Transport STB (and any replacement regional transport bodies) with consistent information across the region to help them plan their journeys
- Respond quickly and effectively to provide a co-ordinated response to incidents and changing traffic conditions.
- Combine network maintenance projects where possible, so all modes of transport benefit from highways improvements, with a single instance of any disruption.

Policy E3

Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring.

The effectiveness of traffic management and monitoring can be improved using technology and smart infrastructure. This offers the potential to both use our assets more intelligently and get more from them. This will help to contribute to delivery of our vision.

Smart infrastructure and its applications provide the capacity to use data for informed decision-making and respond intelligently to environmental and demand changes and to facilitate improved performance, including smart parking sensors informing live parking capacity, traffic signals responding to congestion levels and prioritising sustainable transport modes and transport volume monitoring sensors for tracking the use of different modes, journey time and other data.

Smart infrastructure can support and improve our network management ability and help to facilitate use of alternatives to car and more efficient use of transport networks. This improved understanding of transport will also help to inform future policies, making them more tailored and effective to the needs of all road users.

Improved monitoring and management of transport brings about benefits for residents and visitors, making journeys easier, quicker and more seamless.

The information gathered by smart infrastructure can often be used by consumer apps to help people plan their journeys, how long it will take and if there are issues along their route. This empowers people to make more informed decisions about timing, route or transport modes as well as potentially opening up more options to travellers of different kinds, including those living with a disability.

We will:

- Provide appropriate information to those travelling. This information could be made available for all transport modes through the Mobility as a Service framework (described in Public and shared transport) to help inform travel type, route and timing choices.
- Ensure that traffic signal patterns are optimised for changing conditions, particularly along key corridors and in central areas to minimise queuing.
- Within urban areas, we will provide good quality information on parking locations and availability, making use of the road network more efficiently by avoiding circulation of drivers searching for parking spaces.

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Objective F – ensure public transport is accessible and inclusive

want access to shops, healthcare and social activities

What will the LTP do for you?

- Encourage more frequent bus services connecting our towns and rural communities
- Make buses and transport hubs safer and more accessible with more CCTV, improved lighting and better natural surveillance
- Provide more real-time travel updates and simpler ticketing options.

Local public transport networks are vital for connecting people and places. A large proportion of our residents rely (or want to rely) on public transport to travel locally to access services and employment, attend appointments and socialise. Feedback has shown that local provision is often not frequent enough or accessible enough to allow this, particularly for those with additional needs. This is contributing to issues such as isolation – even in urban areas. Our policies will influence investment in improvements that target enhancing public transport so that it is more accessible, inclusive and meets the needs of our residents and visitors.

Innovations in technology and mobility have great potential to improve how public transport networks operate for the users. By focusing on those who experience barriers and communicating these to operators, we intend to achieve public transport networks designed to provide high quality travel experiences for everyone.

Policy F1

Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice.

Public transport availability varies considerably across our area. Where public transport is limited, our residents and communities have fewer transport options. Our rural areas suffer from lack of connectivity and pockets of urban settlements suffer with limited transport options. Our initial engagement revealed residents want a more even spread of transport provision, so more places are accessible by public transport – without relying on the need to drive. We will increase travel choice and opportunity by widening the public transport services that are available.

To achieve our vision of achieving carbon neutrality, protecting our environment and boosting health and wellbeing we must provide reliable alternatives. Public transport offers opportunities to travel short, medium or long distance in a sustainable way while combating the effects of future traffic growth resulting from natural demand, coupled with housing and development pressures. Making places more accessible by public transport using high quality infrastructure, while expanding the network of services, will result in higher usage and satisfaction levels.

Inadequate public transport services often disproportionally affect areas of higher social deprivation. This can limit access to work, school and training opportunities. This can be the case across both rural and urban areas. We want to broaden public transport availability by expanding local bus services and improving the quality of the services being offered. In terms of rail, we want to maintain and improve services and station facilities to enable a greater range of ways to travel to access vital services within and out of our area.

To achieve our aims for local public transport we will work collaboratively with bus and rail partners, transport bodies and the community to improve connections across the area. Bus services can be made more attractive by making them faster, more reliable, frequent and affordable, with greater network coverage. We plan to find solutions by working together to secure funding to facilitate change to transform the way public transport operates. We will tackle identified physical and accessibility barriers to increase the accessibility of bus and rail travel. Enhancements to ticketing, booking methods and scheduling information will boost attractiveness and benefit all users and provide greater choice for our residents. We will continue to work collaboratively with partner

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organisations to seek opportunities to develop and enhance the transport network and provide improved connectivity within and between our area and enhanced links to regionally significant destinations.

We will:

- Deliver through Enhanced Partnerships (EP) measures identified in Bus Service Improvement Plans (BSIP) to increase the number of people using local buses.
- Strengthen the partnership arrangements with bus operators to implement the improvements identified which will include new and enhanced bus services providing better transport links to access employment, services, education, healthcare and leisure.
- Enhance public transport availability on an LTP wide basis with better links between Dorset and the BCP area through a joint approach enabled by a single LTP.
- Encourage operators to minimise fares and offer integrated ticketing with other modes. Will locally support **'Project Coral'** which is the collaborative UK initiative to develop multi-operator contactless (tap and go) ticketing for buses and seek expansion to include other modes.
- Strengthen involvement with the Western Gateway Sub-national Transport Body (and any replacement regional transport body) to improve regional connectivity and using a unified whole LTP approach to lobby for and deliver larger scale schemes that benefit our economy, residents and visitors.
- Work with rail industry partners to advocate for investment in our rail network that will enhance rail services locally and significantly improve train journeys to other regional destinations. This will be focused through the Heart of Wessex, Dorset Metro and West of England Strategic Studies.

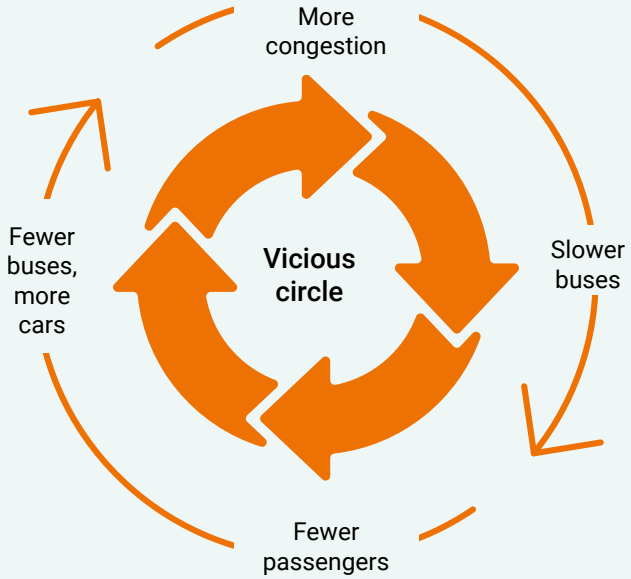
Policy F2

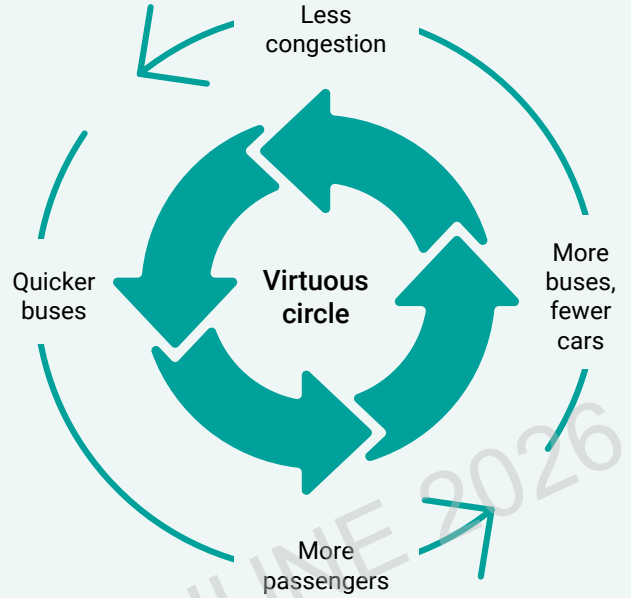
Prioritise local bus services to make journeys quicker and more reliable.

We understand the desire amongst our residents and visitors to use buses more if they were more frequent, routes were wider reaching, or if the journey experience was better. The **National Bus Strategy** stated that increasing traffic congestion has made buses slower, less reliable and costlier to run – resulting in many people driving instead. Quicker buses result in more passengers and higher satisfaction levels. Our bus operators highlight achieving material improvements in bus journey times and reliability as more important than any other measure. Our policy will ensure that we speed up bus journeys, with comprehensive bus priority targeted in built up areas. Meaningful improvements to bus journey times and reliability will improve people's lives – especially many elderly, younger, disabled and lower income people who rely on buses for their diverse travel needs – as well as delivering efficiencies for bus operators which can be invested in the network. New developments, particularly on the edge of existing towns will increase travel demand and focus is needed on ensuring bus provision is enhanced to accommodate this without further impacting the reliability and journey times of buses through higher traffic congestion.

We will:

- Progress effective bus priority in congested areas to improve reliability and reduce journey times, recognising the importance of this in increasing passenger numbers and improving satisfaction with bus services.
- Support concessionary bus fares.
- Work with partners to deliver improved frequency and develop a greater network coverage.





Confederation of Passenger Transport (2022) Delivering better bus services toolkit:

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We want reliable transport to get to **work**, **see friends** and **family**

What will the LTP do for you?

- Improve connections between towns, where people work and socialise
- Deliver bus priority schemes to improve journey times and make buses more reliable giving more time with friends and family
- New digital transport apps, more real time travel updates and wider range of tickets improve our travel experience.

Public transport services connecting urban communities – morebus on Poole Bridge.

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Public transport services connecting rural communities – bus approaching Corfe Castle along the A351. (Credit: Go South Coast)

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Policy F3

Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport.

Innovative new mobility technologies like on demand buses, autonomous vehicles and shared micro-mobility services (e.g. e-bike and e-scooter hire), are expected to become more widely available. Smartphone and 'Mobility as a Service' (MaaS) apps will allow flexible access across these services to enable people to pick and choose the options that meet their needs for every journey.

While some technologies may disrupt established norms (such as fixed-route public transport services), they present a positive opportunity to improve the attractiveness of sustainable, shared transport to encourage an overall reduction in car use. Our transport network must be flexible enough to adapt to the changes we cannot foresee and we will look to case studies, both at home and abroad, of both new and proven technologies to inform best practice innovations and support modal shift.

The increase in internet shopping, online banking, agile working and telecommunications has led to a reduction in the need to travel. We must embrace new technology where it can positively impact public transport, including digital connectivity, online applications and alternative fuels that all have the potential to contribute to achieving our future vision for transport. These innovations can also improve access to services via public transport, improve how information is accessed and used, increase safety for users and increase travel choices for our communities. Shared mobility (using instead of owning) can positively contribute to reducing congestion and transport related carbon emissions. Data sharing can provide valuable insights into travel behaviour and support the implementation of measures that enhance local services and influence travel demand. Understanding public transport use at a local level and more widely, enables us to investigate where improvements can be made and what influence we can have as local authorities to achieve the increased levels of patronage we desire on our public transport networks.

We will encourage the sharing of data between operators, transport bodies and stakeholders to find solutions that improve public transport and access to related information for everyone, including visitors to the area.

We will:

- Capture technology advances to improve the passenger experience with public transport including ticketing, journey planning and information while travelling.
- Ensure that the public transport for developments is inclusive and does not leave some people excluded.

Policy F4

Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport.

Many journeys involving more than one form of transport (known as a multi-modal journey), for example transferring from rail to bus or bicycle can be inconvenient, or perceived to be inconvenient compared to driving due to confusing booking methods and multiple operators. Barriers like this often result in many people using cars, or just not travelling at all which can lead to transport related isolation and deprivation.

First and last mile access describes the beginning or end of a trip. Many first/last mile journeys are made by walking, wheeling or cycling with an element of public transport in between.

There are opportunities to simplify ticketing, booking methods and improve information around public transport journeys. This will involve clear communication with operators and stakeholders to promote the benefits of multi modal journeys and improve public awareness of the benefits of public transport use.

We will improve the quality of our transport interchanges to create user friendly mobility hubs that bring multiple forms of transport together.

We will:

- Ensure that public transport is available to more people through physical measures at bus stops, interchanges, stations, on buses and trains to allow easier access.
- Enhance the public transport experience for passengers and operators by providing high quality, safe, well-maintained interchanges through improvements to existing locations and new locations with good information about the services that use them.
- Enable better connections and access to public transport by other transport modes, especially active travel, through multi-modal facilities called mobility hubs.
- Deliver ways of enhancing integration of different transport methods into more convenient and single source solution – termed Mobility as a service.
- Maximise the opportunities for improving public transport related to interchanges, design of public spaces and location of places using planning policies and local design guidance to enhance public access and address equality related safety concerns.

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I want it to be easier to travel so I can be more independent.

What will the LTP do for you?

- Address personal safety issues while travelling through improved lighting, more CCTV and natural surveillance
- Keep pavements well maintained and free from obstructions
- Improve understanding of the transport challenges faced by some groups and deliver improvements to make transport more accessible.

The provision of mobility hub facilities provides increased travel choice by enhanced connections and access to a range of transport options.
Concept mobility hub (Copyright CoMo Uk)

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Policy F5

Deliver inclusive design that improves the travel experience of all, including those with specific needs.

Our vision for the future supports better travel choices and greater accessibility across the area. Currently, urban road space is often dominated by provision for cars, rather than being designed to prioritise people. Rural areas suffer from isolation and a lack of public transport connectivity. Feedback told us that people living in both rural and urban locations are suffering from transport related isolation.

We aspire to achieve a public transport network that promotes integration by connecting people and places using well designed infrastructure that is sensitive to the varying needs of communities and is environmentally conscious. Aligning our aspirations for public transport with vision-led planning and design will provide a holistic approach to placemaking, widening transport options for everyone.

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We know people within our communities experience challenges accessing or using public transport. Feedback has shown that women are more likely to have safety concerns and those with protected characteristics or mobility impairments encounter specific barriers that need addressing to make public transport inclusive. Delivering equality of opportunity will be key to increasing public transport usage and ensuring everyone always feels comfortable and supported travelling on public transport.

Consultation responses raised concerns about the affordability of transport for younger people, that new technology intended to improve public transport is unable to benefit some who find technology challenging and public transport access to hospitals and healthcare was often difficult for the people who needed support the most. To ensure public transport is accessible and inclusive, such issues raised need to be progressed.

We will:

- Ensure effective community liaison with passengers and representative collective groups to enable residents' priorities to guide improvements and ensure the needs of all are involved.
- Engage and consult representative organisations focused on protected characteristics to better understand different experiences when using public transport. This knowledge will be used to develop and then adopt an Accessible Travel Charter to improve public transport participation, experience and safety.
- Support people unable to access standard means of public transport through more flexible transport solutions including community transport and demand responsive approaches.

Tram / Light Rail in BCP

During the timespan of the LTP, to mitigate the impacts of housing growth – concentrating development along transport corridors strengthens the case for a tram or light rail system within BCP. The strategic aim for a long-term solution is part of our plan as part of our public transport objectives.

Ensuring public transport is accessible and inclusive – community transport in Dorset (Photo credit – Dorset Community Transport).

7. Monitoring our progress

Approach

We will use our strategic objectives and policies to monitor the performance of our transport strategy and assess its overall impact and effectiveness.

Monitoring performance is essential in enabling the success of our vision and will allow us to adjust our Implementation Plan to reflect actual performance against the objectives.

The Implementation Plan will be reviewed and updated every five years and a Monitoring Report produced, which will focus on the delivery of our objectives, policies and specific schemes in the Implementation Plan.

The outcomes of the performance monitoring will be presented in progress reports to be produced regularly with the first expected in the final year of Implementation Plan 1 (IP1) period.

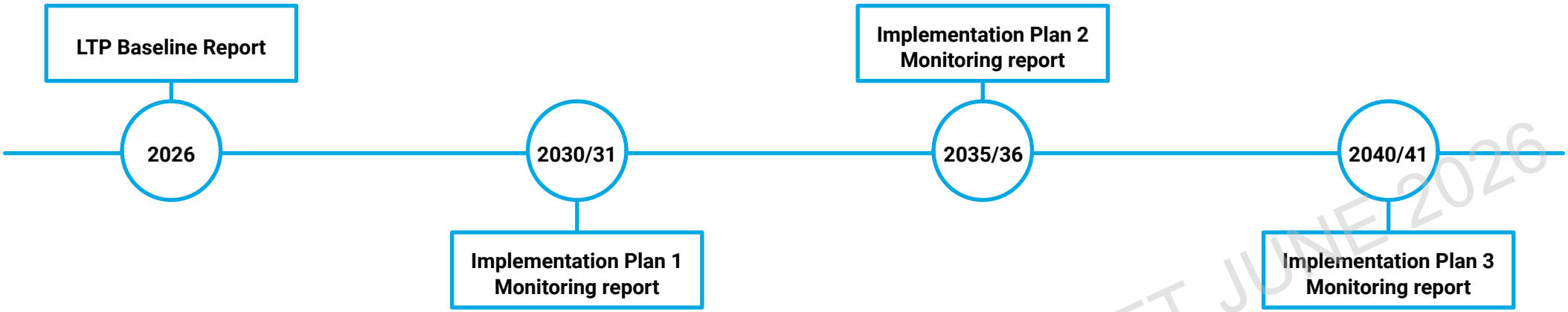
Performance indicators

To monitor and evaluate the implementation the LTP, we have derived a set of performance indicators against which progress can be assessed.

The performance indicators are aligned to the six objectives and the core policies within the LTP as shown on page 59 in Figure 1.2

A measurable baseline will be captured during the first year of the lifecycle of LTP and will provide an objective dataset against which all future years of the Plan will be measured.

This will inform future implementation plans and contribute to the overall value for money of LTP. Schemes included within the Implementation Plan will also be monitored and evaluated on the merit of their scheme-specific aims and objectives.



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ID	Performance indicator	How it is measured	Climate and environment	Health and wellbeing	Prosperous places	Safety	Network resilience	Public transport
1	Carbon emissions from transport	We will monitor and report the reduction in aggregate LTP area CO2 emissions per capita and the estimated carbon emissions from construction and maintenance activities using an appraisal toolkit.	●					
2	Air quality	We will monitor and report the reduction in annual average concentration of nitrogen dioxide (NO2) and particulates (PM2.5 and PM10).	●	◖				
3	Levels of walking, wheeling and cycling	We will undertake automatic continuous counts, annual monitoring counts at selected sites and report the percentage change; and link with public health indicators relevant to active travel.	◖	●	◖	◖		
4	Access to services, employment and leisure	We will use software such as the **Dft Connectivity Tool,** to report connectivity levels and the proportion of households within 30 minutes of a town/ neighbourhood centre by public transport.		◖	●			◖
5	Road casualties	Measured by the Dorset Road Safety Partnership, using indicators from the 2026 National Road Safety Strategy.		◖		●		
6	Network resilience	We will undertake journey time monitoring on the network for generalised traffic and public transport. To establish traffic trends, we will use automatic continuous counts, annual monitoring counts and cordon counts at selected sites, reporting annual average daily traffic, % change and average delays on the A-road network.	◖		◖		●	
7	Highway condition	By survey we will measure the condition of the principle, non-principle and unclassified road network and tracking the maintenance backlog.				◖	●	
8	Levels of public transport patronage and user satisfaction	We will link with the performance indicators in our respective BSIP's including the total number of bus passengers and passenger satisfaction; as well as rail passenger numbers. We will undertake annual user perception surveys including the **National Highways and Transport Survey (NHTS)**.	◖	◖	◖			●
9	Reliability of public transport services	We will report the percentage of bus journeys that arrive on time comparing real time bus journey data with timetabled arrival times.			◖		◖	●
10	Transport inequalities	We will develop indicators relating to transport inequalities, including using transport related social exclusion data.		◖	◖	◖		◖

Figure 1.2 – List of LTP performance indicators ● Strong alignment ◖ Moderate alignment

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8. Steps to delivery

Scope of the Implementation Plan

This strategy should be read alongside our Implementation Plan. To deliver the LTP over the next 15 years, the Implementation Plan is focused on the following/identified schemes in line with overarching LTP vision and objectives.

There will be three Implementation Plans spanning the 15 years of the LTP, each Implementation Plan will cover a 5-year period.

Short term plan (IP1) covering 2026 to 2031

This phase focuses on schemes that are well-developed, feasible and ready for early delivery. These are typically referred to as IP1 schemes. The short term plan provides a detailed pipeline of interventions, including estimated costs, required resources and key delivery partners. These schemes represent the most mature and deliverable projects and are expected to bring early benefits to communities across Dorset and BCP.

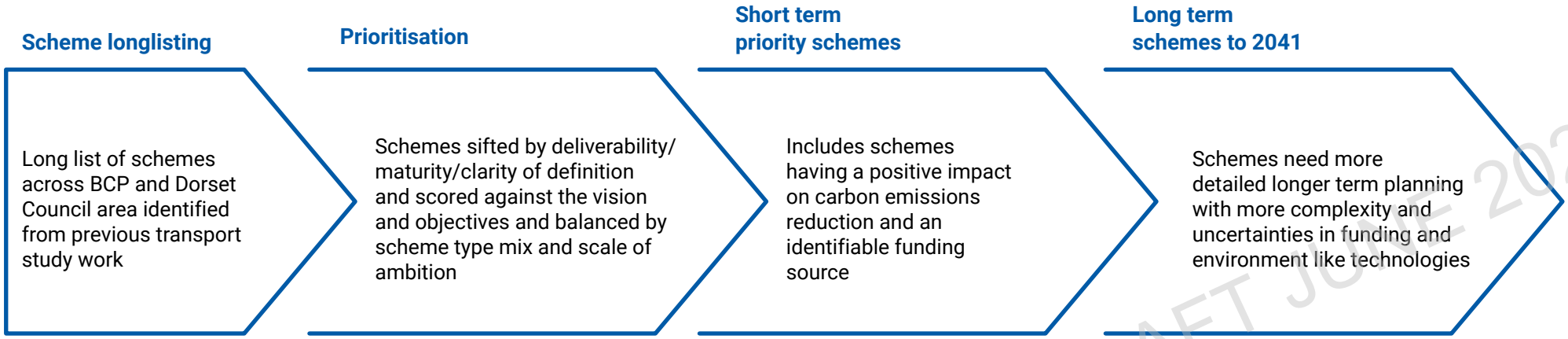
Medium term plan (IP2) covering 2031 to 2036

This phase includes schemes that require further development and design work before they can be delivered. These IP2 schemes will be shaped by ongoing engagement, technical studies and funding availability. They represent the next wave of interventions that build on the momentum of the short term plan.

Long term plan (IP3) covering 2036 to 2041

The long term phase considers more complex or ambitious schemes (IP3) that will need sustained planning, stakeholder collaboration and potentially new funding mechanisms or technological advancements.

Figure 1.3 LTP Implementation Plan scheme prioritisation process



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These projects are essential to achieving the full vision of LTP and will evolve over time in response to emerging needs and opportunities.

Throughout all phases, the Implementation Plan is designed to be flexible and responsive. The schemes will potentially evolve in response to funding changes, technological developments or other factors (e.g. policy change). Early engagement and development work across all phases is critical to ensure that Dorset and BCP are well-positioned to realise the full benefits of LTP plan.

Prioritisation

We need to prioritise new delivery schemes because their funding and resource requirements exceed our current provision. To do this, we will identify and shortlist schemes that offer the greatest benefits and are cost-effective. We will also evaluate their feasibility for implementation. To prioritise schemes for development and delivery in our Implementation Plan, we followed the best practice process, summarised in Figure 1.3 on page 60.

Investment

Delivering the plan will involve a wide range of funding sources, likely sources are listed but are subject to uncertainty and variation; some require new policies to be agreed.

Core government funding is now provided through a local transport consolidated funding grant, following a recent longer-term settlement the position for much of this funding is confirmed until 2029/30 amounting to around £63 million per year (= Dorset and BCP allocation). Funding for structural maintenance, allocated according to a needs-based formula is included in the above grant; combining essential maintenance with new or improved infrastructure will provide value for money improvements for all road users.

Funding from bids and grants is essential to top up our core funding. Many funding pots have been available in recent years including Traffic Signal Obsolescence Grant (TSOG), Safer Roads Fund (SRF), Active Travel Fund (ATF), Bus Service Improvement Plan (BSIP) and Local Electric Vehicle Infrastructure (LEVI) fund. The integrated transport grant now includes multiyear settlements for ATF, LEVI and Local Area Bus Grant (LABG) – which replaces BSIP. We will continue to identify and pursue new funding opportunities as they arise to maximise delivery of our plan.

If new regional or national funding streams are launched to progress sub-national priorities, then Dorset and BCP will both be well placed, given many of the Western Gateway Strategic Transport Plan and Strategic Infrastructure Plan priorities and projects are fully aligned.

Partner contributions provide opportunities to jointly fund improvement schemes. We will work in partnership with Network Rail (Great British Railways), National Highways, Walk Wheel Cycle Trust and local bus and rail operators to deliver improvements to the transport network and services across Dorset. Working with partners, we will seek DfT funding to deliver schemes that form part of the Strategic Investment Plan and deliver against regional priorities.

Developer contributions will be sought from new developments to contribute towards and/or deliver required transport infrastructure. We will require developers to deliver transport infrastructure or seek financial contributions via Community Infrastructure Levy and section 106 to ensure new developments can be served by good public transport links, suitable active travel infrastructure and mitigate the impacts of traffic on the network.

Other non-transport sources of funding such as towns fund, high street fund and shared prosperity fund support economic growth and regeneration activities and can support the delivery of local transport projects.

Long-term revenue funding is needed to keep our infrastructure and services operating. We will seek an increased and fairer funding award for Dorset without which there cannot be a significant improvement in our transport services.

These are the funding sources at the time of writing our plan. Funding required for the potential schemes in LTP adds up to a larger amount in the long term than what has been available previously. Working more effectively with delivery partners will be very important.

To achieve the LTP vision and objectives, the councils will need to explore opportunities to drive change some of which could generate additional revenue to bridge anticipated funding gaps. Best practice from other parts of the UK demonstrates how this can be achieved. Some recent examples include lane rental permit scheme (Kent County Council) and moving traffic regulation order enforcement (Bristol City Council) to improve network performance and safety; a workplace parking levy (Nottingham City Council) to deliver transformational public transport infrastructure; Clean air zones (CAZs) (Bath and North East Somerset Council) to provide cleaner and healthier air; and the use of parking charge revenue to fund improved and more effective traffic enforcement (Brighton and Hove City Council).

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Delivery

When delivering the LTP implementation plans in the coming 15 years, we recognise the importance of proactively working with partners and seeking support from other stakeholders. By setting out the plans and actions over the short, medium and long term, the LTP will direct the improvements of our transport network led by the vision to 2041 and beyond. It also sets the policy framework against which we will develop more specific local strategies and action plans.

The first Implementation Plan will be published alongside the new LTP strategy. It will also be reviewed and maintained regularly to reflect and respond to the evolving challenges and priorities.

The Plan will be delivered through a number of supporting strategies:

Bus Service Improvement Plans (BSIP) are required by Government to set out delivery plans to provide better local bus services.

Our Local Cycling and Walking Infrastructure Plans (LCWIP) and **Active Travel Infrastructure Plans (ATIP)** map out priority routes and improvements to create a network of high-quality active travel infrastructure. These Plans are required to secure Active Travel England funding.

Highways Infrastructure Asset Management plans (HIAMPs) set out how the network assets across the area will be managed. Both will publish updated plans to support the new joint LTP.

Rights of Way Improvement Plans (ROWIP) prioritise key improvements to develop and improve the network and improve outdoor access.

Our **Electric vehicle infrastructure strategies** set out a planned approach to provide the right charging infrastructure, in the right places to keep pace with increasing demand.

Additional plans and strategies to support the delivery of the LTP objectives will be explored if they appear to be viable following initial assessment; for example a feasibility study for a mass transit transport system was undertaken in 2021 for the BCP area and concluded at that time the build and operational costs of a tram, or light rail system was not economically viable. A study for a tram system could be re-visited if central government were to develop a lower cost method for building track, or if it is proven to be needed to achieve net zero targets and where housing growth strengthens the case.

Risks

We will manage the key risks that could prevent us meeting our transport vision and objectives.

These include:

- Cuts to or a lack of available funding
- Cost escalation due to inflation or unforeseen circumstances
- Changes to the policy framework and political priorities
- Lack of political and community support and challenges in engaging with hard-to-reach groups
- Achieving long-term changes in behaviour
- The rapid pace of technological change
- Changes to legislation or regulations
- Delays in implementation.

People talking in the street

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Conclusion

Our strategy has been shaped by extensive engagement and consultation. Though, as expected, there has not been universal agreement across all our policies, this is set within the context that the transport needs of our communities and locations vary considerably.

With this in mind, the schemes listed for development and delivery will continue to evolve, initially focused on the first five-year implementation period. Some schemes will be challenging to deliver, with different approaches to improving our transport network required to achieve the vision. This strategy sets out the policy foundation to support the interventions proposed.

A direction of travel for the next 15 years is set out by the strategy, which considers the significant housing growth requirements throughout the area. The transport network will continue the critical role in supporting sustainable economic growth, enabling access to jobs, education, healthcare and leisure and helping our town centres, villages and visitor economy to thrive. The strategy is also the basis for balancing the on-going needs of all modes of travel with road and other maintenance of our network.

Specific focus is also needed for those who can feel excluded from their potential in society where the existing transport network does not meet their needs – related to varying provision or transport, their personal characteristics and circumstances.

The strategy has been jointly developed by Dorset and BCP Councils to recognise the shared transport geography and commitment to the overall vision and objectives. Within the 15-year duration of the plan some local government changes are likely and the strategy will need to reflect these when relevant.

Setting a shared vision and priorities now puts both areas in a strong position as devolution progresses and regional bodies evolve.

Many residents, businesses, organisations, transport providers and interest groups have provided invaluable contributions, through consultation responses, attendance at events and review. The time taken and work involved is very much appreciated.

Our LTP through its vision and objectives will provide a better local transport network for all – as the foundation for continuous progress over the next 15 years.

People outside Poole Museum

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Glossary

Active Travel
People powered transportation for everyday journeys primarily cycling, walking and wheeling; integrates physical activity into routines and improves overall well-being.

Accessible
An environment designed so people are not excluded from playing a full role in society

Apps
shorthand for Applications (programs on mobile phones or computers).

ATIP
Active Travel Infrastructure Plan

Autonomous vehicle

A vehicle that is capable of sensing its environment and navigating without human input.

Beryl (bikes)
Current provider of bikeshare and scooter provision in parts of the LTP area.

BNG
Biodiversity Net Gain – way of creating and improving natural habitats, ensuring development has a measurably positive impact on biodiversity compared to what was there before.

BSIP
Bus Service Improvement Plan – document that sets out ways to improve bus services in a specific area through partnership working between the local authority and bus operators.

Capital Programme
Schedule of spending of LTP funding on specific projects and schemes.

Carbon baselining
Process of establishing a baseline or reference point for greenhouse gas emissions.

Carbon neutral
Carbon neutrality is a balance between emitting carbon and absorbing it; The process of carbon neutrality is needed to achieve net zero emissions; Carbon neutral and net zero are sometimes used interchangeably.

Car club
Car sharing/rental service allowing members to rent vehicles for short periods rather than extended periods usual through traditional car rental companies.

CCC
Climate Change Committee – Independent statutory body established under the Climate Change Act, 2008, to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.

CCTV
Closed Circuit Television (video surveillance).

CIHT
Chartered Institute of Highways and Transportation.

CIL
Community Infrastructure Levy – planning charge that local authorities can impose on new developments to mitigate impacts on local infrastructure.

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Connected vehicles
Ones equipped with the technology to connect to the internet and other devices enabling communication and data exchange.

DfT
Department for Transport.

DLUHC
Department for Levelling up, Housing and Communities.

DRT
Demand Responsive Transport.

EP
Enhanced (bus) Partnership – between councils and bus operators which provides a statutory framework to deliver local improvements to bus services.

EQIA
Equality Impact Assessment.

EV
Electric vehicle.

EVCP
Electric vehicle charge point.

GBR
Great British Railways – planned state-owned railway company that when formed will operate most rail infrastructure in Britain and most passenger rail services in England.

HGV
Heavy Goods Vehicle.

HIAMP
Highways Infrastructure Asset Management Plan.

HIA
Health Impact Assessment.

HRA
Habitats Regulations Assessment.

Inclusive
The needs of all people to be considered from the outset

LCWIP
Local Cycling and Walking Infrastructure Plan.

LGV
Light Goods Vehicle.

Liveable Neighbourhood
Reducing dominance of motor vehicles in an area by re-considering how street space is allocated – resulting in healthier outdoor spaces and more vibrant spaces where people wish to dwell and spend money.

LTA
Local Transport Authority – tier of local government responsible for transport planning, passenger transport and highways. Dorset Council and BCP Council are LTAs for their respective areas.

LTN 1/20
Government published local transport note that provides guidance for local authorities for designing high quality and safe cycle infrastructure.

LTP
Local Transport Plan.

MaaS
Mobility as a Service – a transport operating model that integrates a range of transport options into a single data platform, offering users a seamless way to plan, book and pay for their journeys.

MHCLG
Ministry of Housing, Communities and Local Government.

Mobility Hubs
A publicly accessible hub where shared means of transport are available at any time.

National Highways – NH
Government agency charged with operating, maintaining and improving motorways and major A roads in England.

Nature Positive
Global societal goal to halt and reverse nature loss by 2030 and achieve full recovery by 2050.

Net Zero
The term net zero means achieving a balance between the carbon emitted into the atmosphere and the carbon removed from it.

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NO2
Nitrogen Dioxide.

Network Rail
Current owner and infrastructure manager of most of the railway network in Great Britain. Will be replaced by Great British Railways.

PM2.5
Particulate matter (two and a half microns or less in length).

Peninsula Transport Sub-national Transport Body
Regional transport grouping covering Cornwall, Devon, Plymouth, Somerset and Torbay.

PLV
Powered light vehicles.

Protected characteristic
Nine specific personal attributes that are legally protected under the Equality Act 2010.

PRoW
Public Rights of Way.

PSV
Public Service Vehicles – motor vehicles adapted to carry nine or more passengers for hire or reward usually buses, coaches and minibuses.

Safer road system
Designing roads so no-one gets killed or seriously injured – through an approach to road safety based on the principle that our life and health should not be compromised by our need to travel.

Section 106 agreement
Planning obligation as a legal agreement between a developer and the local planning authority that ensures developers contribute to infrastructure and community needs generated by their development.

SEDUMS
South-east Dorset Urban Mobility Strategy – published in 2020, setting out a transport strategy to 2038 to facilitate economic growth through enhanced mobility and connectivity – delivered through investment packages.

Self-containment

Where community facilities are provided locally, near to where people live – reducing the need for long and lengthy travel to access services.

School Street
Initiative that temporarily closes roads outside schools to motor traffic during the start and end of the school day.

Shared micro-mobility
Practice of making lightweight vehicles like bicycles, e-bikes and e-scooters available for short term public use through rental schemes.

STB
Sub national transport bodies – regional groupings of local authorities working together to improve transport in their respective areas.

Strategic road network (SRN)
Motorways and major A roads managed by National Highways.

Sustainable transport
Moving people and goods in ways that minimise negative environmental impacts and contributes to a healthy, equitable and economically viable future.

SUV
Sports Utility Vehicle – car classification that combines features of passenger cars and off-road vehicles.

TSOG
Traffic Signals Obsolescent Grant – government funding to provide better traffic signals, linked to Green Light Fund to provide smarter traffic lights.

WGSTB
Western Gateway Sub-National Transport Body – group of nine local authorities in the west of England including Dorset and BCP Councils, working to improve transport and connectivity across the region.

Walk Wheel Cycle Trust
The new name for Sustrans - 'We're the charity making it possible for everyone to walk, wheel and cycle.

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Wheeling
Inclusive term covering equivalent mobility of pedestrians/by foot, involving all types of wheelchairs, mobility scooters and rollators.

WPL
Workplace Parking Levy.

Vision – Led Plan Making
A way of planning that starts with a clear goal for the kind of future we want – such as cleaner air, safer streets and better travel choices – and then works out how to get there. Instead of reacting to problems, it focuses on creating positive change. This approach helps deliver healthier, greener and more inclusive communities by guiding decisions that support long-term priorities.

ZEBRA
Zero Emission Bus Regional Areas.

ZEV
Zero emission vehicle.

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Shaping a future that is inclusive, sustainable and resilient for all our communities

Web links in the document
are also available on the LTP web pages:

bcpcouncil.gov.uk/local-transport-plan

dorsetcouncil.gov.uk/local-transport-plan

This is where **your journey begins...**

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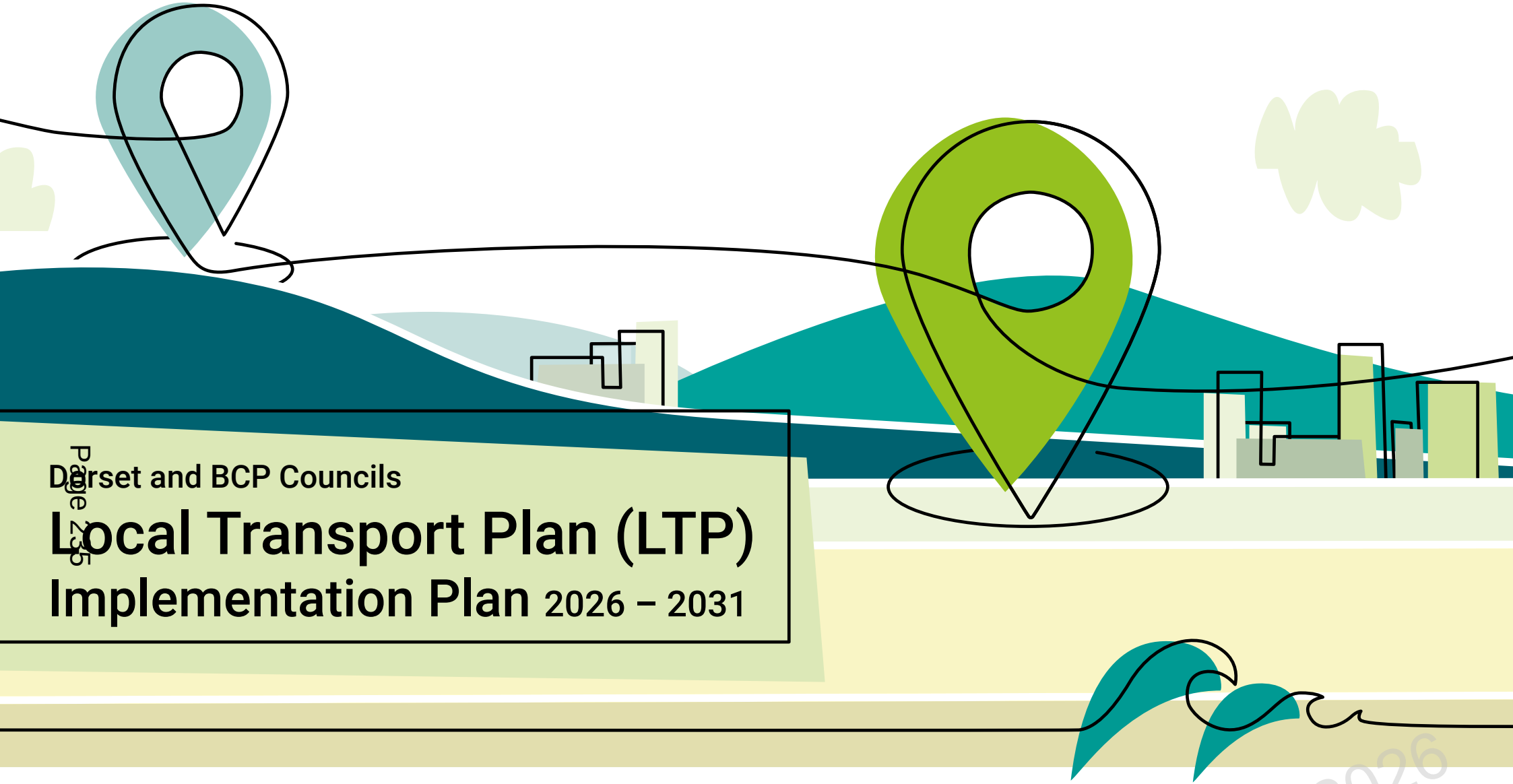

Dorset and BCP Councils

Local Transport Plan (LTP)

Implementation Plan 2026 – 2031

This is where **your journey begins...**

Dorset Council

BCP Council

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Foreword

We are proud to present the first joint Implementation Plan as part of our Local Transport Plan (LTP), a shared commitment between Dorset Council and the Bournemouth Christchurch and Poole (BCP) area from 2026 to 2041.

This Implementation Plan, the first of three, five-year plans; is a delivery framework, grounded in the realities of funding, partnership and ambition. It includes a roadmap for delivery, prioritising schemes that are ready to deliver now, while preparing for longer-term transformation.

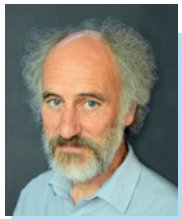
It supports our bold strategy to transform how people move around our region, supporting sustainable economic growth, tackling the climate and ecological emergencies and improving access to jobs, education and services.

We are committed to delivering real change. Over the next five years, we will focus on the most mature and influential schemes, those that will reduce carbon emissions, reduce congestion, improve safety and expand travel choices. From new walking and cycling routes to zero-emission public transport, from electric vehicle (EV) infrastructure to safer school journeys, this plan outlines tangible steps that will benefit residents, businesses and visitors alike, however they travel.

We are clear about the scale of the challenge. Delivering this plan will require significant and sustained investment. While we are grateful for core government funding, this will not be enough. That's why we are actively pursuing additional investment from government, developers and private partners and working closely with Network Rail, National Highways, Western Gateway Sub National Transport Body and local transport operators to unlock shared-investment and align our priorities. But the funding landscape is uncertain and the scale of ambition required to meet our net-zero targets and support inclusive growth means we must be bold in seeking new solutions and innovative funding mechanisms.

This plan is a call to action, not just for government, but for businesses, developers and communities. It is a shared responsibility to invest in a transport system that works for everyone. We are committed to delivering the first five year phase of schemes between 2026 – 2031 and to building the case for further investment in the medium and long term.

We invite you to join us in making this vision a reality. Together, we can build a transport future that is sustainable, inclusive and resilient – for today and for generations to come.



Cllr. Andy Hadley

Cabinet Member for Climate Response, Environment and Energy, BCP Council

Cllr. Jon Andrews

Cabinet Member for Place Services Dorset Council

1. Introduction

Dorset and BCP Councils joint Local Transport Plan (LTP) 2026 to 2041 will deliver a **sustainable, inclusive** and **accessible** transport network that benefits everyone and supports a **vibrant economy**.

Over the next 15 years, the focus will be on increasing transport options, whilst improving **safety, health, accessibility, connectivity, travel experience** and reducing pollution from transport.

Our new **ambitious vision** has been informed by our residents, our local communities as well as local businesses and organisations.

This Implementation Plan should be read alongside our strategy, both of which form a statutory document, which sets out how we will plan, manage and improve transport in, and how this will be delivered.

A glossary is provided at the end of this strategy for clarification of relevant transport terms and abbreviations.

Our travel will be transformed through **innovation** and **digital connectivity**, creating accessible and inclusive travel choices for our residents, workers and visitors. Our transport network will support **sustainable economic growth** in our urban and rural communities, contribute to our **decarbonisation** targets and **protect** our unique local environment.

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To achieve our vision we have outlined six key objectives and defined success for each. The objectives all contribute towards achieving our vision.

A. Safeguard the climate and environment

B. Improve health and

C. Create accessible and prosperous places

D. A safer transport network

E. A resilient and fit for purpose transport network

F. Public transport that is inclusive and accessible

To deliver our LTP over the next 15 years, this Implementation Plan (IP) has set out specific and supporting schemes which will be developed and delivered to achieve the LTP vision and objectives.

This IP will cover the period 2026 to 2041. Some schemes are ready to deliver, while others require some development work at the start or early into the LTP period. These schemes feature in the short term, first phase **Implementation Plan (IP1)**.

Other schemes will require more detailed/strategic development work to advance planning and secure funding.

Less mature and more complex schemes have been identified for further development and/or delivery in the medium-term Implementation Plan (IP2) and longer-term Implementation Plan (IP3) phasing of LTP. For individual schemes appropriate local consultation (including methods such as randomised sample surveys) will take place at development stage.

The IP is structured in 3 five-year phases:

- Short term plan (IP1) from 2026 to 2031 – this will be a more detailed plan which outlines the schemes which are the most mature and deliverable.
- Medium term plan (IP2) from 2031 to 2036 – a plan outlining schemes to be developed and delivered during the second phase of the LTP from 2031 to 2036. These schemes will require detailed planning and greater certainty in relation to funding.
- Long term plan (IP3) from 2036 to 2041 – a plan outlining the schemes to be developed and delivered during the third phase of the LTP from 2036 to 2041. These schemes have the greatest uncertainty in terms of planning and funding sources.

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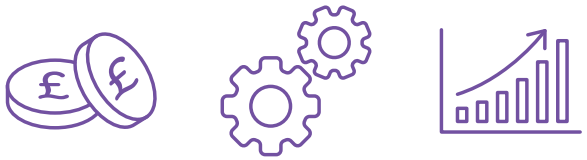
2. Funding



Funding all the schemes to deliver our transport strategy will be challenging. To meet our vision and objectives we will need to seek funding from central government and a range of other sources.

This may include:

- Financial and infrastructure contributions from future developments that this transport strategy will help to unlock and deliver.
- Mechanisms that enable the LTP authorities to capture some of the uplift in land value resulting from new transport programmes.
- Reinvestment of revenue from innovative measures that could be considered by the councils.

The current potential funding sources available to Dorset and BCP Councils are outlined in this section. These represent the known funding sources at the start of the IP1 period. As we progress through the medium and longer term periods of the plan the uncertainty around funding resource increases.

Core government funding

The government provides an annual funding allocation to Dorset and BCP Councils through the **Local Transport Grant (LTG)**. The LTG comprises of capital funding and resource (revenue) funding spread over 4 years (2026/27 to 2029/30). This funding allows the Councils to support schemes in line with local priorities for transport maintenance enhancements and to deliver more ambitious transport projects.

We have assumed that funding for 2030/31 will be equivalent to 2029/30 levels to estimate the funding resource during the IP1 period.

The councils also receive resource funding to help build capacity and capability to deliver local transport priorities. Following the recent confirmed multiyear settlement this funding is confirmed for the first three financial years of the LTP (2026/7 to 2028/9). The LTG has been confirmed in four-year blocks until 2029/30 which covers the first four years of this IP.

Structural maintenance funding for 2026/7 as part of the funding settlement is set at £25.8 million for Dorset and £7.8 million for BCP, with equivalent levels of funding throughout the IP1 period totalling an estimated £211.6 million of funding for maintaining the road network in the LTP area (refer to annex A, B and C later on the plan on page 39-41).

Funding from bids and grants

To support national transport policies, further funding is provided to councils from central government through competitive bidding processes and grants to progress specific schemes. Funding can be one off amounts, or incremental over several years to deliver a programme of improvements but usually covering a limited time period.

Both Dorset and BCP Councils have been successful at bidding for, securing and delivering transport infrastructure from central government grant funding opportunities over the last decade. More than £100m has been secured from bids/grants and invested in transport infrastructure across the Dorset Council and BCP areas.

Both councils have achieved overall amber ratings for highways maintenance, as determined by the Government. This has maximised access to funding based on proven performance.

For Active Travel England (ATE) funding in 2025 Dorset Council is at level 1, aiming to progress upwards following publication of their **Active Travel Infrastructure Plan (ATIP)**. BCP in 2025 has risen to level 3 with aspirations to achieve level 4 (the highest level) as soon as practical.

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The councils will continue to be proactive in bidding for central government funding opportunities to secure additional resource to deliver large transport schemes/projects to meet the LTP vision and objectives and support any devolution opportunities from local government re-organisation during the lifetime of the LTP.

With a 15-year LTP timeframe and changes to national government leading to shifting transport priorities there are uncertainties over the amounts and nature of bids and grants that will be available to support LTP delivery in the medium and longer term.

The likely funding resource to develop and deliver LTP IP schemes (2026/27 to 2030/31) is £203.5 million for Dorset Council (see Annex A) and £112.3 million for BCP (see Annex B) totalling an estimated funding resource of £315.8 million to progress the IP1 period schemes across the joint LTP area (Annex C). This is based on the updated settlement from central government and supporting assumptions as outlined in the annex footnotes. It should be noted that the estimated funding figures in Annex A to C, are based on the most up to date information from central government at the time of writing and supporting assumptions as outlined in the Annex footnotes.

Partnership working

The progress of the LTP will rely on support from transport partner contributions to jointly fund improvement schemes. We will work in partnership with:

Network Rail (Great British Railways) to enhance rail connectivity and accessibility, with priority schemes including the Heart of Wessex Line business case to improve services between Weymouth and Bristol, including better access to destinations further west relating to the Yeovil Chord and the Dorset Metro business case for a more frequent and integrated rail service between South Eastern Dorset, the BCP conurbation and southern Hampshire. Additionally, both councils are committed to station accessibility improvements, ensuring that rail travel is inclusive and convenient for all users. Through liaison, railway industry funding streams including **Rail Network Enhancement Pipeline (RNEP)** and **Access for All** will be reviewed to scope schemes.

National Highways to support strategic road improvements that enhance freight access to ports, support economic growth and improve safety and journey times, including delivery of the **M4 to Dorset Coast Strategic Study** recommendations to achieve a more resilient and efficient north-south route. We are prioritising upgrades to the A31 and A35, which are vital east-west corridors for regional connectivity. Both Dorset and BCP Councils will work with NH to develop improvements on the Major Road Network (MRN) that connects into the Strategic Road Network (SRN).

Walk Wheel Cycle Trust, the national charity promoting active travel, to enhance the National Cycle Network (NCN). This collaboration will secure funding to upgrade key sections of NCN to make the routes more accessible for all users, including those with mobility aids and adapted cycles. The partnership with Walk Wheel Cycle Trust is central to delivering a more connected and inclusive active travel network across Dorset, encouraging more people to walk, wheel and cycle for everyday journeys.

Local public transport operators (bus, rail, coach, micromobility) to deliver improvements to the transport network and services across Dorset and BCP. Examples include new buses and routes provided commercially by bus operators and provision of cycle and scooter hire schemes. Investment in train stations, including improving making stations accessible for all are developed by the rail industry but often with local contributions.

Ports to strengthen transport links that support economic growth, freight efficiency and sustainable development. Key priorities include enhancing freight access, reducing congestion on key corridors such as the A35, A31, A37 and A350 and supporting the transition to low-carbon logistics.

Bournemouth International Airport to enhance transport links and travel choice to support economic growth, freight efficiency and sustainable development. We will focus on connectivity to key road links like A338, B3073 and the A347 providing more transport options, supporting employment growth, active travel opportunities for employees and facilitating freight access and transfer.

Distribution System Operators (DSOs), including Scottish and Southern Electricity Networks (SSEN) and National Grid, to support the transition to low-carbon transport, particularly the rollout of EV charging infrastructure and the electrification of public and freight transport. Through joint engagement on Local Area Energy Plans and network capacity mapping, the councils and DSOs are identifying priority areas for grid reinforcement and smart energy solutions.

Western Gateway Sub National Transport Body
We will continue to work in partnership with the Western Gateway Sub National Transport Body (and any replacement regional transport body) to secure development funding for feasibility schemes and to make the case to government for investment in strategically important regional transport schemes identified in the **Western Gateway Strategic Investment Plan (SIP)**. At the time of writing, it is unclear if delivery funding will be made available through the DfT for SIP schemes.

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Developer contributions

Financial contributions from developers will continue to be essential to mitigate the impact of developments on the transport network through the lifetime of LTP.

General funding will be secured through Community Infrastructure Levy (CIL) contributions and site specific funding by:

- Section 106 (S106) agreements – legal agreements between the developer and the local authority. Funding is directly linked to planning permission and is used for mitigation of unacceptable impacts of development on the highway network, agreed on a site by site basis.
- Section 278 (S278) agreements – legal agreements between the developer and the local authority which allow the developer to make amendments to the public highway as part of planning approval to facilitate the development.

CIL contributions are collected from developers for general infrastructure and could be ring fenced for highways and strategic transport infrastructure.

Other-non transport sources

Our LTP, as a longer-term transport strategy covers travel for all, awareness and sharing of the vision encourages support from businesses, organisations and the wider community. Financial investment to increase travel choices to private sites through organisational travel plans and specific interventions will play an important role in helping to deliver our LTP vision and objectives. We will seek to work with local organisations and support them to deliver complementary travel infrastructure (e.g. provision of electric vehicle charging and cycle facilities) and services (e.g. provision of private bus services or contribution to public bus services) and when the opportunity arises, to identify sources of funding.

Long-term revenue and capital funding

In the longer term, revenue funding is needed to keep our infrastructure and services operating. We will continue to seek an increased and fairer funding award for Dorset and BCP without which there cannot be a significant improvement in our transport services.

To achieve the LTP vision and objectives, the councils will need to explore opportunities to drive change some of which could generate additional revenue to bridge anticipated funding gaps. Best practice from other parts of the UK demonstrates how this can be achieved.

Some recent examples include lane rental permit schemes (Kent County Council) and moving traffic regulation orders (Bristol City Council) to improve network performance and safety; a workplace parking levy (Nottingham City Council) to deliver transformational public transport infrastructure; Clean air zones (CAZs) (Bath and North East Somerset Council) to provide cleaner and healthier air; and the use of parking charge revenue to fund improved and more effective traffic enforcement (Brighton and Hove City Council).

We will explore and secure other funding sources once they become available as we go through the lifecycle of the LTP and this funding list will then be updated.

Rail connectivity – platform and footbridge at a busy Bournemouth station.

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Christchurch train station entrance with wayfinding and real time information totem.

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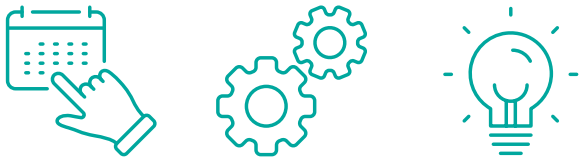
3. Prioritisation



We have had to prioritise the delivery of new schemes in the IP because the funding and resource requirements exceed the current provision.
The process that we have followed to prioritise new schemes for development and delivery is outlined in this section.

Scheme longlisting

The first step in the prioritisation process, was to develop a provisional pipeline of interventions by identifying schemes from our existing transport plans, policies and studies as outlined in Annex D. A comprehensive and inclusive approach was taken when compiling the long list through engagement with internal BCP and Dorset Council stakeholders.

A provisional list of 500 interventions across the BCP and Dorset area was then consolidated by sifting each scheme through an assessment by deliverability, scheme maturity and clarity of definition. The sift process identified and removed schemes that were duplicated or did not meet the following criteria:

- Not part of a committed intervention
- Sufficient detail for assessment
- Be within the of sphere of influence of either (or both) BCP Council and Dorset Council
- Alignment with the LTP Vision.

Scheme shortlisting and prioritisation

The remaining 380 schemes were then assessed against the LTP vision and six objectives, using a formal assessment matrix to ensure scoring was undertaken in a robust and consistent way. Each scheme was scored against each objective and then a total score calculated in terms of total impact to provide clarity and consistency when assessing each scheme. The schemes were then ranked by overall score from highest to lowest. The top 80 schemes (by overall score) were then identified as priority short listed schemes.

Refining the short list

The 80 short listed schemes were then reviewed to consider the balance and the mix of scheme types. This review concluded that a greater balance of schemes was required, with the initial short-list heavily skewed towards 'shift' type interventions e.g. active travel schemes, with too few 'avoid' and 'improve' interventions making the short-list.

The review also highlighted a gap between the 80 shortlisted schemes and the scale of ambition required to efficiently deliver against decarbonisation objectives.

A technical note was produced to identify scheme themes that could be used to address the identified gaps. The following scheme types were recommended:

- More 'avoid' interventions such as public transport incentives e.g. fare subsidies and disincentives e.g. a Workplace Parking Levy (WPL).
- Examine more 'improve' interventions e.g. schemes to decarbonise freight movements.

In total 15 schemes were identified to be added to the refined priority short list (95 schemes in total).

Prioritising schemes for IP1

Our short-term plan (IP1) will cover the period 2026 to 2031. The schemes included in IP1 have been selected based on certainty of funding/resource to develop and/or deliver schemes during this period and certain schemes have been prioritised based on the level of positive impact the scheme will have on reducing carbon emissions.

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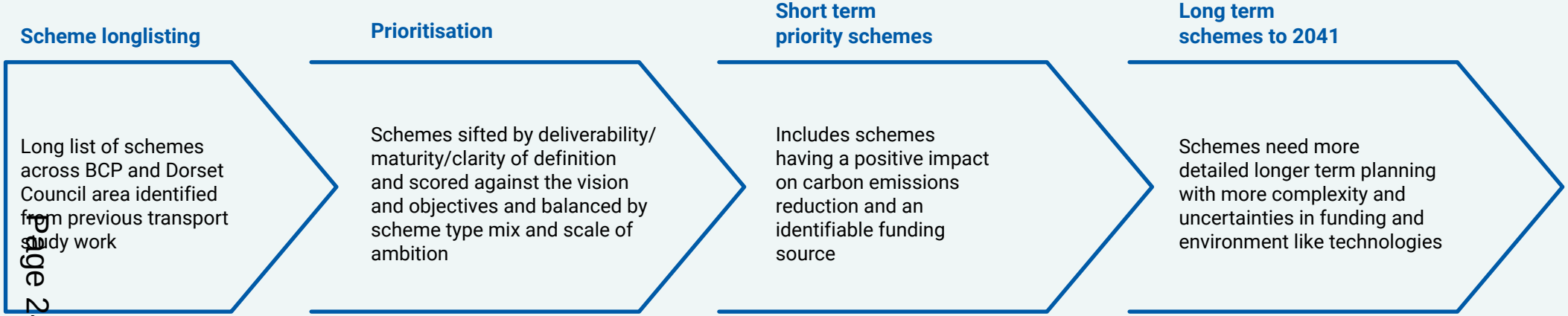
Longer term schemes – IP2 and IP3

Schemes that have less certainty around funding and/or require further detailed development work to progress have been identified for activity in the medium term (IP2) and/or longer term (IP3). These schemes are considered more complex and therefore require more time/funding to advance. We will continue to develop these schemes so that detailed proposals can be included in future implementation plans.



Quantified Carbon Assessment

Our Local Transport Plan includes a section on decarbonising transport – with analysis providing a transport de-carbonisation pathway from 2025 until 2050.

Emissions from transport are expected to gradually fall, but without interventions there will still be a 32% gap between projected emissions (the thick black line and the level required – purple dotted line to meet the target pathway to net zero).

Independent assessment indicated the IP shortlist of schemes if delivered, could reduce emissions by 896 kilotonnes of CO2 equivalent (ktCO2e) between 2025 and 2050 – shown by the yellow shaded area on the graph. This represents a 6% reduction compared to the most likely future emissions scenario and closes the gap by around 19%. Further reductions of 3,229 ktCO2e are needed to fully meet the net zero target.

Progressing towards net zero contributes to improving public health, reducing congestion and widening transport choice. The analysis shows the shortlist of IP interventions can meaningfully contribute, but also the scale of the challenge ahead.

Some of these challenges are:

- An estimated 5% of emissions come from through trips passing through our area, outside of direct influence – requiring collaboration with regional and national partners.
- Expected growth of car and van travel of up to 20% by 2030 – strategic planning is needed to minimise carbon impacts from housing and economic growth.
- Goods movement accounts for 28% of transport emissions. Limited alternatives and slower uptake of zero emission technologies reduce progress within the freight sector.

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- Electric vehicle uptake is uncertain, potential emissions reductions of up to 42% depends on widespread infrastructure installation to support change.
- Over 40% of our transport emissions come from rural areas, where sustainable transport options are less developed – a place-based approach is needed to ensure an equitable transition.
- Current local transport funding is insufficient to deliver the scale of change required – a strong evidence base is needed to make the case for future investment.

To meet the target pathway to net-zero and deliver the overall vision of the LTP, the required ambitious approach needs more focus on measures that reduce the need to travel and encourage sustainable travel through demand management.

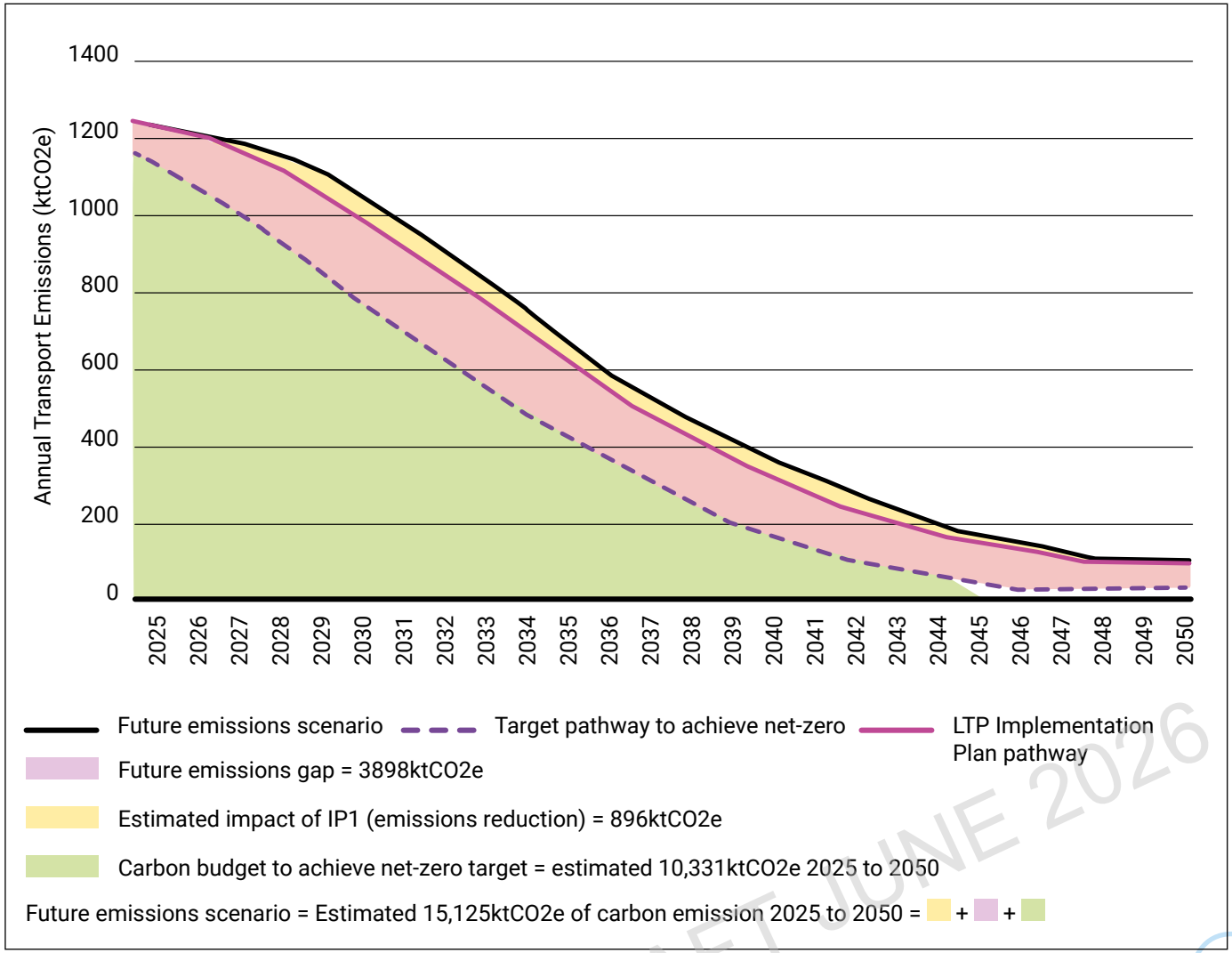
Our area will need to progress policies including charging/clean air/zero emission zones and workplace parking levies.

To go further and faster we will need:

- Significantly more funding and resources to enable transformation of our transport network
- More robust national transport policy framework to support local delivery
- Enhanced collaboration with partners, business and communities.

An evidence led phased approach in the IP1 period upholds the case for further investment in longer term in periods IP2 and IP3. The path to net zero requires bold decisions which consequently deliver our transport plan objectives with wider economic, health and environmental benefits.

Figure 1.1 Transport decarbonisation pathway 2025 to 2050 (Dorset and BCP area)



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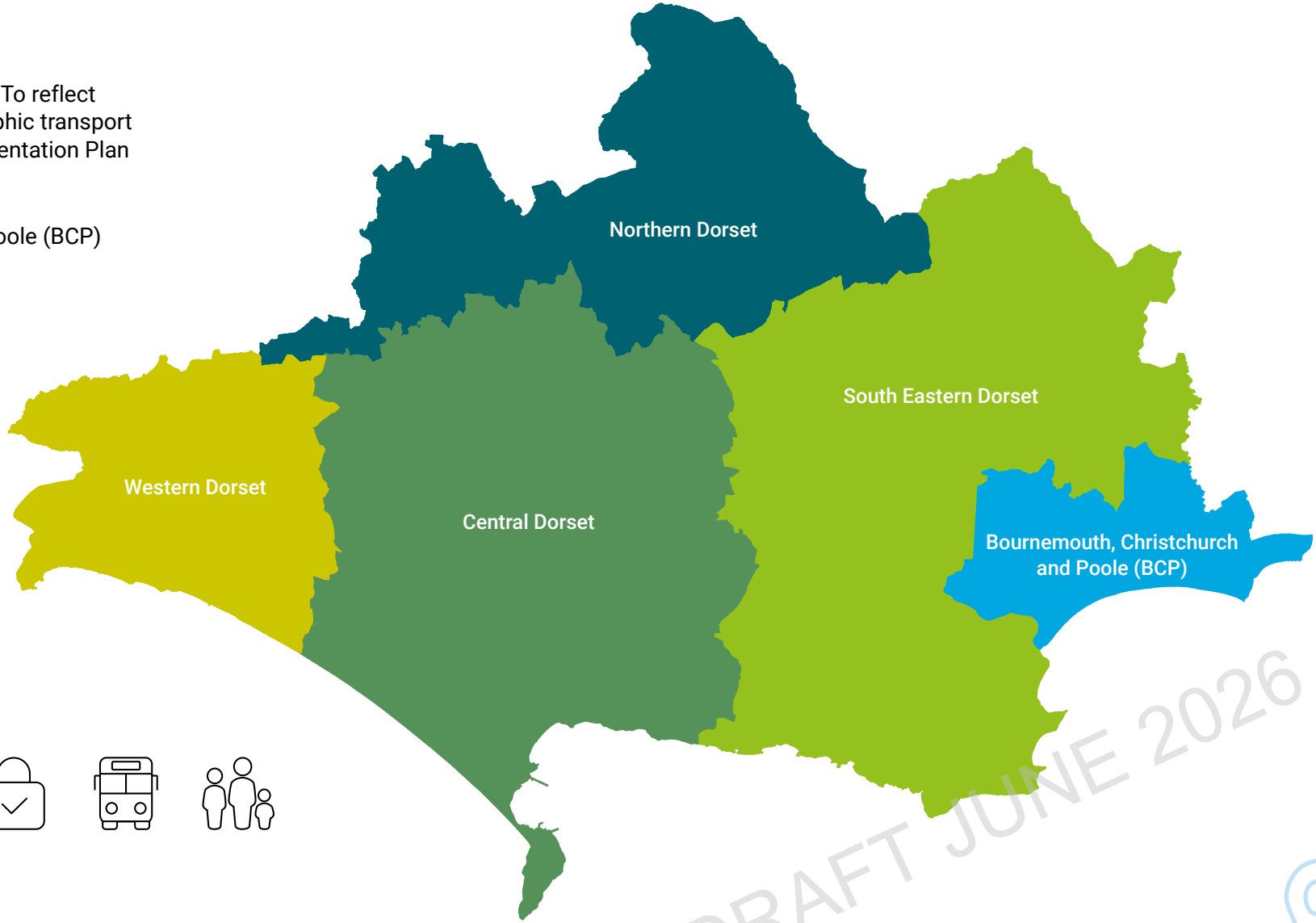
4. LTP Implementation Plan by area

Approach

The LTP area is extensive and varied. To reflect the diverse geographic and demographic transport needs of Dorset and BCP, the Implementation Plan is presented as five area plans:

- Bournemouth, Christchurch and Poole (BCP)
- South Eastern Dorset
- Central Dorset
- Northern Dorset
- Western Dorset



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BCP Council detailed area map
Dorset
Hampshire
Ringwood
Wimborne
West Moors
Ferndown
New Forest
National Park
River Avon
River Stour
Bournemouth
International Airport
Merley
Broadstone
Kinson
Canford Heath
Alderney
Wallisdown
Oakdale
Upton
Lytchett
Minster
Poole
Poole Hospital
Hamworthy
Parkstone
Branksome
Bournemouth
Southbourne
Pokesdown
for Boscombe
Christchurch
Highcliffe
Burton
Christchurch Hospital
Royal Bournemouth Hospital
AUB + BU
BU
Health Sciences University
Christchurch
Harbour
Christchurch Bay
Port of Poole
(International Ferry Terminal)
Poole Harbour
Poole Bay
Sandbanks Ferry
Isle of Purbeck
A31
A338
A341
A349
A350
A351
A35
A3049
A337
Page 248
A and B Roads
Rail / Stations
Hospitals
Universities
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5. Bournemouth, Christchurch and Poole

About the area

The shared vision for BCP is where people, nature, coast and towns come together in sustainable safe and healthy communities. Described as a special place, our location is a unique blend of outstanding natural environment, proud heritage and diverse vibrant communities.

6,274 defects in 2025

were repaired across the network including potholes, footways and kerbs with 1,586 road lines and signs refreshed and replaced

24.6 million bus journeys

a year locally. Overall satisfaction with bus services in the top 10 nationally since BCP was formed – of all the locations covered by **Transport Focus** surveys

Seven railway stations

located within BCP, with an eight (Hinton Admiral) on the border with Hampshire, which serves many BCP residents.

There were 5.15 million entries and exits in BCP stations (2023/24)

66% of residents

unhappy with level of congestion compared to 59% nationally

44% of employed residents

aged 16 or over travelled less than 10km to work according to the 2021 census

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BCP council comprises of the three towns of Bournemouth, Christchurch and Poole, along with many thriving district centres. The total population is around 409,000, anticipated to increase to half a million by the end of the LTP period, linked to significant allocated housing growth.

While many local people identify with the three distinctive towns the overall size of the population ensures residents to gain access to a much greater range of services and jobs than otherwise might be expected for individual towns of their size. This gives rise to more commuting trips and others between three towns and various district centres.

With the New Forest National Park, Jurassic Coast World Heritage Site and National Landscape of the Isle of Purbeck surrounding us there are significant leisure transport flows to and from these areas. Transport pressures intensify in peak periods. The multi-centred nature of the conurbation, significant tourism related travel and the constraints of the sea on one side, two rivers and green belt to the north all add challenges to our transport environment.

Bournemouth is at the centre of the conurbation with a history as a planned Victorian seaside resort now a vibrant seaside destination with a strong retail and employment offer.

Poole is founded on its distinct maritime heritage with its world renowned harbour and leisure destination of Poole Quay. The town has significant potential and opportunities for a programme of sensitive, heritage-led regeneration on previously developed land and possible re-location of the train station to re-generate the town centre.

Christchurch is situated to the east – a place rich in history with an 11th century Priory, thriving high street combined with harbour and river natural beauty which requires a balance of heritage-led regeneration and protection.

BCP has an aging population, with a higher proportion of residents over the age of 65 and a smaller proportion of the population under the age of 16 when compared with the national average for England.

BCP has high car ownership levels, with 81% of our population living in a household with access to a car (compared to 76% national average). Car ownership levels are higher in Dorset (86%), which results in most of the cross-boundary trips into the BCP area by car for travel to work, education, leisure and health appointments.

The BCP area has areas of contrast, including some of the most affluent and most deprived areas in the country. This also results in complex travel and commuting issues.

The BCP shared vision includes that people and places are connected by sustainable and modern infrastructure. The aim is to provide a safe, accessible, sustainable and convenient transport network that meets the needs of all residents. This IP will significantly contribute to this part of the vision.

Transport links

The 813 miles of road network across the three towns comprises of 9% 'A' roads, with 77% of the network classified as residential roads. BCP suffers from **significant congestion** on large parts of the network, especially along the few east west corridors and at the limited river crossing locations, resulting in **unreliable journeys** times for private and public transport users.

As the Local Highway Authority BCP Council is responsible for the maintenance of 1248km of carriageway, 1725 km of footway and 273 km of cycleway. Road condition surveys are carried out annually on our classified road network and 25% of our unclassified network. 77% of roads in BCP are classified as good which compares favourably to the England average of 57%. Figures from the DfT placed road conditions across BCP as being in the top 20% nationally with the highest green ranking.

There are no motorways connecting BCP or Dorset. The A31 provides a vital high functioning east-west link to the wider Strategic Road Network, for residents, visitors and freight movements. The National Highways 'M4 to Dorset Coast study' has acknowledged **poor road connectivity to the north** (to Bristol and beyond) with limited options for improvements.

BCP has a good public bus network which provided 24.5m passenger journeys in 2025. At the time of writing the council funds a small network of contracted bus services to complement the commercial network operated by Go South Coast.

The BCP walking and wheeling network has been established over many years and comprises paths, footways and rights of way. In recent years new paths and crossings have been provided to improve that network. Some busy roads remain a barrier and additional crossings are still required, whilst in some areas, high volumes of traffic on residential side roads make navigating these streets feel unsafe and uncomfortable for pedestrians.

Thanks to the Council's success in bidding for funding and delivering high quality schemes, the cycle network has improved in recent years and has started to form a more coherent and attractive network suitable for a wider range of users. Active Travel England rated BCP Council as Capability Rating Level 3 (joint highest rating in England) in 2025, which describes 'Comprehensive plans, significant network in place'. Some parts of BCP

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People cycling along seafront near Boscombe Pier

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remain relatively poorly served by high quality cycling infrastructure, but this is gradually being addressed with improvements identified through the LCWIP. A significant challenge in delivering segregated cycle lanes is carriageway width, further impacted by the ongoing increasing widths of motor vehicles.

BCP has a micromobility share scheme operated by Beryl (at the time of writing). The scheme provides a combined total of 1200 standard bikes, e-bikes and e-scooters to hire at over 350 locations across BCP, providing low carbon and multi-modal travel options. BCP is outwardly connected to the wider regions and beyond by the rail network, with a direct route to London Waterloo via the South West mainline from Weymouth and direct connections from Bournemouth to Manchester, via key locations such as Southampton Central, Reading and Birmingham.

There is currently **no regular rail freight** being transported to/from or through the BCP area. On the wider regional rail network, there is poor connectivity to destinations in the South West region such as Bristol, Gloucester and Exeter. The Port of Poole and Bournemouth International Airport are international gateways for BCP. Currently surface access to both is mostly car (or taxi) dependent due to limited sustainable transport options. This also limits employment opportunities for people who don't drive or have a car available.

Delivery Plan 2026 – 2041

The Implementation Plan for the BCP area focuses on improving the travel to the three towns, between them and other local district centres and the connectivity to the wider area for employment, education, leisure and other activities.

By reallocating highway capacity effectively and increasing transport options through a holistic movement strategy, parking strategy and other interventions over the next 15 years, we will deliver a sustainable, inclusive and accessible transport network that benefits everyone and supports a vibrant economy in BCP. We plan to develop and deliver a broad range of schemes to achieve our strategic vision and objectives. Appropriate local consultation (including methods such as randomised sample surveys) will take place at the development stage for individual schemes.

To reduce transport emissions and safeguard the climate and environment, we will:

Develop and deliver a **zero emission vehicle infrastructure strategy** and encourage the role out of EV by investing our LEVI funding to help accelerate uptake by our residents.

Promote and **incentivise the uptake of the Community EV charging scheme** and facilitate the **expansion and decarbonisation of the car club scheme**.

Work with partners to **increase the provision of EV charging infrastructure at workplaces** and for private vehicles across BCP.

Work in partnership with operators to provide infrastructure to **facilitate a zero emission public bus fleet and work with other local large fleet** providers to deliver public access facilities.

To support healthier and safer communities with improved travel options, we will:

Enable people to integrate small amounts of physical activity into their daily lives, thus improving their physical and mental health, by making it easier to walk, wheel or cycle short local trips.

Develop and deliver **pedestrian crossings** at priority sites and invest in a **network** of legible, safe routes, with better wayfinding, lighting and route visibility, to improve pedestrian connectivity and access.

Continue to develop the **BCP LCWIP** and deliver priority schemes, with a focus on providing safe cycle routes on quieter streets to increase the density and connectivity of our cycle network. We will identify a prioritised list of **neighbourhoods** suitable for **area-wide treatments** which will create safer and more pleasant walking, wheeling and cycling environments and increase travel choice.

We will seek funding to develop more BCP strategic cycle routes to link to our existing infrastructure and improve connectivity across the BCP area. These high quality, safe and coherent cycle routes will link our residents to key attractions, employment and economic centres.

Work with our neighbouring local authority partners to develop **regional cycle network routes** to connect regional gateways, major population centres and other regionally important destinations. We will focus on significant barriers and gaps in the network such as streets and gyratories, missing river crossings and busy junctions to improve regional cycle connectivity and accessibility.

To create accessible and prosperous places, we will:

Develop and deliver holistic **town centre movement strategies** and **network management plans** which identify packages of interventions to enhance network efficiency, improve public realm and promote and prioritise safer, healthier and more sustainable journeys within and between our town centres.

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Deliver a **package of improvements in Christchurch Town Centre** to prioritise space for walking, cycling and public transport and reduce network pressures at strategic river crossings linking into the town centre.

Deliver improved transport options on a priority corridor from Bournemouth Travel Interchange to Bournemouth Centre and seafront as part of a package of improvements in Bournemouth Town Centre.

Develop improved connectivity and access to Poole Town Centre through **enhancements to Poole Travel Interchange** and develop a package of complementary measures to improve access and movement around and within Poole Town Centre.

Improve the efficiency and sustainability of freight movements by working with partners to support the **expansion of the Port of Poole and the reopening of the Hamworthy Branch Line**.

Provide a package of sustainable access and connectivity improvements **linking the A338 to key employment sites at Wessex Fields, Aviation Business Park and Bournemouth International Airport**.

Continue to support resident and business behaviour change initiatives through providing a **cycle grant scheme for businesses** to fund facilities to encourage active commuting.

In developing our Local Plan, review the transport interventions required to support the delivery of new homes and employment sites in BCP, including the potential for a **mass transit** scheme to link existing and new communities across BCP.

As part of creating accessible and prosperous places, the initiatives listed deliver additional transport choices, **reducing congestion** for motorists and giving transport options for new housing developments to reduce the impact on the network.

The viability of places is also enhanced through **improving the condition** of our highway network, transport assets and infrastructure.

To enable safer journeys, we will:

Support and co-develop community focused **liveable neighbourhoods** to make our local roads safer, create more pleasant places to live, promote healthy journeys and better connect places. Prioritising areas for consideration will be resident led, with engagement and work with local communities to co-design them. In addition, we will work through a prioritised list of **collision cluster sites** to address existing safety issues and provide safer journeys for all road users at locations identified as part of an annual review to decide on the priority sites.

Improve safety through infrastructure and targeted campaigns, to provide and promote **safe routes to schools**. We will develop plans for a **child friendly streets scheme** to improve conditions for walking, wheeling, scooting and cycling for the entire journey to school with the aim of enabling 90% of children to make safe and active journeys to school. We will also deliver a **Sustainable Modes of Travel to School (SMOTS) Strategy** to develop an integrated approach across all areas of work for promoting sustainable travel to school and Further Education (FE) colleges, to enable safe and equitable access to education for children and young people.

In support of this, we will continue to provide **Bikeability** training in schools, to deliver a programme of national standard cycle training, aiming to meet the Government's target of 80% of children achieving Bikeability Level 2 by the time they leave primary school. We will also provide **free cycle training for adults** to build confidence and encourage healthier travel options for all.

Improve **personal safety** when travelling as some people, including women and girls, often feel less safe when travelling than others. Transport facilities will be and feel safer through **improved design** and maintenance. Alongside this, higher public transport frequency will increase footfall and natural surveillance in public places.

To provide a resilient and fit for purpose transport network, we will:

Prioritise improvements – to the condition, quality and resilience of highway assets – resulting in better pavements and roads which is a high priority for our residents. The commitment to **reducing the number of potholes** will also through resolving the condition of roads, aim to prevent them from forming.

Design and implement a lane rental scheme to minimise disruption and reduce the impact of road works by implementing a daily charge to companies undertaking works on the network. Benefits will include improved planning, coordination and working methods to maximise efficiency, reduced durations of works and more works planned outside of peak periods. Any surplus revenue will be reinvested into projects to further 'reduce the disruption and other adverse effects caused by street works.'

Work to establish an **integrated cross boundary network management plan** with our neighbouring authorities, aiming to combine better co-ordinated operational management of the network and traffic movement within and across the authorities' boundaries. We will support Network Rail, Great British Railways and National Highways in the management of their networks and work closely to facilitate seamless journeys between our local network and their national infrastructure.

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Aerial view of Poole port.
(Credit – Poole Harbour Commisioners)

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We will work to secure funding to deliver network improvements to traffic signals and Variable Messaging Signs (VMS) and to improve the movement for all journeys across the network. As an initial phase of the **A338, Wessex Fields and Aviation Business Park and to Bournemouth International Airport access package**, we will plan and deliver an upgrade of traffic signals equipment at key junctions on the Castle Lane East corridor and seek opportunities to improve the flow of traffic and provide safer and more convenient journeys for pedestrians and cyclists.

As part of our asset management programme, we will improve the **resilience** of controlled crossings by reducing the average asset life through a rolling programme of upgrades and enhancements. We will also continue to deliver cost effective and targeted highway maintenance programmes that balance **preventative and planned maintenance activities**, minimise whole life costs and **improve network resilience** and will seek opportunities to deliver enhancements schemes in a coordinated fashion.

A major project during IP1 is the planned refurbishment to the Poole Twin Sails Bridge to improve reliability, significantly extend the asset life and address the traffic management issues for residents and businesses across Holes Bay through improved VMS.

Work with National Highways to deliver **capacity and safety improvements along the A31 corridor and support improvements to local connections**. Improvements will focus on vehicular traffic flows at strategic junctions and pinch-points providing opportunities to increase travel choices for active travel and public transport journeys. We will support investment in segregated bus, walking and cycling facilities parallel to the SRN to reduce the demand for local car trips. In addition to improving connectivity into the BCP area, the council shall work closely with National Highways to ensure it is planning for the impacts of future local growth on the SRN and improving journey time reliability.

Review the **BCP Parking Supplementary Planning Document (SPD)** and associated planning guidance to ensure it remains up to date with national best practice and continues to support economic growth across BCP.

Utilise newly granted powers to enforce unauthorised **pavement parking** to ensure pavements allow safe passage for walking and wheeling.

Explore the potential for a **Workplace Parking Levy** to encourage a sustainable approach to work travel and support the wider objectives of the Parking Strategy, whilst also providing funding to reinvest into our transport network.

To improve public transport to meet the needs of our residents and visitors, we will:

Continue to work in partnership with the local bus operators to deliver our **Bus Service Improvement Plan (BSIP)** priorities. Outlined below are the schemes we plan to deliver in Year 1 through BSIP funding. We will deliver at similar levels of scale over the remainder of the IP period through Local Area Bus Grant funding.

Deliver bus priority measures to improve reliability of public transport and traffic flows overall. Schemes include delivery of the key Bournemouth Station to Town Centre bus priority scheme, which is further enhanced by improvements to the Station Roundabout slip road. Eastbound buses at Branksome Roundabout will benefit from a new dedicated bus lane. Ashley Road (Parkstone), Charminster Road and Wimborne Road (Winton) will undergo a review of on street parking and bus stop provision to help improve flow of traffic and accessibility.

Improve **bus passenger experience** by further upgrading of Poole Bus Station, Boscombe Bus Station and Bournemouth Travel Interchange. Bus stops will be improved with new shelters, accessible boarding kerbs and real time information screens. These incorporate a variable messaging facility so the bus operator can inform passengers of cancellations, delays and diversions as appropriate.

Improve **bus passenger safety** by further investment in CCTV at bus shelters/interchanges and continuing to support the **Transport Safety Officer** project.

Work with operators to develop a range of targeted **fares initiatives** within the LTP area. These will include offers to encourage modal shift at peak times for both young persons and commuters. This builds on the success of the Child Period tickets and 'Commuter Club' promotions introduced through the BSIP.

Work with bus, train and micromobility operators to develop **multi modal ticketing/information** and **tap-on-tap-off fares** across the BCP network, including development of the 'Plusbus scheme'. Deliver targeted promotional campaigns aimed at residents and visitors to **strengthen network identity**, with a focus on identifying opportunities to promote destinations, places and events with poor or limited access by car.

Work with bus operators to “pump prime” a number of **limited stop express bus** services across BCP. These will provide journey times more comparable to the private car and help secure modal shift for longer journeys in particular. Provide investment (and seek further funding opportunities) to increase the **electrification of the bus and coach fleet** in BCP.

Develop a **Demand Responsive Transport (DRT)** service, where 'clusters' of businesses attract workers from specific residential areas which are

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poorly served by existing public transport, to improve travel choices, reduce congestion and improve air quality. Collaborate with Network Rail to make **all railway stations located within BCP fully accessible** to published standards, addressing poor levels of accessibility and inclusivity at Hamworthy, Parkstone, Branksome, Pokesdown and Christchurch.

Continue to work collaboratively with Network Rail (Great British Railways), the Western Gateway STB (and any replacement regional transport body) and Dorset Council to prepare a business case and secure funding to deliver the **Dorset Metro Shuttle (Wareham to Brockenhurst)**, with the aim of providing a 'turn up and go' rail service for our residents and visitors. In addition, we will work with our rail partners to improve services on the South Coast Main Line to London, by reducing the current **journey times from BCP stations to London Waterloo** and increasing the frequency and reducing journey times on the Southwest main line from our stations.

We will work with Network Rail to boost 5G connectivity and provision of Wifi and to remove mobile signal blackspots on South West mainline. Progress feasibility of a high-capacity public transport system (e.g. Trams, light rail). Additional housing focused on transport corridors will improve the business case for a long term mass transit solution.

To **strengthen rail connectivity** to the wider region, we will support Dorset Council with plans for capacity enhancements on the **Heart of Wessex Line**, to provide an hourly service between Weymouth and Bristol. We will support Network Rail to deliver overhead electrification of the railway through the Wessex Route Strategy. Work with the Western Gateway STB and Coach Operators to develop **long distance/regional coach routes** to fill missing gaps in the rail network between BCP and Exeter, Bath and Bristol.

Rail connectivity – South Western Railway train at Platform – Bournemouth station. (Credit – South Western Railway)

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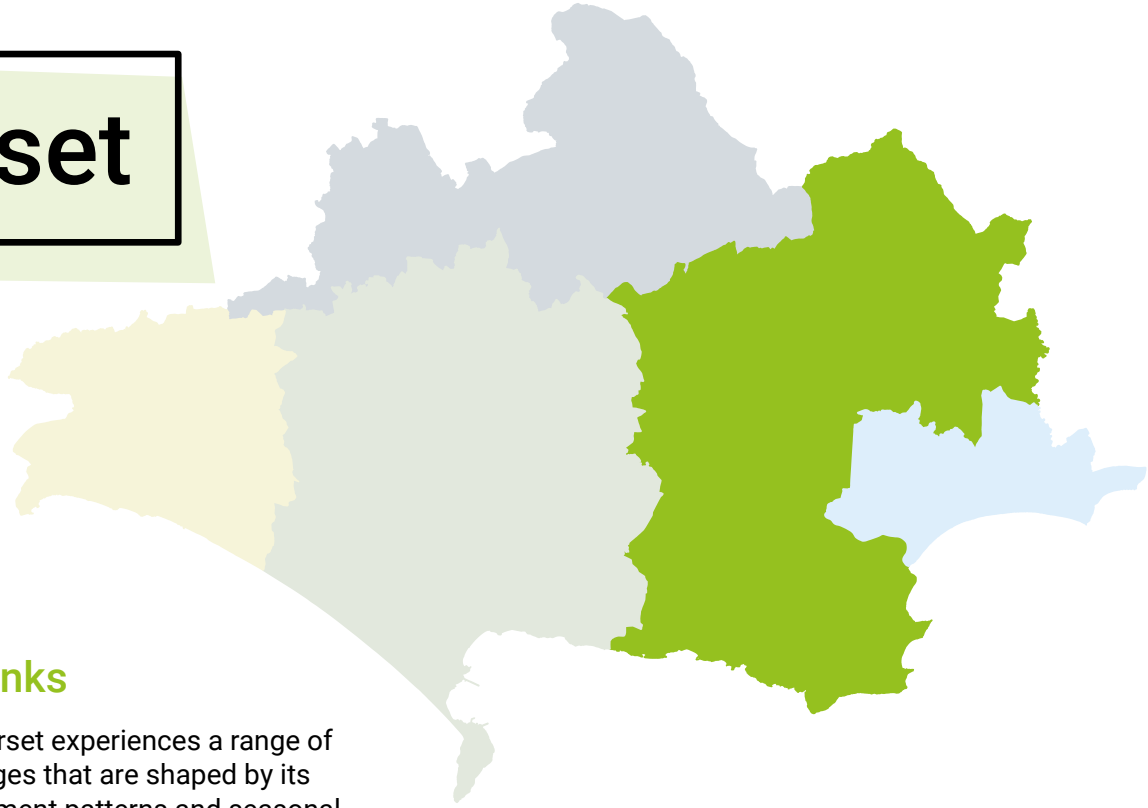
6. South Eastern Dorset



About the area

The South Eastern Dorset area has strong interconnections between the places where people live, work and access services and facilities. It includes the edges of the large built-up area of Bournemouth, Christchurch and Poole, the towns and villages within the Green Belt and land around the outer edges of the Green Belt. It includes the towns of Upton, Corfe Mullen, Wimborne Minster, Blandford Forum, Ferndown, West Moors, St Leonards and St Ives, West Parley, Verwood, Wareham and Swanage.

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 contributes to the complexities of addressing the transportation challenges in the area.

The growth of the South Eastern Dorset conurbation is polycentric, as there is no one dominant 'centre' rather a series of neighbourhoods around clusters of major employers. Consequently, many commuters travel across the area daily to work in various locations. The geographical spread of housing, employment and education across urban, sub-urban and rural areas results in complex travel and commuting patterns.

Transport links

South Eastern Dorset experiences a range of transport challenges that are shaped by its geography, settlement patterns and seasonal fluctuations in travel demand. The transport network provides essential connectivity for residents, businesses and visitors. While it supports a wide range of travel needs, there are variations in accessibility, capacity and mode choice across the area. Understanding these patterns is key to informing future planning and investment decisions that aim to support inclusive, efficient and sustainable mobility.

The road network plays a central role in the area's transport system. Key corridors such as the A31, A338, A35 and A350 are important for local and regional connectivity. Some junctions and corridors are operating close to or at capacity, which can lead to slower journey times and reduced reliability.

North-south road connectivity is especially poor, with limited links between the M4 corridor and the Dorset coast, which affects both passenger and freight movement. These constraints have a direct impact on productivity, as businesses struggle with delays in transporting people and goods.

Seasonal tourism adds further pressure to the transport system. The area's popularity as a holiday destination leads to significant increases in traffic during the summer months, when tourism increases traffic volumes by up to 30%, particularly on routes serving coastal and leisure destinations. While tourism is a vital part of the local economy, its impact on transport reliability and capacity is considerable.

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Public transport is an essential part of the network, particularly for those without access to a car. Bus services are well-used in some parts of the area, especially between the main urban centres and have seen growth in patronage over the past decade. However, service levels and accessibility vary, particularly in more rural locations. This variation can affect travel choices and the ability of some communities to access key services and opportunities.

Rail services provide important links to destinations such as Southampton and London and have experienced growth in passenger numbers. However, the network is primarily oriented east-west and does not serve all parts of the area equally. Some stations have limited accessibility, with a number lacking step-free access or facilities for onward travel. These factors can influence the overall convenience and inclusivity of rail travel.

Walking, wheeling and cycling are supported by a growing network of active travel routes. However, the uptake of active travel remains relatively low for short trips, with many journeys under five kilometres still made by car. Factors such as road safety, continuity of routes and perceptions of personal security can influence people's willingness to walk or cycle. More than a third of the population living in the South Eastern area do not meet recommended levels of physical activity and this inactivity has substantial public health implications. Investments through the Transforming Cities Fund programme and the Active Travel Fund have delivered improvements to walking, wheeling and cycling infrastructure in areas around Wimborne and Ferndown, helping to address some of these barriers but gaps and safety concerns remain. More still needs to be done to create a fully connected, safe and accessible active travel network across the region.

Access to regional gateways such as Bournemouth Airport and the Port of Poole is an important aspect of the transport system. These facilities support economic activity and connectivity beyond the local area.

Delivery Plan 2026 – 2041

Our approach focuses upon improving transport connectivity for all modes between the market towns within the South Eastern Dorset area and the Bournemouth, Christchurch and Poole conurbation as this is the key destination for employment, health services, shopping and leisure and transport interchanges. The proposed interventions are aimed at overcoming existing significant traffic, congestion and delay issues on the local highway network through the implementation of a range of sustainable transport measures and technology.

To reduce transport emissions and safeguard the climate and environment, we will:

Maintain a **long-term plan for EV infrastructure in South Eastern Dorset**. This will help us understand what types of charging are needed – whether at home, at work, or on the go – and make sure our electricity network is ready. By planning ahead, we can work with the electricity provider (SSEN) to make sure the right upgrades are in place to support a cleaner, greener transport system for the future.

Make it easier for people in South Eastern Dorset to switch to electric vehicles (EVs) by **installing more on-street EV chargepoints** in neighbourhoods where people don't have driveways or off-street parking. With support from government LEVI funding, this will help more residents make the move to cleaner, zero-emission vehicles.

Encourage community-based charging schemes which let neighbours share their home charge points and support the growth of car clubs which offer shared electric vehicles.

Cut emissions from public transport, by teaming up with local bus companies to put in the infrastructure needed for electric buses.

We'll also work with local businesses that run large fleets – like delivery companies, taxi firms and the postal service – to make charging easier and create shared EV charging hubs. We will scope feasibility and commence delivery of sites for **freight alternative re-fuelling sites** in locations on or close to the SRN including a site at Avon Heath Lorry Park (off the A31). These sites will provide EV charging/ hydrogen/gas re-fuelling facilities specifically for HGVs and LGVs.

To support healthier and safer communities with improved travel options, we will:

Continue to develop the **ATIP** and deliver priority schemes (not covered elsewhere in this document) outlined in the Dorset ATIP.

Delivery of a **strategic sustainable travel network connecting South East Dorset to the BCP conurbation** including active travel routes and bus corridor improvements. Programme to include provision of bus priority, segregated active travel infrastructure and traffic management measures. The enhancements seek to reduce road congestion and promote safe and healthy travel options, especially for shorter journeys.

Develop **regional cycle network routes** to connect regional gateways, major centres of population and employment between BCP and Dorset Council

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and neighbouring Hampshire County Council. Improvements will focus on significant gaps in the cycle network (river crossings) and existing significant deterrents (e.g. gyratories and busy junctions) which are huge deterrents to improving regional cycling connectivity and accessibility.

Implement **pedestrian crossing user priority** at traffic signals where possible to provide instant green for pedestrians.

To create accessible and prosperous places, we will:

Work with National Highways to **plan upgrades to the A31**. This includes making the road safer and reducing congestion for drivers, cyclists, pedestrians and public transport users. The improvements will focus on key junctions and nearby roads that connect to the A31. This work will be informed by the findings of the M4 to Dorset Coast study, ensuring alignment with strategic transport priorities and will support wider economic growth plans, including the regeneration of Weymouth and Portland.

In **town centres**, we are planning changes to reduce traffic and make it easier for people to walk or cycle. This includes better traffic management, upgraded junctions, reduced vehicle speeds and improved public spaces. By doing so, we will seek to encourage people to make short trips on foot and by bike rather than the private car.

In Purbeck, we are developing new travel routes and traffic measures to **help visitors get around** without needing to drive. This will support more sustainable tourism and reduce congestion in the area.

We are also supporting local businesses switch to **greener delivery methods**. This includes using electric cargo bikes and other eco-friendly options for short-distance deliveries in South Eastern Dorset.

Finally, we are **updating our freight map** to help lorry drivers plan better routes. The new map will show preferred roads, size and weight limits, parking areas, fuel and alternative refuelling stations, ports and major industrial sites.

To enable safer journeys, we will:

Deliver **safer walking, wheeling and cycling routes**, including new and improved infrastructure such as segregated cycle lanes, safer pedestrian crossings and better lighting and signage. Projects like the strategic sustainable travel network connecting South Eastern Dorset to the BCP area will provide safer, more direct routes for people travelling between towns like Wareham, Wimborne, Ferndown and Poole. These routes will be supported by traffic management measures that reduce vehicle speeds and volumes, particularly in areas where people walk and cycle most.

We are also **investing in safer routes to schools**, with targeted infrastructure improvements and school street initiatives that limit traffic during school drop-off and pick-up times. These changes aim to create calmer, safer environments for children and families walking or cycling to school. In addition, we will continue to support free adult cycle training and the national Bikeability programme to help people of all ages travel more confidently and safely by bike.

To further improve road safety, we are **supporting the use of 20mph zones** in residential areas and village streets across South Eastern Dorset. These **lower speed limits** are proven to reduce the risk and severity of collisions, making streets safer for everyone, especially vulnerable road users like children and older adults.

We will continue to target safety improvements at known high-risk locations. This involves identifying and addressing collision **'cluster sites'** through engineering solutions such as better junction layouts, clearer signage and improved visibility. We will also continue to work with the Dorset Road Safety Partnership to deliver education, enforcement and training programmes that promote safer driving and road use.

To provide a resilient and fit for purpose transport network, we will:

Place a **strong focus on how we manage our roads** day-to-day, invest in our infrastructure and use smarter, more efficient ways to keep traffic moving and reduce disruption caused by roadworks and maintenance.

We will develop an integrated **Network Management Plan** that will allow us to better plan, schedule and communicate roadworks across council boundaries. This will help minimise delays, avoid overlapping works and ensure that essential maintenance causes as little disruption as possible to residents, businesses and visitors.

We are also exploring innovative approaches to make the best use of the road space we already have. This includes the introduction of a **Lane Rental Scheme**, which encourages utility companies and contractors to complete works more quickly by charging them for the time they occupy the road. This approach has been shown elsewhere to reduce the duration of roadworks and improve journey reliability.

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In addition, we are investing in **smarter traffic management systems** that use real-time data to monitor traffic flow and respond quickly to incidents. These systems can adjust traffic signals dynamically to ease congestion, prioritise buses and improve safety at busy junctions. We are also working to improve communication with the public, using digital tools to **provide up-to-date information** on road closures, diversions and travel conditions.

To improve public transport to meet the needs of our residents and visitors, we will:

Focus on making bus services more frequent, reliable and easier to use. We plan to **increase the frequency of services** on key routes, aiming for at least one bus every 30 minutes on core corridors during peak times. This will make public transport a more attractive option for everyday journeys, whether for work, education, shopping, or leisure. We are also **extending evening and weekend services** to better support shift workers, social activities and tourism.

We are also addressing the unique challenges of rural mobility through the **South East Dorset Rural Mobility Pilot**. This joint initiative with BCP Council will improve transport links between rural communities and the urban centres of the conurbation. The pilot will help people access essential services, employment and leisure opportunities. This approach will reduce isolation, support healthier lifestyles and offer more sustainable travel choices for residents and visitors alike.

A key part of our long-term vision is the **Dorset Metro** rail improvement. This project aims to introduce a shuttle service between Wareham and Brockenhurst, enhancing local rail connectivity and linking communities across South Eastern Dorset with the wider rail network. It will also support improvements to the existing Weymouth to London Waterloo service, making rail travel a more viable and attractive option for commuting, leisure and tourism.

To make travel simpler and more affordable, we are **introducing multi-operator ticketing and fare capping**, so passengers can switch between services and modes without paying extra. This will be supported by improved real-time information at bus stops and online, helping people plan their journeys with confidence.

We are also investing in infrastructure to make public transport faster and more reliable. This includes new **bus priority measures**, such as dedicated lanes and signal upgrades on busy routes and key corridors. These improvements will reduce delays and make journey times more predictable.

We are creating better connections to key destinations such as Bournemouth Airport, the Port of Poole and popular town centres. **Mobility hubs** will be introduced at strategic locations, offering seamless connections between buses, trains, cycling, walking and shared mobility options like e-scooters and car clubs.

Accessibility will be improved by working with partners to improve **access to railway stations and bus stops**, ensuring that people with disabilities, older adults and families with young children can travel comfortably and safely. This includes step-free access, better signage and upgraded facilities.

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A mother uses a new active travel route in South Eastern Dorset, highlighting improved accessibility for families.

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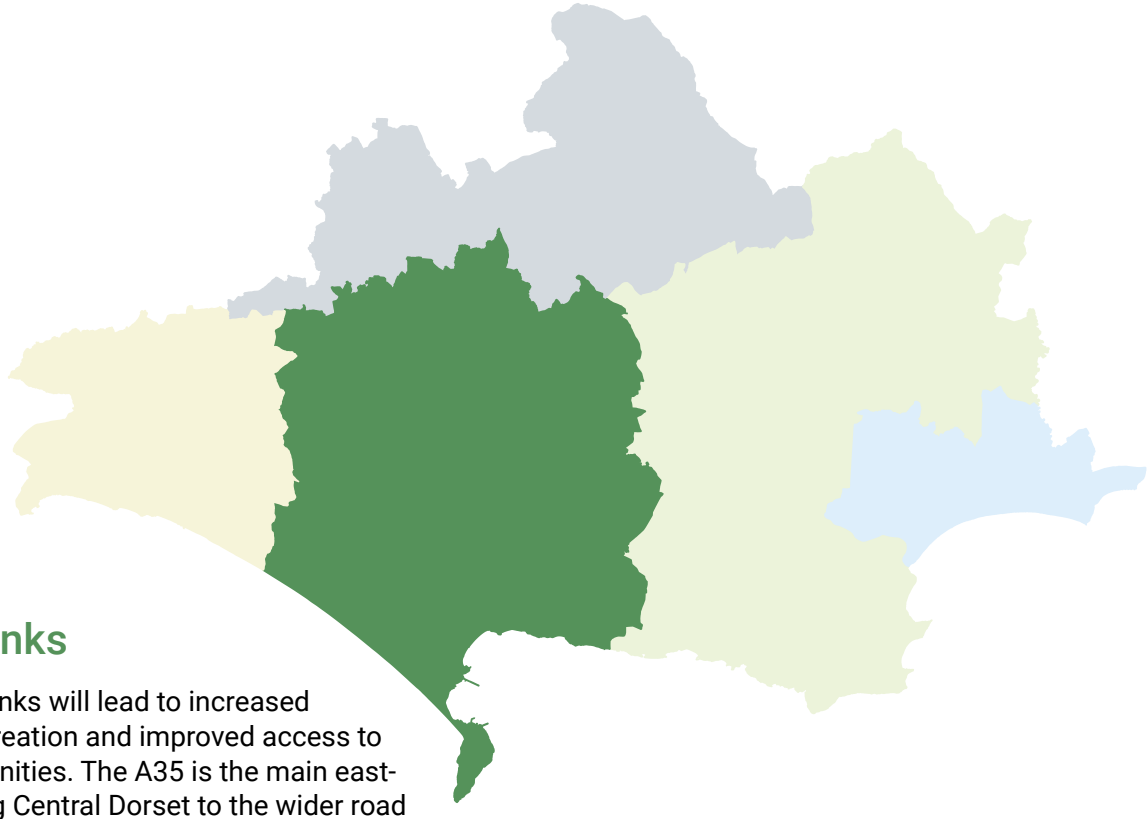
7. Central Dorset



About the area

The area is centred on the two large built-up areas of Dorchester and Weymouth. Dorchester is the county town and acts as an important retail and employment centre, including the County Hospital. Weymouth is the largest town in the Dorset Council area and is an important tourist destination. The two towns are closely linked, with high levels of commuting causing regular congestion.

Chickerell, west of Weymouth, is growing rapidly and is home to key employment sites at the Granby and Lynch Lane industrial estates. South of Weymouth, Portland is linked via a single road running along the causeway between Chesil Beach and the Fleet in close proximity of international environmentally protected sites. Portland Port plays a vital role in the local economy, supporting cruise, cargo and maritime industries.

The area is set for significant regeneration and economic growth. The long-term future of the area will be shaped by plans to create high-value jobs in the defence supply chain, renewable energy and advance manufacturing sectors, alongside skills development and boosting the visitor economy. The Dorset Local Plan will help to guide sustainable housing growth and infrastructure through to 2042, with Weymouth, Dorchester, Chickerell and Portland to be the focus for significant housing delivery.

Transport links

Better transport links will lead to increased investment, job creation and improved access to services and amenities. The A35 is the main east-west route, linking Central Dorset to the wider road network. It suffers from congestion, especially during peak times, holidays and poor resilience with diverting traffic impacting local communities. The A354 connects Weymouth and Portland to the regional road network and is crucial for access to Portland Port. The A37 links Dorchester northwards to Yeovil and Bristol, supporting rural access and freight movement.

Dorchester and Weymouth are served by two rail lines: the South West Main Line to London and the Heart of Wessex Line to Bristol. However, step-free access is lacking at key stations like Dorchester South and Upwey.

Bus services run regularly between main towns but are limited in rural areas and to key employment sites. Active travel is supported by a growing network of dedicated walking, wheeling and cycling routes, encouraging more sustainable travel.

Delivery Plan 2026 – 2041

Our approach focuses on enhancing multi-modal connectivity, improving transport resilience and promoting sustainable travel choices. We will invest in our transport infrastructure, enhance public transport and improve connectivity to support economic growth. We will deliver a sustainable, inclusive and accessible transport network that reduces environmental impacts.

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To reduce transport emissions and safeguard the climate and environment, we will:

Focus on a range of electric vehicle initiatives that will make it easier for residents, businesses and visitors to adopt low-emission travel.

Expand the public electric vehicle (Ev) charging network, including rapid charging hubs in town centres and on-street charging in residential areas that lack off-street parking, particularly within Dorchester, Weymouth and Portland. These upgrades will ensure that EV users have reliable access to charging facilities, even in areas where off-street parking is limited and to support longer journeys and reduce charging times.

EV car clubs and car sharing schemes will be promoted in new developments and rural communities to encourage shared mobility. These initiatives will be integrated into new developments and existing neighbourhoods, offering convenient access to electric vehicles without the need for private ownership. This not only reduces emissions but also helps to ease parking pressures and traffic congestion.

Working in partnership with local bus operators, we aim to **transition to electric buses by 2035**. These vehicles will operate on key routes across Dorchester, Weymouth and Portland, offering a cleaner, quieter and more modern travel experience. The shift to electric buses will reduce greenhouse gas emissions and improve air quality, particularly in urban centres and along busy corridors.

We will support the **decarbonisation of freight and commercial transport** and work with partners to deliver freight refuelling sites near Dorchester, offering EV charging, hydrogen and gas refuelling for HGVs and LGVs. These facilities will be strategically located near the A35 to support cleaner logistics and reduce the environmental impact of goods movement across the region. Additionally, businesses will be supported to adopt sustainable **last-mile delivery** solutions, such as e-cargo bikes.

To support healthier and safer communities with improved travel options, we will:

Make walking, wheeling and cycling safer, more convenient and more attractive. A central aim is to make walking, wheeling and cycling the most convenient and attractive choice for short journeys into Dorchester, Weymouth and Portland.

This will be achieved through a programme of **new and improved active travel routes** that connect residential areas with town centres, business parks, schools, hospitals and railway stations. This will include safer crossings, upgraded junctions and better lighting and signage to create a more connected and legible network.

We will **expand the e-bikeshare scheme** in Dorchester, Weymouth and Portland, increasing the number of bikes and docking bays to improve access for residents and visitors.

Support behaviour change programmes such as Bikeability training and community engagement campaigns to build confidence and awareness around active travel.

These initiatives will be complemented by **traffic management and public realm enhancements** in town centres to create safer, more pleasant environments for people travelling on foot or by bike. These improvements will be complemented by the development of **mobility hubs** in Dorchester and Weymouth, which will serve as key interchange points and provide facilities such as secure cycle parking, travel information and connections to public transport and shared mobility services.

To create accessible and prosperous places, we will:

Develop and deliver a programme of transport corridor improvements and town centre access strategies that will drive the regeneration of Weymouth, Portland and Chickerell, accelerate investment and growth in clean energy, defence supply chains and advanced manufacturing and inspire community led transformation.

A key focus is on **improving strategic transport corridors** that connect Dorchester, Weymouth and Portland. The A354 corridor will benefit from a package of multi-modal enhancements, including junction upgrades, bus priority measures and the development of a new mobility hub at the Weymouth Park and Ride site. These improvements will reduce congestion, improve journey reliability and make the corridor more attractive for investment and development.

We will support National Highways improvements to the **A35 corridor** around Dorchester, prioritising junction and safety enhancements to support better connectivity and route resilience, particularly for freight and logistics. Similarly, the **A37** will see targeted resilience improvements to address flooding issues and improve safety on this vital north-south route.

Town centre access and traffic management in Weymouth, will support delivery of the Weymouth Town Centre Masterplan and regeneration

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programmes to improve public realm, enhance active travel links and reduce congestion. Dorchester will see similar interventions to encourage walking, wheeling and cycling for short trips and reduce traffic volumes in the town centre.

By making town centres more accessible and attractive, the plan supports local businesses, encourages footfall and creates opportunities for new housing and commercial development. Improved transport links also enhance access to employment, education and healthcare, helping to reduce inequalities and support inclusive growth.

To enable safer journeys, we will:

Target interventions aimed at reducing road collisions, particularly for vulnerable road users such as children, pedestrians and cyclists.

A key initiative is the introduction of lower speed limits, particularly in residential areas, town centres and near schools. The plan supports the rollout of **more 20mph zones**, subject to local consultation, to reduce the risk and severity of collisions. These zones will help create calmer, more liveable neighbourhoods where people feel safer walking, cycling and spending time outdoors.

Safer routes to schools will be created though infrastructure improvements such as new or upgraded pedestrian crossings, traffic calming measures and dedicated active travel routes.

School Street initiatives, where roads outside schools are closed to traffic at drop-off and pick-up times, will also be expanded to reduce congestion and improve safety during peak periods.

Using **data-led analysis**, we will continue to monitor road safety trends and deliver targeted engineering solutions at high-risk locations. These may include junction redesigns, improved signage and lighting and enhanced visibility for all road users.

To provide a resilient and fit for purpose transport network, we will:

Focus on improving the performance of existing infrastructure, **minimising disruption** and supporting the smooth movement of people and goods. We will work with partners to improve the coordination of maintenance, utility works and emergency responses. This will help reduce delays, improve journey reliability and ensure that essential services and freight can move efficiently, particularly on key corridors such as the A35, A354 and A37.

To improve public transport to meet the needs of our residents and visitors, we will:

Enhance public transport, including increasing the frequency and coverage of local bus services, particularly to rural areas and key employment sites such as the Granby Industrial Estate and Dorset Innovation Park. Bus priority measures will be implemented to improve service reliability and attractiveness. The introduction of zero-emission buses will modernise the fleet, reduce emissions and improve the passenger experience.

Strengthen rail connectivity through support for capacity enhancements on the Heart of Wessex Line, enabling an hourly service between Weymouth and Bristol and improved services on the South Coast Main Line to London. We will support improvements at Dorchester South and Upwey stations to ensure they are fully accessible to all users. This includes the provision of step-free access via lifts or ramps, improved signage, enhanced waiting areas and better integration with local bus and active travel networks.

Support seamless travel, by improving the places where people change transport services and introducing new mobility hubs in Dorchester and Weymouth. These hubs will integrate various modes of transport, including walking, cycling, buses, and taxis and provide enhanced passenger facilities and real-time travel information.

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Portland Port and the surrounding coastline, reflecting the area's strategic importance for freight and maritime access.

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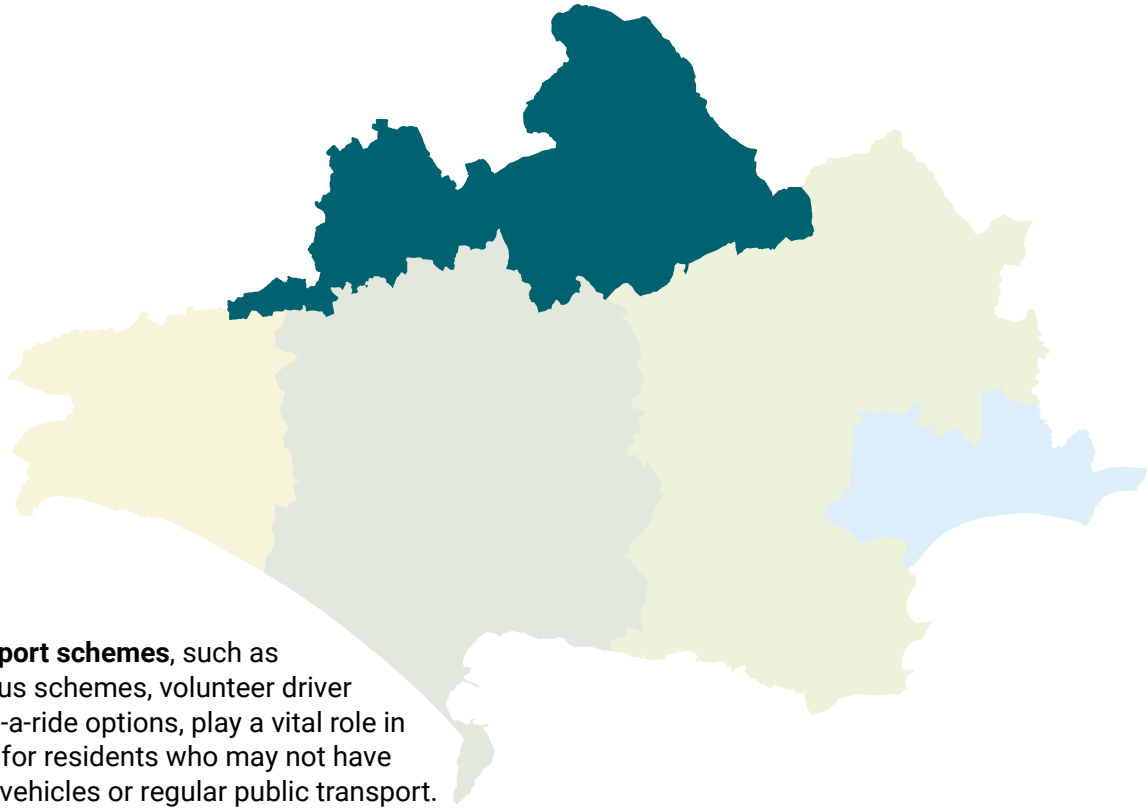
8. Northern Dorset



About the area

Northern Dorset is a predominantly rural area, characterised by its rolling countryside and historic market towns. The main towns include Gillingham, Shaftesbury, Sherborne, Sturminster Newton and Stalbridge. These serve as key service and employment centres.

Gillingham is the largest town and a designated growth centre, with significant development planned through the Gillingham Southern Extension. This includes around 1,800 new homes, employment land and supporting infrastructure. Gillingham also benefits from a railway station on the Exeter-London Waterloo line and four industrial estates, making it a strategic hub for both transport and employment.

Transport links

Transport connectivity is shaped by the **rural character** of the area and **dispersed population**.

Gillingham and Sherborne rail stations offer **direct rail services to London and Exeter**, providing important train services for commuters and businesses.

Local bus services, supported by Dorset Council, link rural communities and market towns. Key routes include the CR2 (Shaftesbury-Gillingham), CR3 (Sturminster Newton-Gillingham), CR4 (Yeovil-Sturminster Newton-Blandford) and CR7 (Shaftesbury-Blandford).

Community transport schemes, such as community minibus schemes, volunteer driver networks and dial-a-ride options, play a vital role in ensuring mobility for residents who may not have access to private vehicles or regular public transport.

The **A350** is a key north - south route running through Shaftesbury and Blandford Forum. It is a vital freight and commuter route but faces **resilience** and **safety** challenges.

The **A303**, located just north of Gillingham, is a major east-west trunk road, providing strategic access to the wider region and is a key corridor for **tourism** and **logistics**. The **A30**, running west of Shaftesbury, offers an alternative east-west route through Sherborne and Yeovil, supporting **regional connectivity** and resilience.

The **Northern Dorset Trailway** provides a multi-use path that follows the route of the former Somerset and Dorset Railway. It currently runs from Sturminster Newton to Spetisbury, passing through Blandford Forum and several villages. The Trailway is a key asset for **active travel** and recreation, supporting walking, cycling and horse riding.

Connections to nearby regional centres such as Yeovil and Salisbury are especially important for Northern Dorset's residents and economy. Yeovil, located to the west, provides access to higher education, specialist healthcare and major employers in aerospace and manufacturing.

Salisbury, to the northeast, offers a wider range of retail, cultural and administrative services. Strengthening these links will ensure access to essential services beyond the county boundary.

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Delivery Plan 2026-2041

The Implementation Plan for this area will enhance rural mobility and improve connectivity, both within the area and to neighbouring economic centres. We will focus on supporting greater travel choice, reducing isolation and supporting sustainable economic growth across the area.

To reduce transport emissions and safeguard the climate and environment, we will:

Expand the electric vehicle (EV) charging network across Northern Dorset, including rapid charging hubs in town centres and on-street charging in residential areas that lack off-street parking. **EV car clubs and car sharing schemes** will be promoted in new developments and rural communities to encourage shared mobility. We will work in partnership with local bus operators to transition to **electric buses** by 2035.

To support healthier and safer communities with improved travel options, we will:

Deliver **high-priority routes identified in the Active Travel Infrastructure Plan (ATIP)**, such as the Shaftesbury-Gillingham and Sherborne-Yeovil corridors and links within town centres, to provide safe, attractive walking, wheeling and cycling connections. The **North Dorset Trailway will be extended** north from Sturminster Newton and south towards Poole, enhancing long-distance active travel opportunities and linking communities along the former railway line.

These improvements will be supported by s**afe routes to schools** initiatives and the **introduction of 20mph zones** in towns and villages, to improve safety and encourage walking and cycling.

To create accessible and prosperous places, we will:

Undertake **town centre traffic management** schemes in Sherborne, Shaftesbury and Gillingham will help reduce to traffic volumes entering the town centres and encourage short journeys to be made on foot or by bike.

To enable safer journeys, we will:

Improve safety and resilience along the A350 and A30 corridors. These routes are vital for freight, commuting and regional access. Localised traffic management interventions are proposed to reduce the impact of through-traffic on communities. These interventions will be designed to address congestion, improve safety and support the movement of goods and services across the region.

To provide a resilient and fit for purpose transport network, we will:

Improve how we manage roads by investing in infrastructure, using smarter traffic systems and coordinating roadworks more effectively to reduce disruption. This will help avoid overlapping works and minimise delays, while a proposed Lane Rental Scheme could encourage quicker completion of roadworks. We are also adopting real-time traffic monitoring to ease congestion, prioritise buses and enhance safety, alongside better digital communication to keep the public informed about closures and travel conditions.

To improve public transport to meet the needs of our residents and visitors, we will:

Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Blandford-Shaftesbury-Gillingham and Yeovil-Sturminster Newton-Blandford, providing better access to employment, education and healthcare. Saturday bus services will be extended to ensure consistent service levels throughout the week. The introduction of zero-emission buses will modernise the fleet, reduce emissions and improve the passenger experience.

Develop rural mobility hubs and a pilot demand-responsive transport (DRT). This pilot will serve the rural areas surrounding Gillingham and Shaftesbury, offering flexible transport options to connect residents with key services and tourist destinations. These hubs will also support interchange with other sustainable modes, including cycling and car sharing.

Improve rail accessibility by supporting improvements at Gillingham and Sherborne stations to ensure they are fully accessible to all users. This includes the provision of step-free access via lifts or ramps, improved signage, enhanced waiting areas and better integration with local bus and active travel networks. These upgrades will make rail travel more inclusive and convenient, particularly for people with mobility impairments, parents with pushchairs, and older residents.

Community transport will continue to play a vital role. Volunteer driver schemes, community minibuses and dial-a-ride services will be supported to ensure that residents without access to conventional public transport can still reach essential services. These services are particularly important for older residents and those living in isolated rural areas.

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Engineering team on site in Sturminster Newton, supporting infrastructure improvements through local assessment and planning.

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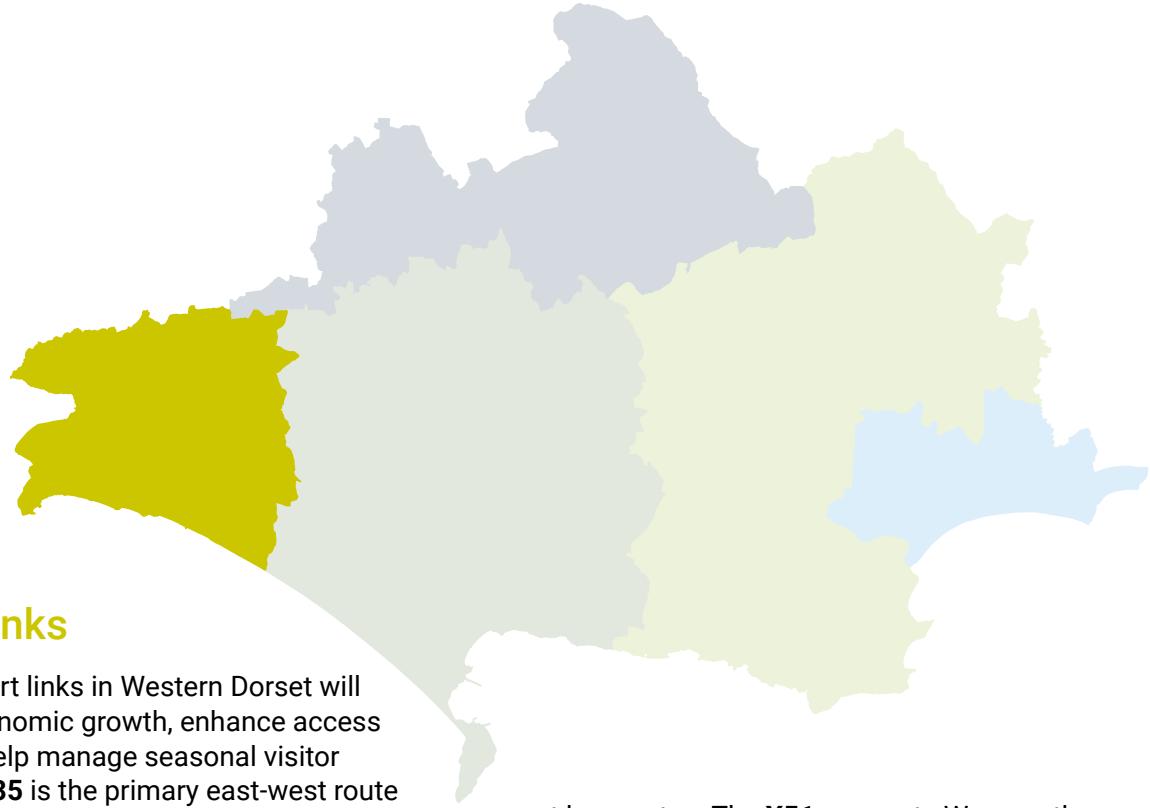
9. Western Dorset



About the area

The area is centred on the historic market and coastal towns of Bridport, Beaminster and Lyme Regis, which together form the heart of Western Dorset. Bridport is the largest town in the area and acts as a key service and employment centre, with a strong cultural identity and links to the creative industries. Lyme Regis is a major visitor destination on the Jurassic Coast, while Beaminster serves as a smaller rural hub supporting surrounding villages.

Western Dorset is **largely rural and environmentally sensitive**, with much of it falling within the Dorset National Landscape. Seasonal tourism places pressure on local transport networks, particularly in Lyme Regis and along the coast. The Vearse Farm development on the edge of Bridport is the most significant planned growth in the area, set to deliver new homes, employment land and community facilities. Smaller-scale housing is also planned in Beaminster and Lyme Regis.

The Dorset Local Plan will guide sustainable development in Western Dorset through to 2042, with a focus on maintaining the area's rural character while improving access to services and supporting the local economy. Transport priorities include enhancing public transport, managing seasonal congestion and improving walking and cycling links to ensure the area remains accessible and resilient.

Transport links

Improved transport links in Western Dorset will support local economic growth, enhance access to services and help manage seasonal visitor pressures. The **A35** is the primary east-west route through the area, connecting Bridport to Dorchester and Axminster, but it experiences congestion during peak periods and holiday seasons. The route also experiences resilience issues caused by flooding and collisions, re-routing traffic impacting local communities on less suitable alternative road routes. The **B3165** and **A3066** provide key north-south links to Beaminster and Crewkerne, supporting rural access and local freight movement.

Western Dorset is not directly served by a railway station, with the nearest rail stations located in Axminster, Dorchester and Crewkerne. This makes reliable bus services and road connectivity especially important. Bus routes connect the main towns, but services are limited in frequency and coverage, particularly in rural areas and during off-peak times. Western Dorset is served by two primary east-west bus routes. The **X51** connects Weymouth, Dorchester, Bridport, Lyme Regis and Axminster and is a crucial corridor for travel across the region, linking key towns along the **A35**, supports access to employment, education and healthcare and is especially important for communities without direct rail access. The **X53** (Jurassic Coaster) is a scenic route connecting Weymouth, Bridport, Charmouth and Lyme Regis, with some services extending to Axminster. It is particularly popular with tourists and plays a key role in managing seasonal travel demand along the Jurassic Coast.

Active travel is supported by a growing network of walking and cycling routes, including sections of the National Cycle Network and the South West Coast Path, which are popular with both residents and visitors.

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Delivery Plan 2026 – 2041

The Implementation Plan for Western Dorset will enhance rural mobility and improve connectivity, both within the area and to neighbouring economic centres. We will focus on supporting greater travel choice, reducing isolation and supporting sustainable economic growth across the area.

To reduce transport emissions and safeguard the climate and environment, we will:

Expand provision of public electric vehicle infrastructure, which will include the installation of public charging points in rural areas and town centres such as Bridport and Lyme Regis. Support partners **develop a freight refuelling site** west of Bridport. This scheme will provide electric, hydrogen, or gas refuelling infrastructure for HGVs and LGVs, supporting the decarbonisation of freight transport and reducing emissions in sensitive rural areas.

To support healthier and safer communities with improved travel options, we will:

Prioritise active travel and access to green spaces to support healthier lifestyles. **Town centre traffic management and access improvements** in Bridport and Lyme Regis will reduce traffic, improve air quality and create safer, more attractive environments for walking and cycling. These schemes will be supported by **enhancements to the rights of way network** enabling more people to enjoy the health benefits of nature, including developing the Maiden Newton to Bridport Trailway. The plan also supports the development of a mobility hub in Bridport, which will integrate active travel with public transport and provide facilities such as cycle parking and travel information.

To create accessible and prosperous places, we will:

Traffic management and public realm improvements will be delivered in key town centres including Bridport and Lyme Regis to reduce congestion and improve accessibility. These schemes aim to reduce traffic volumes entering town centres, improve safety for pedestrians and cyclists and enhance the public realm. Measures may include junction upgrades, new pedestrian crossings and active travel infrastructure to support short local trips on foot or by bike. These interventions will help ensure that West Dorset's market towns remain vibrant and well-connected, supporting our goal of creating prosperous places that are accessible by a range of transport options.

Dorset Council will support National Highways to deliver targeted improvements along the A35 corridor, to enhance safety, reduce congestion and improve the overall resilience of the route, particularly in areas prone to flooding and seasonal traffic pressures. These improvements will support more reliable journeys for residents, visitors and freight, while minimising the impact on local communities and the sensitive rural environment.

To enable safer journeys, we will:

Implement **safe routes to schools** through both infrastructure improvements and awareness campaigns. The introduction of **20mph zones** in locations such as Beaminster, Bridport and Lyme Regis will enhance pedestrian safety and reduce traffic speeds in residential areas. Annual cluster site analysis will guide the delivery of **targeted safety improvements** at high-risk locations across the area.

The **town centre access improvements** will include measures such as new pedestrian crossings, reduced traffic speeds and better lighting, all of which contribute to safer streets. These changes will particularly benefit vulnerable road users, including children, older adults and people with disabilities.

The Dorset Road Safety Partnership will continue to play a vital role in reducing road casualties through education, enforcement and engineering interventions.

To provide a resilient and fit for purpose transport network, we will:

Ensure that West Dorset's rural road network is resilient to climate change and capable of supporting essential travel, particularly in areas prone to flooding.

We will improve how we manage roads by investing in infrastructure, using **smarter traffic systems** and coordinating roadworks more effectively to reduce disruption. This will help avoid overlapping works and minimise delays, while a proposed Lane Rental Scheme could encourage quicker completion of roadworks. We are also adopting real-time traffic monitoring to ease congestion, prioritise buses and enhance safety, alongside better digital communication to keep the public informed about closures and travel conditions.

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To improve public transport to meet the needs of our residents and visitors, we will:

Develop mobility hubs and improve transport connectivity to ensure that residents in rural and coastal communities can access essential services. The hubs will provide real-time travel information, secure cycle parking and connections to local bus services. The plan also supports the **integration of demand-responsive transport** and community-led solutions to address gaps in the public transport network, particularly for those without access to a car.

Bus services will be enhanced through increased frequency and extended weekend operations on key routes such as Bridport – Axminster-Dorchester and Bridport – Yeovil.

An electric vehicle charges, showcasing the expansion of sustainable transport infrastructure in rural Dorset.

10. Monitoring our progress

Approach

We will use our strategic objectives and policies to monitor the performance of our transport strategy and assess its overall impact and effectiveness.

Monitoring performance is essential in measuring the success of our vision and will allow us to adjust our Implementation Plan to reflect actual performance against the objectives.

The Implementation Plan will be reviewed and updated every five years and a Monitoring Report produced, which will focus on the delivery of our objectives, policies and specific schemes in the Implementation Plan.

This review process will allow for developing pipeline schemes and new interventions to be considered in detail for the next phase of the LTP priority schemes/ interventions.

The outcomes of the performance monitoring will be presented in progress reports to be produced regularly with the first expected in the final year of Implementation Plan 1 (IP1) period.

Performance indicators

To monitor and evaluate the implementation of the LTP, we have derived a set of performance indicators against which progress can be assessed.

The performance indicators are aligned to the six objectives and the core policies within the LTP as shown in Annex P.

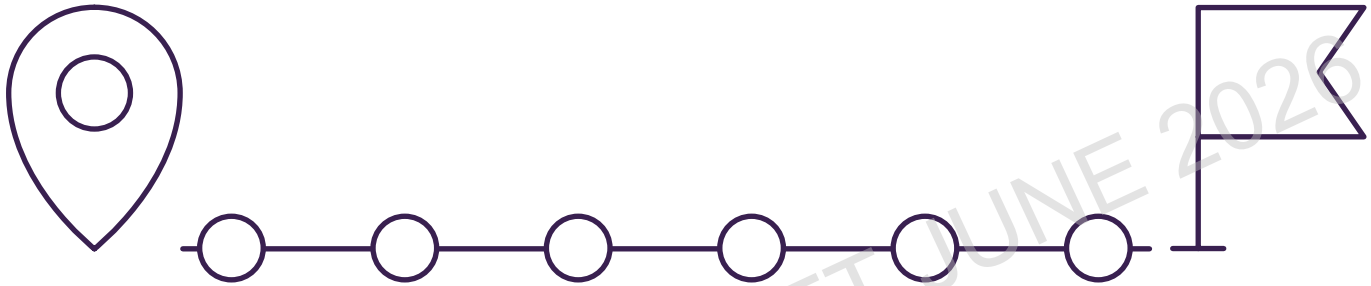
A measurable baseline will be captured during the first year of the lifecycle of LTP and will provide an objective dataset against which all future years of the Plan will be measured.

This will inform future implementation plans and contribute to the overall value for money of LTP. Schemes included within the Implementation Plan will also be monitored and evaluated on the merit of their scheme-specific aims and objectives.

This strategy will shape travel across Dorset and the BCP area over the next 15 years. It sets out how transport will support growth and respond to the climate emergency, whilst reflecting the distinctive character and needs of our towns, villages and rural areas. Through our six objectives, our policies focus on improving access to opportunities, strengthening sustainable travel options and ensure transport plays a positive role in place making and quality of life.

Delivery will be guided by close alignment with Local Plans and other strategies, supported by partnership working and a phased Implementation Plan that allows flexibility to respond to changing travel patterns, funding and innovation.

Together, this approach will help ensure transport contributes to a more connected, resilient and sustainable future for residents, businesses and visitors across Dorset and BCP.



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Annex A

Dorset Council estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31)

Funding Source	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total funding (£m)*
LTG capital	2.160	3.249	4.452	5.656	5.656*	21.173*
LTG resource	0.363	0.363	0.363	**	**	1.089
Highways maintenance	25.845	29.941	32.404	37.044	37.044***	162.278***
Active Travel England (ATE) Capability Fund – capital	0.475	0.475	0.475	0.475	0.475***	2.375***
ATE Capability Fund – resource	0.149	0.149	0.149	****	****	0.447
Local Area Bus Grant (LABG) capital	1.7114	1.7458	1.7802	1.8146	1.8146***	8.8666
LABG – resource	2.2615	2.2615	2.2615	****	****	6.7845
LEVI Funding	0.1538	0.1538	0.1538	****	****	0.4614
Total Estimated funding	33.1206	38.34	42.0404	44.991	44.991	203.475

Funding assumptions:

* Indicates estimated figures based on both authorities receiving similar levels of LTG capital funding in 2030/31 to 2029/30.

** Resource funding not shown for 2029/30 and 2030/31 will be included in the Goverment's next Revenue Spending Review.

*** Indicates estimated figures based on both authorities receiving at least the same levels of highways maintenance funding, ATE funding and Local Area Bus Grant based on the funding levels confirmed until 2029/30.

**** Resource funding for ATE, LABG and LEVI not estimated from 2029/30 onwards.

Funding data sources:

LTG capital funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)
LTG resource funding: Resource allocations: 2026 to 2027 and 2028 to 2029 – GOV.UK
Highways maintenance funding: Highways maintenance block: formula allocations 2026 to 2030 – GOV.UK
Active Travel England funding: Active travel capability fund: local transport authority allocations 2025 – GOV.UK
BSIP + BSOG funding: LABG capital allocations: 2026 to 2030 – GOV.UK LABG revenue allocations: 2026 to 2029 – GOV.UK
LEVI funding: Local Electric Vehicle Infrastructure (LEVI) capital: funding amounts and project status – GOV.UK

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Annex B

BCP Council estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31)

Funding Source	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total funding (£m)*
LTG capital	3.346	3.620	4.961	6.302	6.302*	24.531
LTG resource	0.375	0.375	0.375	**	**	1.125
Highways maintenance	7.763	9.144	9.860	11.273	11.273*	49.313
Active Travel England (ATE) Capability Fund – capital	2.250	2.250	2.250	2.250	2.250***	11.25
ATE Capability Fund – resource	0.706	0.706	0.706	****	****	2.118
Local Area Bus Grant (LABG) capital	3.019	3.080	3.140	3.201***	3.201***	15.641
LABG – resource	2.621	2.621	2.621	****	****	7.863
LEVI Funding	0.153	0.153	0.153	****	****	0.459
Total Estimated funding	20.233	21.949	24.066	23.026	23.026	112.3

Funding assumptions:

* Indicates estimated figures based on both authorities receiving similar levels of LTG capital funding in 2030/31 to 2029/30.

** Resource funding not shown for 2029/30 and 2030/31 will be included in the Goverment's next Revenue Spending Review.

*** Indicates estimated figures based on both authorities receiving at least the same levels of highways maintenance funding, ATE funding and Local Area Bus Grant based on the funding levels confirmed until 2029/30.

**** Resource funding for ATE, LABG and LEVI not estimated from 2029/30 onwards.

Funding data sources:

LTG capital funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)
LTG resource funding: Resource allocations: 2026 to 2027 and 2028 to 2029 – GOV.UK
Highways maintenance funding: Highways maintenance block: formula allocations 2026 to 2030 – GOV.UK
Active Travel England funding: Active travel capability fund: local transport authority allocations 2025 – GOV.UK
BSIP + BSOG funding: LABG capital allocations: 2026 to 2030 – GOV.UK LABG revenue allocations: 2026 to 2029 – GOV.UK
LEVI funding: Local Electric Vehicle Infrastructure (LEVI) capital: funding amounts and project status – GOV.UK

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Annex C

Dorset Council and BCP Council combined estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31)

Total combined estimated funding	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total funding (£m)*
	53.3536	60.289	66.1064	68.017	68.017	315.783

Funding assumptions:

* Indicates estimated figures based on both authorities receiving similar levels of LTG capital funding in 2030/31 to 2029/30.

** Resource funding not shown for 2029/30 and 2030/31 will be included in the Goverment's next Revenue Spending Review.

*** Indicates estimated figures based on both authorities receiving at least the same levels of highways maintenance funding, ATE funding and Local Area Bus Grant based on the funding levels confirmed until 2029/30.

**** Resource funding for ATE, LABG and LEVI not estimated from 2029/30 onwards.

Funding data sources:

LTG capital funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)
LTG resource funding: Resource allocations: 2026 to 2027 and 2028 to 2029 – GOV.UK
Highways maintenance funding: Highways maintenance block: formula allocations 2026 to 2030 – GOV.UK
Active Travel England funding: Active travel capability fund: local transport authority allocations 2025 – GOV.UK
BSIP + BSOG funding: LABG capital allocations: 2026 to 2030 – GOV.UK LABG revenue allocations: 2026 to 2029 – GOV.UK
LEVI funding: Local Electric Vehicle Infrastructure (LEVI) capital: funding amounts and project status – GOV.UK

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Annex D – Supporting transport plans, policies and studies used to inform the scheme longlisting process by Dorset and BCP

BCP and Dorset	BCP	Dorset
Local Transport Plan 3 & Supporting Strategies South East Dorset Urban Mobility Strategy Dorset Road Safety Partnership Strategy Ferndown Wallisdown Poole (FWP) Corridor Study Optioneering Report 2019 Strategic Station Plans Dorset Rail Connectivity Study Dorset Metro Strategic Study Western Gateway – Strategic Transport Plan, Strategic Investment Plan, Coach Strategy, Alternative Fuels for Road Freight Strategy, Freight Strategy, Strategic Cycle Network Study	Sustainable Transport Master Plan Strategic Transport Schemes Prioritisation Bus Service Improvement Plan (BSIP) Local Cycling and Walking Infrastructure Plan Public Electric Vehicle Infrastructure Strategy Transforming Cities Fund (TCF) Programme South East Dorset Multi Modal Transport Study Western Gateway Strategic Transport Plan BCP Rapid Transit Feasibility A31 Poole Link Road Strategic Outline Business Case 2016 Dorset Council A348 Ringwood Longham Bridge Report New Stations Study (WSP) Poole Local Plan Bournemouth Local Plan Christchurch and East Dorset Local Plan Boscombe and Pokesdown Neighbourhood Plan Broadstone Neighbourhood Plan Highcliffe and Walkford Neighbourhood Plan Hurn Neighbourhood Plan Poole Quays Forum Neighbourhood Plan Sandbanks Peninsula Neighbourhood Plan 2050 Urban Forest Strategy Sustainable Module od Travel to School Strategy BCP Urban Forest and Green Infrustructure Strategy	Dorset Local Plan Consultation 2021 East Dorset and Christchurch Local Plan Purbeck Local Plan West Dorset, Weymouth and Portland Local Plan North Dorset Local Plan Swanage Local Plan Dorset Bus Service Improvement Plan Active Travel Infrastructure Plan EV Strategy Other projects: Bike Share Dorset Connectivity Study (Rail) Neighbourhood Plans National Highways RIS3 corridor studies National Highways M4 to South Coast Purbeck Transport Strategy 2019 WSP Weymouth and Dorchester studies Hampshire Local Plan and Local Transport Plan Wiltshire Local Plan and Local Transport Plan Somerset Local Plan and Local Transport Plan Devon Local Plan and Local Transport Plan Dorset LEP Economic Strategy Weymouth Levelling Up Fund Transport Bid Purbeck Heaths Partnership Sustainable Tourism Bridport Town Council Access and Movement Study 20 Mile Per Hour (mph) Policy Assessing the Growth Potential of Gillingham (Atkins 2009) Dorchester Transport and Environment Plan Fatality Report (Coroner) Foundry Lea Planning Application Road Safety Audit Policy School Crossing Patrol Policy Dorset Local Nature Recovery Strategy

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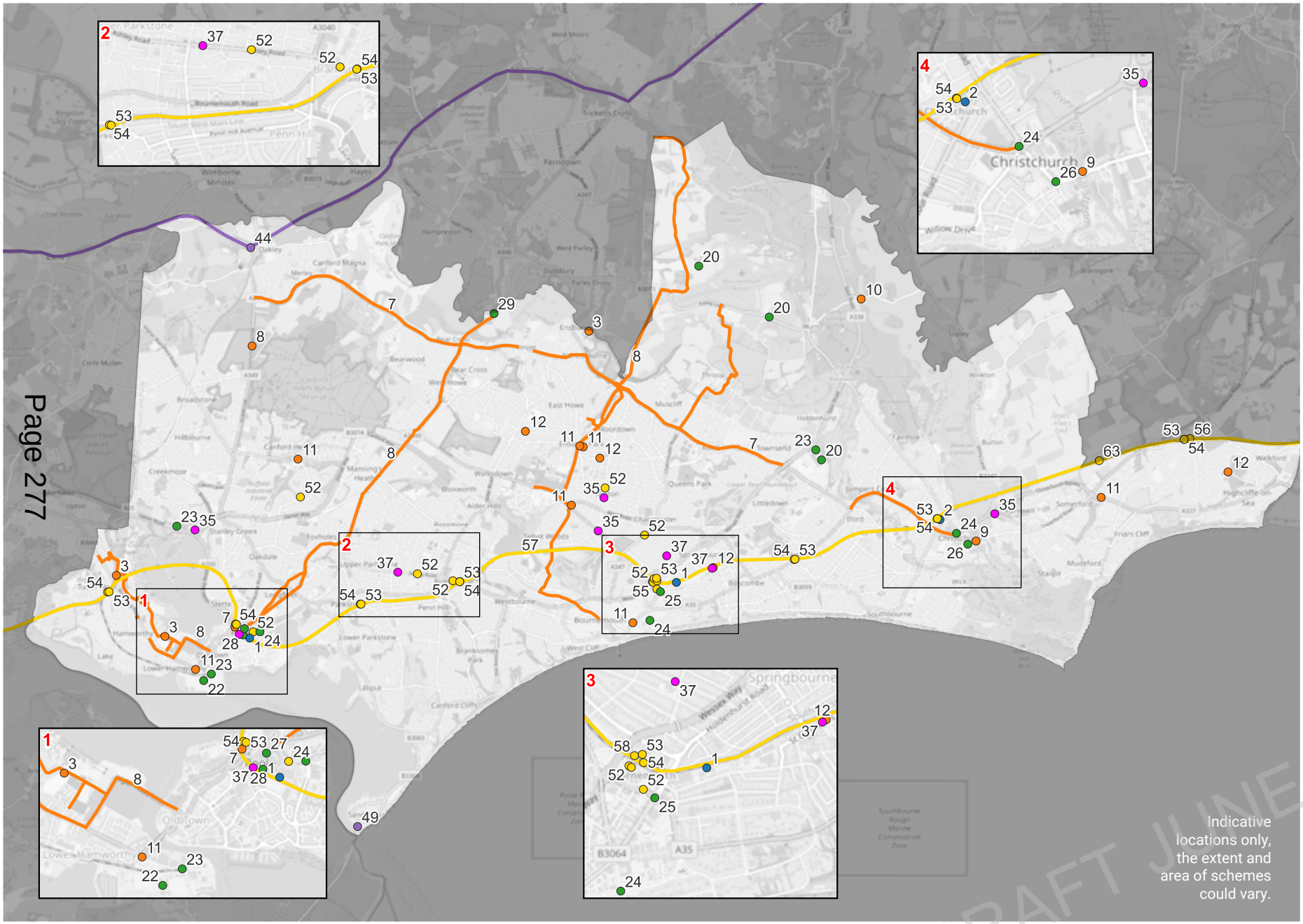
Annex E – Map showing BCP Council area LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Annex F

Table listing BCP Council area LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
	Objective A – Safeguard the climate and environment					
1	Decarbonise the bus fleet	Work in partnership with bus operators to accelerate the provision of infrastructure for electric buses and increase the proportion of electric buses in the fleet.	£££	Development and delivery	Delivery	Delivery
2	Car Club Expansion	Expand the community car club network and work with providers to decarbonise the current fleet.	£	Delivery	Delivery	Delivery
3	Deliver the Rights of Way Improvement Plan	Deliver the improvements identified in the Rights of Way Improvement Plan to enhance walking, wheeling and cycling.	£££	Development and Delivery	Development and Delivery	Delivery
4	Zero Emission Vehicles Strategy	Continue to implement the Public Electric Vehicle Infrastructure Strategy (PEVIS) by: - Promoting and incentivising uptake of the Community EV charging scheme - Working with our public EV charging service provider to explore a booking system to support EV charging for LGVs - Working with other local large fleet providers to deliver collaborative provision and public access to EV charging infrastructure - Increasing the provision of EV charging infrastructure at workplaces and for private vehicles across BCP (including on street, off street and at key destinations).	££	Development and delivery	Delivery	Delivery
5	Local Electric Vehicle Infrastructure (LEVI) Scheme	Deploy the government's LEVI funding and work with the chargepoint industry to improve customer experience of public EV charge points and accelerate the delivery of local public charging infrastructure (including targeting those areas where residents have limited access to off-street parking).	£££	Delivery	Delivery	Delivery
6	Freight Re-fuelling Sites	Support partners to explore opportunities for alternative freight refuelling sites (e.g. EV/hydrogen) at locations on or close to the SRN at Avonheath, Dorchester and West of Bridport.	£££	Development and Delivery	Development and Delivery	Delivery
	Objective B – Improve health and wellbeing					
7	Strategic routes (TCF residual)	Deliver Local Cycling and Walking Infrasructure Plan (LCWIP) priorities.	£££	Development	Delivery	
8	Strategic routes – South East Dorset to BCP	Deliver active travel routes and bus corridor improvements between South East Dorset and BCP, including provision of bus priority, segregated active travel and traffic management measures.	£££	Development and Delivery	Delivery	Delivery
9	Micromobility expansion	Expand the micromobility hire scheme of e-scooters, bike and e-bikes; improve integration with other transport modes and progress opportunities for e-cargo vehicles and light electric buggies.	£	Delivery	Delivery	Delivery

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10	Regional Cycle Network Phase 1	Deliver improved cycling infrastructure between Ringwood and Bournemouth/Christchurch, including addressing the current gap between Wattons Lane and Pitthouse Lane.	£££	Development	Development	Delivery
11	New Pedestrian Crossings	Deliver a prioritised package of new pedestrian crossings including at Talbot Road, Highcliffe Road junction with Hoborne Roundabout, Bourne Valley Roundabout, Stour Road, Ensbury Park Road, Boundary Road/Ensbury Park Gyratory, Bath Road, New Quay Road and Adastral Road.	££	Development and Delivery	Delivery	Delivery
12	School Crossing Patrol Replacements	Install formal crossing facilities at prioritised locations including Highcliffe St Marks Primary School, St Peters Catholic School, Courthill Infants School, Bayside Academy, Livingstone Infants and Juniors School, Broadstone First and Middle Schools.	££	Development and Delivery	Delivery	Delivery
13	Wayfinding Network	Deliver legible, safe walking routes with improved lighting, markings and route visibility.	£	Development and Delivery	Delivery	
14	Strategic Cycle Routes	Deliver strategic cycle routes to link in with our existing infrastructure and improve cycle access to key employment and economic centres.	£££	Development	Delivery	Delivery
15	Regional Cycle Network Phase 2	Work with neighbouring authority partners including Dorset Council and Hampshire County Council to deliver active travel routes to connect regional gateways, major centres of population/ employment and regionally important destinations, focusing on significant network gaps and existing barriers to enable longer distance cycling.	£££	Development and Delivery	Delivery	Delivery
16	Accessible cycle parking hubs	Develop and deliver a network of accessible cycle parking hubs, ensuring access for people with disabilities.	£	Delivery	Delivery	Delivery
17	LCWIP Delivery	Continue to maintain a LCWIP delivery plan and deliver the priority schemes identified in order to increase the density and connectivity of our active travel network through the development on primary and secondary routes, focusing on key destinations such as places of education and local centres.	£££	Development and Delivery	Delivery	Delivery
18	Pedestrian Crossing user priority	Upgrade crossing signals to provide instant green light to prioritise pedestrians.	££	Development and Delivery	Delivery	Delivery
19	Cycle grant scheme for businesses	Deploy grant funding to businesses to support the provision of secure cycle storage, pool bike schemes and shower and drying facilities.	£	Development and Delivery	Delivery	Delivery

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	Objective C – Create accessible and prosperous places					
20	A338 to Wessex Fields Sustainable Access Package	Package of sustainable access and connectivity improvements linking the A338 to key employment sites at Wessex Fields to provide enhanced transport options, access and connectivity to support employment growth. In the short term this will include an upgrade of traffic signals equipment at key junctions on the Castle Lane East corridor to improve the flow of traffic and provide safer and more convenient journeys for pedestrians and cyclists.	£££	Development and Delivery	Delivery	Delivery
21	Airport Terminal and Aviation Business Park Sustainable Access Package	Package of sustainable access and connectivity improvements linking the A338 to Aviation Business Park and Bournemouth Airport to provide enhanced transport options, access and connectivity to support employment growth.	££	Development and Delivery	Delivery	Delivery
22	Port of Poole	Package of measures to improve access on the local road network and sustainable travel to the Port of Poole to support economic growth plans, alongside investments to facilitate goods movements by rail to and from the port via the provision of a new intermodal facility and reinstatement of freight services on the Hamworthy Branch Line.	£££	Development and Delivery	Development and Delivery	Delivery
23	Local Freight Consolidation Centres	Develop plans for local freight consolidation centres to provide sustainable 'last mile' deliveries at potential locations, including Ferndown, Wimborne Minser, Mannings Heath, Wessex Fields, Bournemouth Airport, Creekmoor, Port of Poole	£££	Development and Delivery	Development and Delivery	Delivery
24	Movement Strategies Phase 2	Building on the Phase 1 Movement Strategy, develop and deliver movement strategy packages to enhance network efficiency, improve public realm and prioritise safer, healthier and more sustainable journeys along key corridors including radial links between Bournemouth, Christchurch and Poole Town Centres; Blandford Road in Hamworthy; and Castle Lane East.	£	Development and delivery	Delivery	
25	Bournemouth Town Centre Sustainable Access Package	Informed by the outputs of the Movement Strategy, deliver a package of improved transport options on priority corridors between Bournemouth Travel Interchange and Bournemouth Centre and Seafront through the delivery of mobility hubs, bus priority and active travel prioritisation measures	£££	Development	Delivery	Delivery
26	Christchurch Town Centre Access Package	Informed by the outputs of the Movement Strategy, develop and deliver a package of sustainable access and connectivity improvements to reduce pressure at strategic river crossings into Christchurch Town Centre and improve connectivity between Boscombe and Christchurch via A35. Interventions will include bus priority measures, active travel provision and mobility hubs.	£££	Development and delivery	Delivery	
27	Poole Town Centre Sustainable Access Package	Informed by the outputs of the Movement Strategy, develop and deliver a package of sustainable access and connectivity improvements to improve access in Poole Town Centre including at the George Roundabout and between Poole Rail Station and Poole Town Centre. Interventions will include bus priority measures, active travel provision and mobility hubs.	£££	Development	Delivery	Delivery
28	Poole Travel Interchange	Enhancements to Poole Travel Interchange, with options to redevelop the existing bus station and to relocate Poole Rail Station – as part of wider town centre package.	£££	Development	Delivery	Delivery
29	Longham Bridge/ A348 Freight Routes	Package of measures to improve freight routing and resilience along the A348, including associated improvements to active travel routes.	£££	Development	Delivery	Delivery
30	Supporting sustainable transport choices through information and technology	Enhance existing technology through working with partner organisations to increase awareness of sustainable transport options particularly for business travel, schools and new developments.	£	Development and Delivery	Delivery	

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31	Freight Route and Facilities Mapping	Work with partners to publish a new Freight Route and Facilities Map including recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and major industrial estates	£	Delivery		
32	Lane Rental Scheme	Develop a new Lane Rental Scheme to allow BCP Council to levy a daily charge for untility companies and contractors for occupying the busiest roads at peak times to reduce traffic congestion and faster completion of works.	£	Delivery		
33	Improve highway assets	Continue to prioritise improvements to the condition, quality and resilience of highways assets, providing better roads and pavements. Commit to reduce the number of potholes, including preventing formation through enhanced road maintenance.	££	Delivery	Delivery	Delivery
34	Personal delivery devices (PDD)	Support a pilot PDD scheme to deliver groceries using small electric autonomous vehicles	£	Development and Delivery		
Objective D – Enable a safer transportation system						
35	Road Safety Priority Schemes	Continue to deliver an annual prioritised programme of road safety improvement schemes, including for example at Holes Bay North Roundabout; Purewell Cross Roundabout; Withermoor and Wycliffe junctions with Wimborne Road; East Avenue Roundabout; Wallisdown Road west of Wallisdown Roundabout; Holdenhurst Road; Cemetery Junction; Shah of Persia junction; Iford Roundabout; and Bournemouth West Roundabout.	££	Development and Delivery	Delivery	Delivery
36	Liveable Neighbourhoods	Explore the feasibility of resident-led area-wide traffic management and public realm interventions across neighbourhoods. Measures within scope to include: pedestrian crossings and footway improvements; trees and planting; speed reduction measures; accessibility improvements (including to public transport); creation of quiet routes; and School Streets.	£££	Development and Delivery	Delivery	Delivery
37	Poole Level Crossing	Work with Network Rail/GBR to deliver a suitable replacement of Poole Level Crossing.	£££	Development and Delivery	Delivery	
38	Free adult cycle training	Provision of free cycle training for adults.	£	Development and Delivery	Delivery	Delivery
39	Safe routes to schools	Programme of activity to improve infrastructure and promote safe cycling, walking and wheeling routes to schools across BCP. Develop and provide independent travel training, including for journeys to school for children that require additional support.	££	Development and Delivery	Delivery	Delivery
40	20MPH zones	Deliver a prioritised programme of 20MPH zones, initially focusing on areas in Winton, Strouden, Malmsbury Park, Boscombe, Springborne, Iford and West Southbourne.	£££	Development and Delivery	Development and Delivery	
41	Bikeability	Continue to provide a programme of national standard cycle training across BCP.	£	Delivery	Delivery	Delivery
42	Child-friendly streets	Deliver a network of child-friendly streets to support journeys to and from each secondary school in BCP with the aim of enabling 90% of children to travel actively to and from school safely.	£££	Development	Development and Delivery	Development and Delivery
43	Improve personal safety on the travel network	Design transport infrastructure to improve security so people, particularly women and girls feel safer and more confident to travel. Review existing facilities to include safety features including lighting, CCTV and natural surveillance where possible.	£	Development and delivery	Development and delivery	Development and delivery

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	Objective E – A resilient and fit for purpose transport network					
44	A31 Capacity and Safety Improvements Package	Work with National Highways to improve journey time reliability along the A31 corridor, including at strategic junctions and pinchpoints such as Ashley Heath, Merley Roundabout and Showground Roundabout to facilitate delivery of new homes. Includes delivery of segregated walking and cycling facilities parallel to the SRN to reduce the demand for local car trips.	£££	Development	Delivery	Delivery
45	Parking Strategy	Develop and deliver a BCP Parking Strategy including measures such as: - Reviewing Controlled Parking Zones (CPZ) and Residents Parking Zones (RPZ) - Reviewing the capacity and location of council-owned car parks - Regular review of parking charges - Monitoring the role out of the National Parking Platform - Updating parking guidance for inclusion in the new Local Plan - Reviewing on-street parking and use of the kerbside - Use of car park data and monitoring to scope improvement	£	Development and Delivery	Development and Delivery	Development and Delivery
46	Workplace Parking Levy	Develop feasibility study complete with business case for a Workplace Parking Levy, which could fund initiatives such as more bus services to/from schools and discounted travel for the children using them, network management improvements, active travel and road safety improvements.	£££	Development and Delivery	Delivery	Delivery
47	A35 Corridor improvements	Work with National Highways and Dorset Council to improve journey time reliability and resilience along the A35 corridor and deliver safety improvements on the Dorchester bypass.	£££	Development	Development and Delivery	
48	Cross Boundary Integrated Network Management Plan	Work with our neighbouring authorities and stakeholders such as Network Rail and National Highways to establish a cross boundary integrated Network Management Plan to better coordinate operational management of the network and cross-boundary movements.	££	Development	Development and Delivery	
49	Sandbanks Ferry	Continue to work with partners to ensure the chain ferry across the entrance of Poole Harbour between Sandbanks in Poole and Studland in Purbeck continues to form an accessible part of the transport network, as an alternative to a longer land-based route.	£	Development and Delivery	Development and Delivery	
50	Network management measures	Develop and deliver a package of network management measures including: - Consideration of red routes on strategic transport routes - Enhanced Network Management capability - Review of new pavement parking powers	£	Development and Delivery	Delivery	Delivery
	Objective F – Public transport that is inclusive and accessible					
51	Bus Service Improvement Plan priorities	Continue to work in partnership with local bus operators to deliver the priorities identified in the Bus Service Improvement Plan, including Bournemouth Interchange to Station Roundabout slip road scheme; Branksome Roundabout eastbound bus lane; Ashley Road; review of on-street parking on Charminster Road and Wimborne Road in Winton; site facility improvements to Poole Bus Station and Bournemouth Travel Interchange; bus stop upgrade at 15 priority locations; enhanced bus stop configurations at 35 priority locations.	£££	Development and Delivery	Delivery	
52	Neighbourhood and town centre mobility hubs	Deliver mobility hubs at up to 35 locations across BCP to make interchange between public, shared, active and private modes easier by providing, for example, micromobility hire points, frequent bus services, community car club vehicles, active travel and EV charging.	££	Development and Delivery	Delivery	
53	Rail Station Access Programme	Deliver active travel and bus improvements to improve access to rail stations in BCP from surrounding local areas and contribute to Station Improvement Plans developed by train operators and Network Rail.	££	Development and Delivery	Delivery	

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54	BCP Rail Station Accessibility Programme	Support Network Rail and partners to upgrade facilities at rail stations, to meet published accessibility standards, to deliver level boarding including at Hamworthy, Parkstone, Branksome, Pokesdown, Christchurch and Hinton Admiral Stations.	£££	Development and Delivery	Delivery	
55	Long distance coach and bus routes	Continue to progress new and improved coach routes and longer distance bus routes, identified in the regional Coach Strategy focusing on where equivalent rail journeys are longer than road travel – e.g. BCP area to Bath, Bristol and Exeter continuing westwards. This will be achieved through liaison with bus and coach operators and emerging combined authorities.	£	Development	Delivery	
56	Strategic mobility hubs	Deliver a small network of multi-modal interchange hubs at strategic, edge of town sites to support multi-modal travel by visitors to key BCP destinations such as the town centres and seafront. To include provision of measures such as micromobility hire points, EV charging and frequent bus services.	£££	Development	Delivery	Delivery
57	Improved rail journey times to London	Work with our rail partners to improve services on the South Western Main Line to London by reducing current journey times from BCP stations to London Waterloo	£££	Development	Delivery	
58	Improved weekend rail services	Work with our rail partners to improve weekend rail services from BCP stations both for westward travel to and from Dorset stations to Weymouth and for travel to and from London, so that Sundays are upgraded to a Saturday level of service and Saturdays are upgraded to a weekday level of service. Also seek improvements for the Cross Country route towards Reading, Birmingham and Manchester particularly to support the tourism economy in BCP.	£££	Development	Delivery	
59	Dorset Metro	Support Network Rail and partners to deliver a 'turn up and go' rail service within BCP to increase rail mode share to the national average. This will include incremental improvements with partners to increase train frequency and introduce ticketing initiatives.	£££	Development	Development and Delivery	Delivery
60	Discounted bus travel for school children	Provide discounted bus travel to school within the LTP area, with a possible funding source from the Workplace Parking Levy, subject to progress after feasibility.	££	Development and Delivery	Delivery	Delivery
61	Simplify and integrate fares	Support the role out of Project Coral and continue to work with transport operators to expand the scope of integrated multi-operator, multi-modal ticketing and tap-on tap-off fares across the BCP network.	£	Development and Delivery	Delivery	
62	Targeted promotional campaigns	Continue to work with bus operators to deliver targeted promotional campaigns aimed at residents and visitors to promote destinations, places and events with poor or limited access by car.	£	Development and Delivery	Delivery	
63	Improve bus information	Enhance the Bus Service Improvement Plan (BSIP) to improve bus information at bus stops with new additional Real Time Passenger Information displays and CCTV at the busiest stops. Continue to support and improve regional public transport information and journey planning website.	£££	Development and Delivery	Delivery	
64	New Stations	Review opportunities for new or relocated train stations in BCP to support housing and employment growth.	£££	Development	Development	Delivery
65	Demand Responsive Transport	Consider the feasibility of a Demand Responsive Transport (DRT) service to serve clusters of businesses with employees located in specific residential areas to improve travel choice.	££	Development	Delivery	
66	Mass Transit	Develop and deliver proposals for a mass transit light or ultra light rail/ tram scheme across the BCP area to provide a frequent, reliable service, is integrated with active travel, bus and rail and supports the delivery of new homes.	£££	Development	Development	Development and Delivery
67	Heart of Wessex Service Line Enhancement and improved regional rail connectivity	Support Network Rail and Dorset Council with plans for capacity enhancements to provide an hourly service between Weymouth and Bristol and connect service to Yeovil Junction. Continue to make the case for rail improvements from BCP to and from south west England and work with partners to deliver on a regional basis.	£££	Development	Development and Delivery	Delivery

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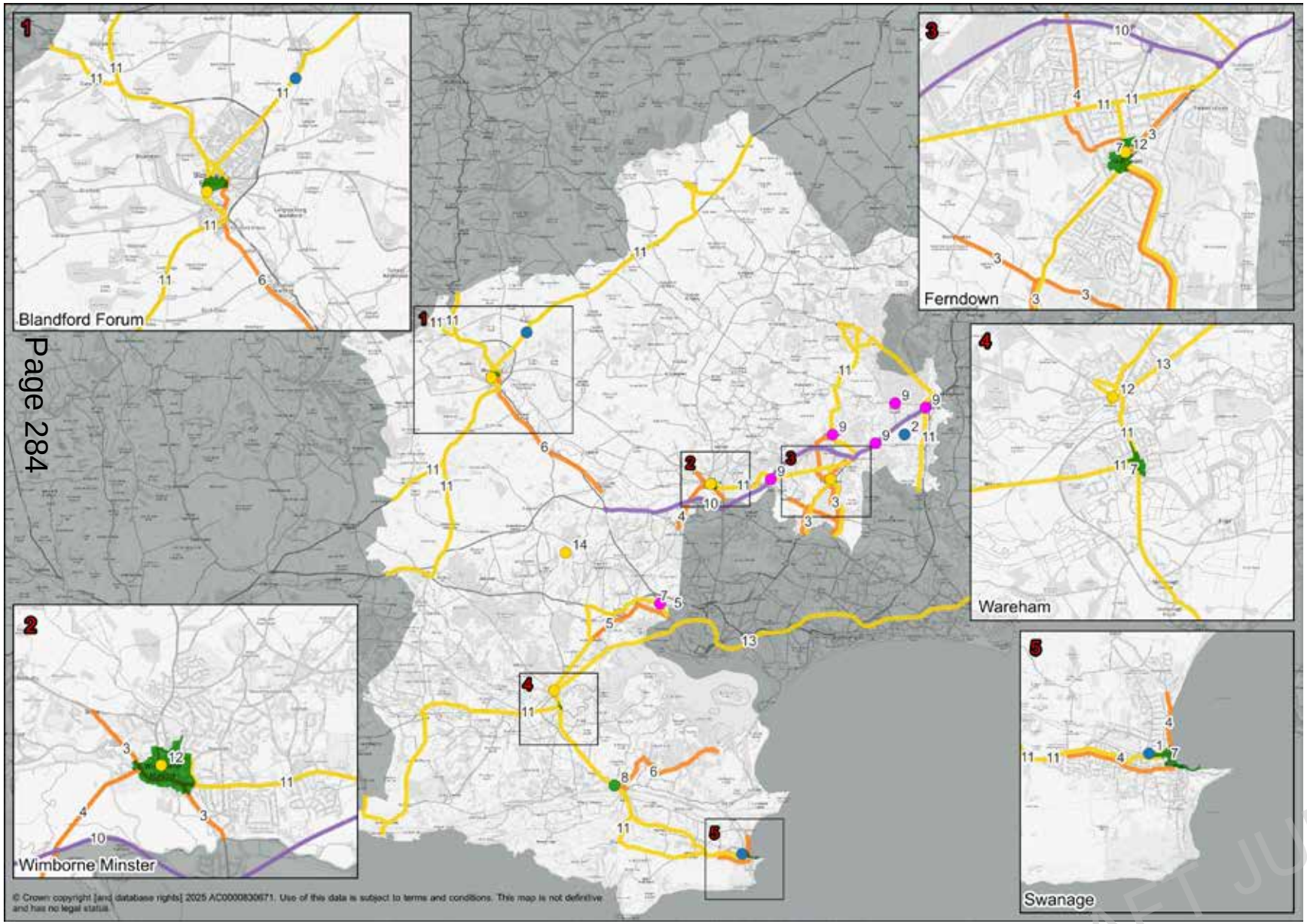
Annex G

Map showing South Eastern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Key

- **Objective A** Safeguard the climate and environment
- **Objective B** Improve health and wellbeing
- **Objective C** Create accessible and prosperous places
- **Objective D** Enable a safer transportation system
- **Objective E** A resilient and fit for purpose transport network
- **Objective F** Public transport that is inclusive and accessible

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Annex H

Table listing South Eastern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
	Objective A – Safeguard the climate and environment					
1	Zero Emission Buses	Support partners to introduce an electric bus fleet by 2035 to operate on Dorset routes. The new buses will enhance the user experience in turn increasing bus patronage and reducing road traffic.	££	Development and delivery	Delivery	
2	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of freight refuelling site in the area of Avonheath, to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Location on or close to the A31.	££	Development and delivery	Delivery	
	Objective B – Improve health and wellbeing					
3	Regional Cycle Network routes/ schemes	Development of regional Active Travel routes to connect regional gateways, major centres of population and employment between Dorset, BCP and Hampshire County Council. Focus on significant gaps in the network and existing significant barriers to improve regional cycling connectivity and accessibility.	££	Development and delivery	Development and delivery	
4	Priority Active Travel Infrastructure Plan (ATIP) routes	Continue to develop and deliver priority schemes (not covered elsewhere in this document) outlined in the Dorset ATIP	££	Development and delivery	Development and delivery	
5	Strategic sustainable travel network connecting South East Dorset to the BCP conurbation	Delivery of a sustainable travel network between South East Dorset and BCP Council area including active travel routes and bus corridor improvements. Programme to include provision of bus priority, segregated active travel infrastructure and traffic management measures. The enhancements seek to reduce road congestion and promote safe and healthy alternatives to car use, especially for shorter journeys.	££	Development and delivery	Development and delivery	
6	Developing Rights of Way and Green Infrastructure	Delivery of improvements identified in the ROWIP that help to make better use of the PROW network to meet wider LTP objectives. There is significant potential for the PROW network to enhance walking and cycling access in rural areas. Improvements will focus on developing and managing Trailway routes including: - Improving access into the Castleman Trailway - Improved connectivity and access to the Stour Valley trail.	££	Development and delivery	Development and delivery	

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	Objective C – Create accessible and prosperous places					
7	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	
8	Sustainable travel routes and traffic management in Purbeck	Provide a package of sustainable travel routes and traffic management measures to encourage visitors to Purbeck to travel to/from/around the area without using their car.	££	Development and delivery	Delivery	
	Objective D – Enable a safer transportation system					
9	Cluster site identification, development and delivery of priority safety schemes	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery
	Objective E – A resilient and fit for purpose transport network					
10	A31 Capacity and safety improvements package	Support National Highways to develop a business case and secure investment to deliver capacity and safety improvements for vehicular traffic and walking and cycling and public transport at strategic junctions and sections along A31 and the local road network connecting to the A31. Work with National Highways to develop a scheme to support movements along the A31 and to support housing and employment site delivery. Submit to Western Gateway STB SIP in early 2026.	£££	Development and delivery	Development and delivery	Delivery
	Objective F – Public transport that is inclusive and accessible					
11	Increase bus service frequency on strategic bus network	Raise bus service frequency and standards on core inter-urban routes. Initially routes should operate at least hourly 7am to 7pm, with corridors being identified for enhancement to increase to a 30 minute frequency where services can be sustained commercially.	££	Development and delivery	Delivery	
12	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hubs. These hubs will include improved cycle storage, waiting facilities, parcel lockers and travel information for seamless interchange between modes including walking, cycling, lift-shares and taxis, supporting first and last mile trip legs. Hub locations to include Blandford, Wimborne, Ferndown and Wareham.	££	Development and delivery	Development and delivery	
13	Dorset Metro	Support Network Rail (Great British Railways) prepare a business case and secure funding to deliver an additional one train per hour shuttle service linking Wareham and Brockenhurst and improvements to the Weymouth to London Waterloo service. The improvements aim to improve connectivity between Dorset and the BCP conurbation to improve access to employment, education and leisure opportunities and encourage a shift to increased rail travel.	£££	Development	Development and delivery	
14	South East Dorset Rural Mobility Pilot	Joint pilot with BCP designed to improve rural mobility within SE Dorset, particularly the connectivity between rural Dorset and the conurbation. The pilot responds to the South West Rural Mobility Strategy, seeking to provide better transport connections between towns and villages, combat isolation and poor physical and mental health, provide choice in the ways people travel and encourage more sustainable travel choices. This will include increasing bus frequencies on core bus routes, developing a network of mobility hubs and developing feeder on demand services to increase the travel opportunities available to rural communities and visitors to the area.	££	Development and delivery	Delivery	

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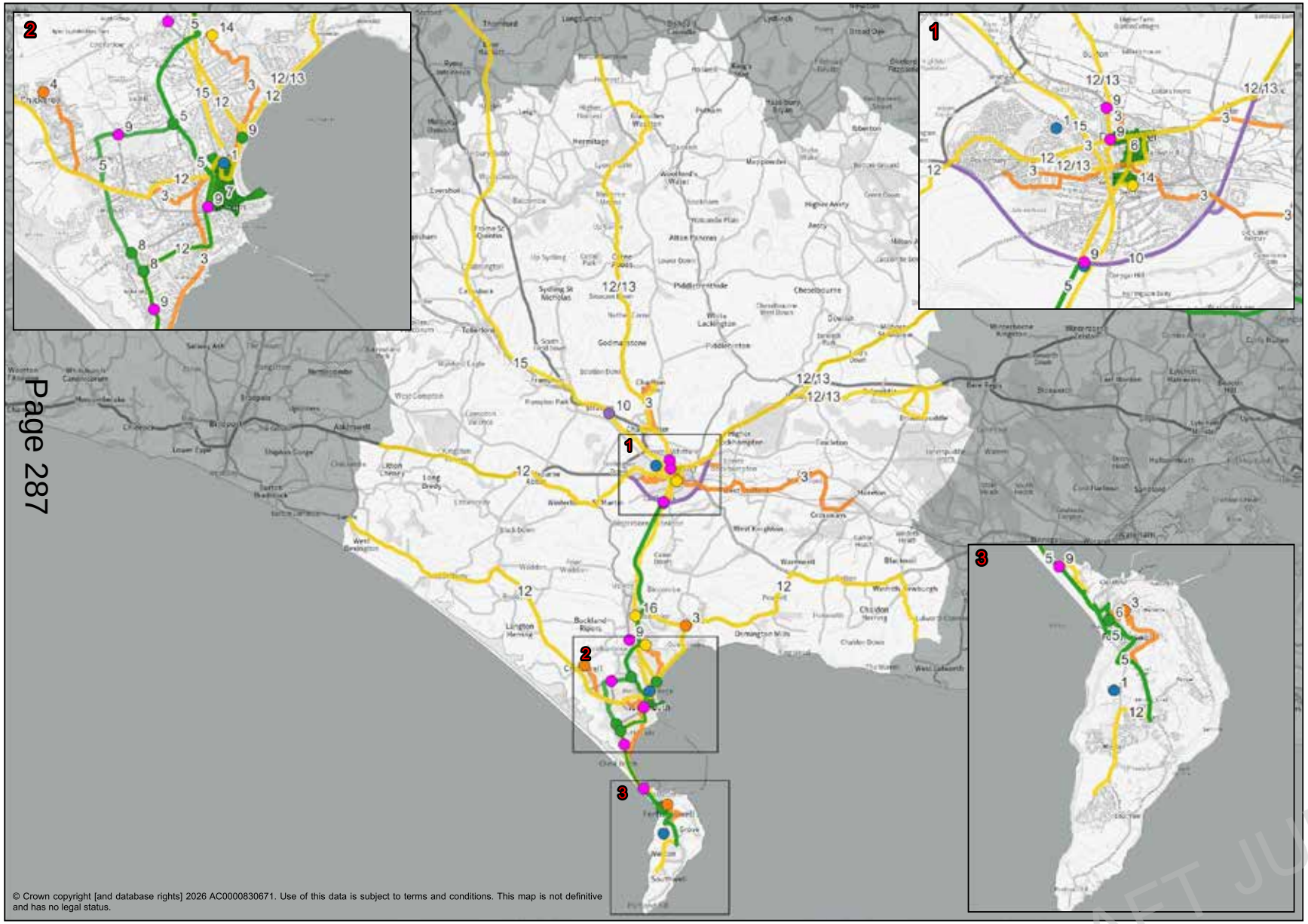
Annex I

Map showing Central Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Key

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Annex J

Table listing Central Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
	Objective A – Safeguard the climate and environment					
1	Zero Emission Buses	Support partners to introduce an electric bus fleet by 2035 to operate on Dorset routes. The new buses will enhance the user experience in turn increasing bus patronage and reducing road traffic.	££	Development and delivery	Delivery	
2	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of freight refuelling facility to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Location on or close to the A35.	££	Development and delivery	Delivery	
	Objective B – Improve health and wellbeing					
3	Priority Active Travel Infrastructure Plan (ATIP) routes	Priority routes as identified through the ATIP that connect residential areas with town centres, employment sites, schools, hospitals and transport interchanges.	££	Development and delivery	Delivery	Delivery
4	Expansion of the Dorchester, Weymouth and Portland e-bikeshare scheme	Expansion of the existing e-bikeshare scheme to increase the number and location of bays and e-bikes available across the area. The existing dockless bike share scheme of around 120 bikes and 30 bays would be expanded to provide over 200 bikes and 50+ bays.	£	Development and delivery		
	Objective C – Create accessible and prosperous places					
5	A354 corridor multi-modal improvements south of Dorchester to Weymouth and Portland	A package of enhancements to improve travel between Dorchester, Weymouth and Portland. The package will include junction improvements, bus priority and active travel measures along the corridor and within town centres, public realm improvements and traffic management measures in Weymouth Town centre and development of Weymouth park and ride site to provide a new mobility hub with improved park and ride bus services. The package will support and promote growth, deliver shorter and more reliable journey times, enhance access to the A35 strategic road network, improve road safety, provide better facilities for active travel and public transport and reduce traffic entering central areas of Weymouth.	£££	Development and delivery	Delivery	
6	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	

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7	Weymouth Town Centre traffic management and public realm improvements	Delivery of schemes which support the new Weymouth Town Centre Masterplan, providing more efficient and safer movement of people around the town centre by all travel modes to reduce congestion and improve air quality, accessibility and the public realm. Improvements to include: - Enhanced active travel links through the town centre, linking key destinations, such as the railway station, Westham Rd, the Harbourside and Town Bridge. - A new bridge at the Swannery to improve access to the rail station and seafront from western residential areas. - King Street corridor improvements.	££	Development and delivery	Delivery	
8	Portland access improvements	Package of access and traffic management interventions including: - Rearrangement of Wyke Road junction to accommodate for HGV traffic and improve active travel access - Active travel link from Fortuneswell / Castletown to Easton avoiding the A354 corridor - Active travel extension of NCN Route 26 to Portland Bill - Active travel safety improvements between Osprey Quay Roundabout and Hamm Beach Roundabout on Portland Beach Road - Junction improvements to improve accessibility and safety at Langton Avenue / Portland Road / Merley Road - Foords corner junction improvements	££	Development and delivery	Delivery	
Objective D – Enable a safer transportation system						
9	Cluster site identification, development and delivery of priority safety schemes	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery
Objective E – A resilient and fit for purpose transport network						
10	A35 corridor improvements	Support National Highways and the Western Gateway Sub National Transport Body to develop designs, prepare a business case and submit for government funding for a package of junction and safety improvements on the Dorchester bypass to support Dorset's Economic Growth Stategy by enhancing connectivity, journey time reliability and route resilience.	£££	Development	Development and delivery	
11	A37 package of improvements to improve safety and resilience	Highways improvements at Stratton Railway Bridge, north-west of Dorchester to reduce impacts of frequent flooding events on highway network and improve highway safety.	££	Development and delivery		

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	Objective F – Public transport that is inclusive and accessible					
12	Increase bus service frequency on strategic bus network	Raise bus service frequency and standards on core inter-urban routes. Initially routes should operate at least hourly 7am to 7pm, with corridors being identified for enhancement to increase to a 30 minute frequency where services can be sustained commercially.	££	Development and delivery	Delivery	
13	Extend weekend services on strategic bus network	Improved Saturday services on core route network. Timetables to match Mon-Fri operation.	££	Development and delivery	Delivery	
14	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hubs. These hubs will include improved cycle storage, waiting facilities, parcel lockers and travel information for seamless interchange between modes including walking, cycling, lift-shares and taxis, supporting first and last mile trip legs. Aim to develop hub locations in Dorchester and Weymouth, including Weymouth Park and Ride.	££	Development and delivery	Delivery	
15	Heart of Wessex Line Service Enhancement	Support Network Rail (Great British Railways) prepare a business case and secure funding to deliver capacity enhancements which enable a one train per hour service linking Weymouth and Bristol and connect services to Yeovil Junction. The rail service will be integrated with other travel modes to encourage a shift to increased rail travel.	£££	Development	Development and delivery	
16	Dorset rail stations accessibility programme	Support Network Rail and Train Operating Companies to make Dorchester South and Upwey fully accessible, including delivery of step-free access (such as lifts or ramps) and improved station facilities for passengers.	£££	Development	Development	

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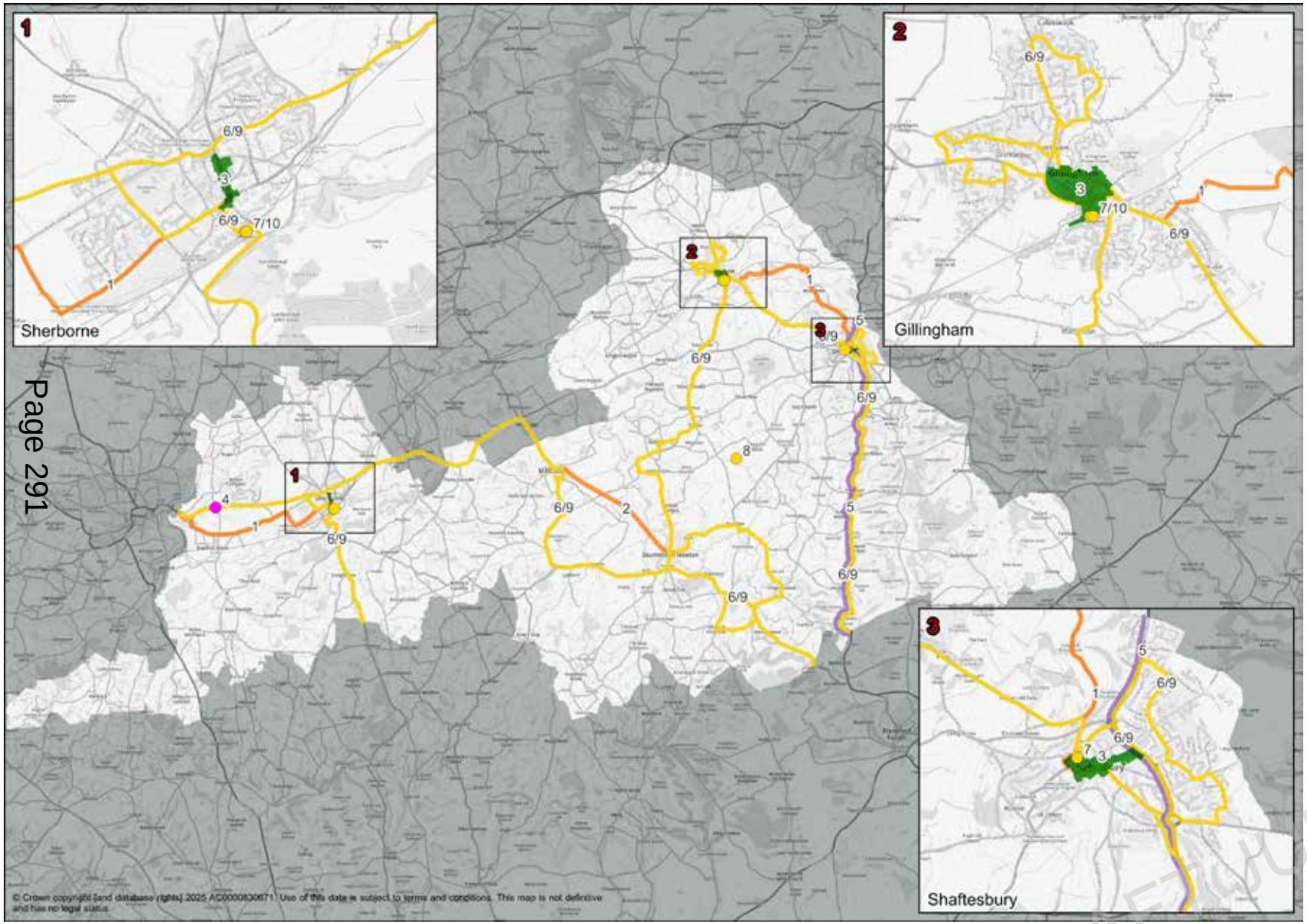
Annex K

Map showing Northern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Key

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Annex L

Table listing Northern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
	Objective B – Improve health and wellbeing					
1	Priority Active Travel Infrastructure Plan (ATIP) routes	Priority routes as identified through the ATIP that connect residential areas with town centres, employment sites, schools, hospitals and transport interchanges.	££	Development and delivery	Delivery	Delivery
2	Developing Rights of Way and Green Infrastructure	Delivery of improvements identified in the ROWIP that help to make better use of the PROW network to meet wider LTP objectives, including extending the North Dorset Trailway northwards from Sturminster Newton and southwards into Poole.	££	Development and delivery	Development and delivery	
	Objective C – Create accessible and prosperous places					
3	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	
	Objective D – Enable a safer transportation system					
4	Cluster site identification, development and delivery of priority	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery
	Objective E – A resilient and fit for purpose transport network					
5	Localised traffic management interventions along the A350 corridor	Localised interventions to reduce the impacts of traffic on local communities and improve safety and route resilience.	££	Development and delivery	Delivery	

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Objective F – Public transport that is inclusive and accessible						
6	Increase bus service frequency on strategic bus network	Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Blandford-Shaftesbury–Gillingham and Yeovil–Sturminster Newton–Blandford, providing better access to employment, education and healthcare. Saturday bus services will be extended to ensure consistent service levels throughout the week. The introduction of zero-emission buses will modernise the fleet, reduce emissions and improve the passenger experience.	££	Development and delivery	Delivery	
7	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hubs. These hubs will include improved cycle storage, waiting facilities, parcel lockers and travel information for seamless interchange between modes including walking, cycling, lift-shares and taxis, supporting first and last mile trip legs. Hub locations to include Sherborne, Gillingham and Shaftesbury.	££	Development and delivery	Development and delivery	
8	North Dorset RuralMobility Pilot	This pilot will serve the rural areas surrounding Gillingham and Shaftesbury, offering flexible transport options to connect residents with key services and tourist destinations. These hubs will also support interchange with other sustainable modes, including cycling and car sharing.	£	Development and delivery	Delivery	
9	Extend weekend services on strategic bus network	Reintroduce Saturday services on core route network. Timetables to match Mon-Fri operation. Enhanced routes to include: CR2 (Gillingham - Shaftesbury), CR3 (Gillingham - Sturminster Newton), CR4 (Blandford - Yeovil), CR5 (Dorchester - Yeovil), CR6(Bridport - Yeovil), CR7 (Blandford - Shaftesbury).	£	Development and delivery		
10	Dorset rail stations accessibility programme	Support Network Rail and Train Operating Companies to make Gillingham and Sherborne stations fully accessible, including delivery of step-free access (such as lifts or ramps) and improved station facilities for passengers.	££	Development and delivery	Development and delivery	

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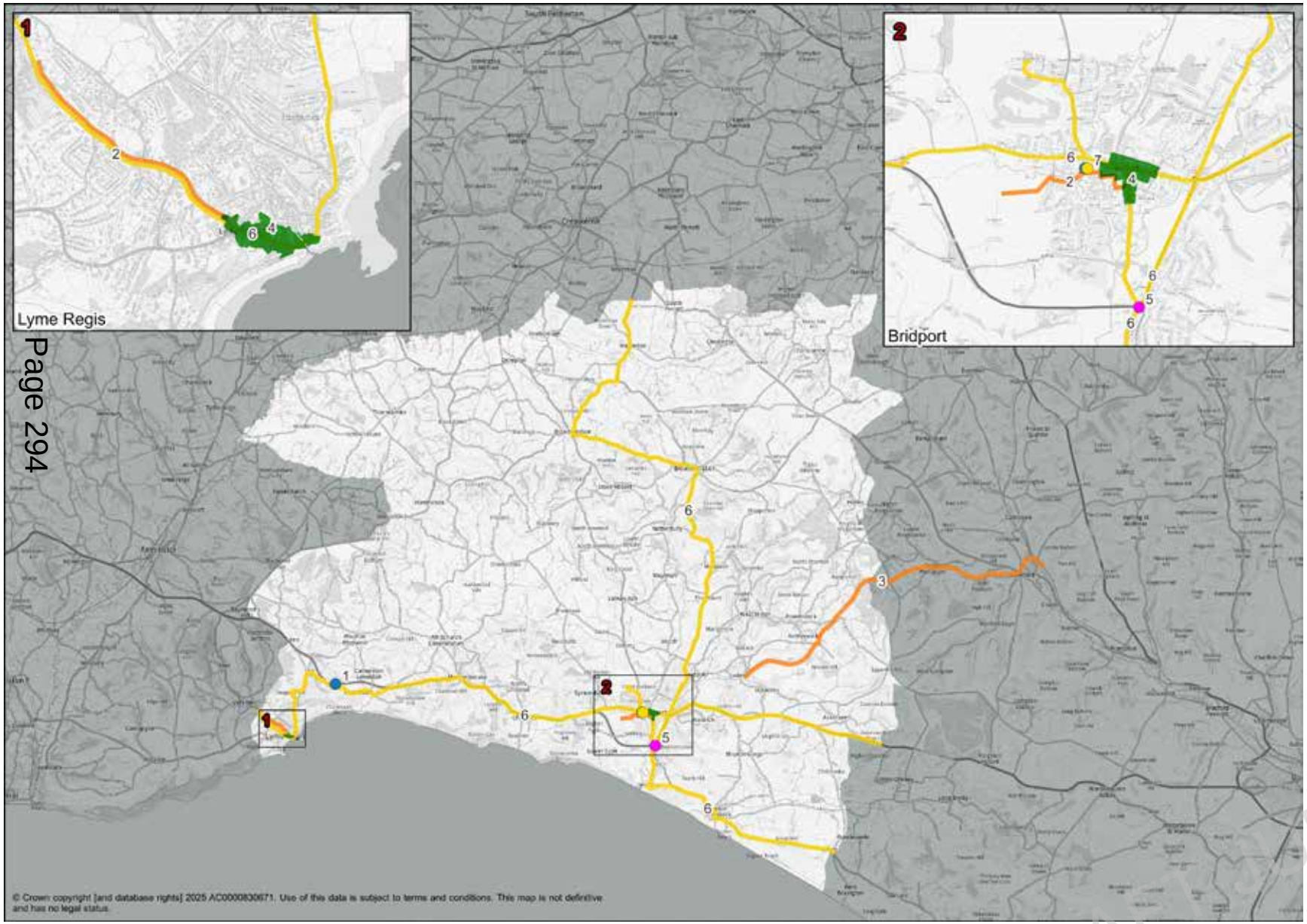
Annex M

Map showing Western Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



Key

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Annex N

Table listing Western Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
	Objective A – Safeguard the climate and environment					
1	Freight Alternative Re-Fuelling Sites	Support partners to scope feasibility and commence delivery of freight refuelling site in the area of west of Bridport, to provide EV charging/Hydrogen/Gas re-fuelling facilities specifically for HGVs and LGVs. Location on or close to the A35.	££	Development and delivery	Delivery	
	Objective B – Improve health and wellbeing					
2	Priority Active Travel Infrastructure Plan (ATIP) routes	Priority routes as identified through the ATIP that connect residential areas with town centres, employment sites, schools, hospitals and transport interchanges.	££	Development and delivery	Delivery	Delivery
3	Developing Rights of Way and Green Infrastructure	Delivery of improvements identified in the ROWIP that help to make better use of the PROW network to meet wider LTP objectives, including developing the Maiden Newton to Bridport Trailway.	££	Development and delivery	Development and delivery	
	Objective C – Create accessible and prosperous places					
4	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering town centres and encourage short journeys to be made on foot or by bike.	££	Development and delivery	Delivery	
	Objective D – Enable a safer transportation system					
5	Cluster site identification, development and delivery of priority safety schemes	Develop and deliver priority schemes as identified through annual cluster site analysis.	££	Development and delivery	Development and delivery	Development and delivery

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	Objective F – Public transport that is inclusive and accessible					
6	Increase bus service frequency on strategic bus network	Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Bridport–Axminster-Dorchester and Bridport–Yeovil, providing better access to employment, education and healthcare. Saturday bus services will be extended to ensure consistent service levels throughout the week. The introduction of zero-emission buses will modernise the fleet, reduce emissions and improve the passenger experience.	££	Development and delivery	Delivery	
7	Introduce mobility hubs and integrate hub and spoke service model	Creation of new or enhanced mobility hub in Bridport. These hubs will include improved cycle storage, waiting facilities, parcel lockers and travel information for seamless interchange between modes including walking, cycling, lift-shares and taxis, supportingfirst and last mile trip legs.	££	Development and delivery	Development and delivery	

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Annex O
Dorset non-geographical specific schemes / schemes with insufficient locational detail

Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
		Objective A – Safeguard the climate and environment				
	Charging Ahead Electric Vehicle infrastructure expansion	Expanded programme to install electric vehicle public charging infrastructure, including: - Providing a mix of fast residential charging and rapid on-route charging in rural areas - Expanding town centre charging capacity to provide ultra-rapid charging hubs in key settlements - on-street installations in Dorset towns where there is a high proportion of households without access to off-street parking and without access to other public charging facilities.	££	Development and delivery	Development and delivery	
	EV car clubs and car sharing	Support developers to deliver EV car clubs and car sharing in new developments and local communities to establish community based initiatives to reduce single occupancy car trips and car ownership levels.	££	Development and delivery	Delivery	
		Objective B – Improve health and wellbeing				
	Bikeability	Maintain provision of national standard cycle training programme coordinated withy RST with training provided by approved instructors across Dorset. Alternative sources of revenue funding to be identified.	££	Delivery	Delivery	Delivery
	Local highway improvement and safety schemes	Continued prioritisation and delivery of small scale highway improvements and safety schemes.	££	Development and delivery	Development and delivery	Development and delivery
	Ban on pavement parking	Introduce and enforce a total ban on unauthorised pavement parking to ensure footways are kept free of obstructions for pedestrians.	£	Development and delivery		
		Objective C – Create accessible and prosperous places				
	Car parking review implementation	Complete parking review and implement changes to parking controls and management.	£	Development and delivery		

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	A Freight Route and Facilities Map	Review, update and publish new Freight Route and Facilities Map. Information includes recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and Ro-Ro ferries and major industrial estates.	£	Development and delivery		
	Last mile deliveries	Support businesses to introduce E-cargo bikes and other sustainable local delivery methods within South East Dorset, Weymouth, Dorchester and other market towns across Dorset.	£	Development and delivery		
	Local Freight Consolidation Centres	The objective of potential sites for local freight depots is to intercept the vehicles from greater network outside of the area, including A31, so as to reduce the number of freight and servicing vehicles entering the urban centres by encouraging sustainable 'last mile' distribution journey by smaller electrical or human-powered delivery vehicles. Potential sites for local freight depots could include Ferndown and, Wimborne Min-ster.	££	Development and delivery	Development and delivery	
	Objective D – Enable a safer transportation system					
	Safe routes to schools and school streets	Support partners to improve safety of school pupils through infrastructure improvements, marketing campaigns and roll out of school street initiatives.	£	Development and delivery	Delivery	
	Dorset Road Safety Partnership	Support the partnership to improve road safety by reducing the number of road deaths and serious injuries in Dorset through education courses, training programmes, enforcement operations, engineering schemes and speed reduction measures.	£	Delivery	Delivery	Delivery
	20mph Limits and Zones	Support local communities to introduce more 20mph limits and zones in urban areas and village streets to ensure greater road safety and to reduce the impact of road traffic on local communities.	£	Delivery	Delivery	Delivery
	Objective E – A resilient and fit for purpose transport network					
	Publish new Highways Infrastructure Asset Management Plan	Review current plans and publish updated asset management plan setting out the management, operation, preservation and enhancement of the highway infrastructure.	£	Development and delivery		

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	Establish an integrated cross boundary Network Management Plan and associated operations	Work with partners to improve the coordination of maintenance, utility works and emergency responses. Work jointly with BCP Council to establish an integrated cross boundary network management plan, aiming to better coordinate operational management of the network and traffic movement within and across the authorities' boundaries. We will support National Highways in the management of their networks and work closely to facilitate seamless journeys between our local network and their national infrastructure.	££	Development and delivery	Delivery	
● **Objective F** – Public transport that is inclusive and accessible						
	Multioperator bus ticketing	Introduce county wide multi-operator ticketing products future proof to include all operators, cross boundary routes and 'plus bus'. Include daily cap on fares.	££	Development and delivery		
	Rural mobility hubs	Establishing hubs in village centres where key services are provided (such as GP's practice, mobile banking and libraries) and provision of transport options to access external services (e.g. via demand responsive transport, car clubs/car share).	££	Development	Delivery	

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Annex P

LTP performance indicators

● Strong alignment ◐ Moderate alignment

ID	Performance indicator	How it is measured	Climate and environment	Health and wellbeing	Prosperous places	Safety	Network resilience	Public transport
1	Carbon emissions from transport	We will monitor and report the reduction in aggregate LTP area CO2 emissions per capita and the estimated carbon emissions from construction and maintenance activities using an appraisal toolkit.	●					
2	Air quality	We will monitor and report the reduction in annual average concentration of nitrogen dioxide (NO2) and particulates (PM2.5 and PM10).	●	◐				
3	Levels of walking, wheeling and cycling	We will undertake automatic continuous counts, annual monitoring counts at selected sites and report the percentage change; and link with public health indicators relevant to active travel.	◐	●	◐	◐		
4	Access to services, employment and leisure	We will use software such as the **Dft Connectivity Tool**, to report connectivity levels and the proportion of households within 30 minutes of a town/ neighbourhood centre by public transport.		◐	●			◐
5	Road casualties	Measured by the Dorset Road Safety Partnership, using indicators from the 2026 National Road Safety Strategy.		◐		●		
6	Network resilience	We will undertake journey time monitoring on the network for generalised traffic and public transport. To establish traffic trends, we will use automatic continuous counts, annual monitoring counts and cordon counts at selected sites, reporting annual average daily traffic, % change and average delays on the A-road network.	◐		◐		●	
7	Highway condition	By survey we will measure the condition of the principle, non-principle and unclassified road network and tracking the maintenance backlog.				◐	●	
8	Levels of public transport patronage and user satisfaction	We will link with the performance indicators in our respective BSIP's including the total number of bus passengers and passenger satisfaction; as well as rail passenger numbers. We will undertake annual user perception surveys including the National Highways and Transport Survey (NHTS).	◐	◐	◐			●
9	Reliability of public transport services	We will report the percentage of bus journeys that arrive on time comparing real time bus journey data with timetabled arrival times.			◐		◐	●
10	Transport inequalities	We will develop indicators relating to transport inequalities, including using transport related social exclusion data.		◐	◐	◐		◐

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Glossary

Active Travel
People powered transportation for everyday journeys primarily cycling, walking and wheeling; integrates physical activity into routines and improves overall well-being.

Apps
shorthand for Applications (programs on mobile phones or computers).

Autonomous vehicle
A vehicle that is capable of sensing its environment and navigating without human input.

Beryl (bikes)
Current provider of bikeshare and scooter provision in parts of the LTP area.

BNG
Biodiversity Net Gain – way of creating and improving natural habitats, ensuring development has a measurably positive impact on biodiversity compared to what was there before.

BSIP
Bus Service Improvement Plan – document that sets out ways to improve bus services in a specific area through partnership working between the local authority and bus operators.

Capital Programme
Schedule of spending of LTP funding on specific projects and schemes.

Carbon baselining
Process of establishing a baseline or reference point for greenhouse gas emissions.

Carbon neutral
Carbon neutrality is a balance between emitting carbon and absorbing it; The process of carbon neutrality is needed to achieve net zero emissions; Carbon neutral and net zero are sometimes used interchangeably.

Car club
Car sharing/rental service allowing members to rent vehicles for short periods rather than extended periods usual through traditional car rental companies.

CCC
Climate Change Committee – Independent statutory body established under the Climate Change Act, 2008, to advise the UK and devolved governments on emissions targets and to report to Parliament on progress made in reducing greenhouse gas emissions and preparing for and adapting to the impacts of climate change.

CCTV
Closed Circuit Television (video surveillance).

CIHT
Chartered Institute of Highways and Transportation.

CIL
Community Infrastructure Levy – planning charge that local authorities can impose on new developments to mitigate impacts on local infrastructure.

Connected vehicles
Ones equipped with the technology to connect to the internet and other devices enabling communication and data exchange.

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DfT
Department for Transport.

DLUHC
Department for Levelling up, Housing and Communities.

DRT
Demand Responsive Transport.

EP
Enhanced (bus) Partnership – between councils and bus operators which provides a statutory framework to deliver local improvements to bus services.

EQIA
Equality Impact Assessment.

EV
Electric vehicle.

EVCP
Electric vehicle charge point.

GBR
Great British Railways – planned state-owned railway company that when formed will operate most rail infrastructure in Britain and most passenger rail services in England.

HIAMP
Highways Infrastructure Asset Management Plan

HIA
Health Impact Assessment.

HRA
Habitats Regulations Assessment.

LCWIP
Local Cycling and Walking Infrastructure Plan.

Liveable Neighbourhood
Reducing dominance of motor vehicles in an area by re-considering how street space is allocated – resulting in healthier outdoor spaces and more vibrant spaces where people wish to dwell and spend money.

LTA
Local Transport Authority – tier of local government responsible for transport planning, passenger transport and highways. Dorset Council and BCP Council are LTAs for their respective areas.

LTN 1/20
Government published local transport note that provides guidance for local authorities for designing high quality and safe cycle infrastructure.

LTP
Local Transport Plan.

MaaS
Mobility as a Service – a transport operating model that integrates a range of transport options into a single data platform, offering users a seamless way to plan, book and pay for their journeys.

Mobility hubs
A publicly accessible hub where shared means of transport are available at any time.

Net Zero
The term net zero means achieving a balance between the carbon emitted into the atmosphere and the carbon removed from it.

National Highways
NH Government agency charged with operating, maintaining and improving motorways and major A roads in England.

NO2
Nitrogen Dioxide.

Network Rail
Current owner and infrastructure manager of most of the railway network in Great Britain. Will be replaced by Great British Railways.

PM2.5
Particulate matter (two and a half microns or less in length).

Peninsula Transport Sub-national Transport Body
Regional transport grouping covering Cornwall, Devon, Plymouth, Somerset and Torbay.

PLV
Powered light vehicles.

Protected characteristic
Nine specific personal attributes that are legally protected under the Equality Act 2010.

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PRoW
Public Rights of Way.

Safer road system
Designing roads so no-one gets killed or seriously injured – through an approach to road safety based on the principle that our life and health should not be compromised by our need to travel.

Section 106 agreement
Planning obligation as a legal agreement between a developer and the local planning authority that ensures developers contribute to infrastructure and community needs generated by their development.

SEDUMS
South-east Dorset Urban Mobility Strategy – published in 2020, setting out a transport strategy to 2038 to facilitate economic growth through enhanced mobility and connectivity – delivered through investment packages.

Self-containment

Where community facilities are provided locally, near to where people live – reducing the need for long and lengthy travel to access services.

Shared micro-mobility
Practice of making lightweight vehicles like bicycles, e-bikes and e-scooters available for short term public use through rental schemes.

STB
Sub national transport bodies – regional groupings of local authorities working together to improve transport in their respective areas.

Strategic road network (SRN)
Motorways and major A roads managed by National Highways.

Sustainable transport
Moving people and goods in ways that minimise negative environmental impacts and contributes to a healthy, equitable and economically viable future.

Walk Wheel Cycle Trust
The new name for Sustrans – 'We're the charity making it possible for everyone to walk, wheel and cycle.

SUV
Sports Utility Vehicle – car classification that combines features of passenger cars and off-road vehicles.

TCF
Transforming Cities Fund – Package of sustainable transport improvements in BCP and SE Dorset delivered up to 2026 through HM Government funding.

TSOG
Traffic Signals Obsolescent Grant – government funding to provide better traffic signals, linked to Green Light Fund to provide smarter traffic lights.

WGSTB
Western Gateway Sub-National Transport Body – group of nine local authorities in the west of England including Dorset and BCP Councils, working to improve transport and connectivity across the region.

Wheeling
Inclusive term covering equivalent mobility of pedestrians/by foot, involving all types of wheelchairs, mobility scooters and rollators.

WPL
Workplace Parking Levy.

Vision – Led Plan Making
A way of planning that starts with a clear goal for the kind of future we want—such as cleaner air, safer streets and better travel choices—and then works out how to get there. Instead of reacting to problems, it focuses on creating positive change. This approach helps deliver healthier, greener and more inclusive communities by guiding decisions that support long-term priorities.

ZEBRA
Zero Emission Bus Regional Areas.

ZEV
Zero emission vehicle.

Web links in the document are also available on the LTP web pages –

bcpcouncil.gov.uk/local-transport-plan

dorsetcouncil.gov.uk/local-transport-plan

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Appendix 3 – LTP Monitoring and Evaluation Strategy (Summary)

This paper is a summary of the LTP Monitoring and Evaluation Strategy which sets out how Dorset Council and Bournemouth, Christchurch and Poole (BCP) Council will systematically monitor, evaluate and transparently report progress against the objectives of the Local Transport Plan over the period 2026–2041. The full document will be published alongside the suite of LTP Strategy documents.

The Strategy establishes a consistent and proportionate framework for assessing the performance of the transport network, using a defined suite of Key Performance Indicators (KPIs) aligned to the six LTP objectives. Each KPI is supported by clearly specified datasets, agreed methodologies and quality-assurance processes to ensure results are robust, comparable and suitable for scrutiny over time.

Reporting will be undertaken on an annual basis through a concise transport performance snapshot, supported by more detailed evaluation at the end of each five-year Implementation Plan period. Together, these outputs will provide elected members, stakeholders, funding bodies and the public with a transparent picture of whether transport outcomes are improving, deteriorating or broadly stable.

Given the long-term nature of the LTP and the evolving national policy and data landscape, the Strategy is designed to remain flexible. Where guidance, datasets or methodologies change, the implications for comparability will be clearly documented as part of annual reporting.

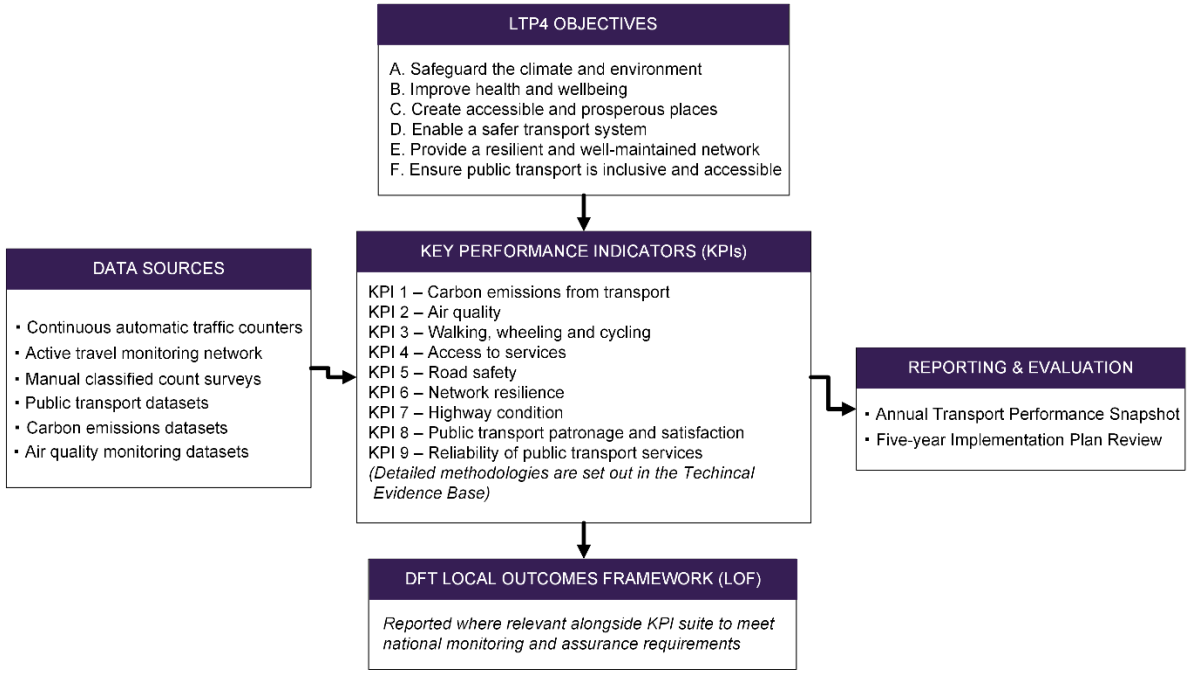
The Strategy therefore provides both a clear accountability framework and a durable evidence base to support decision-making, investment prioritisation and external funding submissions throughout the lifetime of the LTP.

Figure 1 provides a schematic overview of the Monitoring and Evaluation Strategy, which shows how the different elements of the approach fit together. It shows the clear line of sight from the LTP objectives, through the KPI suite and supporting data sources, to the reporting and evaluation outputs produced over the lifetime of the Plan.

The diagram is intended as a navigational aid rather than a statement of policy or methodology. It highlights how evidence flows through the framework and signposts where more detailed material can be found.

The schematic also illustrates how reporting against the Department for Transport's Local Transport Outcomes Framework sits alongside the locally defined KPI suite, as a complementary national reporting requirement rather than a replacement for local performance measures.

Figure 1 – Schematic overview of the Monitoring and Evaluation Strategy



Monitoring Key Performance Indicators (KPIs)

To monitor and evaluate the impact of the LTP and its Implementation Plans, Dorset Council and BCP Council have defined a coherent suite of performance indicators that describe how the transport network is functioning across the joint area. The KPI suite aligns directly with the six LTP objectives and provides a consistent basis for assessing change across all core elements of the transport system.

The monitoring framework brings together data from multiple complementary sources, including:

- Continuous automatic traffic counters, capturing volumes and trends for motor vehicle and cycle movements
- Scheduled manual classified counts, providing detailed modal-split data, occupancy information and including vehicle classifications consistent with national traffic appraisal guidance
- External national and operator datasets, covering public transport usage, service reliability, carbon emissions, highway condition and air quality.

Data from these sources is aggregated into cordons, screen lines and thematic monitoring groups to generate robust annual indicators.

Together, these methods provide a coherent evidence base that enables Dorset Council and BCP Council to report annually on the full suite of LTP KPIs. The following table introduces each KPI in turn, summarising the measures used, the datasets that underpin them, and the role each indicator plays in understanding the evolving performance of the transport network. Where KPI definitions, datasets or methods change, the change and implications for comparability will be documented in the relevant annual report.

KPI 1 – Carbon emissions from transport

The datasets supporting this KPI provide both retrospective and forward-looking evidence on carbon emissions from road transport. Territorial emissions are drawn from UK Government local authority datasets to track historic trends, while projected operational and embodied carbon emissions are derived from the councils' carbon assessment tool to support longer-term assessment of decarbonisation trajectories.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective A: Safeguard the climate and environment	1.1	n/a	Annual carbon emissions from road transport	Local authority territorial greenhouse gas emissions estimates, (kt CO_2e)	Department for Energy Security and Net Zero
	1.2	LOF17A	Projected operational carbon emissions from road transport users to 2050	Carbon assessment tool	Local Transport Authority
	1.3	LOF17B	Projected embodied carbon emissions from road transport infrastructure to 2050	Carbon assessment tool	Local Transport Authority

KPI 2 – Air quality

The datasets supporting this KPI comprise locally monitored and nationally reported air quality measures, including nitrogen dioxide, particulate matter and ozone. These datasets provide a consistent basis for tracking changes in ambient air quality over time and for identifying areas of improvement or continuing concern.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective A: Safeguard the climate and environment	2.1	n/a	Number of Air Quality Management Areas (AQMAs)	Local authority air quality monitoring and reporting data	Local Transport Authority
	2.2	LOF16	Number of NO_2 roadside monitoring sites in exceedance of the annual statutory concentration limit		
	2.3	n/a	Annual mean concentration of $PM_{2.5}$		
	2.4	n/a	Annual mean concentration of PM_{10}		
	2.5	n/a	Annual mean concentration of NO_2		
	2.6	n/a	Annual mean concentration of O_3		

KPI 3 – Walking, wheeling and cycling

The datasets supporting this KPI combine continuous automatic counter data with periodic manual survey observations to provide evidence of active travel trends. Where applicable, local AADT-equivalent outputs are used to support year-on-year comparison, with contextual interpretation informed by spatial coverage and seasonal variation.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective B: Improve health and wellbeing	3.1	n/a	Levels of cycling & wheeling	Active Travel Monitoring	Local Transport Authority
	3.2	n/a	Levels of walking	Active Travel Monitoring	Local Transport Authority
	3.3	LOF09	Average number of walking, wheeling and cycling journey stages per year	DfT active travel statistics (available at local authority level)	Department for Transport
	3.4	LOF11	Percentage of adults engaged in active travel at least twice in last 28 days	DfT active travel statistics (available at local authority level)	Department for Transport

KPI 4 – Access to services

The dataset supporting this KPI is derived from the Department for Transport Connectivity Tool, which provides nationally consistent measures of access to key services by public transport, walking and cycling. These data enable comparison over time and support identification of spatial differences in accessibility.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective C: Create accessible and prosperous places	4.1	LOF02	Public transport, walking and cycling connectivity to key destinations	DfT Connectivity Tool (accessibility to key services by sustainable modes)	Department for Transport

KPI 5 – Road safety

The datasets supporting this KPI are drawn from police-validated STATS19 records and published Department for Transport road safety statistics. These data provide a consistent basis for monitoring changes in the number and severity of road casualties and collisions on locally managed roads.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective D: Enable a safer transport system	5.1	n/a	Road casualties: fatalities (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
	5.2	LOF15A	Road casualties: total KSI (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
	5.3	n/a	Road casualties: all casualties (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
	5.4	LOF15B	Road casualties: KSIs 16 and under	DfT road safety statistics (not currently available at local authority level)	Department for Transport
	5.5	LOF15C	Road casualties: KSIs involving pedestrians/cyclists.	DfT road safety statistics (RAS0403)	Department for Transport
	5.6	n/a	Road collisions: fatal collisions (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
	5.7	n/a	Road collisions: fatal and serious collisions (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
	5.8	n/a	Road casualties: fatalities (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport

KPI 6 – Network resilience

The datasets supporting this KPI describe both traffic demand and network performance. Traffic volumes and trends are evidenced using a combination of local automatic traffic counter data and Department for Transport traffic volume statistics, providing complementary local and nationally consistent measures. Journey time reliability and delay indicators are derived from established national datasets to support assessment of congestion, resilience and reliability over time.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective E: Provide a resilient and well-maintained network	6.1	n/a	Journey time reliability	INRIX journey time data	INRIX (accessed via the Highways Analyst platform, published by Basemap)
	6.2		Traffic volumes: total (LTA)	Traffic monitoring	Local Transport Authority
	6.3		Traffic volumes: total (DfT)	DfT traffic statistics (TRA8901)	Department for Transport
	6.4		Traffic volumes: by vehicle type (DfT)	DfT traffic statistics (TRA8902)	Department for Transport
	6.5		Average delays on A-roads	Travel time statistics (CGN0504d)	Department for Transport
	6.6		Average delays on A-roads: by individual A-roads	Travel time statistics (CGN0504e)	Department for Transport
	6.7		Average delays on B-roads	INRIX journey time data	INRIX (accessed via the Highways Analyst platform, published by Basemap)
	6.8		Average delays on unclassified roads	INRIX journey time data	INRIX (accessed via the Highways Analyst platform, published by Basemap)

KPI 7 – Highway condition

The datasets supporting this KPI draw on nationally recognised road condition indicators and locally reported survey outputs. These data provide an objective assessment of the condition of principal, non-principal and unclassified roads, alongside indicators of maintenance need and long-term asset management pressures.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective E: Provide a resilient and well-maintained network	7.1	n/a	Surveyed condition of principal, non-principal and unclassified roads, including estimated maintenance backlog	Locally reported road condition statistics	Local Transport Authority
	7.2	LOF14A	A-roads requiring maintenance (condition classified as red)	DfT road condition statistics (RDC0120)	Department for Transport
	7.3	LOF14B	B and C roads requiring maintenance (condition classified as red)	DfT road condition statistics (RDC0120)	Department for Transport
	7.4	LOF14C	Unclassified roads requiring maintenance (condition classified as red)	DfT road condition statistics (RDC0130)	Department for Transport
	7.5	LOF13	Local highways capability rating	Transparency data: Local road maintenance ratings	Department for Transport

KPI 8 – Public transport patronage and satisfaction

The datasets supporting this KPI combine national statistics on bus and rail usage with passenger satisfaction measures published by recognised bodies. Together, these data provide evidence of trends in public transport demand and user experience, subject to data availability at local authority level.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective F: Ensure public transport is inclusive and accessible to all	8.1	LOF03A	Annual bus passenger journeys	Bus statistics: BUS01	Department for Transport
	8.2	LOF03B	Annual concessionary bus passenger journeys	Bus statistics: BUS01	Department for Transport
	8.3	n/a	Estimated rail station usage	ORR estimates of station usage (annual passenger entries and exits)	Office of Rail and Road
	8.4	LOF05A	Bus passenger satisfaction with personal security	Transport Focus Bus Passenger Survey (Data Hub)	Transport Focus
	8.5	LOF05B	Overall bus passenger satisfaction with journey	Transport Focus bus passenger survey (Data Hub)	Transport Focus
	8.6	LOF05C	Satisfaction of disabled bus passengers with journey	Transport Focus bus passenger survey (disabled passenger breakdown	Transport Focus
	8.7	LOF05D	Bus passenger satisfaction with real-time information at bus stops	Transport Focus bus passenger	Transport Focus
	8.8	LOF01	Mode share of trips made by public transport	National Travel Survey	Department for Transport

KPI 9 – Reliability of public transport services

The datasets supporting this KPI are drawn primarily from Department for Transport bus performance statistics and related reliability measures. These data provide evidence of service punctuality and reliability, with indicators reported where datasets are available and suitable for local interpretation.

LTP Objective	LTA Sub indicator ID	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective F: Ensure public transport is inclusive and accessible to all	9.1	LOF04A	Punctuality of non-frequent bus services	DfT bus punctuality statistics (BUS09)	Department for Transport
	9.2	n/a	Average excess waiting time for frequent bus services	DfT bus punctuality statistics (BUS09)	Department for Transport
	9.3	LOF04B	Proportion of bus journey kilometres cancelled	DfT Outcomes Framework indicator	Department for Transport
	9.4	LOF04C	Change in average bus speeds	DfT Outcomes Framework indicator	Department for Transport

Reporting Against DfT Local Outcomes Framework

In addition to the LTP KPI suite set out above, Dorset Council and BCP Council will report on a defined subset of indicators from the Department for Transport's Local Transport Outcomes Framework where relevant datasets are available. These indicators support national monitoring and comparison but do not, in all cases, align directly with the locally defined KPIs used to assess year-on-year change in network performance.

Outcomes Framework indicators will therefore be reported as a separate supplementary group, presented alongside the core KPI reporting but clearly differentiated in terms of purpose and interpretation. Where indicators are supported by robust local or local-authority-level datasets, these will be reported annually.

For indicators where data are only available at national or regional level or are not yet published in a form suitable for local reporting, this will be made explicit. In such cases, indicators may be included for context only, with appropriate caveats, or omitted from annual reporting until suitable datasets become available. This approach ensures transparency while avoiding over-interpretation of incomplete or non-comparable data.

The following Outcomes Framework indicators will be considered for reporting, subject to data availability and suitability for local interpretation.

Decarbonisation and electric vehicles				
LTP Objective	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective A: Safeguard the climate and environment	LOF18	Percentage of the bus fleet that is zero tailpipe emission	Where national datasets are available at local authority level (for example EV charging infrastructure), these indicators will be reported annually. Indicators awaiting publication or confirmation of suitable datasets will be noted but not reported until data availability improves.	Department for Transport/Local Transport Authority
	LOF19	Number of publicly accessible EV charge points per 100,000 population		
	LOF20	Provision of EV charging sockets and pavement channels on local authority land		

Active travel and capability				
LTP Objective	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective B: Improve health and wellbeing	LOF10	Miles of compliant new or improved active travel network delivered	Reporting of compliant network mileage will be dependent on the availability of consistent local definitions and datasets.	Department for Transport/Local Transport Authority
	LOF12	Active Travel Capability Rating	The Active Travel Capability Rating will be reported using published DfT assessments.	Department for Transport

Delivery and programme management				
LTP Objective	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective E: Provide a resilient and well-maintained network	LOF21A	Transport capital programme reporting: number of schemes by delivery stage	These indicators will be reported using local authority capital programme records and will provide transparency on delivery progress rather than performance trends.	Local Transport Authority
	LOF21B	Transport capital programme reporting: proportion of capital spend by delivery stage		

Public transport accessibility and fleet characteristics				
LTP Objective	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective F: Ensure public transport is inclusive and accessible to all	LOF06A	Bus accessibility of local buses meeting all accessibility standards	These indicators are derived from national DfT bus statistics (BUS06 tables). At present, the data are not consistently disaggregated to local authority level and will therefore be reported, where included, for contextual and assurance purposes only.	Department for Transport
	LOF06B	Percentage of local buses with audio-visual announcements		

Bus service provision				
LTP Objective	Local Outcomes Framework ID	Indicator name	Dataset	Source
Objective F: Ensure public transport is inclusive and accessible to all	LOF07	Vehicle miles on local bus services	This indicator is supported by DfT BUS02 datasets and is available at local authority level. Where appropriate, it will be reported annually alongside local patronage and reliability indicators.	Department for Transport

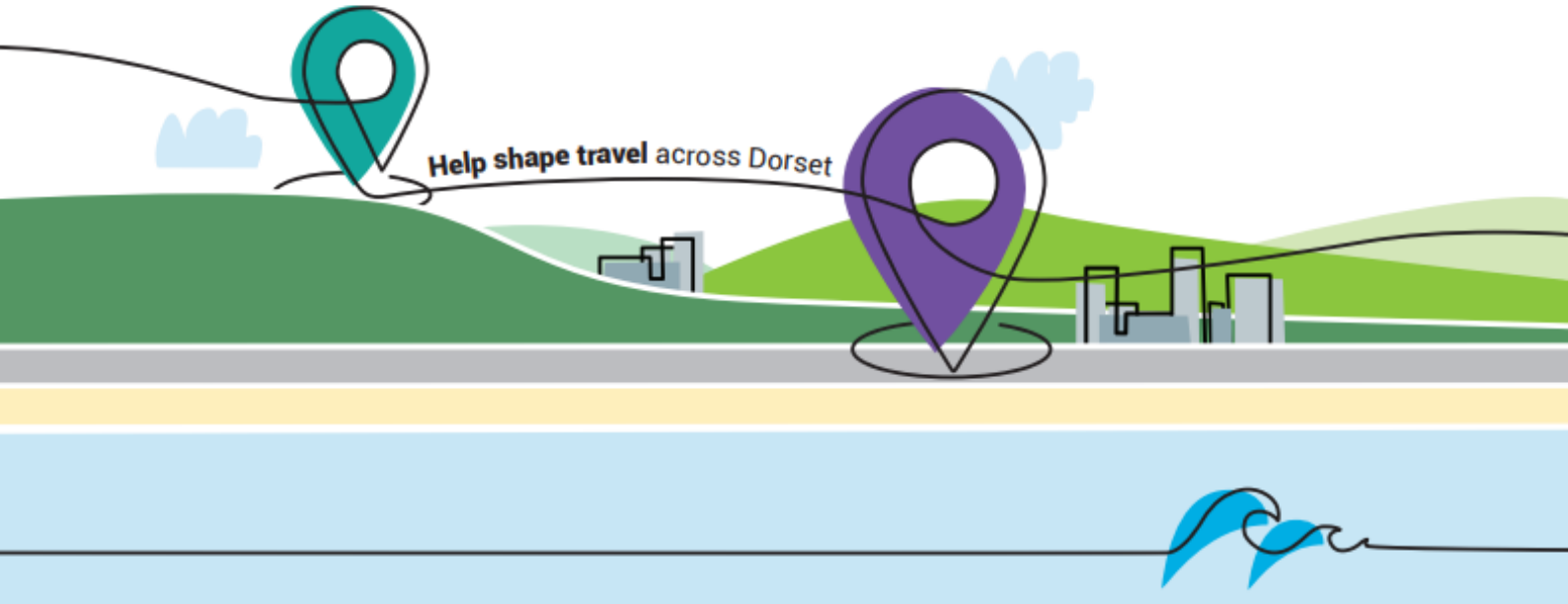
Conclusion

The LTP Monitoring and Evaluation Strategy establishes a clear, consistent and transparent framework for monitoring transport performance across Dorset and Bournemouth, Christchurch and Poole. The reporting cycle, combined with robust data collection and evaluation methods, ensures that emerging trends can be identified early and interpreted reliably. By presenting objective assessments of year-on-year change across the KPI suite, the Strategy equips Dorset Council and BCP Council with the evidence needed to inform decision making, guide investment, support statutory obligations and underpin external funding submissions. The monitoring arrangements set out in the strategy provide a strong foundation for understanding the evolving performance of the transport network throughout the LTP period and beyond.

BCP and Dorset Council

LOCAL TRANSPORT PLAN (LTP)

Consultation Report



LTP4 CONSULTATION REPORT (PUBLIC)

PROJECT NO. UK-70119366

LTP – CONSULTATION REPORT

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1 EXECUTIVE SUMMARY

1.1.1. Bournemouth, Christchurch and Poole (BCP) Council and Dorset Council consulted on the new Local Transport Plan (LTP) for 2026 to 2041 over a nine-week period between 18 August 2025 and 20 October 2025. This consultation invited residents, businesses, community groups statutory organisations and other stakeholders to comment on the draft vision, objectives, policies and accompanying Implementation Plan.

1.1.2. The purpose of this report is to document how the consultation was undertaken, summarise the feedback received and demonstrate how the findings will shape the development of the final LTP.

1.1.3. The new LTP sets out a shared long-term strategy for creating a sustainable, inclusive and resilient transport network across both council areas.

1.1.4. A comprehensive and accessible consultation approach was adopted. Information was made available online, in libraries and on request in alternative formats, with both standard and easy-read surveys provided. The consultation was promoted through council websites, social media campaigns, newsletters and press coverage. Engagement events were held across both council areas, including 13 Dorset events attended by more than 2,000 people and 12 BCP events targeted at a mix of residents, young people, councillors and local businesses.

1.1.5. Feedback was captured through an online questionnaire, easy-read submissions and 146 written responses. In total, the consultation received 1,414 responses, including contributions from 19 parish and town councils and 41 organisations.

1.1.6. Overall, the consultation responses indicated strong support for the strategic direction of the draft LTP. Across the six objectives, between 63% and 79% of respondents expressed agreement (strongly agree or agree), with the highest levels of support consistently recorded for public transport, safety and network resilience.

1.1.7. Support for the LTP vision was positive overall, with 63% of respondents agreeing to some extent (27% strongly agreed, 36% agreed). However, attitudes varied geographically. Almost three-quarters of respondents (72%) from the Dorset Council area were supportive, while 14% disagreed to some extent. The majority of BCP area-based respondents were also supportive (55%), though the results were more polarised with 43% disagreeing to some extent. This trend was consistent in the responses regarding the individual objectives and policies. While results different between the two council areas, these patterns reflect differing local contexts rather than opposition to the shared direction of the LTP.

1.1.8. Agreement with the six LTP objectives followed a similar pattern. The highest levels of support were recorded for:

- Objective F: Public transport that is inclusive and accessible, where 79% of respondents agreed to some extent;
- Objective E: A resilient and fit-for-purpose transport network, with 79% agreement; and
- Objective D: Enable a safer transportation system, with 75% agreement.

1.1.9. Support was lower, though still positive, for Objective A: Safeguard the climate and environment, where 65% of respondents agreed and 21% disagreed to some extent. This variation reflects

differing views on specific environmental measures rather than opposition to environmental goals overall.

1.1.10. Across individual policy areas, support remained high but varied by topic:

- Bus-related policies attracted some of the strongest support, with over 80% agreement for prioritising bus services to improve reliability and journey times.
- Policies relating to air quality, biodiversity and nature-positive design typically received between 67% and 70% agreement.
- Policies focused on increasing the uptake of zero-emission vehicles showed lower levels of agreement at around 54%, alongside higher levels of neutral responses and disagreement.
- Safety policies, particularly those focused on casualty reduction and school travel, received agreement levels of 75-80%.

1.1.11. Open-text responses and stakeholder submissions reinforce these quantitative findings. Public transport emerged as the most frequently raised issue, with large volumes of comments calling for more frequent, reliable and better-connected bus services, particularly in rural areas. Analysis of coded comments shows that suggestions related to improving bus frequency, reliability and connectivity accounted for over 30% of all bus-related comments, aligning strongly with the high levels of support observed in the survey data for Objective F and related policies.

1.1.12. Similarly, strong support for safety and active travel objectives is reflected in frequent qualitative feedback relating to pedestrian safety, safer crossings, footway quality, lighting and protection for vulnerable users. Concerns raised around climate change and net zero tended to focus less on the principle of environmental action and more on issues of cost, affordability and equitable implementation, which aligns with the more mixed levels of support observed for some environmental policies.

1.1.13. While support for the overall direction of the LTP is clear, questions around deliverability were common in both open-text responses and stakeholder feedback. Concerns about funding, phasing and the risk of rural areas being left behind were raised by approximately 22% of coded ‘concern’ comments and were echoed by several statutory and organisational stakeholders. These concerns did not generally challenge the objectives themselves but instead relate to confidence in implementation.

1.1.14. Taken together, the results demonstrate that respondents broadly supported the vision, objectives and policy direction of the draft LTP, particularly where proposals focus on improving public transport, safety and accessibility. The findings also highlight the importance of clearly articulating how proposals will be delivered, funded and prioritised in order to strengthen confidence, particularly among BCP respondents and those in rural communities.

1.1.15. The findings from this consultation will directly inform revisions to the LTP and Implementation Plan (IP) ahead of adoption. Feedback will be used to refine policies, strengthen the clarity of proposals, reinforce the importance of accessibility and deliverability and ensure that the plan reflects both urban and rural priorities. The full analysis, including detailed quantitative results, demographic information, thematic coding of comments and summaries of organisational responses, can be found in Sections 2 to 5 and the supporting appendices of this report.

2 INTRODUCTION

2.1.1. Local Transport Authorities have a statutory duty to prepare and update a Local Transport Plan (LTP) for their area. The current LTP for Bournemouth, Poole and Dorset was produced in 2011. The new draft Local Transport Plan 2026 to 2041 sets out the long-term goals, strategy and policies for improving transport for the next 15 years.

2.1.2. The transport strategy responds to national and regional policy, reflecting it in the local context to guide future transport investment. Aligning with plans and strategies produced by the Department for Transport (DfT) and the Western Gateway Sub-National Transport Body (WGSTB), the draft LTP sets out a shared vision for BCP and Dorset to deliver a sustainable, inclusive and accessible transport network over the next 15 years.

2.1.3. Once adopted, BCP and Dorset Councils expect to start implementing the improvements identified in the draft plan from later in 2026.

2.2 ABOUT THE LTP PROPOSALS

2.2.1. The proposals present a shared vision for how people will travel across BCP and Dorset from 2026 to 2041.The plan sets out a vision for the future that is inclusive, sustainable and prioritises the development of resilient local communities.

2.2.2. The new LTP reflects the ambitions of both BCP Council and Dorset Council. It aligns with the Dorset Council Plan's to protect the natural environment, create stronger, healthier communities and support sustainable economic growth. It supports BCP Council's shared vision of delivering sustainable infrastructure, tackling the climate and ecological emergency and creating safe, healthy and vibrant communities.

2.2.3. The transport strategy is designed to meet the challenges of a growing population, building more homes, unlocking economic growth and increasing the demand on the transport network. This plan sets out a plan to provide safer, healthier and more accessible travel options, whether by public transport, walking, cycling or electric vehicles.

2.2.4. The aim of the overall plan is to reduce congestion, improve air quality and ensure that regardless of where people live, they can access education, employment and essential services.

2.2.5. The delivery and implementation of the plan is dependent on securing the necessary funding. However, it is recognised by BCP and Dorset Council that investment in transport infrastructure is essential to meet the shared goals and priorities.

2.2.6. The area spans predominantly rural Dorset (69% rural, population 380,000) and the urban/coastal BCP unitary authority (population 400,000), with key gateways at Poole and Portland ports and Bournemouth Airport. Both areas face challenges of ageing populations, pockets of deprivation, housebuilding needs and constrained digital connectivity.

2.2.7. Between 2011 and 2026, more than £400 million was invested in walking, cycling, public transport, safety and major road schemes. The proposed LTP builds on previous successes and shifts from reactive, road-capacity focused planning to a vision led approach which prioritises people, place and low carbon travel.

Implementation Plan

2.2.8. The IP, which was published for consultation alongside the draft LTP, set out specific schemes that will be developed to achieve the LTP vision and objectives. The draft IP has been divided into three phases of five years each, with projects that are more readily deliverable in phase 1 (2026-2031), and other schemes categorised in medium (2031-2036) and long-term (2036-2041) phases according to the extent of planning work that would be required and the level of certainty that exists around funding availability to enable delivery.

2.2.9. The IP includes five local area plans to reflect the different transport requirements across the Council areas which can be found in **Appendix F**.

2.3 SCHEME OBJECTIVES

2.3.1. To achieve the draft LTP, six key objectives have been defined:

- Safeguard the climate and environment
- Improve health and wellbeing
- Create accessible and prosperous places
- Enable a safer transport network
- Maintain a resilient and fit for purpose transport network
- Ensure public transport is inclusive and accessible for all

2.3.2. The strategy for the plan was developed through:

- A comprehensive evidence base on demographics, travel patterns, emissions, network performance and future challenges
- Decarbonisation analysis showing the need for a 32% cut in emissions to achieve the net zero pathway
- Extensive public and stakeholder engagement, which highlighted demands for better frequency, affordability and accessibility of public transport, expanded active travel routes, digital connectivity and equitable rural access

2.4 PREVIOUS ENGAGEMENT

2.4.1. In 2024 BCP and Dorset Council asked the public, stakeholders, businesses and community groups for their feedback and suggestions on the most prevalent issues people found with transport in BCP and Dorset. This exercise was to encourage people to put forward suggestions to help shape the future of travel and transport in the area.

2.4.2. 3,434 people responded to the online survey, 16 events with 300 attendees took place across the county and 90 local groups responded.

2.4.3. The aim of the engagement exercise was to understand the wider transport related issues and opportunities, while recognising the diverse needs of communities that live, work and travel within the LTP area. A summary report of the preliminary engagement is available to download at: Project: Local Transport Plan 4 | BCP Council.

2.4.4. In December 2024, a petition was submitted by the BCP and Dorset Motorists group - founded with the aim of improving the experience of motorists across BCP and Dorset. At the BCP Council meeting in June 2025, the petition was reviewed and a resolution was passed to refer the petition to the LTP4 working group for consideration during the development of LTP4. The petition has subsequently been taken into account alongside other feedback received during the consultation.

3 CONSULTATION APPROACH

3.1 CONSULTATION PERIOD

3.1.1. The consultation period for the draft LTP took place across BCP and Dorset for nine weeks between 18 August 2025 to 20 October 2025.

3.1.2. The primary purpose of the consultation was to seek the views of the local community, key stakeholders, such as elected representatives, statutory bodies and any other interested parties on the proposed vision, strategy and implementation of the LTP.

3.2 ENCOURAGING PARTICIPATION

3.2.1. A range of communications channels were used to promote the consultation and encourage participation:

Website

3.2.2. BCP and Dorset Council hosted information about the consultation on their individual council websites. The webpage included:

- A summary of the LTP proposals
- The Implementation Plan (full and summarised versions)
- Details of the consultation events
- Databook for LTP consultation
- Integrated Impact Assessment for the LTP
- How peoples feedback would be used
- Next steps
- Contact details of the project team

3.2.3. The materials were also available in alternative formats, with consultees encouraged to contact BCP and Dorset Council to request materials if required. A full list of how people could respond to the consultation is provided in Section 3.3.

Social media

3.2.4. BCP Council and Dorset Council utilised their official social media channels, including Facebook, X, and Instagram to promote the consultation and associated events. Posts were designed to raise awareness, provide key information about the proposals, and include clear calls to action directing users to the online survey.

3.2.5. During the consultation period, a series of posts were published across both councils' accounts, ensuring regular visibility and engagement. The campaign for Dorset Council generated over 200,000 impressions, significantly higher than BCP due to the combined promotion of the Local Plan and LTP consultations running concurrently. This proactive use of social media helped broaden reach and encourage participation across diverse audiences.

3.2.6. A targeted paid social media campaign held on Dorset Council's social media channels saw over 1.5 million impressions, with over 13,000 people clicking on to an advertisement.

3.2.7. Google adverts were also used by Dorset Council to increase exposure to the consultation, resulting in approximately 784,000 impressions.

3.2.8. The organic social media campaign for BCP resulted in 77,339 views and 3,497 clicks through on Facebook A total of 381 comments were received. Including the newsletter the total views were 106,000. There was significantly less traffic through other social media channels.

Press releases

3.2.9. A joint press release was produced by BCP Council and Dorset Council and published on their respective websites to promote the consultation. The release provided an overview of the proposals, details of the consultation period, and included a link to the online survey. It also outlined how residents could request materials in alternative formats or obtain further information by contacting either council directly. To encourage participation in the survey, a further four proactive press releases were promoted in the consultation period to highlight the LTP and how to respond.

3.2.10. To maximise reach, the press releases were distributed to local media outlets and subsequently published multiple times across regional platforms. Key outlets that featured the story included the Dorset Echo, Bournemouth Daily Echo and Bournemouth One. This proactive approach ensured that information about the consultation was widely accessible and helped drive participation across both council areas.

Table 3-1: Media Sources

Media outlet	Circulation
Dorset Echo (print and online)	3,869
Bournemouth Daily Echo (print and online)	4,761
Bournemouth One (radio and online publication)	30,000 online listeners

Leaflet

3.2.11. Ahead of the consultation launch, an article was featured in the Dorset Council News Magazine, which is delivered to approximately 183,000 households across Dorset. The article provided details of both the Local Plan and LTP consultations, explaining how residents could review the proposals and submit their feedback. Information about the proposals was also included in Dorset's and BCP's weekly e-newsletter.

3.2.12. Similarly, BCP Council published an article in Weekly News, distributed to around 24,449 residents in Bournemouth, Christchurch and Poole. Both publications included clear instructions on how to respond to the consultation and highlighted opportunities for residents to have their say, ensuring widespread awareness and accessibility.

3.3 FEEDBACK CHANNELS

3.3.1. A number of feedback channels were utilised to ensure that the consultation was accessible.

3.3.2. Hard copy versions could either be accessed through the dedicated Dorset and BCP council websites for download, or could be requested by email or telephone, which would be sent out to residents by post. An online survey was also made available via Dorset Council's survey platform, Citizen Space, and could be accessed via both council websites.

3.3.3. The documents were also available to view at Dorset and Bournemouth Council libraries and the customer service staff were equipped to assist with providing access to paper copies should assistance be needed.

3.3.4. During the consultation, dedicated email addresses were set up for both BCP and Dorset. The email addresses were ltp@bcpcouncil.gov.uk and ltp@dorsetcouncil.gov.uk and these were publicised as alternative methods through which people could respond to the consultation or raise any queries that they may have had.

3.3.5. Due to the technical nature of the LTP and implementation plan, summary versions were made available to help people engage with the content more easily. These were available via the Council webpages, while an 'easy to read' version of the online survey was also developed to help ensure that the process was accessible and inclusive.

3.3.6. To encourage participation of respondents and to ensure that the LTP was understood and accessible among all ages, 'Easy to Read' surveys and downloadable lesson plans were sent to local schools to capture interest. Tailored resources were created for lower primary, upper primary, secondary and sixth form students.

3.3.7. Similarly, telephone numbers for BCP (01202 123456) and Dorset (01305 221000) were also provided to ensure that residents who may not have access to the internet were able to contact the project team to find out more about the project, and to provide their feedback over the phone, or request a hardcopy of the consultation materials.

3.3.8. The survey was designed to capture the views of the public and interested stakeholders. Along with a series of closed questions, where respondents were invited to choose from a series of pre-populated options, there were also free text questions to give people the opportunity to leave further comments or suggestions. A copy of the online survey is included at **Appendix A**.

3.4 ENGAGEMENT EVENTS

3.4.1. As part of the consultation period, BCP and Dorset both held a series of roadshow events to engage public interest, encourage participation and capture feedback. These events were held within the consultation period and were delivered online and in person.

3.4.2. Publicity for the consultation, including the roadshow events, was raised through a range of channels and tactics, these included social media, press releases, newsletter drops and community networks.

3.4.3. Dorset Council was consulting on its Local Plan at the same time as the LTP consultation and, as a result, the consultation events hosted by Dorset reflected an opportunity for people to respond to or find out more about both the Local Plan and the LTP plans. This is reflected in the comments and key themes that have surfaced at some of the events and therefore will be considered in as far as they're relevant to this analysis.

3.4.4. Dorset Council held 13 events with over 2,000 people attending across the county including Ferndown, Blandford, Bridport, Dorchester, Weymouth, Swanage, Lytchett Matravers, Crossways, Gillingham, Wimborne, Verwood, Shaftesbury and Sherborne. Feedback through discussions had captured recurring themes and location specific concerns:

3.4.5. **Public transport:** Residents cited reductions in bus services, especially in rural areas, but also affecting some urban connections, making public transport untenable for daily commutes and increasing reliance on cars.

- **Active travel and inclusivity:** While many supported more active travel, some felt the plan was too focused on non-motorised users, discouraging those with disabilities, vulnerabilities, or older age. There was strong advocacy for safer crossings, traffic calming and 20mph zones near schools and residential areas.
- **Accessibility and isolation:** Poor transport networks in rural areas drove feelings of isolation, with calls for community buses, increased timetables and better integration to combat loneliness.
- **Development and infrastructure:** Concerns about new housing developments focused on the strain on existing infrastructure, congestion and delays during construction. Respondents questioned whether new homes would address empty properties or simply add pressure to roads and public transport.
- **Parking and enforcement:** Town centre parking and enforcement were seen as inconsistent, with no clear or standardised approach.

3.4.6. BCP hosted 12 events that included a series of councillor briefings and community drop-ins, as well as including a specific session for businesses. Dedicated sessions with underrepresented groups from previous rounds of engagement, including the BCP Youth Forum, Children in Care and Care Experienced Young People, and the Bournemouth University Travel Plan working group, also took place.

3.4.7. The events held by BCP were attended by over 100 people and key themes discussed with those in attendance included:

- **Innovation:** Respondents felt proposals lacked ambition, calling for mobility hubs, water taxis, port expansions and metro-style networks. Digital exclusion was raised as a key issue due to poor public internet bandwidth and signal provision.
- **Onward travel and bus service provision:** Depleted bus services and inconsistent timetables were a recurring theme, affecting both rural and urban residents. Limited services during early mornings, evenings and weekends result in restricted access to essential destinations.
- **Impact on employment and connectivity:** Lack of public transport options for work commutes forces people to be reliant on cars, contributing to congestion. Suggestions included developing key interchanges near employment sites and improving cross-conurbation connectivity.
- **Integration and access to key destinations:** Poor connectivity between bus services and strategic destinations, including hospitals and Bournemouth Airport, was seen as a barrier to reducing car use.
- **Other emerging themes:** Affordability and accessibility were consistently raised, with calls for discounted resident transport cards and extended concessionary fares for young adults up to 25. Climate and health objectives were strongly supported, alongside requests for

mandatory cycle lanes in new housing developments and improved walking/cycling routes. There was a desire for greater flexibility in funding and local authority resource allocation.

3.5 RESPONSE ANALYSIS METHODOLOGY

3.5.1. The online survey consisted of closed (tick-box questions) where respondents could select a choice from the options provided, along with two free text questions to enable respondents to provide additional comments.

3.5.2. Raw data from the closed questions was used to create charts that are included in the following sections of the report. The free text responses required further analysis, through a process called 'coding', to identify common themes and enable the categorisation of comments in specific codes. These codes were then analysed quantitively to determine the most frequently recurring themes. A code frame was created by reviewing a large sample of survey responses and identifying common themes and areas of comment, each of which were given a unique code number.

3.5.3. The code frame underwent a series of reviews to ensure that any new themes that emerged in the data were incorporated and included as part of the analysis. The coding of analysis was subject to quality assurance checks to ensure consistency and accuracy throughout the process, including sampling of random coded responses to check for errors or discrepancies. This ensures that the coding rules and guidelines were followed correctly and that the coding analysed followed a uniformed process.

3.5.4. Responses received via email or letter were coded by theme with the results of the analysis presented in Section 4 and Section 5.

3.5.5. Responses to the question ***"What single thing would assist you most to meet your travel needs?"*** were analysed using a structured qualitative coding approach. Each comment was reviewed and assigned to one or more themes within a tailored coding framework which reflected key transport issues, such as bus services, roads, cycling and rail. Because the question invited respondents to identify a single change that would most support their travel needs, results are presented as the percentage of respondents who mentioned each theme. This differs from other qualitative questions in the consultation where responses often covered multiple issues. In those cases, findings are presented as the percentage of coded comments, reflecting the distribution of all issues raised rather than the number of respondents raising them. The base used for each table is stated clearly to indicate whether percentages refer to respondents or coded comments.

3.5.6. For further details on the overall coding results and the full code frame used for the open-ended question, regarding – "***Do you have any other comments that you wish to make related to the questions in this survey on our transport strategy and Implementation Plan?"***, please refer to **Appendix D**.

3.5.7. Two organisations were identified as having submitted a separate written response, in addition to a completed consultation response form. In these instances, any responses that the organisation had provided to free text questions on the consultation response form were analysed alongside their other written response. If any comments were coded in the same way, the codes were de-duplicated and only counted once in the final analysis to avoid any inadvertent distortion of the results.

4 RESPONSES

Overview

4.1.1. A total of 1,414 responses were received during the consultation period. Of these 1,385 responses were submitted via the online questionnaire and 29 were handwritten questionnaire submissions, which were scanned and included in the analysis. This figure excludes the three 'easy to read' response forms which have been analysed separately and can be found in Section 4. In addition, there were 146 written submissions via email. Results from the survey analysis are presented in Section 3 onwards with the email response analysis covered in Section 5.

4.1.2. 19 local town and parish councils responded to the consultation through email and questionnaire responses. The **Table 44-1** below details those who responded.

Table 44-1: Parish and Town Councils

Local Authorities
• Bradford Abbas Parish Council
• Bradford Peverell Parish Council
• Broadwindsor Group Parish Council
• Charminster Parish Council
• Charmouth Parish Council
• Chesil Bank Parish Council
• Christchurch Town Council
• Colehill Parish Council
• Dorchester Town Council
• Ferndown Town Council
• Hurn Parish Council
• St Leonards and St Ives Parish Council
• Lytchett Matravers Parish Council
• Lytchett Minster & Upton Town Council
• Marnhull Parish Council
• Maiden Newton and Frome Vauchurch Parish Council
• Motcombe Parish Council

Local Authorities
• Shaftesbury Town Council
• Wareham Town Council
• Wiltshire Council
• Winfrith Newbury & East Knighton Parish Council
• Wool Parish Council

4.1.3. In addition, 41 different organisations responded to the consultation either via email or through the online survey. Of these, 23 organisations responded through email, while 18 responded through the online survey.

4.1.4. Further detail is illustrated in the **Table 4-2** below:

Table 4-2: Stakeholders and Organisations

Stakeholders/stakeholder organisations	
Responded by email	**Responded by online survey**
Bridport Local Area Partnership	Blandford + Neighbourhood Plan Monitoring Group
Dorchester Transport Action Group (x2)	Bloor Homes
Christchurch Environmental Management LTD	Bridport Cycling Club
Dorset Climate Action Network (x 2)	Dorset Area of the Ramblers
Dorset Green Spaces	Dorset Campaign to Protect Rural England
Dorset Police	Dorset Local Nature Partnership
Dudsbury Homes Southern	Ferndown & Uddens Business Improvement District (BID)
East Dorset Friends of the Earth	Loders Transport Group
Fit For walking (x 2)	North Dorset Trailway Network
Go South Coast (MoreBus and Damory)	Poole Harbour Trails Community Group
Guide Dogs	Portland Port
Historic England	Purbeck Community Rail Partnership
Natural England	Space Youth Project
National Highways	Symondsbury Solar Services
Network Rail and Southwestern Railway	The Poole Harbour Trails Community Group
NHS Dorset	The Vale Family Hub
Public Health teams of BCP and Dorset Councils	Uploders Residents' Association
Rail future Wessex (x 2)	Weymouth Transport Action Group
Somerset Bus Partnership	
Swanage Railway	
The society for Poole LTD	
Western Area Transport Action Group (WATAG)	
Yeovil Bus users' group	

Stakeholders/stakeholder organisations	
YMCA Bournemouth	

4.1.5. Section 5 captures other written responses and Table 5-2 highlights the principal themes identified in stakeholder organisations' feedback, combining information from email responses and submitted documents.

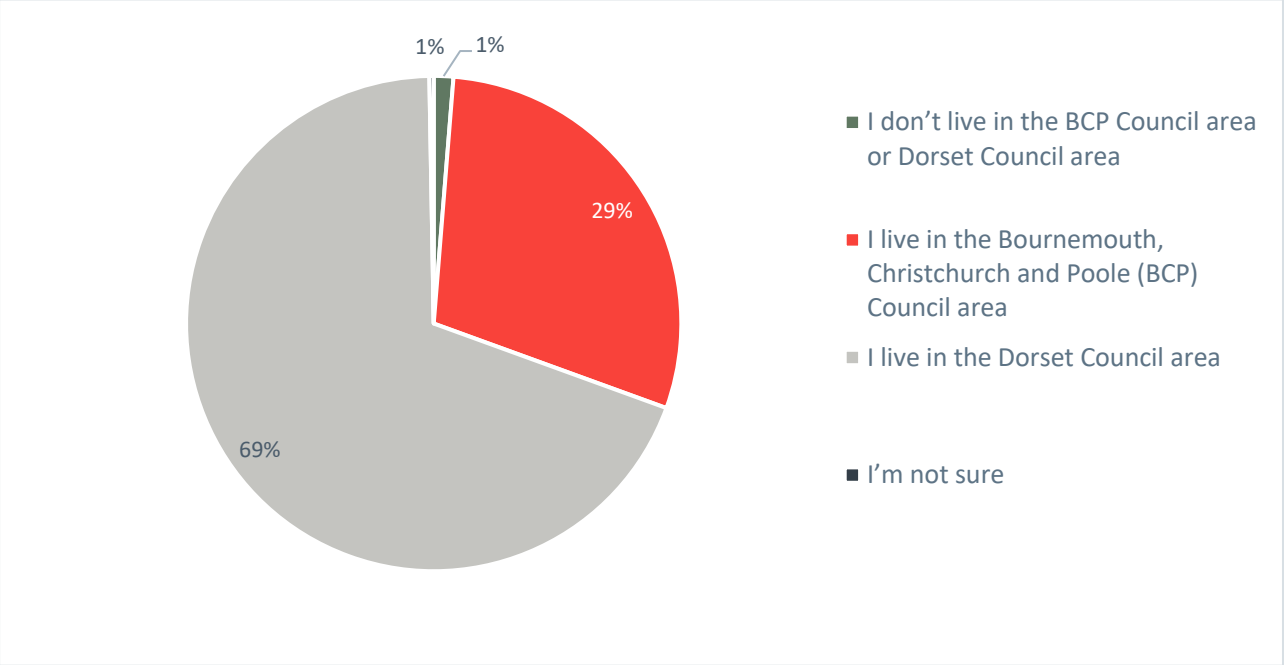
4.2 SURVEY RESPONSE ANALYSIS

About the respondents

4.2.1. A total of 1,414 respondents took part in the survey, answering a range of questions about their demographic profile, travel behaviours, and levels of agreement with the transport strategy's vision, objectives, policies, and area plans. The survey also gathered views on specific transport schemes, transport modes used in the last 12 months and free text comments on how the strategy could better meet local travel needs. Percentages presented throughout the report have been rounded and therefore may not always equal 100%.

4.2.2. Of the 1,411 respondents, 976 respondents (69%) reported living in the Dorset Council area, and 413 respondents (29%) reported living in the Bournemouth, Christchurch and Poole (BCP) Council area. In addition, 18 respondents (1%) said they live outside both council areas while a small number selected 'I'm not sure' (four respondents; less than 1%).

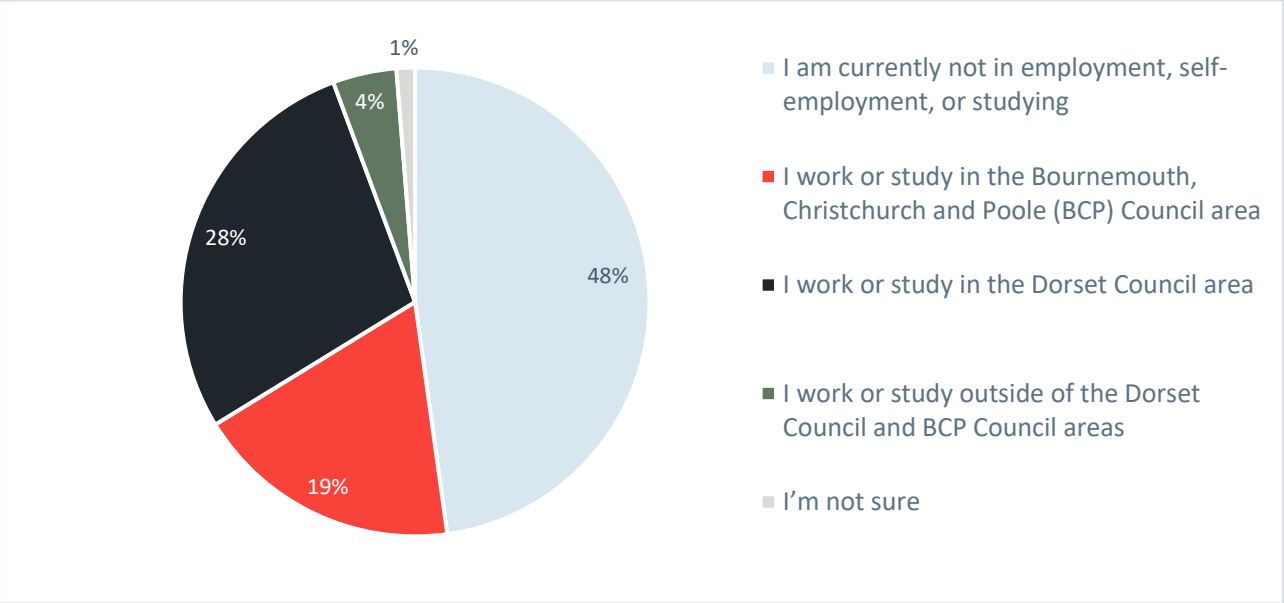
Figure 4-1: Where do you live?



Base: all who responded (n:1,411)

4.2.3. Of the 1,410 respondents, 674 respondents (48%) reported that they were not in employment, self-employment, or studying. A further 260 respondents (19%) reported working or studying in the Bournemouth, Christchurch and Poole (BCP) Council area and 396 respondents (28%) reported working or studying in the Dorset Council area. In addition, 62 respondents (4%) reported working or studying outside both council areas, and 18 respondents (1%) reported that they were not sure.

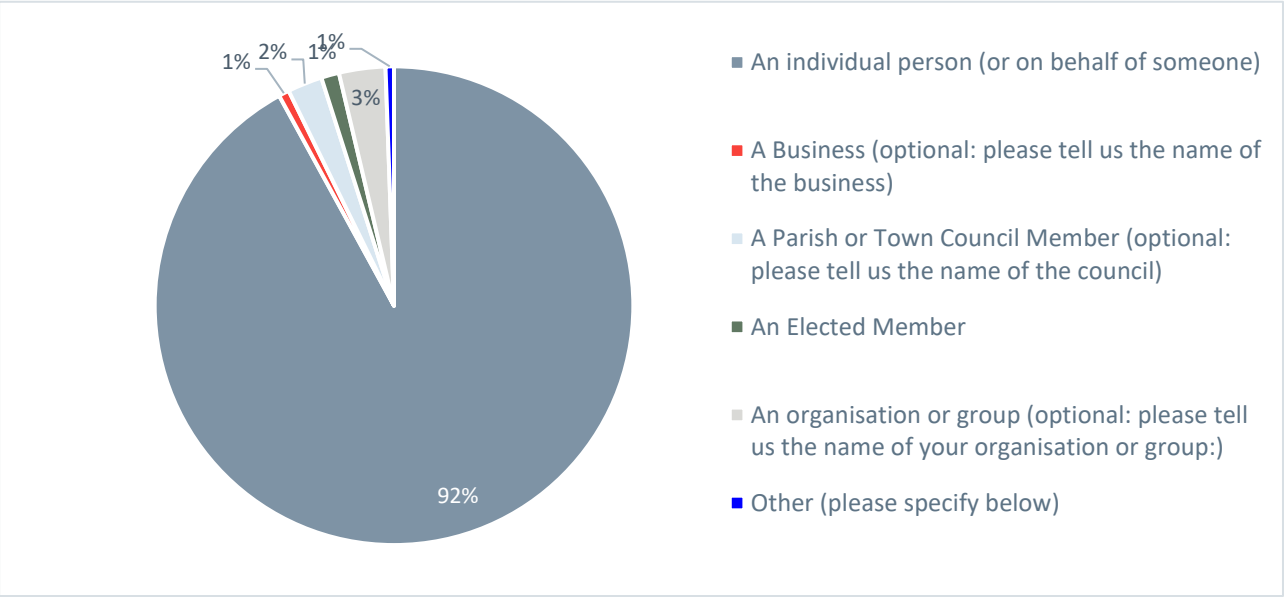
Figure 4-2: Where do you work or study?



Base: all who responded (n:1,410)

Across the 1,406 responses, 1,294 respondents (92.0%) reported responding as an individual person or on behalf of someone. A further 44 respondents (3%) responded on behalf of an organisation or group, 33 respondents (2%) as Parish or Town Council members, and 17 respondents (1%) as elected members. In addition, 10 respondents (0.7%) responded as a business and eight respondents (0.6%) reported responding in another capacity as shown in Figure 4.3 below.

Figure 4-3: I am responding as

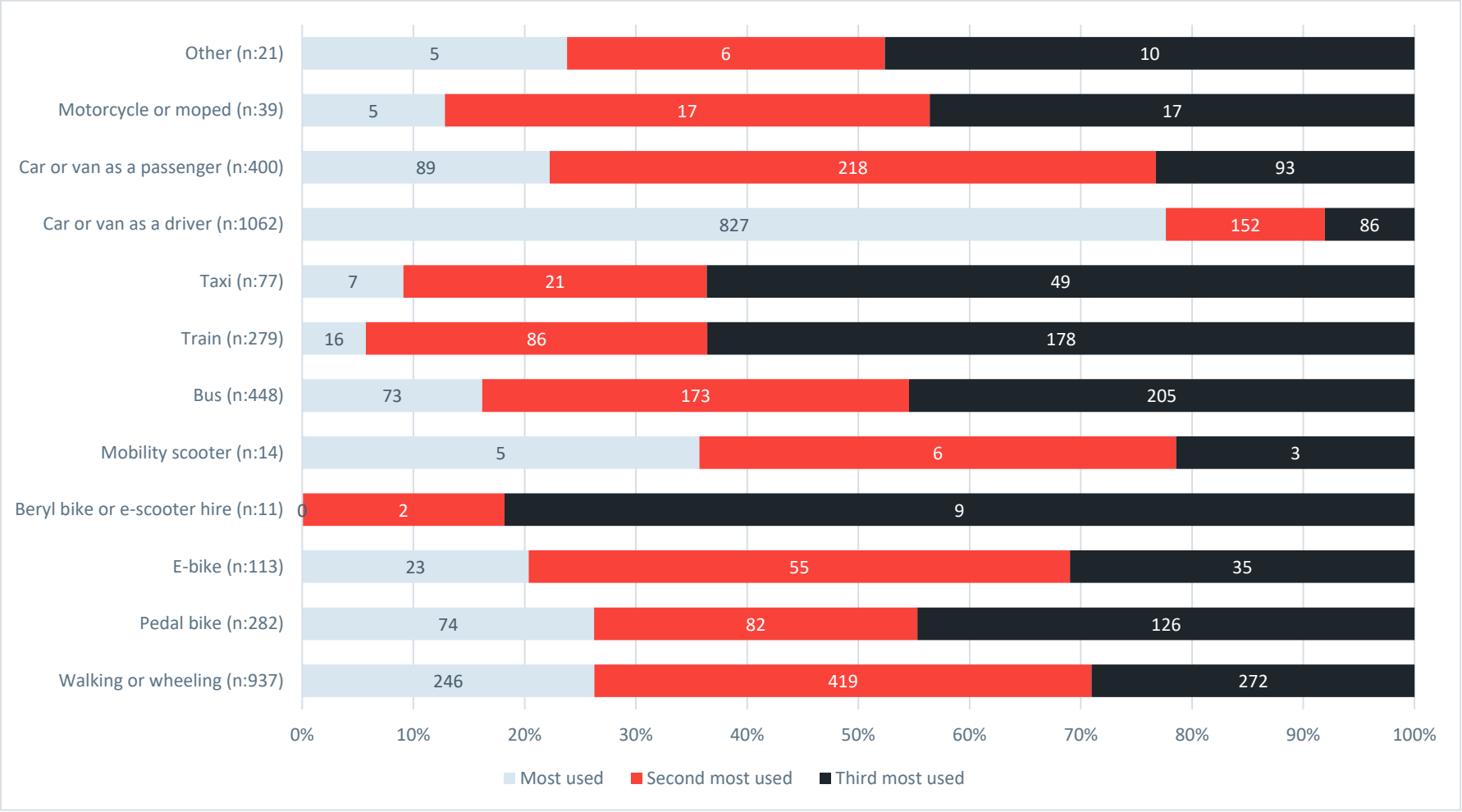


Base: all who responded (n:1,406)

Please select your most often used methods of transport over the last 12 months. - Transport Modes

Figure 4-4 shows that travelling by car or van as a driver is the most common mode of transport, with 827 respondents selecting it as their primary method and 1,062 including it in their top three. Walking and wheeling are the second most popular, appearing in the top three for 937 respondents and ranking as the most frequent second choice (419 respondents). Bus travel is the third most selected mode, with 205 respondents listing it as their third preference, followed by travelling as a car or van passenger, which is most often chosen as a second option (218 respondents). Use of cycling modes (including pedal bikes, e-bikes and hire schemes) was moderate. Combined, these modes were selected 406 times across respondents' top three choices, higher than 'car or van as a passenger' (400) and broadly comparable with bus travel (448). Cycling was less frequently identified as the primary mode of transport but appeared more often as a second or third choice mode. Overall, the data highlights a strong reliance on car travel and walking, with public transport and active travel modes playing important but secondary roles.

Figure 4-4: Transport modes used over last 12 months



Base: all who responded (n: as shown on the chart)

Postcode

4.2.4. A total of 1,370 respondents answered the postcode question. However, a small number provided email addresses instead of postcodes, did not provide a valid response, or entered incorrect data that could not be analysed. This resulted in 1,357 usable postcodes for geographic analysis. Although the survey did not specify whether full or partial postcodes were required, responses included a mix of both. For consistency, the analysis was undertaken using partial postcodes only.

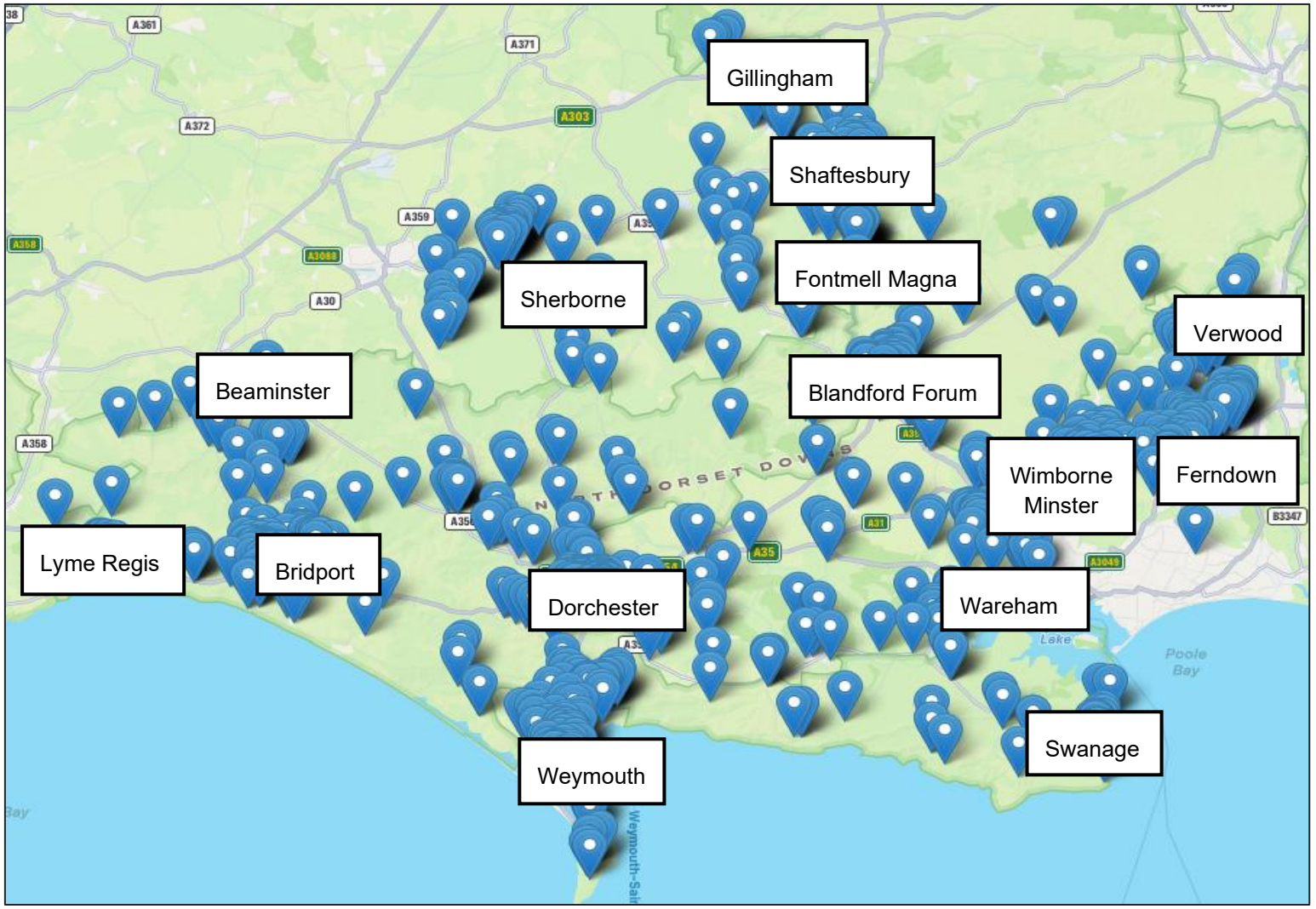
4.2.5. The highest concentration of respondents was from Bridport, Wimborne Minster, and Dorchester (central). Other notable locations included Poole town centre, Blandford Forum and Ferndown. A limited number of responses were also received from places such as Trowbridge, Alfreton, Kingswinford, Whitnash and Newbury as seen in the **Table 4-3** below, though these were too few to display individually on the map. A postcode plot is presented in Figure 4-5**.**

Table 4-3: Postcode Distribution

Postcode	Area/Town Covered	No. of respondents
DT6	Bridport	119
BH21	Wimborne and surrounding areas	92
DT1	Dorchester (central)	83
DT2	Rural areas around Dorchester	72
BH15	Poole Town Centre / Hamworthy	63
DT11	Blandford Forum (North Dorset)	59
BH22	Ferndown (Dorset)	54
DT9	Sherborne	54
BH31	Verwood (East Dorset)	53
BH20	Wareham, Wool, Bere Regis (Purbeck, Dorset)	47
DT3	Weymouth (outskirts: Chickerell, Preston)	46
SP7	Shaftesbury (Dorset)	45
DT4	Weymouth Town Centre / Wyke Regis	42
BH16	Upton / Lytchett Matravers / Lytchett Minster	41
BH19	Swanage (Purbeck, Dorset)	39
SP8	Gillingham (Dorset)	38
BH17	Poole – Canford Heath	37
BH23	Christchurch / Highcliffe / Burton	36
BH12	Poole / Branksome / Alderney	33
BH14	Poole – Lilliput / Parkstone	32
BH18	Broadstone (Poole area)	23
BH9	Bournemouth – Winton / Moordown	22

Postcode	Area/Town Covered	No. of respondents
BH24	Ringwood (Hampshire) / St Ives (Dorset border)	21
DT8	Beaminster	21
BH11	Bournemouth – Kinson / West Howe	18
DT10	Sturminster Newton (North Dorset)	18
DT7	Lyme Regis	16
DT5	Isle of Portland	14
BH10	Bournemouth – Ensbury Park / Northbourne	13
BH6	Bournemouth – Southbourne (east)	13
BH8	Bournemouth – Charminster / Queens Park	13
BH1	Bournemouth Town Centre / East Cliff (Dorset)	12
BH4	Bournemouth – Westbourne	11
BH2	Bournemouth Town Centre / West Cliff	9
BH5	Bournemouth – Boscombe / Southbourne (west)	8
BH7	Bournemouth – Littledown / Pokesdown	8
BH13	Poole – Canford Cliffs / Sandbanks	6
BH3	Bournemouth – Talbot Woods	6
SP5	Salisbury (south) / Downton / Whiteparish	4
SP6	Fordingbridge (Hampshire/Dorset border)	4
BA1	Bath (Somerset)	1
BA14	Trowbridge (Wiltshire)	1
BA21	Yeovil – north/east areas (Somerset)	1
BA22	Yeovil – surrounding villages (Somerset)	1
BA8	Templecombe (South Somerset)	1
CV33	Villages around Leamington Spa (Warwickshire)	1
DE55	Alfreton, South Normanton, Somercotes (Derbyshire)	1
DY6	Kingswinford (West Midlands)	1
RG14	Newbury (Berkshire)	1
SO41	Lymington / Milford-on-Sea (Hampshire)	1
TA20	Chard (Somerset)	1
WA10	St Helens (Merseyside)	1

Figure 4-5: Postcode Response Data for Dorset



Base: all who responded who identified as a resident from the Dorset area (n:929)

Figure 4-6: Heat Map of Postcodes for Dorset

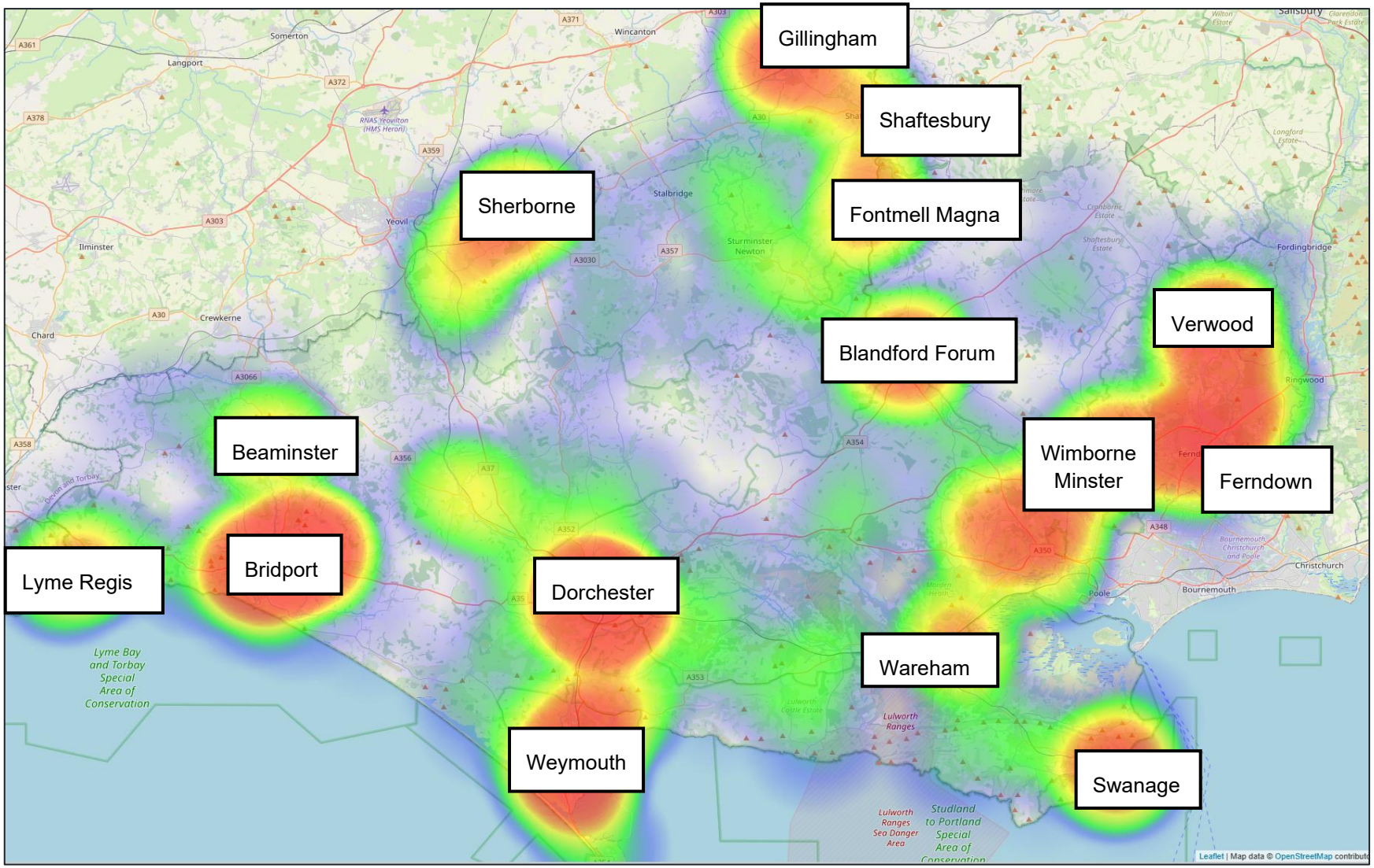
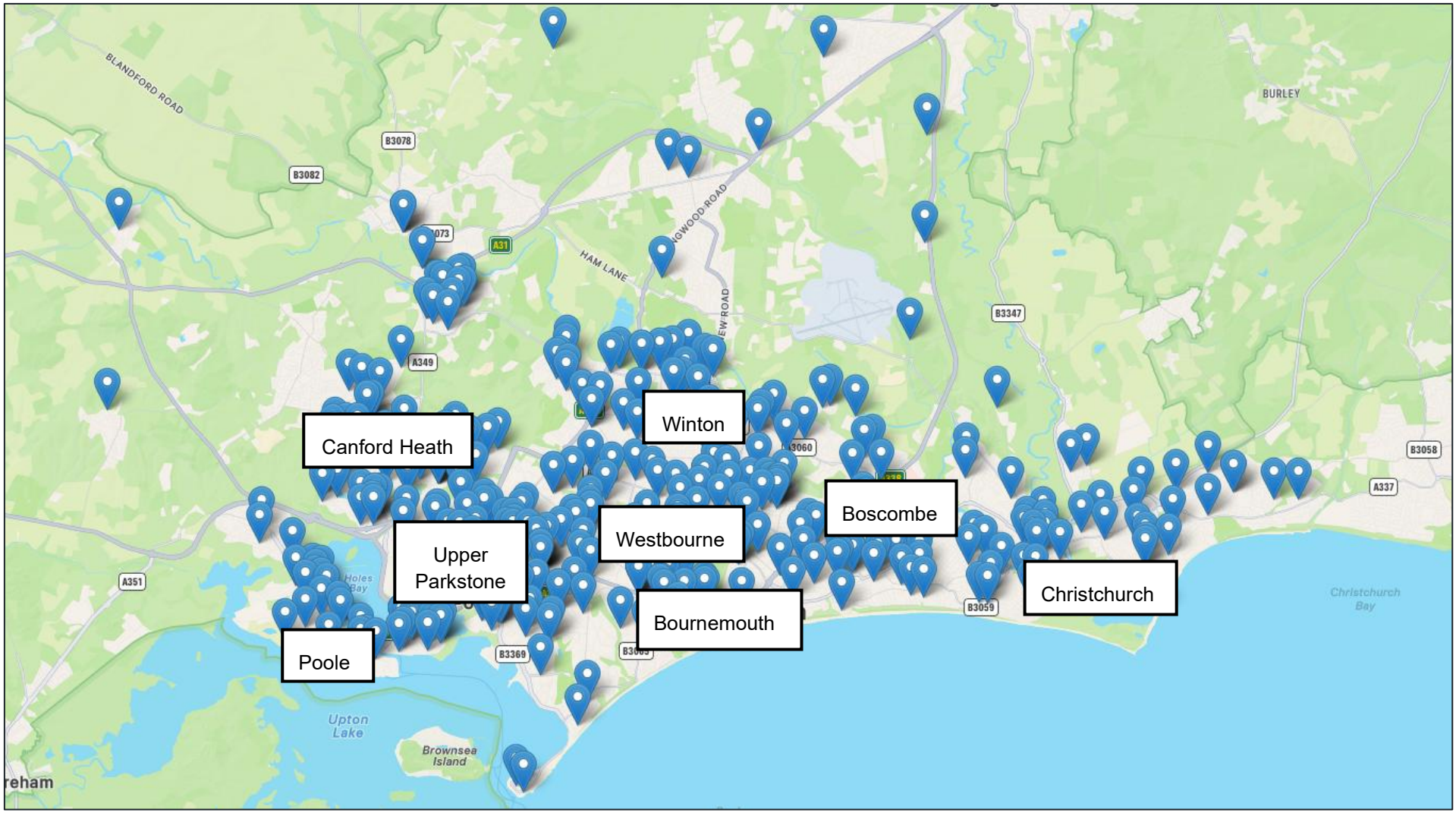
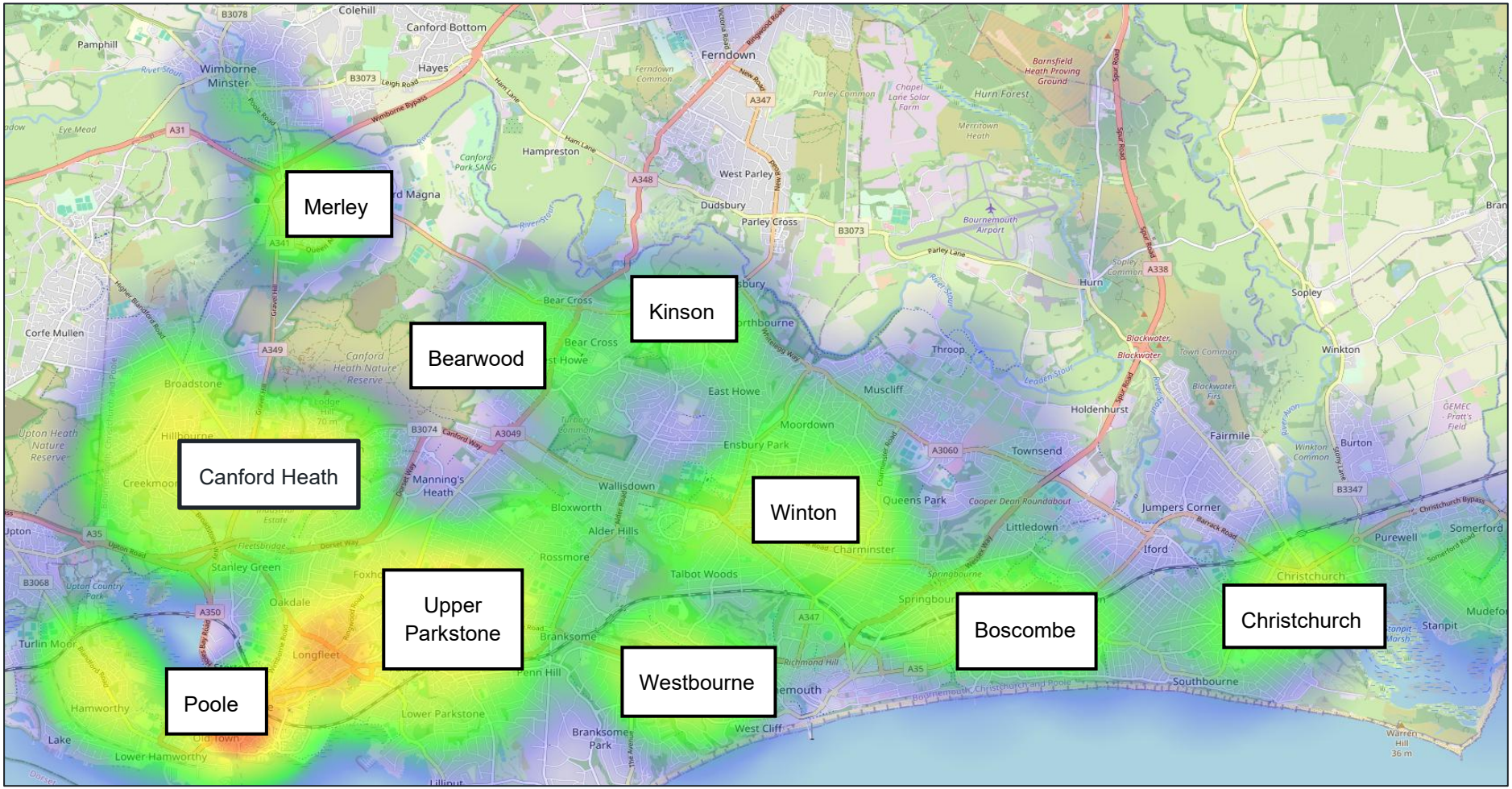


Figure 4-7:Postcode Response Data for BCP

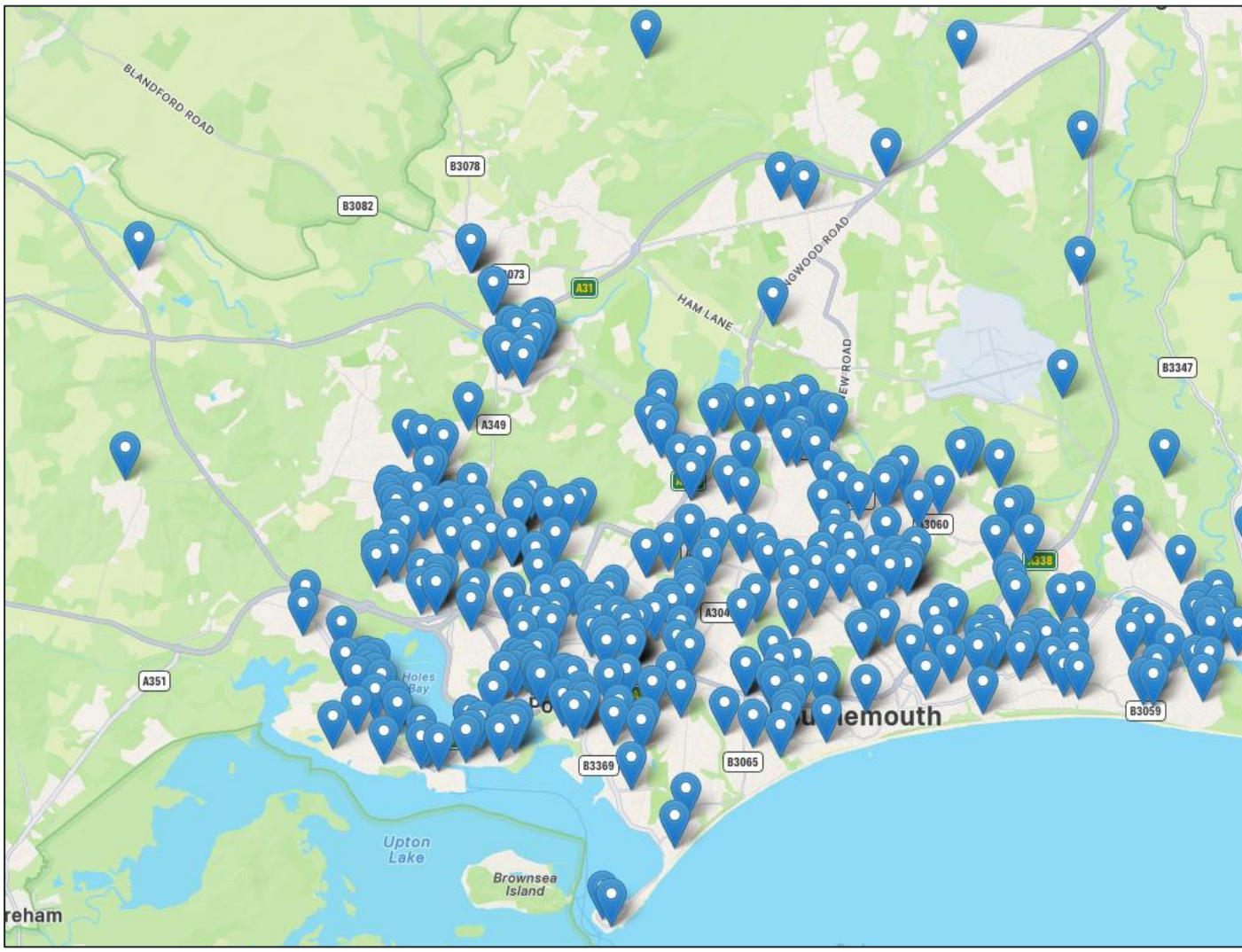


Base: all who responded who identified as a resident from the BCP area (n:396)

Figure 4-8: Heat Map of Postcodes



4.2.6. The heat map in **Figure 4-7**:Postcode Response Data for BCP



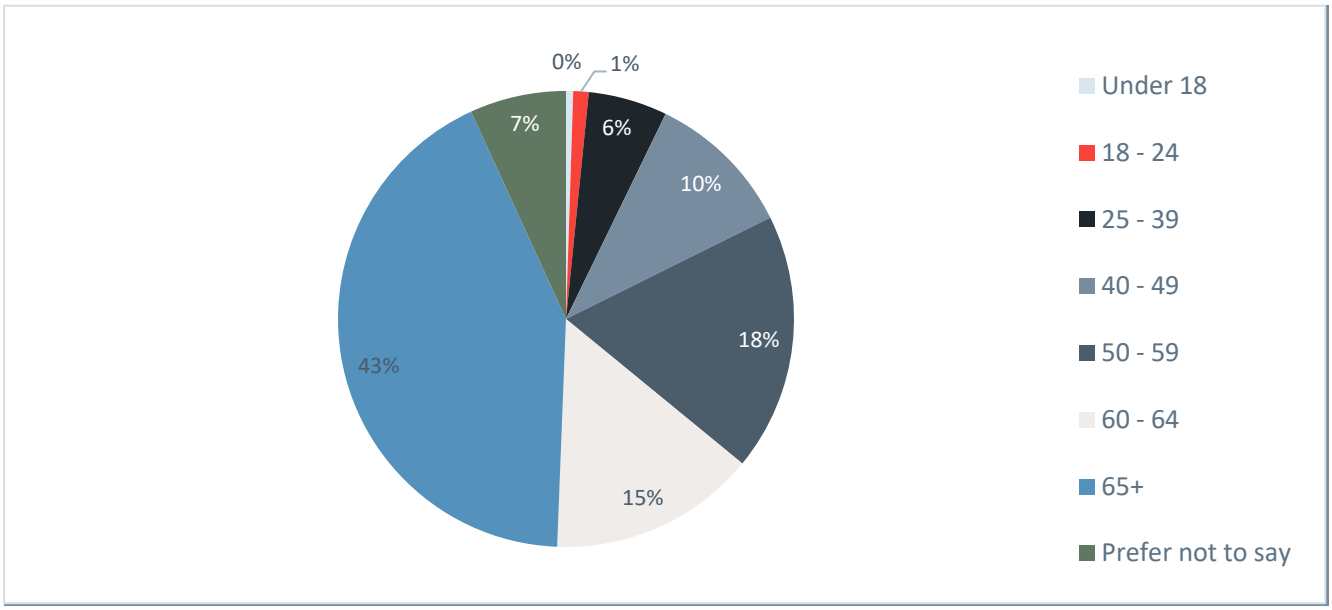
Base: all who responded who identified as a resident from the BCP area (n:396)

4.2.7. **-6 and Figure 4-8** above illustrates the geographic distribution of consultation respondents who provided their full postcode. Areas shaded in red and orange indicate higher concentrations of responses, while green and blue areas represent lower levels of participation. The map demonstrates engagement across the region, with notable clusters of responses in and around the main urban centres, including Bournemouth, Poole, Christchurch, Dorchester, Weymouth and several market towns in the north and west of the county.

Age Group

4.2.8. Figure 4-8 illustrates the age distribution of 1,375 survey respondents. The highest proportion (43%; 585 respondents) were aged 65 years and above, indicating strong representation from older age groups. Respondents aged 50-59 years and 60-64 years accounted for 18% (251 respondents) and 15% (202 respondents), respectively. One in 10 respondents were in the 40-49 years category, while 6% (77 respondents) fell within the 25-39 years range. Very few respondents were under 25 years of age and a small proportion preferred not to disclose their age (7%, 94 respondents).

Figure 4-8: Age Group

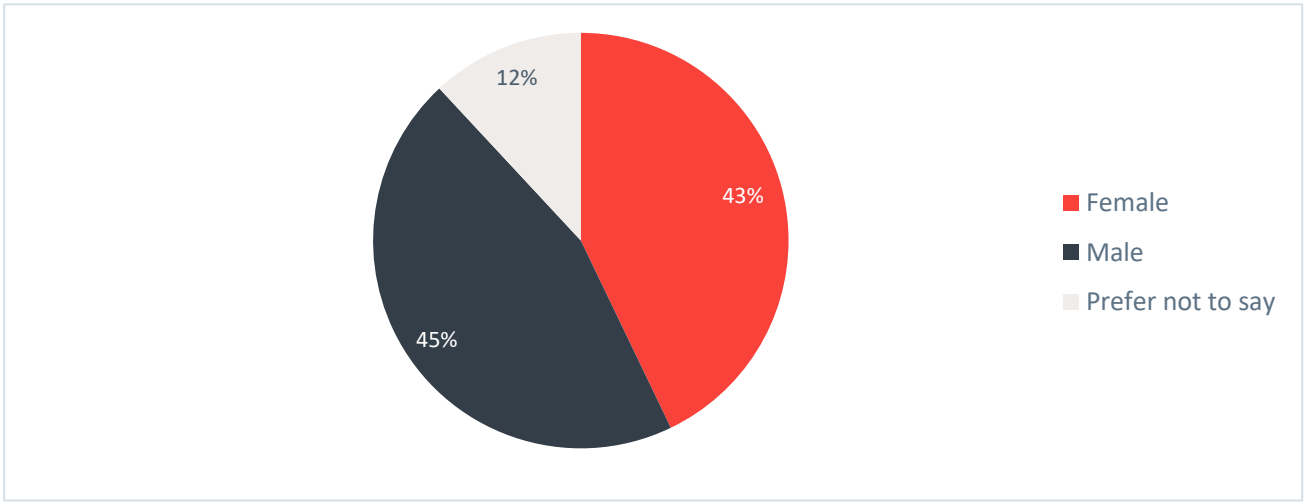


Base: all who responded (n:1,375)

Gender

4.2.9. Figure 4-9 presents the gender distribution of 1,367 survey respondents. The responses were almost evenly split between male (45%, 618 respondents) and female (43%, 586 respondents). Overall, 12% of respondents (163 people) preferred not to disclose their gender.

Figure 4-9: Gender

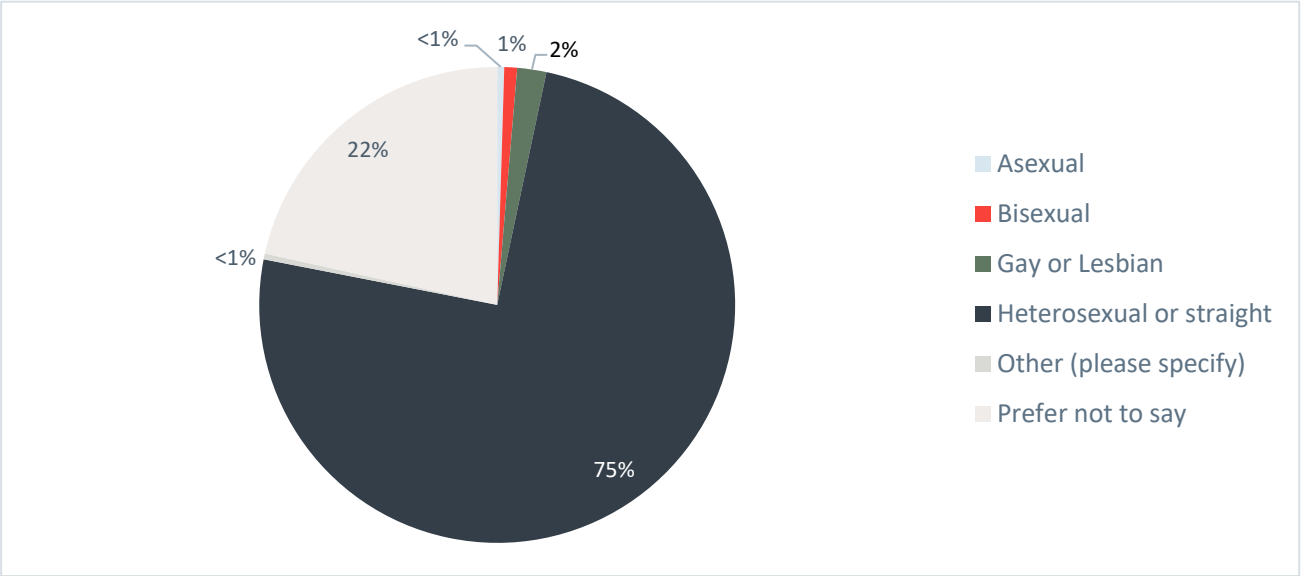


Base: all who responded (n:1,367)

Sexual Orientation

4.2.10. Figure 4-10 illustrates the sexual orientation of 1,267 survey respondents. Of the full respondent group, majority (75%, 948 respondents) identified as heterosexual or straight. A small proportion identified as gay or lesbian (2%, 25 respondents), bisexual (1%, 11 respondents), asexual (0.4%, 6 respondents), or other (0.4%, 5 respondents). Additionally, 19% (272) of respondents preferred not to disclose their sexual orientation.

Figure 4-10: Sexual Orientation



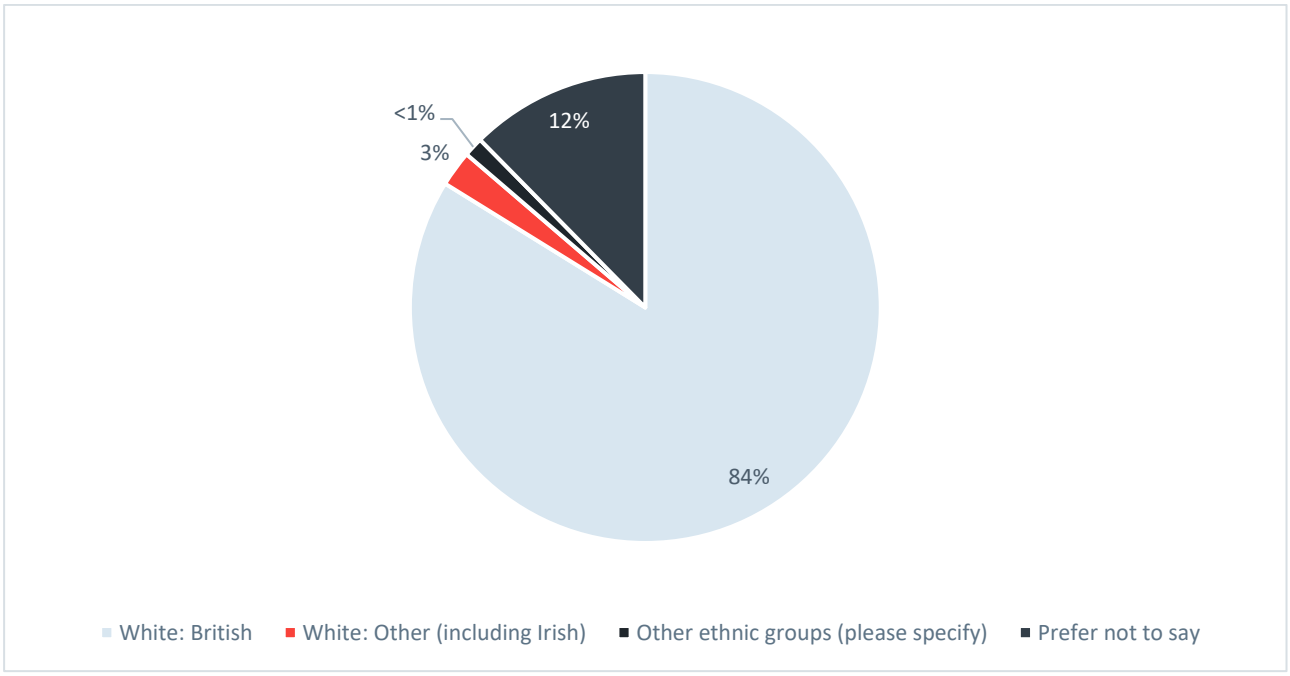
Base: all who responded (n:1,267)

Ethnic Group

4.2.11. Figure 4-11 presents the ethnic background of 1,341 survey respondents. The majority of respondents identified as White: British (84%). A further 3% identified as White: Other, including White: Irish, while 13% of respondents preferred not to say.

4.2.12. Fewer than 1% of responses were received from individual other ethnic groups. These responses were received from Asian or Asian British - Chinese; Asian or Asian British - Pakistan; Asian or Asian British - Other; Mixed White and Asian; Mixed White and Black African; and Mixed White and Black Caribbean.

Figure 4-11: Ethnic Group

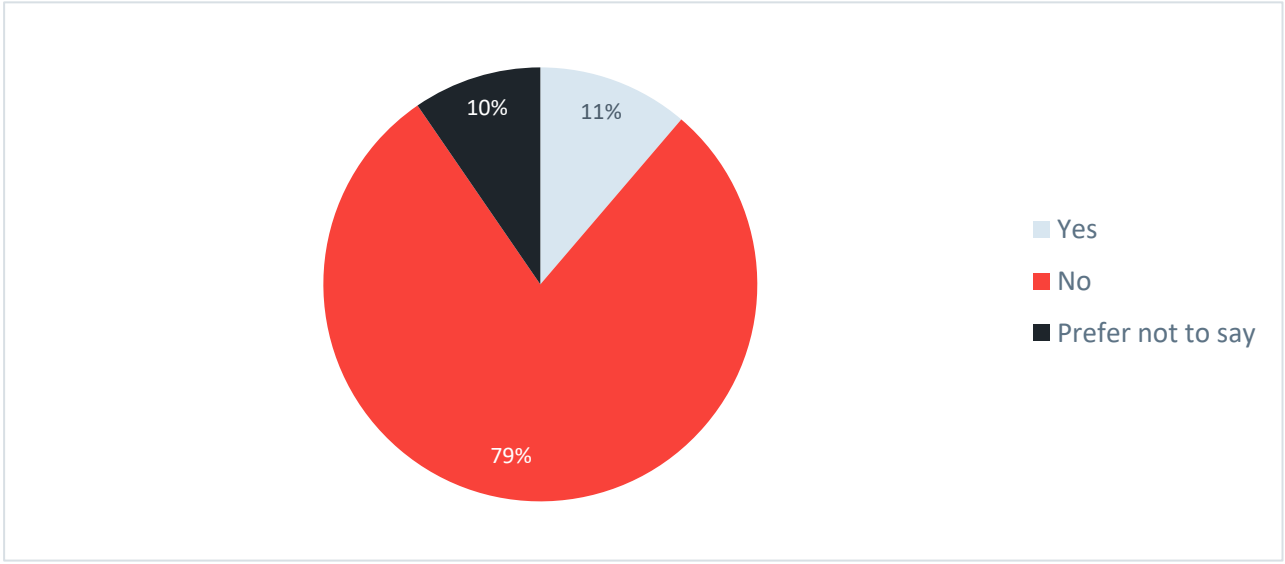


Base: all who responded (n:1,341)

Disability

4.2.13. Figure 4-12 presents the distribution of respondents and whether they identify as having a disability. Among the 1,368 respondents, 1,083 (79%) reported not having a disability, while 154 (11%) indicated that they do have a disability. Additionally, 131 respondents (10%) preferred not to disclose this information.

Figure 4-12: Disability



Base: all who responded (n:1,368)

4.3 VIEWS ABOUT THE LTP VISION

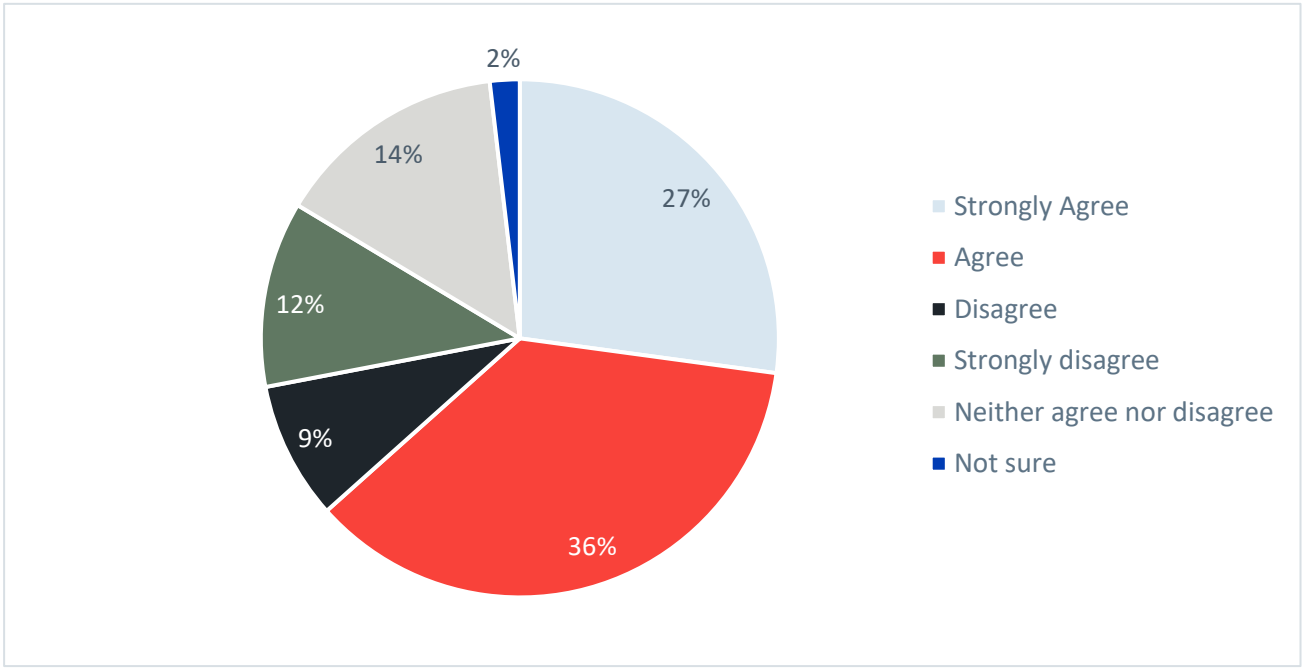
How much do you agree or disagree with the vision for the transport strategy?

4.3.1. The results in Figure 4-13 indicate that the majority of respondents were supportive of the vision for the transport strategy to some extent, with almost two-thirds of respondents stating that they strongly agreed or agreed (27% strongly agreed; 36% agreed). In comparison, one-fifth disagreed or strongly disagreed with the vision (12% strongly disagreed; 9% disagreed). A further 14% selected neither agreed nor disagreed, indicating a degree of neutrality or uncertainty about the proposals. A small number of respondents were not sure.

4.3.2. Support for the vision of the transport strategy was substantially higher among Dorset Council area residents, with 674 out of 942 (72%) expressing agreement to some extent (strongly agree or agree), compared to 195 out of 353 (55%) of respondents from the BCP area. Similarly, the extent of combined disagreement (disagree or strongly disagree), was notably greater in BCP (151 out of 353, 43%) than in Dorset (129 out of 942, 14%), highlighting a clear geographic divide in attitudes toward the overall vision for transport.

4.3.3. Agreement with the vision for the transport strategy was highest among older respondents, with more than two-thirds (67%) of those aged 65 and above and 68% aged 60–64 expressing support (agree or strongly agree). Among younger age groups, 59% of the 25–39 age group expressed support to some extent, compared to 64% of 40–49, and 62%) of the 50–59. Although only 15 people responded from the 18–24 age group, a substantial majority (80%) were in support of the vision. Strong disagreement (disagree or strongly disagree) was most apparent in the 25–39 and 40–59 brackets, while neutrality (neither agree nor disagree or not sure) remains relatively consistent across all groups.

Figure 4-13: Agreement with the 'Vision'



Base: all who responded (n:1,396)

Some general comments supporting the proposals were:

- *"I support the strategy, I would just like to see it go further, faster and harder in providing safe provision for active travel."* (BCP resident)
- *"I strongly support the emphasis on active travel and improving public transport options. Interconnecting transport hubs is also important and could be improved, for example Bournemouth Station to the town centre."* (BCP resident)
- *"A very positive vision and I hope the policies on the transport strategy will be implemented successfully."* (BCP resident)
- *"I strongly support the overall messaging of the strategy. Whilst I welcome the many references to improving active travel, particularly within the context of new developments, I would like to hear more robust messaging around reducing car use in towns. Behaviour change requires carrot and stick. This strategy seems to contain lots of carrots but could do with some more sticks."* (Dorset resident)
- *I strongly support the overall vision and am excited by specific details of the plan, such as the expansion of the trailway, which is such a valuable resource. I'm surprised to see limited mention of the impact of population expansion and urban sprawl.* (Dorset resident)

Some general comments opposing the proposals were:

- *"This is the totally expected proactive travel / anti car local transport plan expected from our ideologically driven Council administrations. It totally ignores the needs of motorists. Who form the vast majority of road users."* (BCP resident)
- *"This survey, just like all the other previous council surveys, has questions that are biased to give the council the results that they want and not addressing the actual problems, a lot of which, the council has created for themselves. As usual, the results of this survey will be ignored and the self-serving councillors will feel justified in also ignoring it."* (BCP resident)
- *"These proposals do not take into account the needs of the majority of people in the BCP and Dorset areas for whom their cars are essential for everyday life."* (BCP resident)
- *"I don't have any faith that Dorset Council can deliver this plan."* (Dorset resident)
- *"There is no detail on how much all these ideas will actually cost which will land on tax payers whether via council or income taxes. All these sustainable green interventions come with large price tags. Based on recent experiences I have no faith that any transport solutions delivered by local council will provide general improvements for all users. Just because you build it (e.g. bike lanes) doesn't mean many will use it!"* (Dorset resident)
- *"Yet again we have another stage in the war on the car by green fanatics. My car is my freedom to travel and live my life as I choose. It is my second most important possession after my house and I take any attack on my right to choose to travel by car as a VERY personal attack on me."* (Dorset resident)

4.4 OBJECTIVE A

How much do you agree or disagree with each objective of our transport strategy? Objective A: Safeguard the climate and environment

4.4.1. Objective A focuses on reducing transport emissions, improving air quality and protecting Dorset's natural environment, including heathlands and National Landscapes. It aims for a shift toward zero

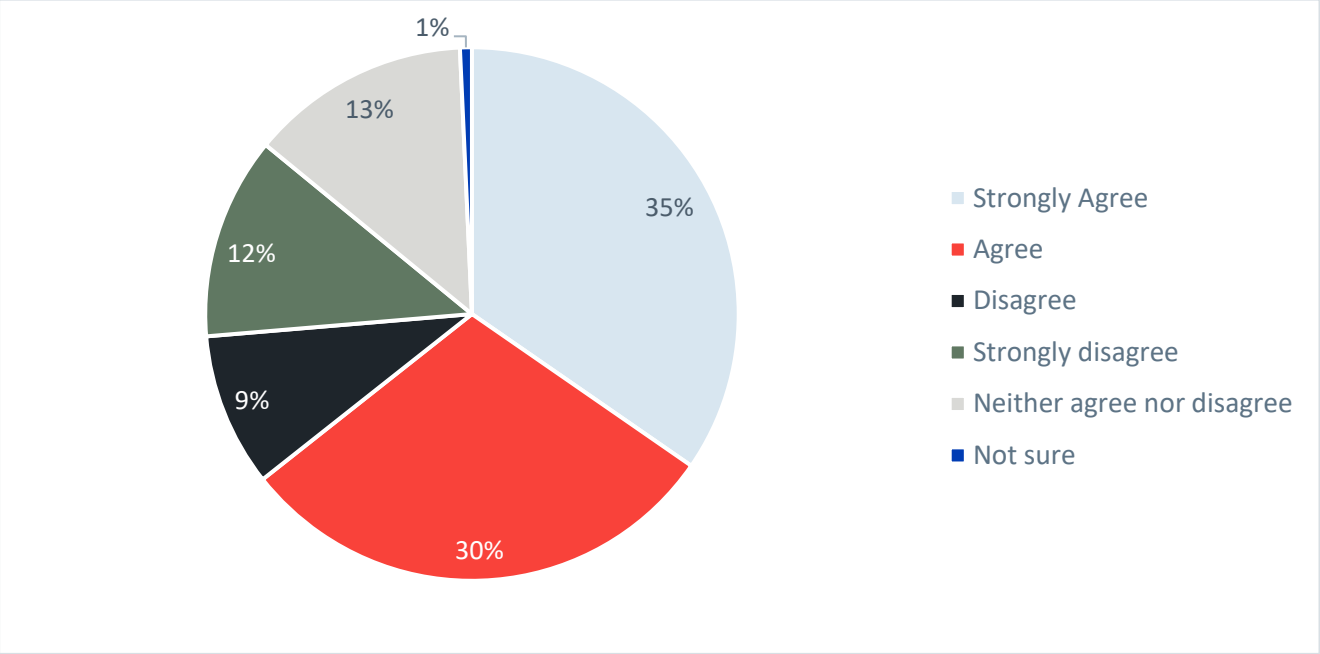
emission vehicles, including better charging infrastructure, while encouraging more people to choose public transport, walking and cycling as modes of travel.

4.4.2. As Figure 4-14 illustrates, feedback on this objective was largely positive: 480 respondents (35%) strongly agreed and 412 agreed (30%), while 129 disagreed (9%) and 170 strongly disagreed (12%). A further 185 people neither agreed nor disagreed and 10 were unsure.

4.4.3. Support for Objective A was significantly higher among Dorset Council area residents, with nearly three-quarters (691 respondents out of 953 living in Dorset, 73%) expressing agreement to some extent, compared to fewer than half (185 respondents out of 411 living in BCP, 45%) of respondents from the BCP area. Disagreement was notably greater in BCP (40%) than Dorset (14%), highlighting a clear geographic divide in attitudes toward environmental safeguards.

4.4.4. Agreement with Objective A tended to be higher among older respondents, peaking at 70% among those aged 65 and above and 65% for the 60-64 group, while younger respondents (18-39 years) showed slightly lower support at around 68%. Respondents who strongly disagreed was most apparent in the 40-59 age brackets, though neutrality remains consistent across all groups. Overall, older respondents and those living in Dorset are the most supportive of climate and environment objectives.

Figure 4-14: Objective 'A' - Safeguard the climate and environment



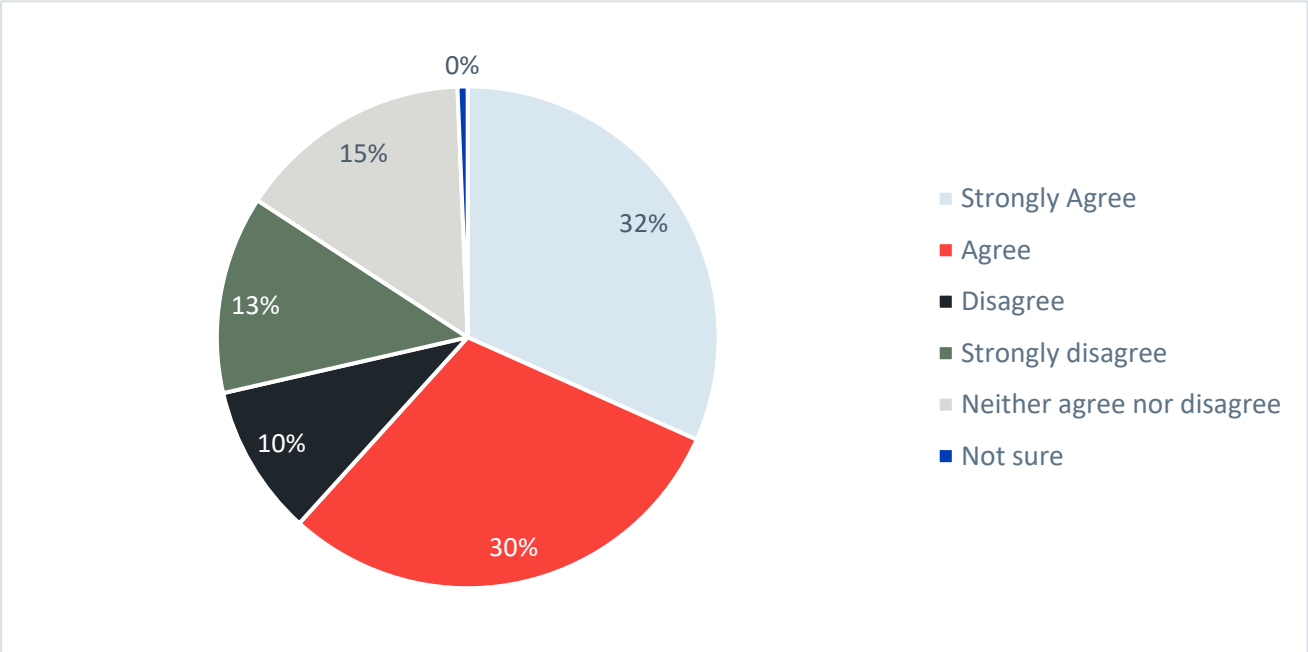
Base: all who responded (n:1,386)

How much do you agree or disagree with Policy A1: Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments

4.4.5. Most respondents were supportive of Policy A1. A total of 437 people (32%) strongly agreed and 414 (30%) agreed that transport carbon emissions should be reduced in line with net zero commitments. In contrast, 134 respondents (10%) disagreed and 176 (13%) strongly disagreed. A

further 209 people (15%) neither agreed nor disagreed, and 9 were unsure (1%). Overall, the majority expressed clear support for the policy, as shown in Figure 4-15 below.

Figure 4-15: Policy A1



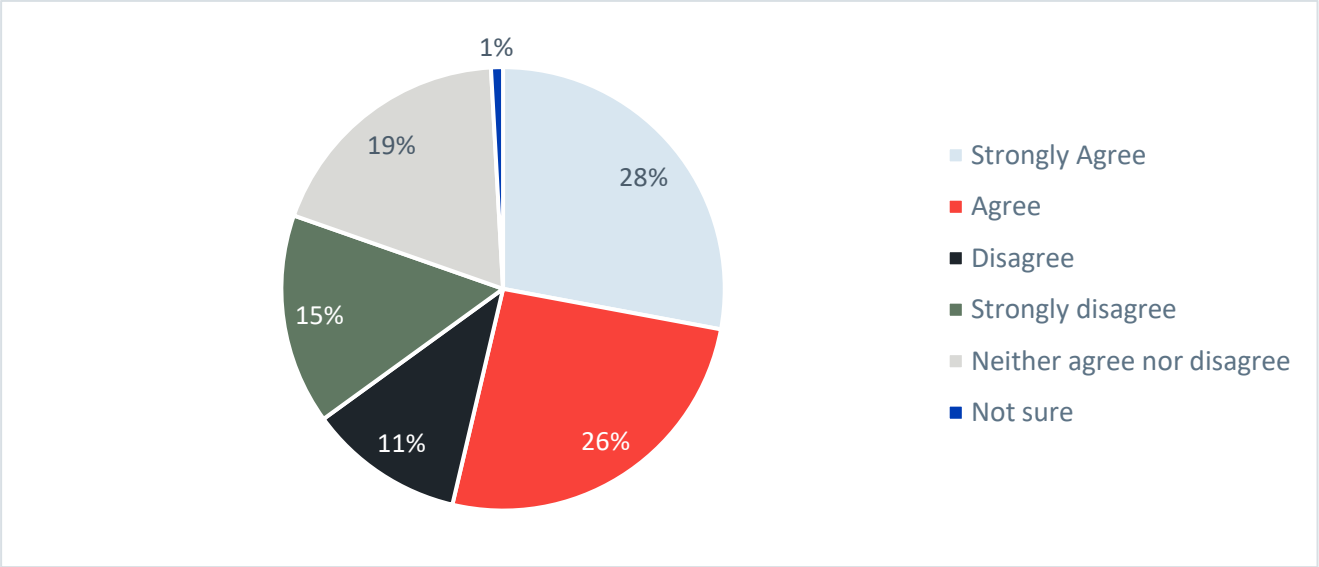
Base: all who responded (n:1,379)

How much do you agree or disagree with Policy A2: Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure

4.4.6. As

4.4.7. **Figure** 4-16 shows, most respondents were supportive of Policy A2, although there were higher levels of disagreement than with the other related policies. A total of 384 respondents (28%) strongly agreed and 354 (26%) agreed that uptake of zero-emission vehicles should be accelerated through supporting infrastructure. In contrast, 156 respondents (11%) disagreed and 211 (15%) strongly disagreed. A further 258 respondents (19%) neither agreed nor disagreed, and 12 were unsure (1%). Overall, the results showed mixed but generally positive support for the policy, as illustrated in below.

Figure 4-16: Policy A2

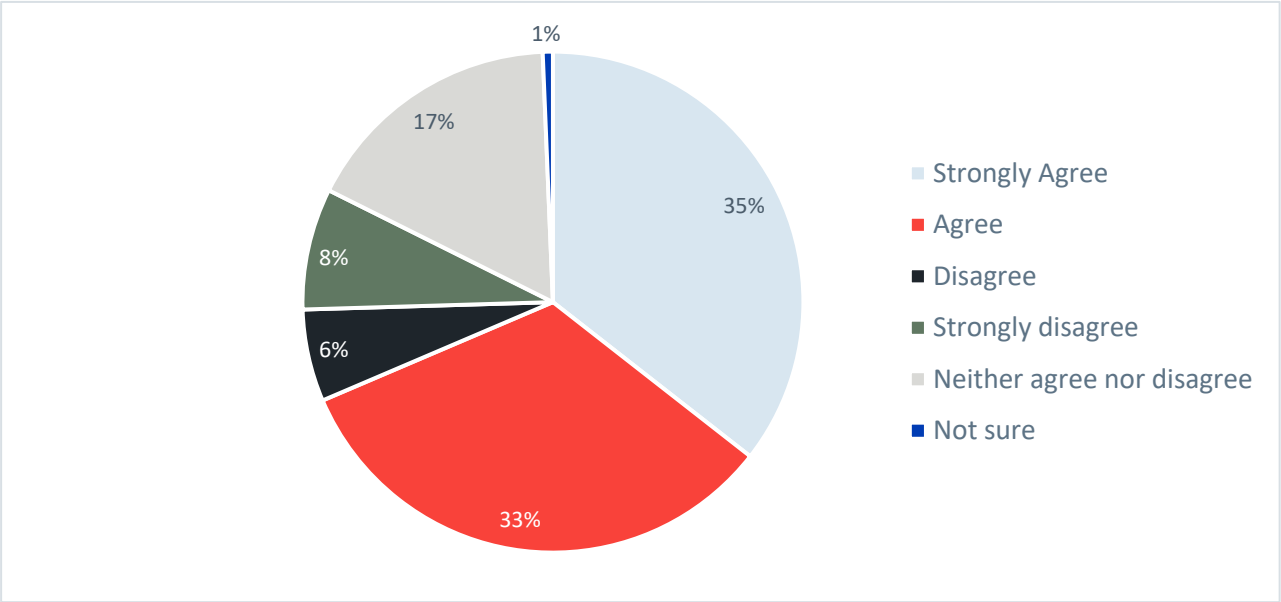


Base: all who responded (n:1,375)

How much do you agree or disagree with Policy A3: Improve local air quality and reduce key sources of pollution from transport to protect our health and the natural and historic environment

4.4.8. Policy A3 aims to improve local air quality and reduce pollution from transport to protect public health, the environment and historic areas. Responses show strong support, with 68% agreement (490 strongly agreed, 455 agreed) to some extent. In contrast, 14% disagreed (82 disagreed, 108 strongly disagreed), while 18% were neutral or unsure. **Figure 4-17** shows the results.

Figure 4-17: Policy A3

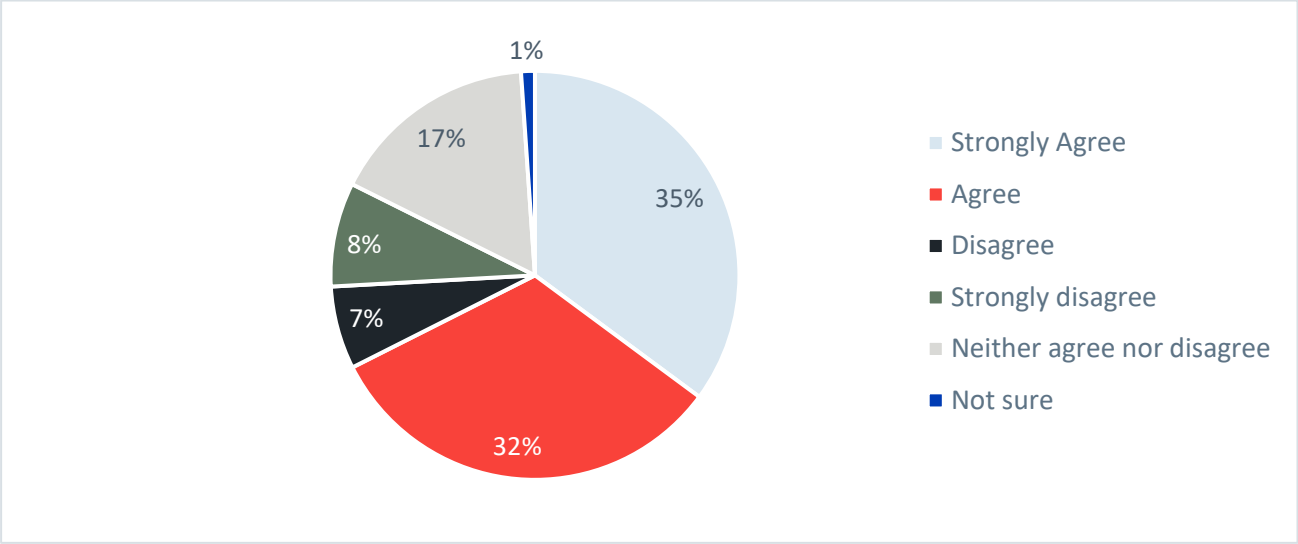


Base: all who responded (n:1,378)

How much do you agree or disagree with Policy A4: Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity

4.4.9. Policy A4 focuses on ensuring transport projects take a nature-positive approach, enhancing biodiversity, increasing tree planting and embedding sustainable design and maintenance practices. The results show strong support for this policy, with 482 respondents (35%) strongly agreeing and 445 (32%) agreeing. In contrast, 90 respondents (7%) disagreed and 113 (8%) strongly disagreed. A further 227 (17%) neither agreed nor disagreed and 15 (1%) were not sure. **Figure 4-18** shows the distribution of responses.

Figure 4-18: Policy A4



Base: all who responded (n:1,372)

4.4.10. The results shown in Figure 4-15 (Objective A) indicate overall support for safeguarding the climate and environment, although levels of agreement vary across the associated policies. Strong endorsement of Policy A3 and A4 (Figures 4.18 and 4.19) demonstrates clear public support for improving air quality and taking a nature-positive approach to transport design and maintenance. These policies attracted some of the most consistent agreement within Objective A, suggesting that respondents readily connect environmental protection with public health and the quality of local places.

4.4.11. By contrast, Policy A2 (Figure 4-17), which focuses on accelerating the uptake of zero-emission vehicles through supporting infrastructure, attracted comparatively higher levels of disagreement and neutrality. This pattern indicates that while respondents broadly support climate objectives in principle, there is greater uncertainty around how electric vehicle measures will work in practice. Comments elsewhere in the consultation suggest that concerns around affordability, infrastructure availability and rural viability are likely to be contributing factors.

4.4.12. Support for Policy A1 (Figure 4-16) reinforces recognition of the need for transport emissions to reduce in line with net-zero commitments, but the variation across the policies highlights that respondents value a balanced approach to decarbonisation. Overall, the charts suggest that support for Objective A is strongest where environmental benefits are clear, shared and locally tangible, and more conditional where impacts or costs are perceived to fall unevenly across communities.

4.5 OBJECTIVE B

How much do you agree or disagree with each objective of our transport strategy? Objective B: Improve health and wellbeing

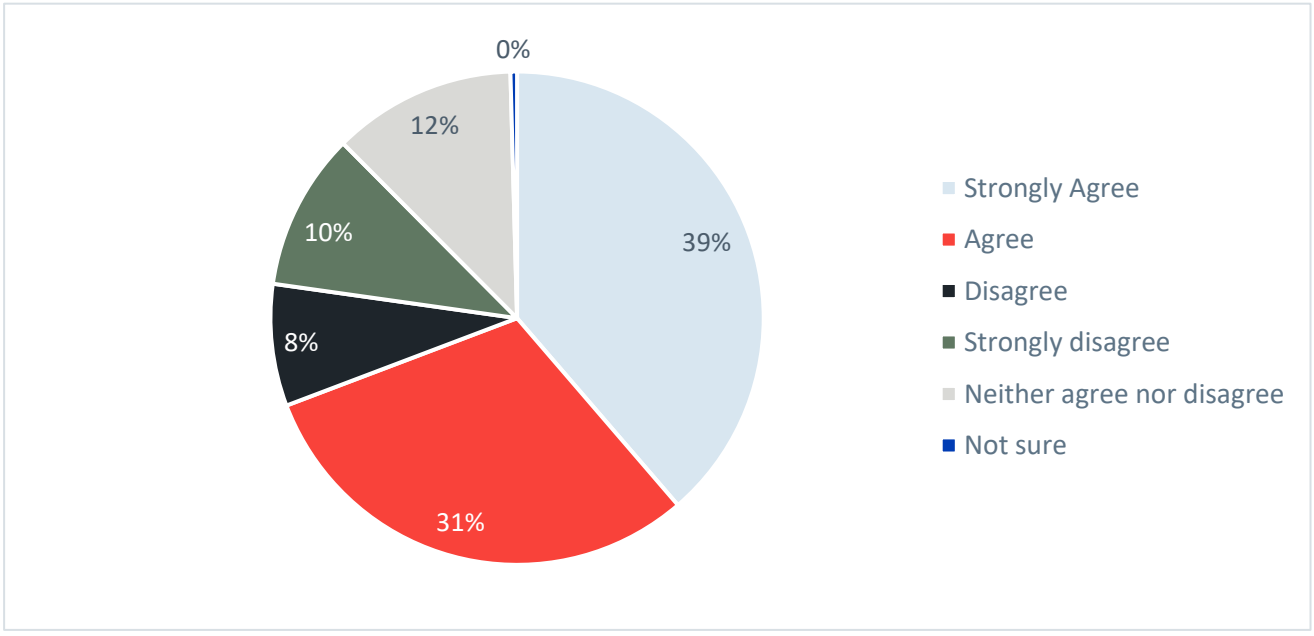
4.5.1. More than two-thirds of respondents supported the objective of improving health and wellbeing through better walking, wheeling and cycling routes, and safer more inclusive transport networks. In total, 39% (537 respondents) strongly agreed and 31% agreed (424 respondents). Conversely, 8% (111 respondents) disagreed and 10% (143 respondents) strongly disagreed, while a further 12% neither agreed nor disagreed. Figure 4-19 shows the results.

4.5.2. Support for Objective B was notably higher among Dorset Council area residents, with 78% expressing agreement (strongly agree or agree) to some extent, compared to 48% of respondents from the BCP area. Similarly, there were stronger levels of disagreement (disagree or strongly disagree) in BCP (36%) than in Dorset (11%), highlighting an apparent geographic divide in attitudes toward this objective.

4.5.3. Agreement with Objective B increased with age. Among those aged 65 and above, 439 out of 578 (76%) expressed support, and 138 out of 200 (69%) in the 60-64 group were in favour. There was still relatively high support among younger age groups, albeit at slightly lower levels, with support ranging between 62% among 25-39 year-olds and 70% among the 50-59 age group. A detailed breakdown shows older residents in Dorset are the most supportive, while mid-age groups, 40-59, in BCP are more divided and contribute to higher opposition. Although only 15 respondents were aged 18-24, two-thirds supported the objective.

4.5.4. Respondents who disagreed with the objective (disagree or strongly disagree) was most apparent in the 25-39 and 40-49 brackets, while neutrality (neither agree nor disagree or not sure) remains relatively consistent across all groups. Overall, older respondents and those living in Dorset are the most supportive of the health and wellbeing objective.

Figure 4-19: Objective 'B' - Improve health and wellbeing

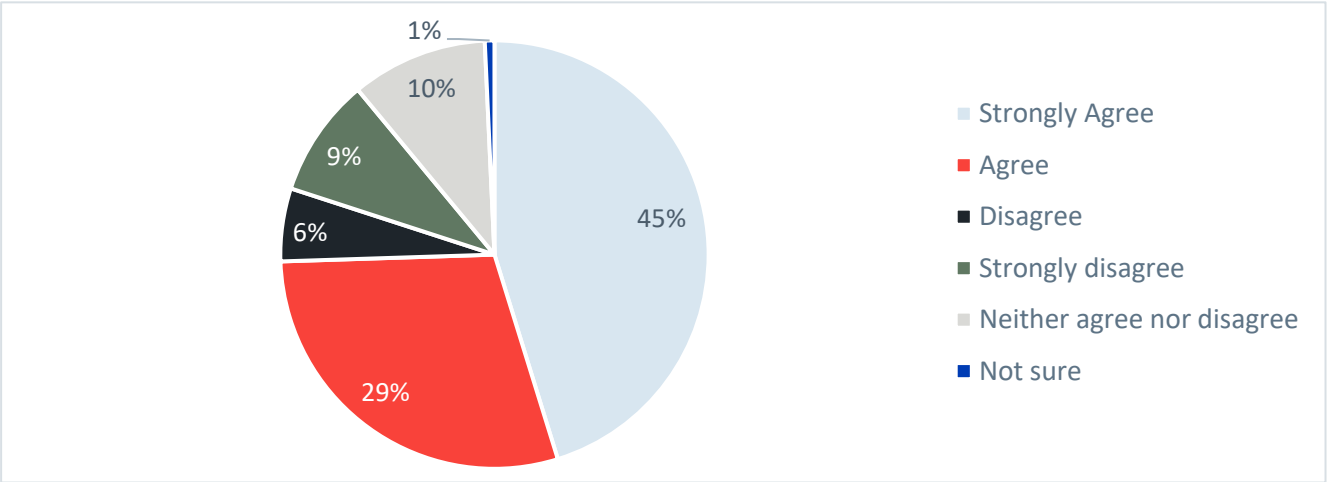


Base: all who responded (n:1,388)

How much do you agree or disagree with Policy B1: Establish a joined up, safe and attractive active travel network supported by appropriate infrastructure

4.5.5. Policy B1, which aims to create a joined-up, safe and attractive active travel network, attracted a good level of support. 624 respondents (45%) strongly agreed and 404 (29%) agreed, giving 74% overall support to some extent. Meanwhile, 76 (6%) disagreed and 124 (9%) strongly disagreed, totalling 15% opposition. A further 142 (10%) neither agreed nor disagreed and 10 (1%) were not sure. **Figure 4-20** below illustrates this distribution.

Figure 4-20: Policy B1

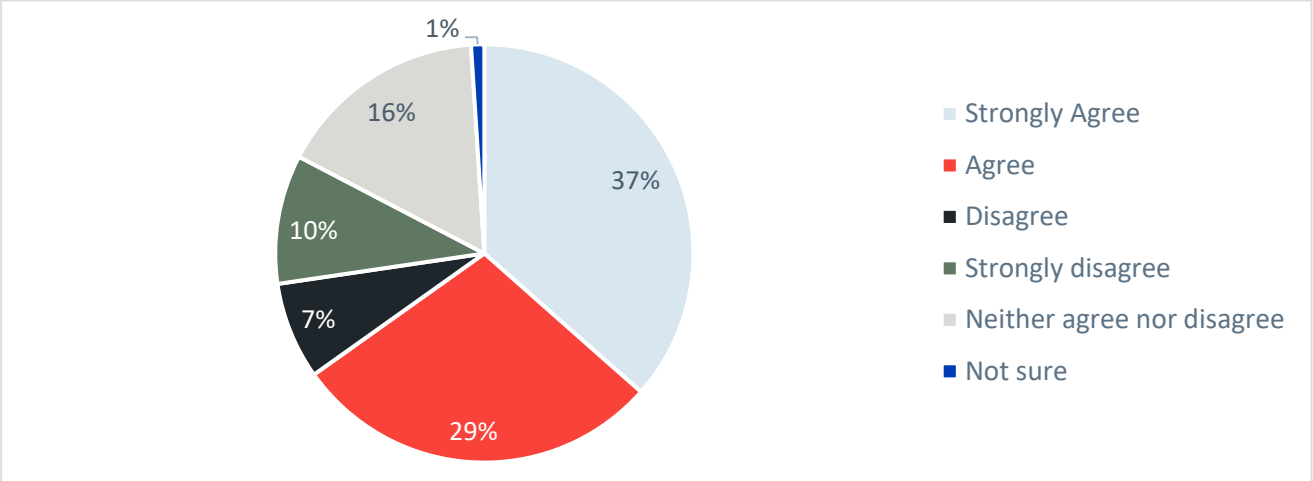


Base: all who responded (n:1,380)

How much do you agree or disagree with Policy B2: Promote the benefits of travelling actively within our communities

4.5.6. The results in **Figure 4-21** show generally strong support for promoting active travel. 501 respondents (37%) strongly agreed and 393 (29%) agreed, meaning two-thirds were supportive overall. In contrast, 103 (7%) disagreed and 137 (10%) strongly disagreed, while a similar proportion (224 respondents; 16%) neither agreed nor disagreed.

Figure 4-21: Policy B2

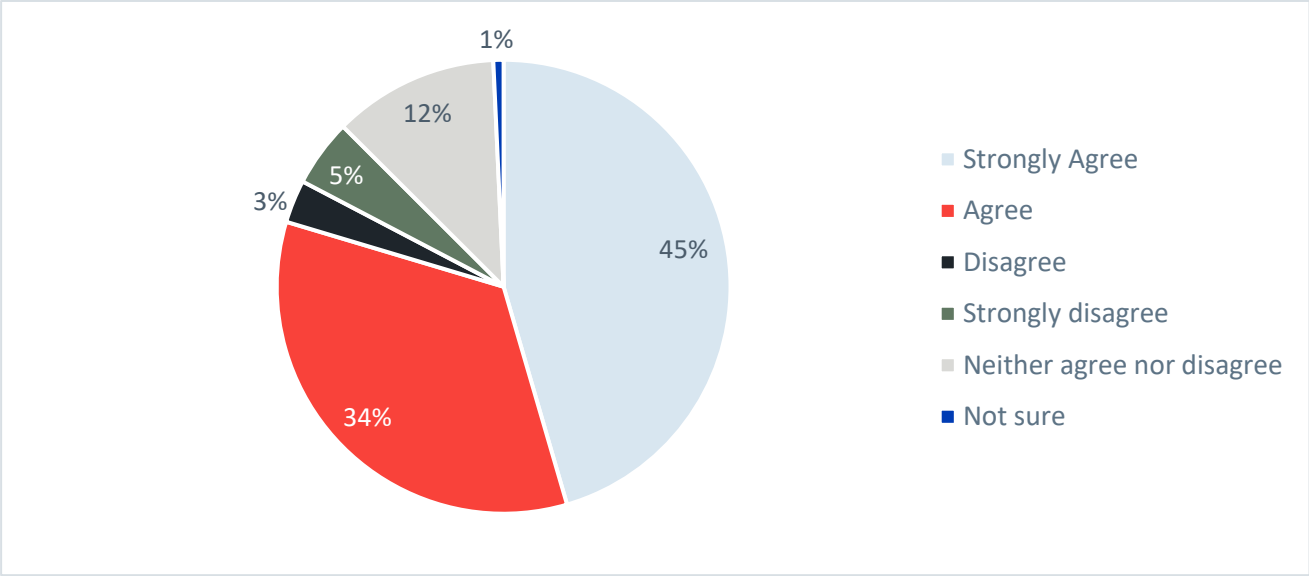


Base: all who responded (n:1,372)

How much do you agree or disagree with Policy B3: Improve local access to health and leisure opportunities, green spaces, public rights of way, tourist destinations and heritage assets

4.5.7. More than three-quarters of respondents supported Policy B3, which focuses on improving access to parks, green spaces, leisure facilities, tourist destinations and heritage sites. 625 respondents (45%) strongly agreed and 469 (34%) agreed, showing broad endorsement for the policy. A relatively small proportion disagreed, with 42 (3%) disagreeing and 66 (5%) strongly disagreeing, while 162 (12%) neither agreed nor disagreed and 10 respondents were not sure. **Figure 4-22** illustrates this distribution.

Figure 4-22: Policy B3



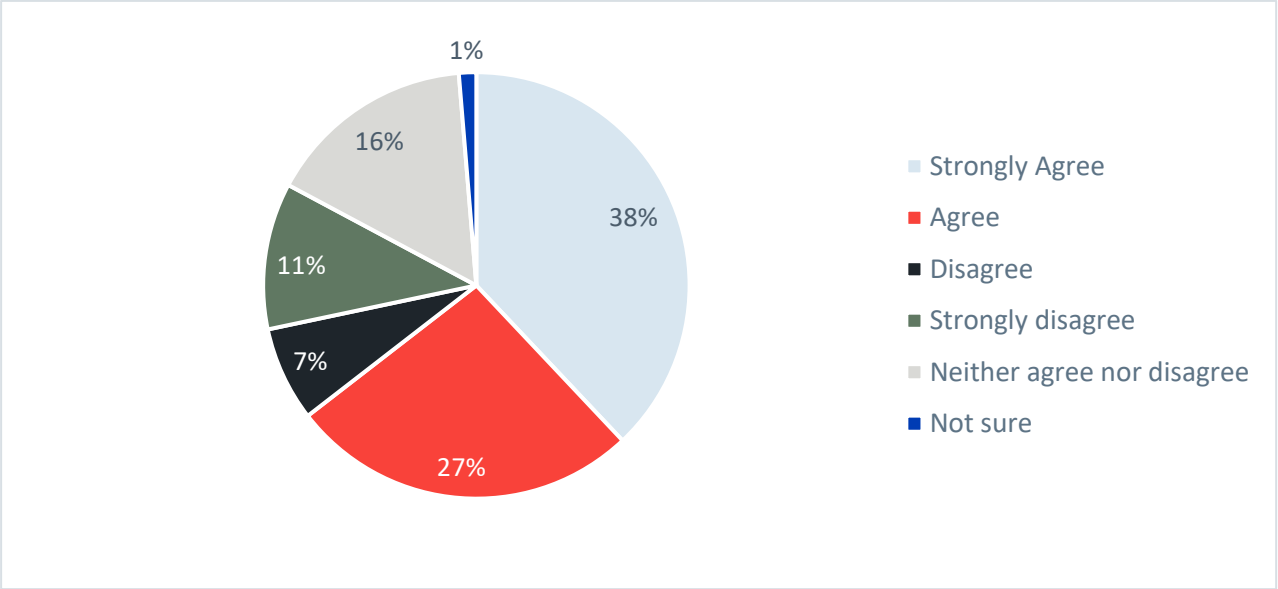
Base: all who responded (n:1,374)

How much do you agree or disagree with Policy B4: Active Travel infrastructure for sustainable development

4.5.8.

4.5.9. **Figure** 4-23 shows that most respondents supported Policy B4, which focuses on ensuring sustainable development by safe, well-connected walking, wheeling and cycling infrastructure. Of the 1,367 respondents, 519 (38%) strongly agreed and 363 (27%) agreed, equating to 65% support to some extent. In contrast, 98 (7%) disagreed and 152 (11%) strongly disagreed. A further 217 (16%) neither agreed nor disagreed and 18 (1%) were not sure.

Figure 4-23: Policy B4



Base: all who responded (n:1,367)

4.5.10. As shown in Figure 4-20 (Objective B), there was strong support for improving health and wellbeing through transport, with consistently high levels of agreement across all associated policies. Policy B1 and B2 (Figures 4-21 and 4-22) show particularly strong endorsement for creating a joined-up active travel network and promoting the benefits of walking, wheeling and cycling within communities. This reflects widespread recognition of active travel as a contributor to physical and mental wellbeing.

4.5.11. Support was especially strong for Policy B3 (Figure 4-23), which focused on improving access to green spaces, public rights of way, leisure and heritage destinations. This suggests respondents place high value on transport interventions that support everyday quality of life, recreation and social connection, not just commuting.

4.5.12. While Policy B4 (Figure 4-24) remains well supported, the slightly higher levels of neutrality and disagreement indicate sensitivity around how active travel infrastructure is delivered in new developments. Comments suggest that support is often contingent on good design, safety and local appropriateness. Overall, the policy-level charts indicate that respondents strongly support the health benefits associated with transport, but expect delivery to prioritise safety, inclusivity and seamless integration with existing communities.

4.6 OBJECTIVE C

How much do you agree or disagree with each objective of our transport strategy? Objective C: Create accessible and prosperous places

4.6.1. As shown in Figure 4-24, almost three-quarters of respondents supported the aim of creating accessible and prosperous places (483 strongly agreed, 35%; 543 agreed 39%). 168 respondents (12%) expressed disagreement, while 181 (13%) neither agreed nor disagreed and 10 (1%) were unsure of the policies and ambitions linked to the LTP plans.

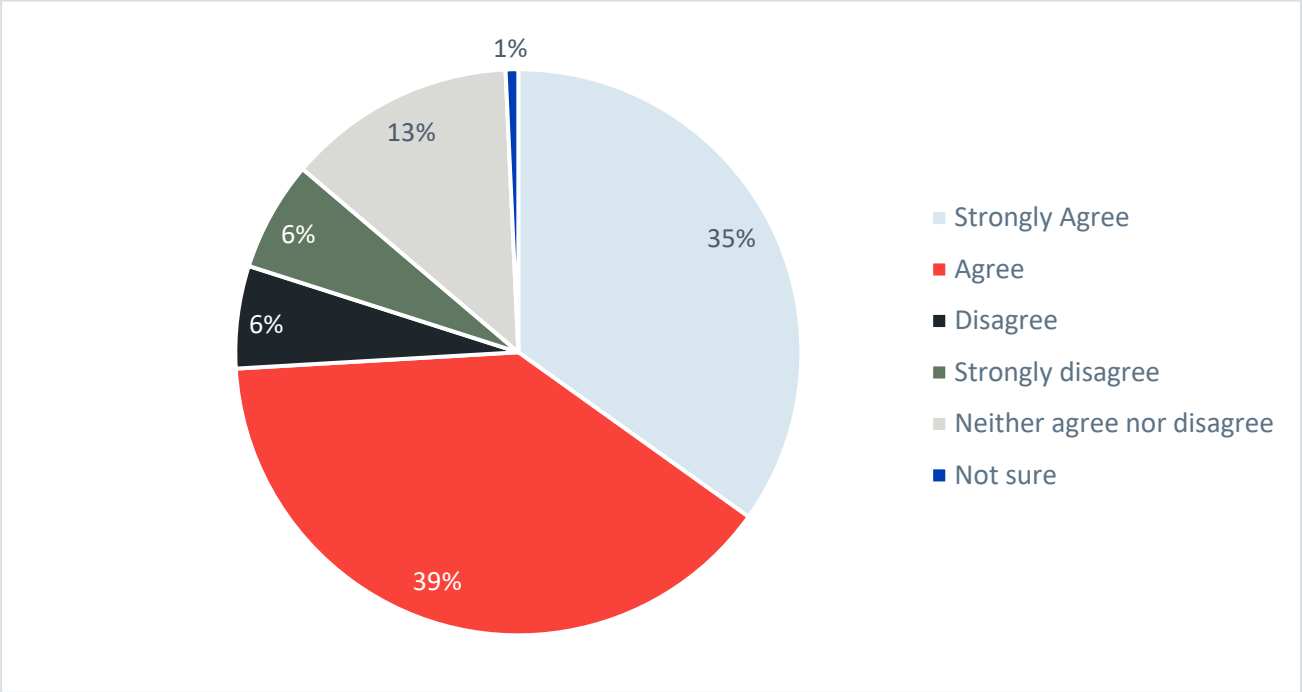
4.6.2. Support for Objective C was highest among Dorset Council area residents, with 80% of respondents stating they agreed (strongly agree or agree), compared to 60% in the BCP area. Accordingly, those

who disagreed (disagree or strongly disagree) were notably more apparent in those who responded from in BCP (24%) than in Dorset (7%).

4.6.3. Agreement with Objective C was broadly similar across age groups. Among those aged 65 and above, 78% expressed support. Support among younger age groups is similar, with 68% of 25-39 age group supporting the objective. Analysis showed that older residents in Dorset were the most supportive of Objective C; while support among mid-age groups (40-59) in BCP remained positive, it was somewhat lower than in Dorset, and disagreement was more pronounced among younger BCP respondents.

4.6.4. Respondents in the 25-39 age bracket were most likely to disagree or strongly disagree, followed by the 40-59 age groups. Overall, older respondents and those living in Dorset are the most supportive of the objective to create accessible and prosperous places.

Figure 4-24: Objective 'C' - Create accessible and prosperous places

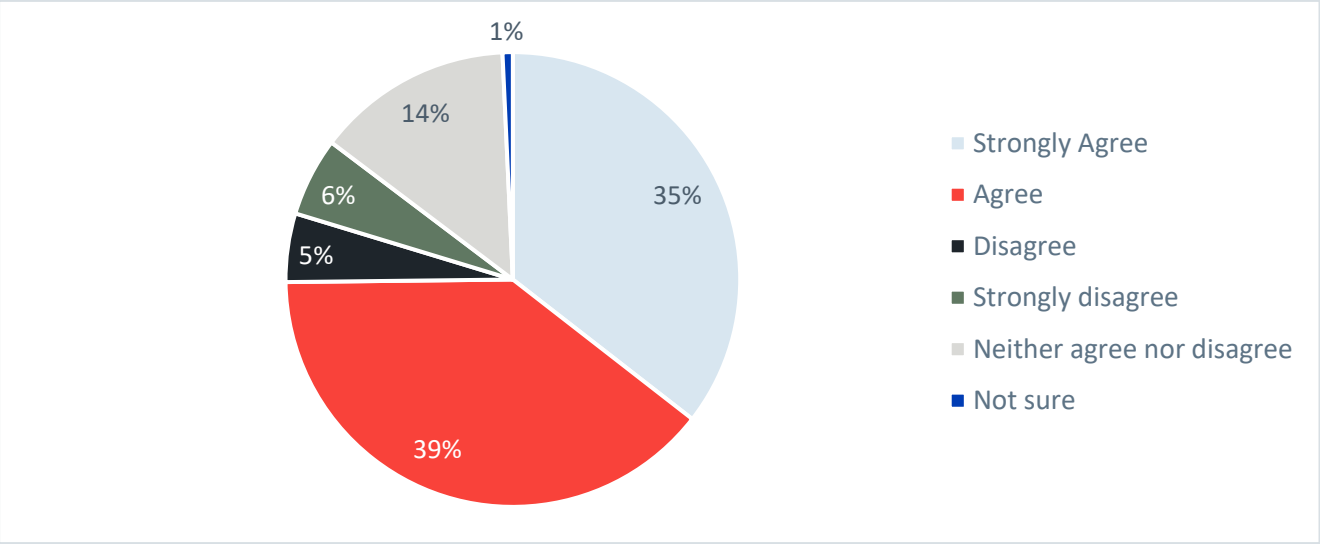


Base: all who responded (n:1,385)

How much do you agree or disagree with Policy C1: Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand

4.6.5. The responses show strong support for Policy C1, which aims to make tourist destinations easier to reach using sustainable modes of travel while better managing peak season pressures. 488 respondents (35%) strongly agreed and 540 (39%) agreed, meaning that nearly three-quarters of respondents supported the policy overall. Meanwhile, 67 (5%) disagreed and 77 (6%) strongly disagreed. A further 192 respondents (14%) neither agreed nor disagreed and 10 (1%) were not sure. **Figure 4-25** illustrates the distribution of responses across all categories.

Figure 4-25: Policy C1

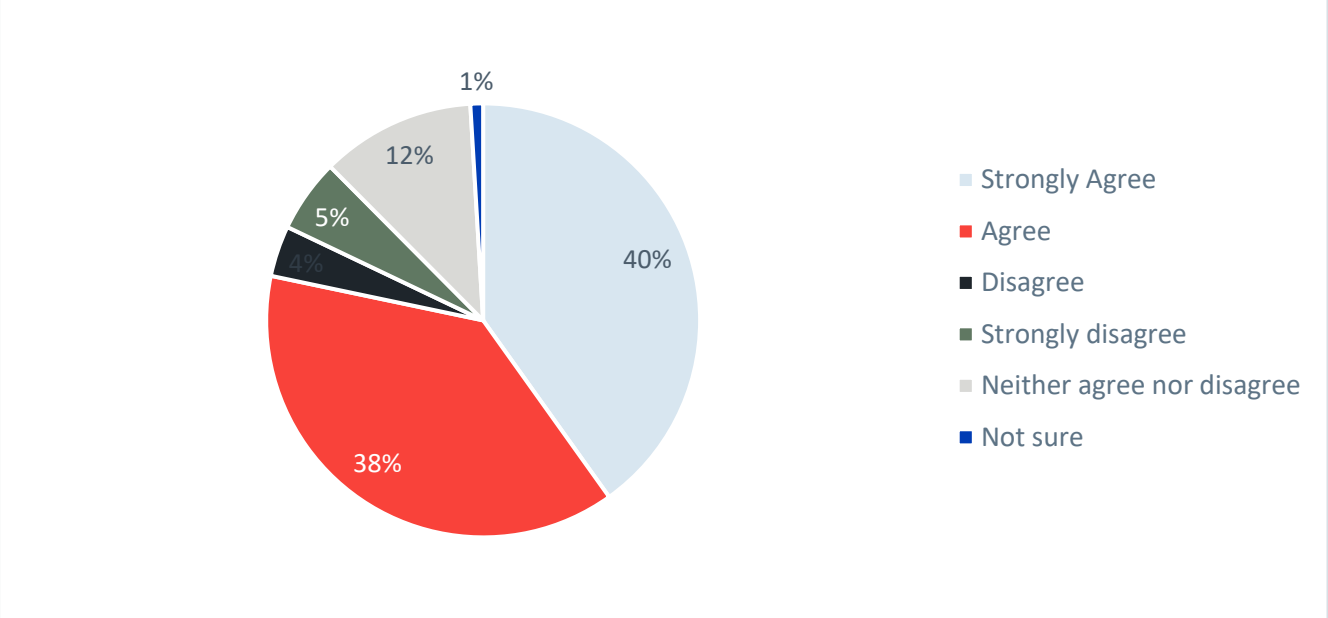


Base: all who responded (n:1,374)

How much do you agree or disagree with Policy C2: Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways

4.6.6. Reflecting the levels of support for the objective, **Figure 4-26** shows that respondents were supportive of Policy C2. 551 people (40%) strongly agreed and 524 people (38%) agreed, meaning 78% overall support. A relatively small proportion disagreed, with 52 (4%) disagreeing and 75 (5%) strongly disagreeing. Meanwhile, 158 respondents (12%) neither agreed nor disagreed and 13 (1%) were not sure. Overall, the results indicate broad support for improving sustainable access and connectivity to key gateways.

Figure 4-26: Policy C2

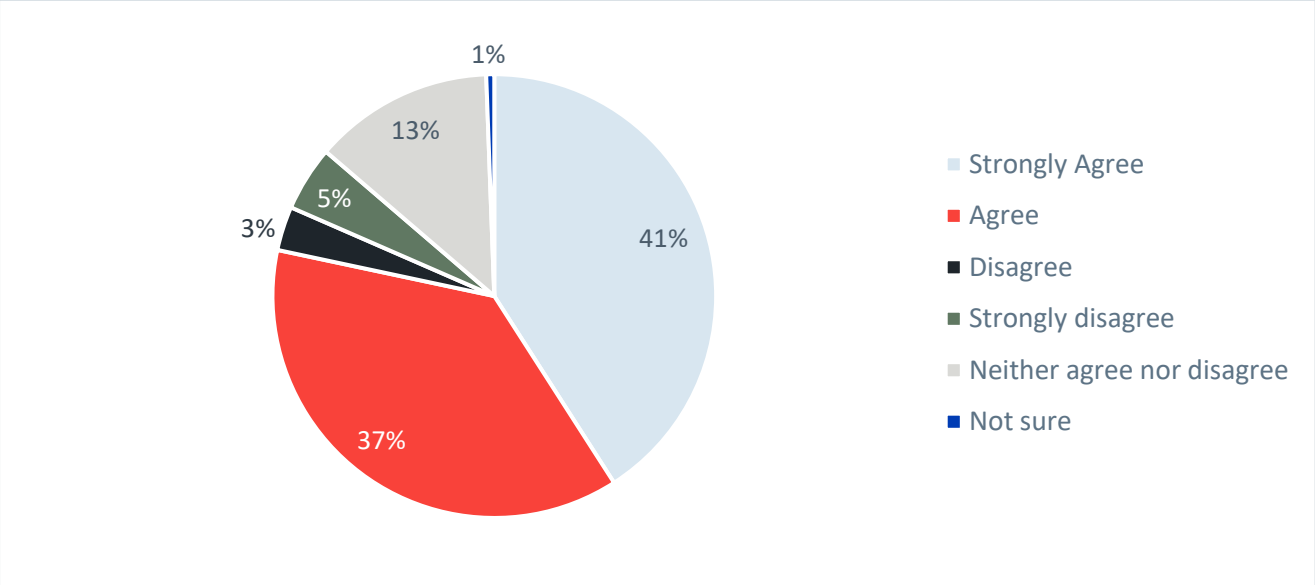


Base: all who responded (n:1,373)

How much do you agree or disagree with Policy C3: Improve access to education, training, employment and leisure/visitor destinations

4.6.7. Figure 4-27 shows strong support for Policy C3. Of 1,371 responses, 561 (41%) strongly agreed and 513 (37%) agreed, equating to 78% support to some extent for the policy. Only 44 (3%) disagreed and 65 (5%) strongly disagreed, while 180 (13%) neither agreed nor disagree and 8 (1%) were not sure.

Figure 4-27: Policy C3

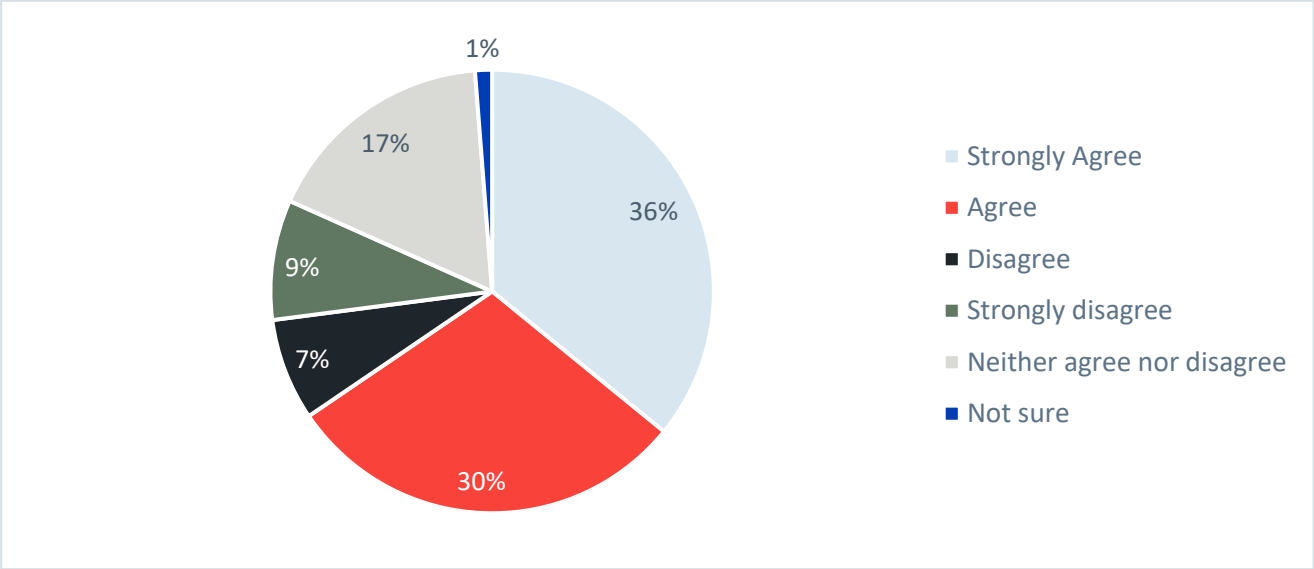


Base: all who responded (n:1,371)

How much do you agree or disagree with Policy C4: Promote sustainable and cost-effective travel options and provision of local facilities in new developments using a 'vision led' approach

4.6.8. A total of 1,371 respondents answered this question, showing broadly positive support for Policy C4. 492 respondents (36%) strongly agreed, and 406 respondents (30%) agreed, meaning 66% of respondents overall support the policy, which is slightly lower than the support observed for related policies. Meanwhile, 102 respondents (7%) disagreed, and 120 respondents (9%) strongly disagreed. A further 234 respondents (17%) neither agreed nor disagreed and 17 respondents (1.2%) were not sure. **Figure 4-28** illustrates the distribution of support and disagreement across the different response options.

Figure 4-28: Policy C4

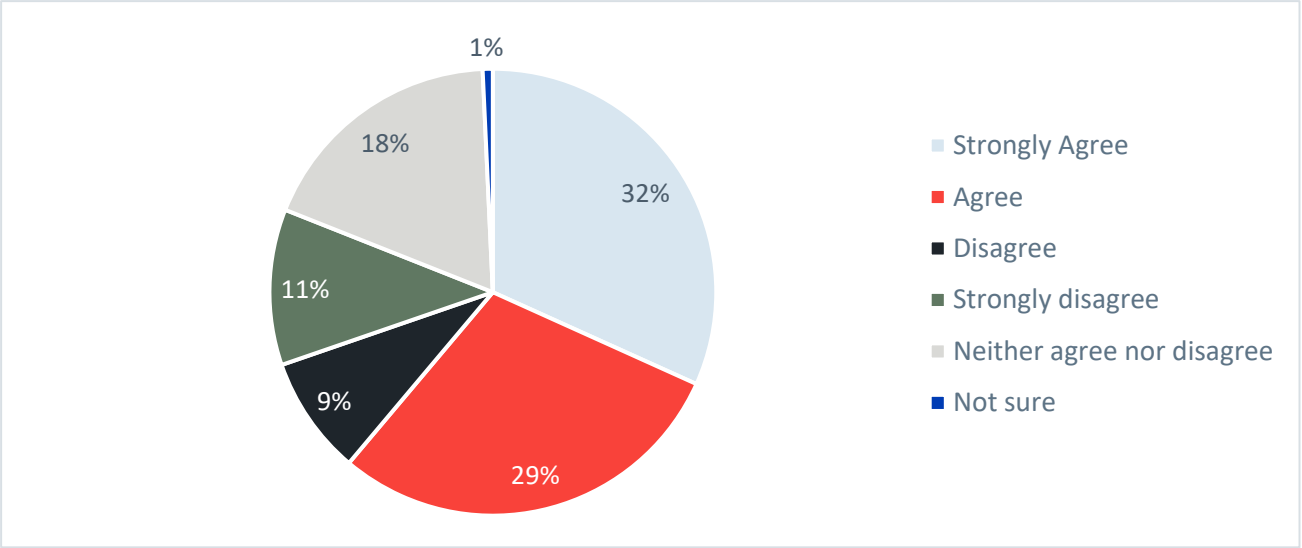


Base: all who responded (n:1,371)

How much do you agree or disagree with Policy C5: Deliver and support residential and business behaviour change initiatives to encourage safe, healthy and greener travel

4.6.9. Almost one-third of respondents (433; 32%) strongly agreed with Policy C5. A further (29% (401) agreed with the policy, though one-fifth of respondents disagreed to some extent, with a relatively high proportion (11%; 154 respondents strongly disagreeing. A further 249 respondents (18%) neither agreed nor disagreed, while 10 (1%) were unsure. **Figure 4-29** illustrates the results.

Figure 4-29: Policy C5



Base: all who responded (n:1,364)

4.6.10. Figure 4-25 (Objective C) shows broad agreement with the aim of creating accessible and prosperous places, with high levels of support sustained across most of the related policies. Strong support for Policies C1, C2 and C3 (Figures 4-26-4-28) demonstrates that respondents place significant importance on improving sustainable access to tourism areas, maintaining connectivity to key gateways and enabling access to education, employment and leisure opportunities.

4.6.11. These results align with recurring themes in qualitative feedback that emphasised the importance of connectivity for economic vibrancy and social participation, particularly in rural and coastal areas. The strong support suggests that respondents recognise transport as a key enabler of local prosperity and regional connectivity.

4.6.12. Support was comparatively more mixed for Policy C4 and C5 (Figures 4-29 and 4-30), which focus on vision-led development and behaviour change initiatives. Higher levels of neutrality suggest that respondents may be less familiar with these concepts or uncertain about how they will be applied in practice. This pattern indicates that while the strategic intent is broadly supported, clearer explanations and local examples may be needed to demonstrate how these policies will shape real-local development and travel behaviour.

4.7 OBJECTIVE D

How much do you agree or disagree with each objective of our transport strategy? Objective D: Enable a safer transportation system

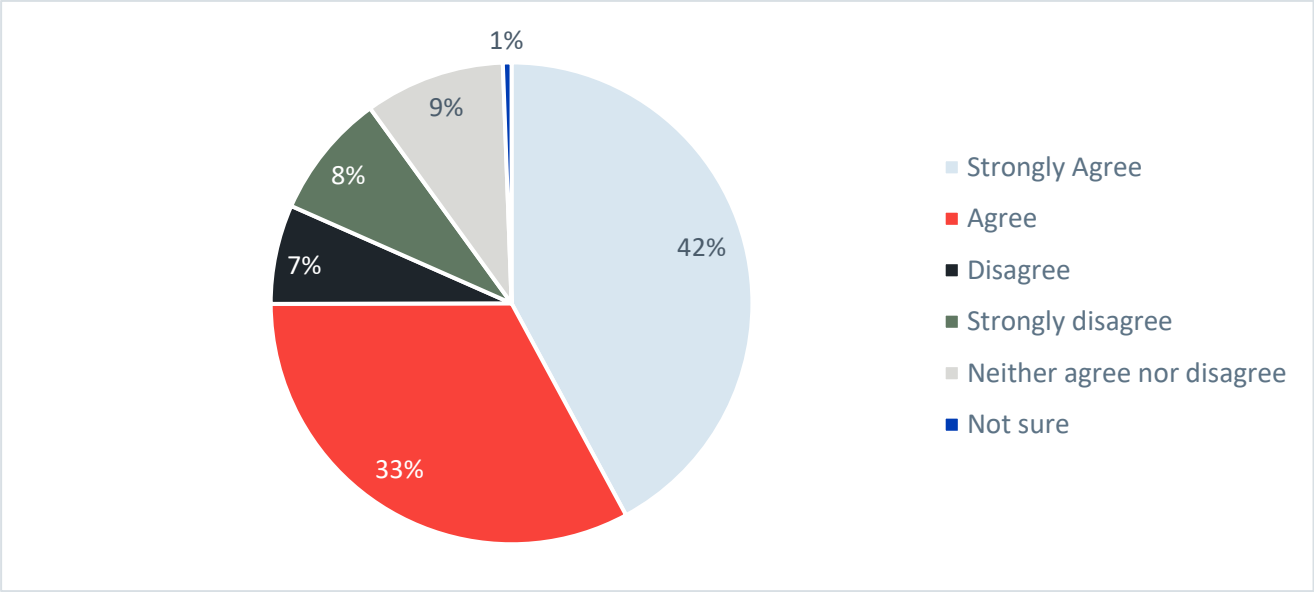
4.7.1. A large proportion of respondents supported this objective, with 582 strongly agreeing (42%) and 454 agreeing (33%), reflecting clear backing for measures that improve road safety, reduce collisions and create safer environments for walking, cycling and school travel. 92 disagreed (7%) and 116 strongly disagreed (8%), while 130 neither agreed nor disagreed (9%) and 8 were not sure (1%). Figure 4-30 illustrates the results.

4.7.2. Support for Objective D was highest among Dorset Council area residents, with 82% expressing agreement (strongly agree or agree), compared to 57% in the BCP area. Disagreement (disagree or strongly disagree) was higher amongst respondents from BCP (31%) than in Dorset (8%).

4.7.3. Agreement with Objective D was strong across all age groups but was highest among older respondents: 81% aged 65 and above, and 72% in the 60-64 group, expressed support. Support among younger age groups was also high, with 72% for 25-39, 69% for 40-49, and 77% for 50-59.

4.7.4. Respondents between the ages of 25-49 were more likely to disagree to some extent (disagree or strongly disagree). Overall, older respondents and those living in Dorset are the most supportive of the objective to enable a safer transportation system.

Figure 4-30: Objective 'D' - Enable a safer transportation system

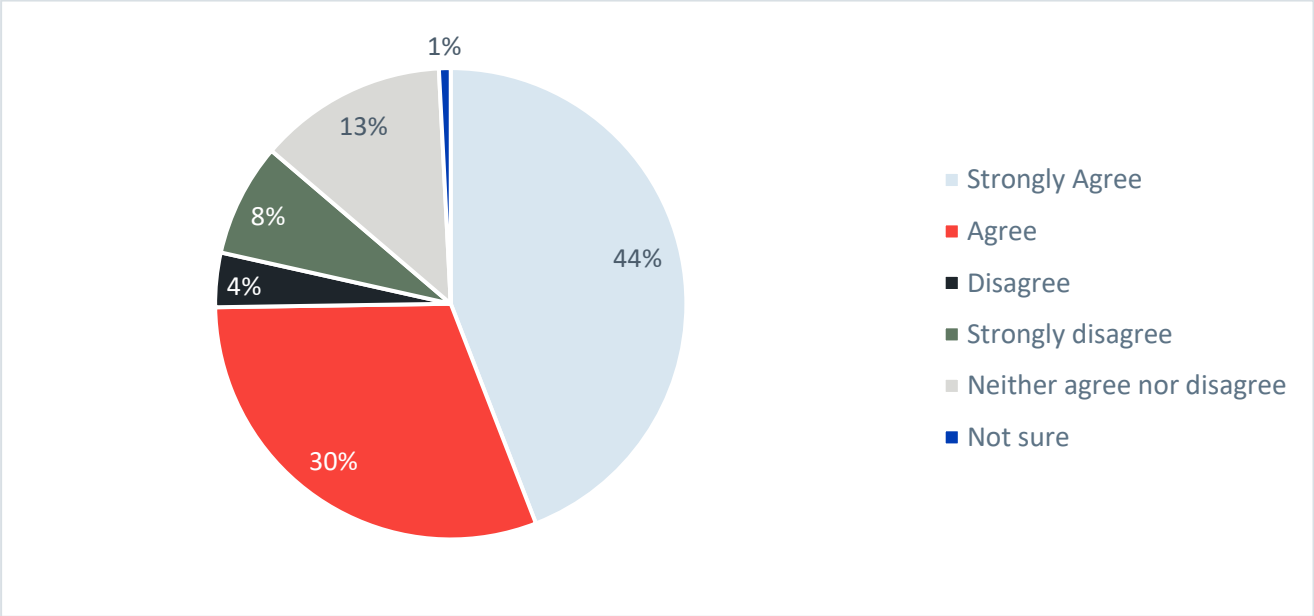


Base: all who responded (n:1,382)

How much do you agree or disagree with Policy D1: Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050

4.7.5. A total of 1,367 people responded to the question on Policy D1, which aims to improve safety for all road users and work towards the Dorset Road Safety Partnership's vision of zero road casualties by 2050. As shown in **Figure 4-31**, 603 respondents (44%) strongly agreed and 419 (30%) agreed. In contrast, 51 respondents (4%) disagreed and 106 (8%) strongly disagreed. 177 respondents (13%) neither agreed nor disagreed, a proportion higher than the combined disagreement, while 11 (1%) were not sure.

Figure 4-31: Policy D1

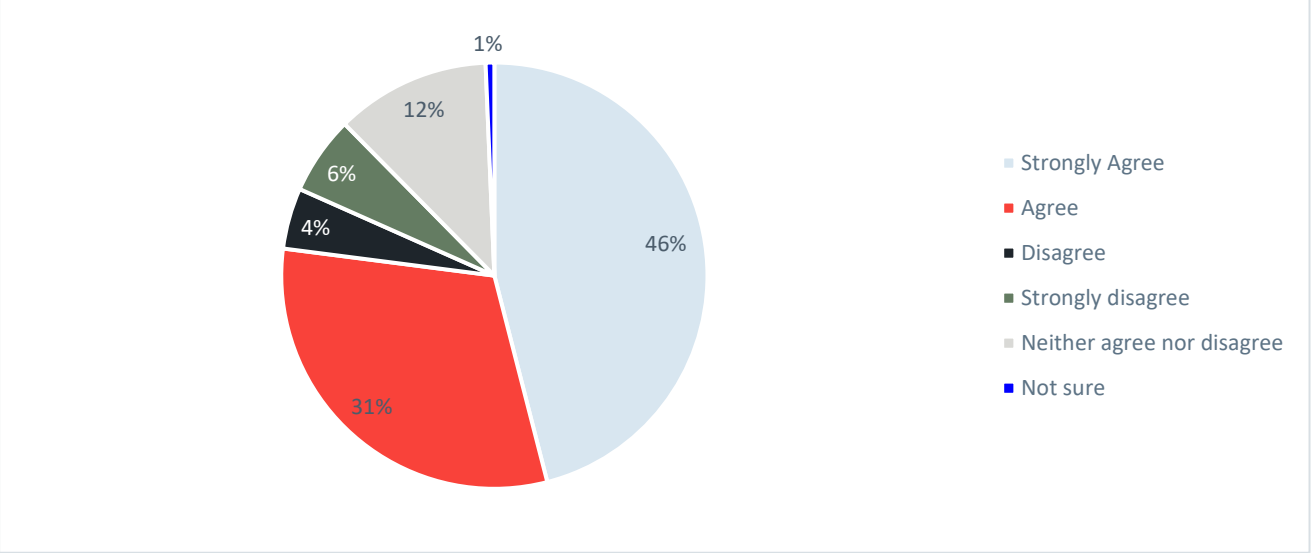


Base: all who responded (n:1,367)

How much do you agree or disagree with Policy D2: Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel

4.7.6. A total of 1,363 respondents answered this question. As shown in **Figure 4-32**, there was strong support for Policy D2, with 627 people (46%) strongly agreeing and 423 (31%) agreeing. 10% of respondents disagreed to some extent, (63, 4% disagreed; 81, 6% strongly disagreed), while 160 people (12%) neither agreed nor disagreed and 9 (<1%) were not sure.

Figure 4-32: Policy D2

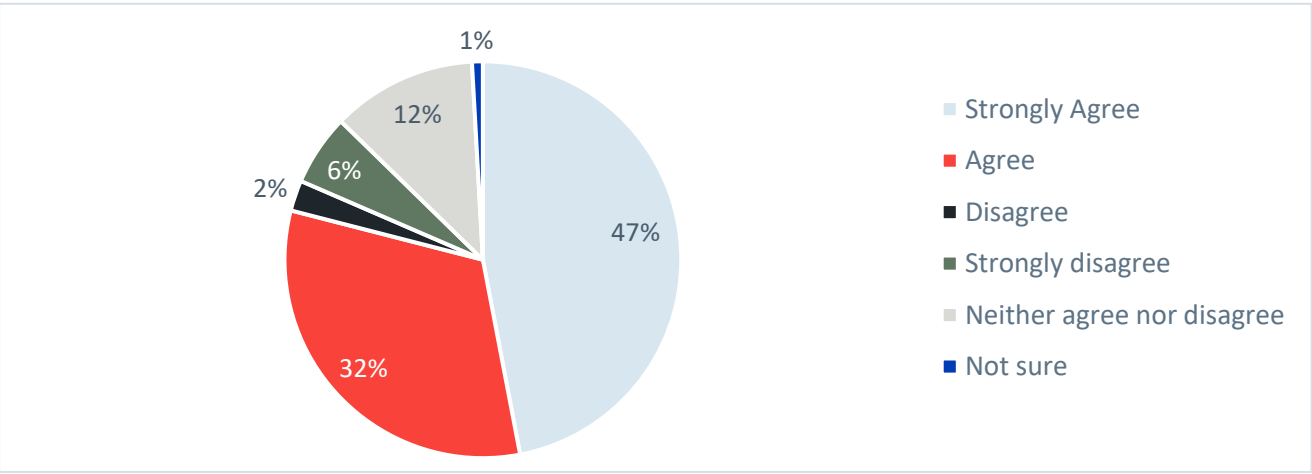


Base: all who responded (n:1,363)

How much do you agree or disagree with Policy D3: Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease

4.7.7. A total of 1,362 people responded to this question. The results in **Figure 4-33** show very strong support, with 79% (1,076 respondents) agreeing to some extent that improving personal safety for all journeys is important. 8% (113 respondents) disagreed to some extent, while 13% (173 respondents) were neutral or unsure.

Figure 4-33: Policy D3



Base: all who responded (n:1,362)

4.7.8. Objective D received some of the strongest support across the consultation, as shown in Figure 4-31, reflecting widespread concern about safety for all road users. Very high levels of agreement with Policy D1 and D2 (Figures 4-32 and 4-33) demonstrated strong backing for reducing casualties and improving safety around schools. These policies closely align with recurring consultation themes around speed management, safer crossings and protection for children and vulnerable road users.

4.7.9. Support remains high for Policy D3 (Figure 4-34), which focused on personal safety for all journeys. However, the presence of neutral responses suggests that respondents are particularly focused on visible and practical measures, such as lighting, enforcement and street design, rather than abstract safety commitments.

4.7.10. Overall, the charts associated with Objective D indicate that safety was seen as a fundamental requirement of the transport system rather than a secondary consideration. Respondents appear to support a comprehensive approach that addresses both perceived and actual risks, with expectations that safety improvements will be mainstreamed across all modes of travel and consistently reflected in scheme design and implementation.

4.8 OBJECTIVE E

How much do you agree or disagree with each objective of our transport strategy? Objective E: A resilient and fit-for-purpose transport network

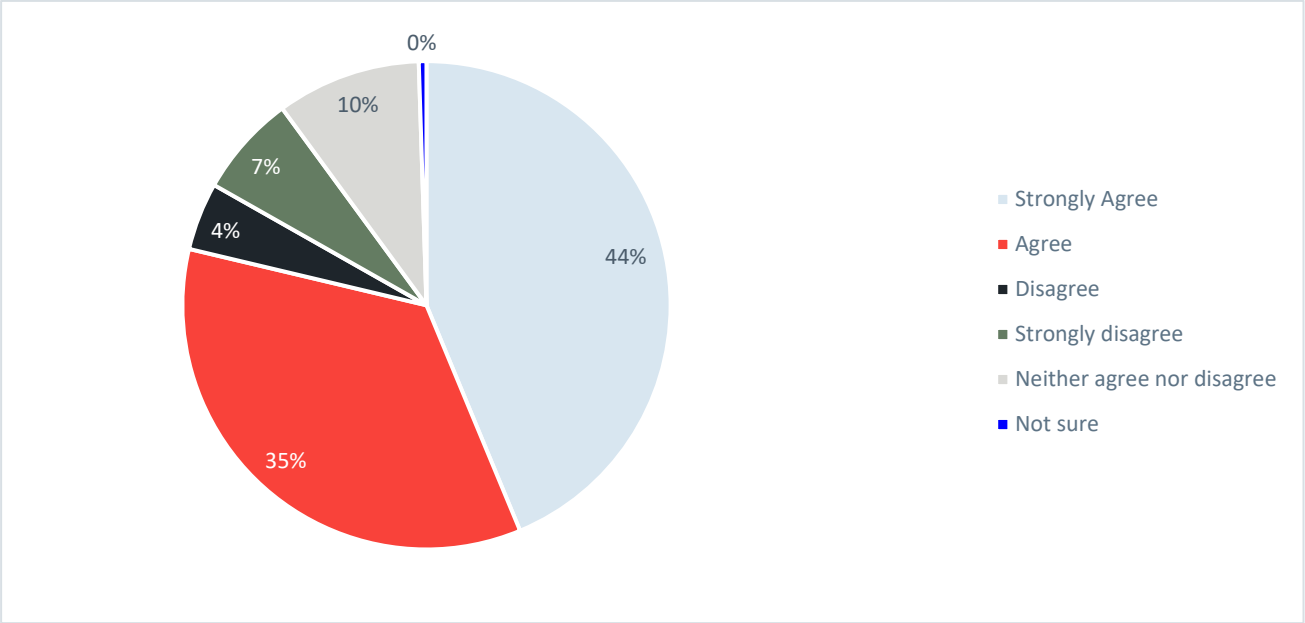
4.8.1. Feedback on this objective was positive. As shown in Figure 4-34**,** 604 respondents (44%) strongly agreed and 483 (35%) agreed, meaning over three-quarters supported the goal of creating a resilient, well-maintained and well-managed transport network. Only 62 (4%) disagreed and 93 (7%) strongly disagreed, while 132 (10%) neither agreed nor disagreed and 7 (<1%) were unsure. The responses indicate broad confidence in the ambition to build infrastructure that is resilient to climate impacts, minimises disruption, improves journey time reliability and is sustainably planned and maintained.

4.8.2. Residents of the Dorset Council area were very supportive of Objective E, with 85% of respondents agreeing or strongly agreeing, while support in BCP was lower at 64%, however, in comparison to other objectives this showed a higher proportion of positive responses. Disagreement was most common among BCP residents (22%) compared to Dorset (6%).

4.8.3. The trend of higher support among older age groups continued for this objective. Notably, 82% of those aged 65+ and 78% of those aged 60–64 were in support of the objective, whereas younger groups such as 25-39 years were less supportive (54%).

4.8.4. The highest levels of disagreement (disagree or strongly disagree) were found among respondents aged 25-39 and 40-49.

Figure 4-34: Objective 'E' - A resilient and fit-for-purpose transport network

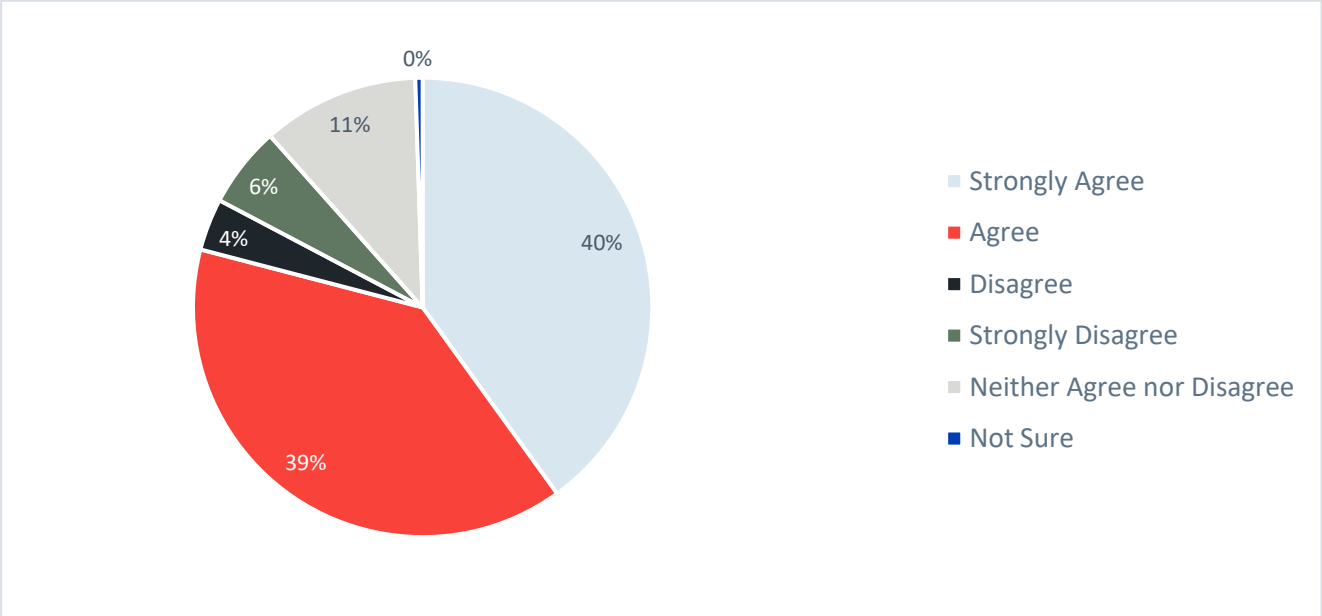


Base: all who responded (n:1,381)

How much do you agree or disagree with Policy E1: Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of more frequent and extreme weather events and climate change.

A total of 1,366 responded to this question. The results were strongly in favour with 547 (40%) strongly agreeing and 533 (39%) agreeing with the policy, meaning that almost eight out of 10 respondents agreed to some extent. 10% of respondents disagreed to some extent,6% strongly disagreed;), while a similar proportion (11%) neither agreed nor disagreed with the policy**. Figure 4-35** illustrates the results.

Figure 4-35: Policy E1

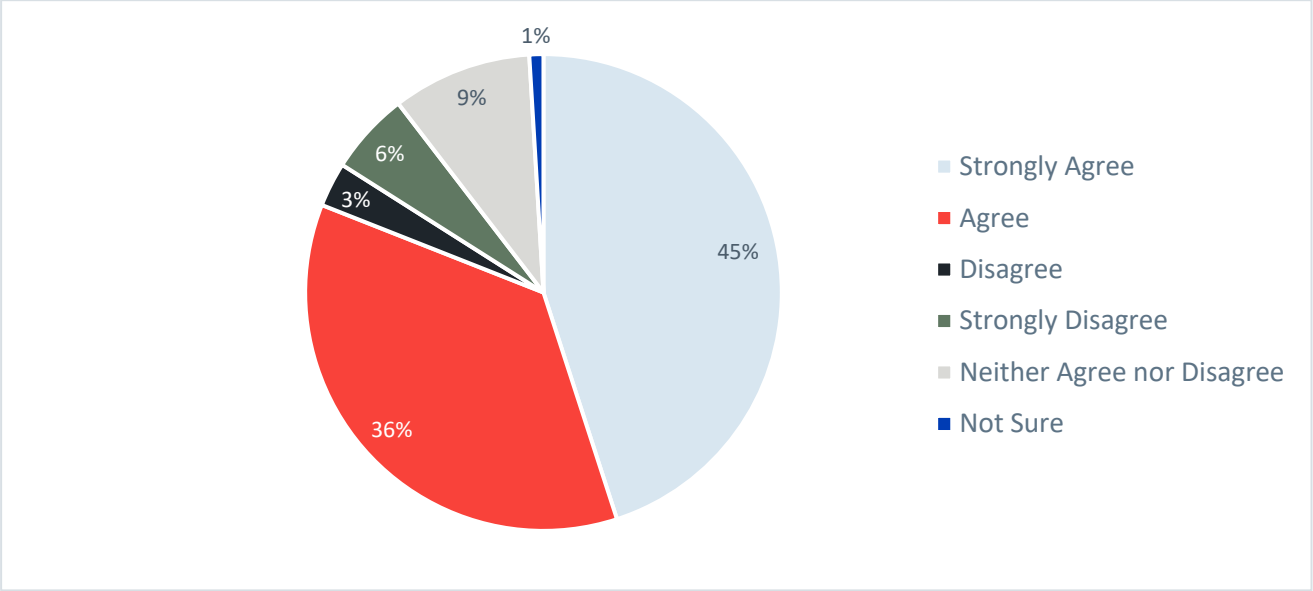


Base: all who responded (n:1,366)

How much do you agree or disagree with Policy E2: Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys.

4.8.5. A total of 1,362 people responded to this question. As shown in **Figure 4-36**, the results were positive with 613 (45%) strongly agreeing and 490 (36%) agreeing with the policy, equating to 81% agreement to some extent. Only 41 (3%) respondents disagreed, with 76 (6%) respondents strongly disagreed. 129 (9%) respondents neither agreed nor disagreed with the policy and 13 (1%) of respondents were not sure about the policy.

Figure 4-36: Policy E2

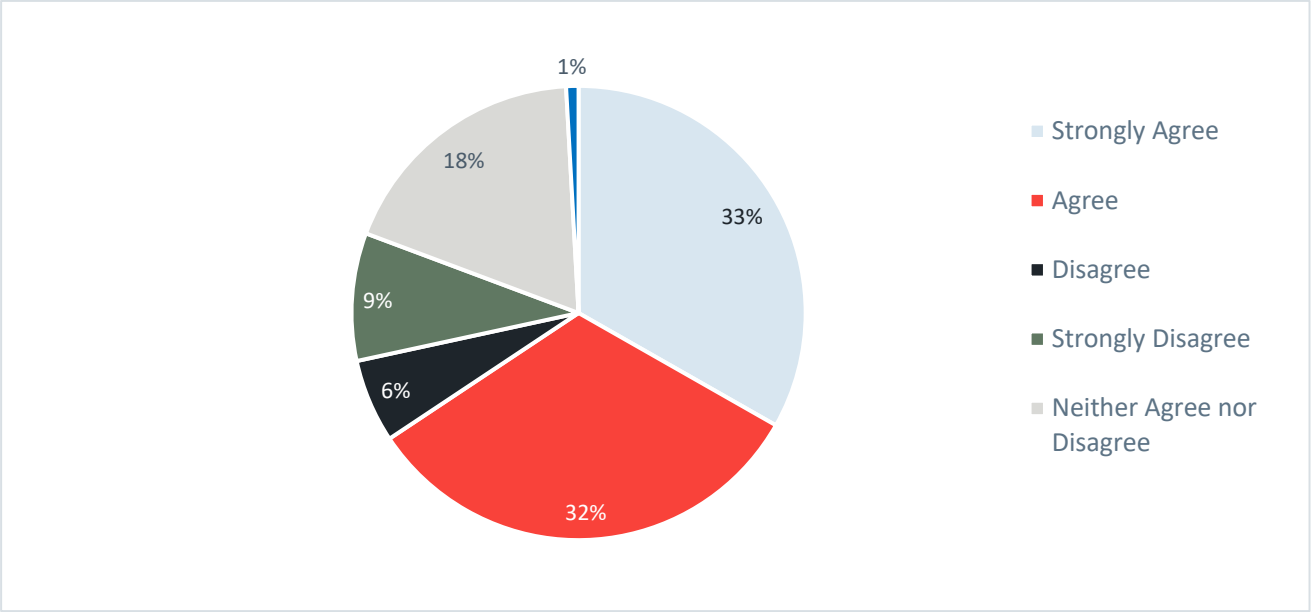


Base: all who responded (n:1,362)

How much do you agree or disagree with Policy E3: Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring

4.8.6. As shown in Figure 4-37, around two-thirds of respondents agreed to some extent, with 453 (33%) respondents strongly agreeing and 442 (32%) of respondents agreeing. There was a higher proportion of strong disagreement (9%; 124 respondents) compared to other policies, while almost one-fifth (18%; 251 responded) neither agreed nor disagreed.

Figure 4-37: Policy E3



Base: all who responded (n:1,363)

4.8.7. The strong levels of agreement shown in Figure 4-35 (Objective E) are reinforced by consistently high support across the policies that underpin this objective. In particular, Policy E1 and E2 (Figures 4-36 and 4-37) show strong support for maintaining a resilient network, managing congestion and improving journey time reliability. This indicates that respondents clearly recognise the importance of a transport network that functions reliably on a day-to-day basis and can withstand pressures from increased demand and more frequent extreme weather events.

4.8.8. Support for these policies aligns closely with open-text feedback highlighting concerns about road condition, drainage, flooding and poorly coordinated roadworks. The data suggests that respondents view network resilience not only as a climate-adaptation issue, but as a practical requirement to reduce disruption and improve predictability for everyday journeys by car, bus and other travel options.

4.8.9. Policy E3 (Figure 4-38), which focused on innovation and technology, attracted lower support and higher neutrality than E1 and E2. This suggested that respondents are broadly open to innovation, though they are less certain about how technological solutions will translate into tangible benefits. Neutral responses likely reflect uncertainty about what these innovations involve and how they would improve every day experiences. This highlights the importance of clearly explaining how technology will be used to support maintenance, traffic management, incident response and network monitoring, rather than being perceived as abstract or experimental.

4.8.10. Overall, the pattern across the Objective E charts indicated that respondents place greatest value on visible, practical outcomes, such as fewer delays, better maintenance and more reliable journeys and that support is strongest where the policies are clearly connected to these everyday experiences.

4.9 OBJECTIVE F

How much do you agree or disagree with each objective of our transport strategy? Objective F: Public transport that is inclusive and accessible

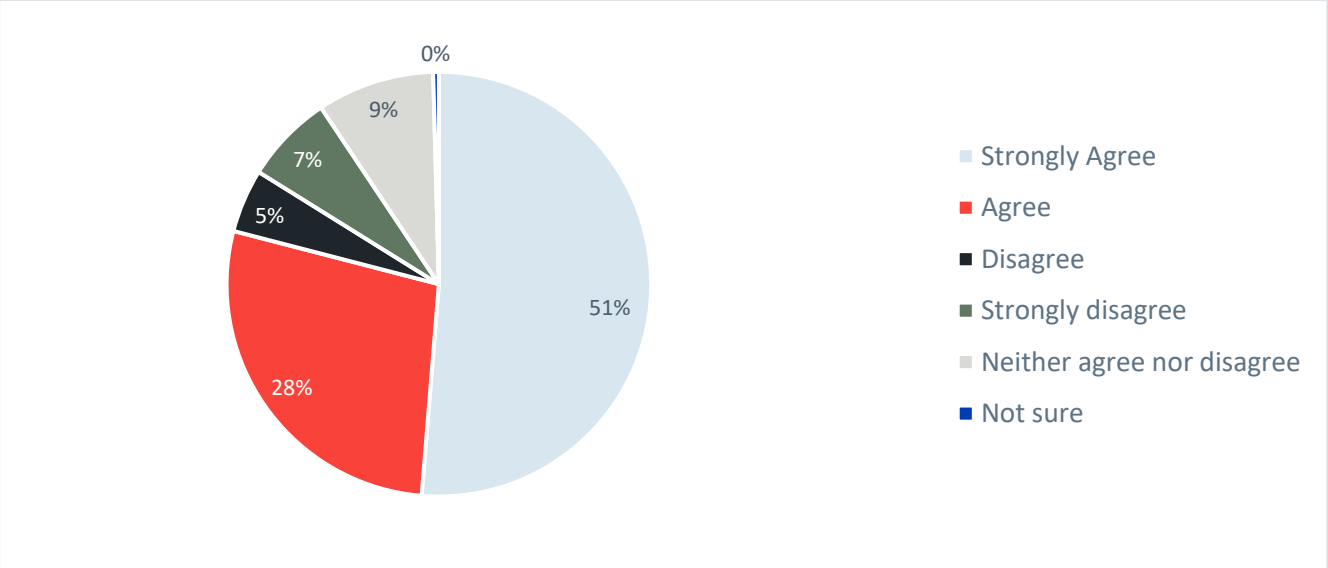
4.9.1. Objective F was well supported, with the majority of respondents (712; 51%) strongly agreeing. A further 28% (385 respondents) agreed, while 12% disagreed to some extent (7% strongly disagreed; 5% disagreed). Figure 4-38 illustrates the results.

4.9.2. As with other objectives, respondents from the Dorset Council area were very supportive: 85% agreed or strongly agreed. Of BCP area respondents, almost two-thirds (65%) agreed to some extent meaning that this was the most supported objective among BCP residents. In line with the other objectives, disagreement was more prevalent in BCP (22%) than in Dorset (7%).

4.9.3. The pattern of support from older age groups continued for this objective. Notably, 86% of those aged 65+ (498 of 579 respondents) and 82% of those aged 60-64 (162 of 198 respondents) are in support, whereas those aged 25-39 was less supportive at 50%. The data showed that older Dorset residents are especially positive about inclusive public transport, where support is somewhat lower among younger and mid-aged BCP residents, particularly those aged 25-39.

4.9.4. The highest levels of disagreement (disagree or strongly disagree) are observed among respondents aged 25-39 and 40-49, with moderate disagreement in the 50-59 group. In summary, support for Objective F was most common from older age groups and Dorset residents.

Figure 4-38: Objective 'F' - Public transport that is inclusive and accessible



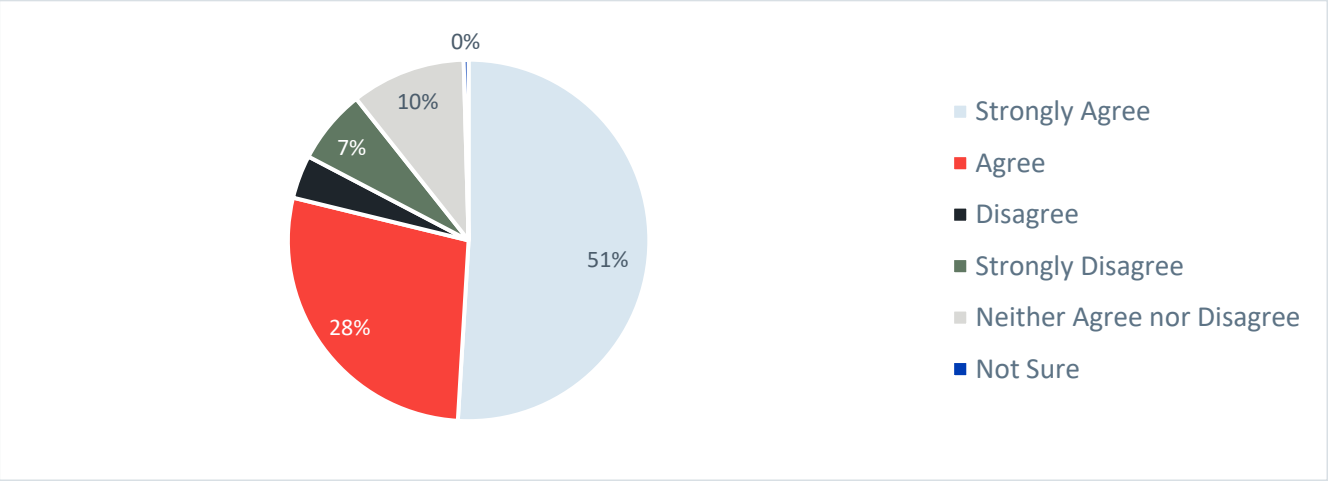
Base: all who responded (n:1,388)

How much do you agree or disagree with Policy F1: Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice

4.9.5. A total of 1,368 people responded to this question. As with Objective F, more than half of respondents (697; 51%) strongly agreed with the policy, while a further 28% (381 respondents) agreed. Conversely, as shown in Figure 4-39, 53 (4%) respondents disagreed and 91 (7%) strongly

disagreed with the policy, while 10% (140) neither agreed nor disagreed to the policy and six respondents weren't sure.

Figure 4-39: Policy F1

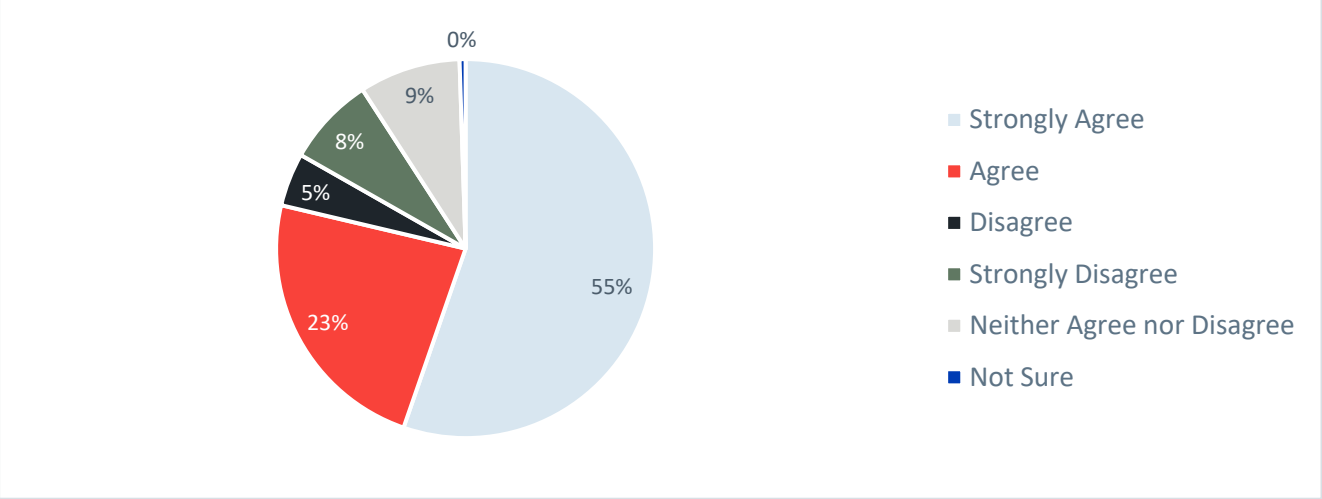


Base: all who responded (n:1,368)

How much do you agree or disagree with Policy F2: Prioritise local bus services to make journeys quicker and more reliable

4.9.6. A total of 1,365 people responded to this question, with 55% of respondents (755) strongly agreeing and 23% (319 respondents) agreeing with the policy to prioritise local bus services. As Figure 4-40 shows, 62 (5%) respondents disagreed and 104 (8%) strongly disagreed with the policy while 9% (118) neither agreed nor disagreed to the policy and 7 respondents weren't sure.

Figure 4-40: Policy F2



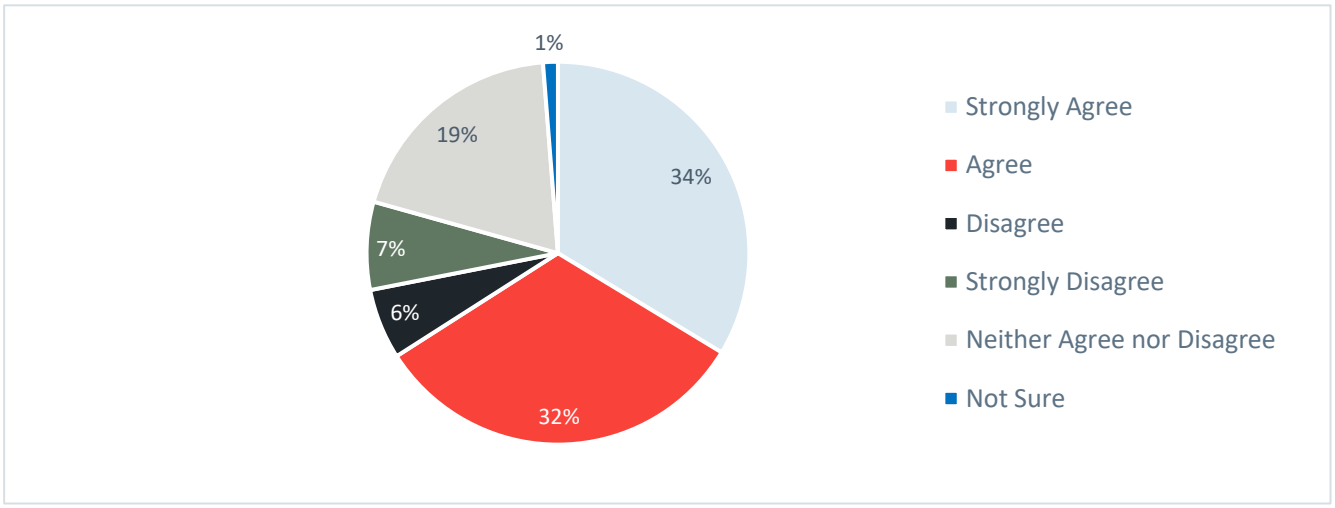
Base: all who responded (n:1,365)

How much do you agree or disagree with Policy F3: Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport

4.9.7. As shown in Figure 4-41, two-thirds of respondents agreed with the policy to some extent, with similar proportions agreeing and strongly agreeing (34% strongly agreed; 32% agreed). Almost one-

fifth neither agreed nor disagreed (264 respondents; 19%) while 7% (101 respondents) strongly disagreed with the policy.

Figure 4-41: Policy F3

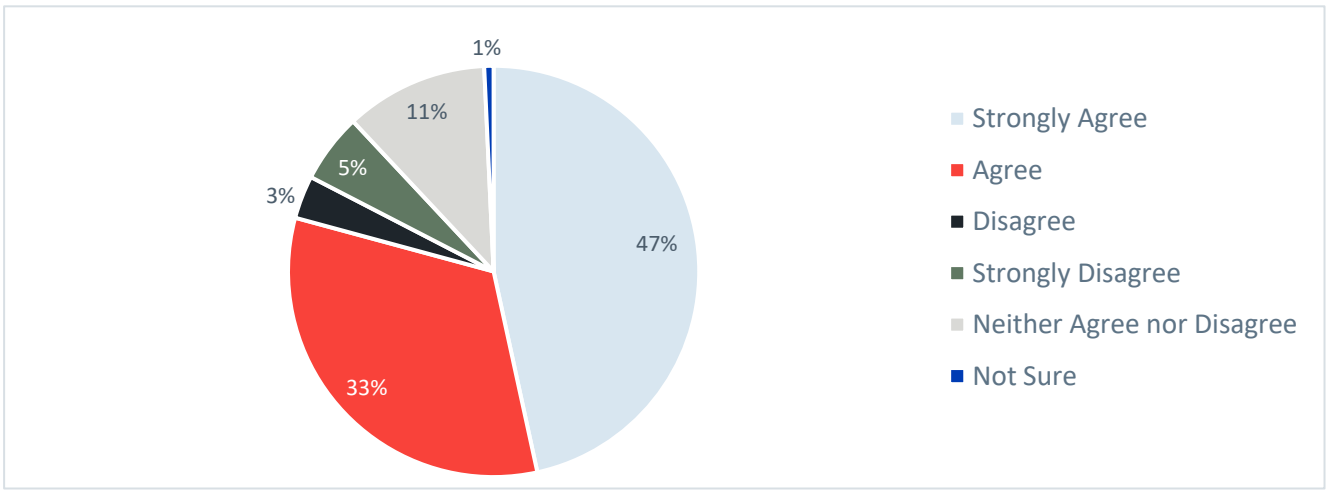


Base: all who responded (n:1,360)

How much do you agree or disagree with Policy F4: Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport.

4.9.8. Of the 1,361 respondents to this question, 634 (47%) respondents strongly agreed and one-third (444) agreed. In contrast, 74 (3%) of respondents disagreed and 153 (5%) strongly disagreed with the policy, while around one in 10 (153) neither agreed nor disagreed with the policy. Figure 4-42 shows the results.

Figure 4-42: Policy F4



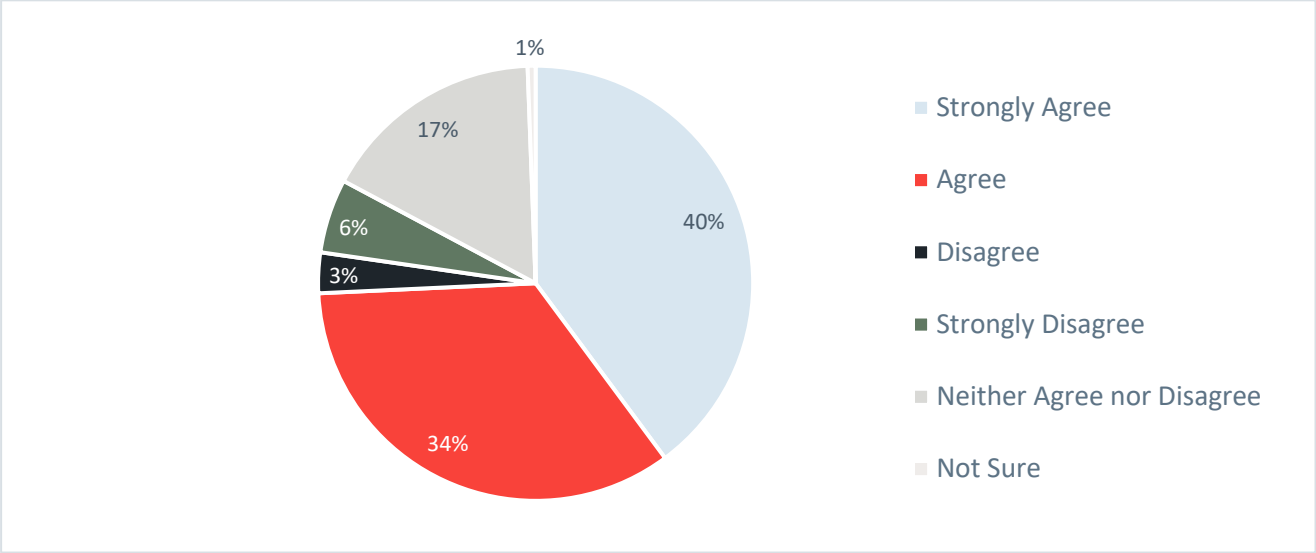
Base: all who responded (n:1,361)

How much do you agree or disagree with Policy F5: Deliver inclusive design that improves the travel experience of people with specific needs.

4.9.9. Of the 1,361 respondents, almost three-quarters agreed with the policy to some extent (40% strongly agreed and 34% agreed, respectively). As shown in Figure 4-43, 76 (6%) strongly

disagreed, while a further 3% disagreed with the policy. 226 (17%) respondents neither agreed nor disagreed and 8 (1%) respondents were not sure.

Figure 4-43: Policy F5



Base: all who responded (n:1,361)

4.9.10. Objective F received some of the highest levels of agreement in the consultation, as shown in Figure 4.39, and this is consistently reflected across all associated policy charts. In particular, Policy F1 and F2 (Figures 4-40 and 4-41) attracted very high levels of agreement, demonstrating clear public support for improving connectivity between rural and urban areas and prioritising local bus services to improve reliability and journey times.

4.9.11. This pattern directly aligns with open-text analysis and stakeholder responses, where improved bus frequency, reliability and coverage, especially in rural areas, emerged as one of the most dominant themes. The charts indicate that respondents view investment in buses not as a marginal improvement, but as a prerequisite for making public transport a viable alternative to the private car.

4.9.12. Support remains positive, though more mixed, for Policy F3 (Figure 4-42), which focused on digital technology and shared mobility. The higher proportion of neutral responses suggests some uncertainty around accessibility, digital exclusion and how these tools would work in practice, particularly for older residents or those without reliable internet access. This reinforces the need for digital solutions to complement, rather than replace, traditional access to public transport services.

4.9.13. Strong agreement with Policy F4 and F5 (Figures 4-43 and 4-44) demonstrates that respondents place significant importance on the quality of interchanges, passenger information and inclusive design. These policies are closely linked to concerns raised by disabled people, older residents and parents, reflecting expectations that improvements to public transport must address physical accessibility, safety, affordability and ease of use.

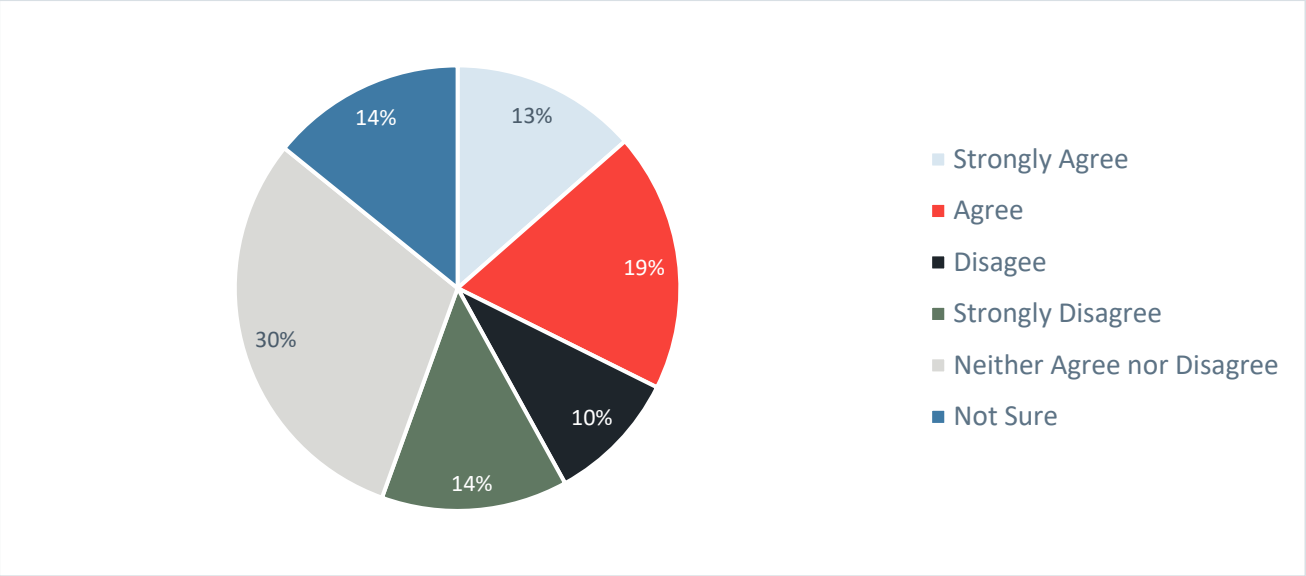
4.9.14. Taken together, the Objective F charts show that while there is strong strategic support for improving public transport, this support is often conditional on clear improvements to service quality, coverage and accessibility. The data suggests that confidence in wider modal shift policies is closely tied to the successful delivery of these public transport improvements.

4.10 IMPLEMENTATION PLAN

How much do you agree or disagree with the schemes and interventions included within the Bournemouth Christchurch and Poole (BCP) Area Plan.

4.10.1. Views regarding the proposed BCP Area Plan were mixed. As shown in Figure 4-45, the largest proportion of respondents (32%; 349 respondents) agreed or strongly agreed with the proposals. A further 30% (327 respondents) neither agreed nor disagreed, while just under a quarter disagreed to some extent (14% strongly disagreed; 10% disagreed). Around 14% of respondents were unsure, which may reflect the fact that many respondents were not residents of the BCP area. Table 4-4 shows the results when responses from outside the BCP area are excluded.

Figure 4-44: BCP Area Plan



Base: all who responded (n:1,079)

Table 4-4: Views on the BCP Area Plan from BCP area respondents

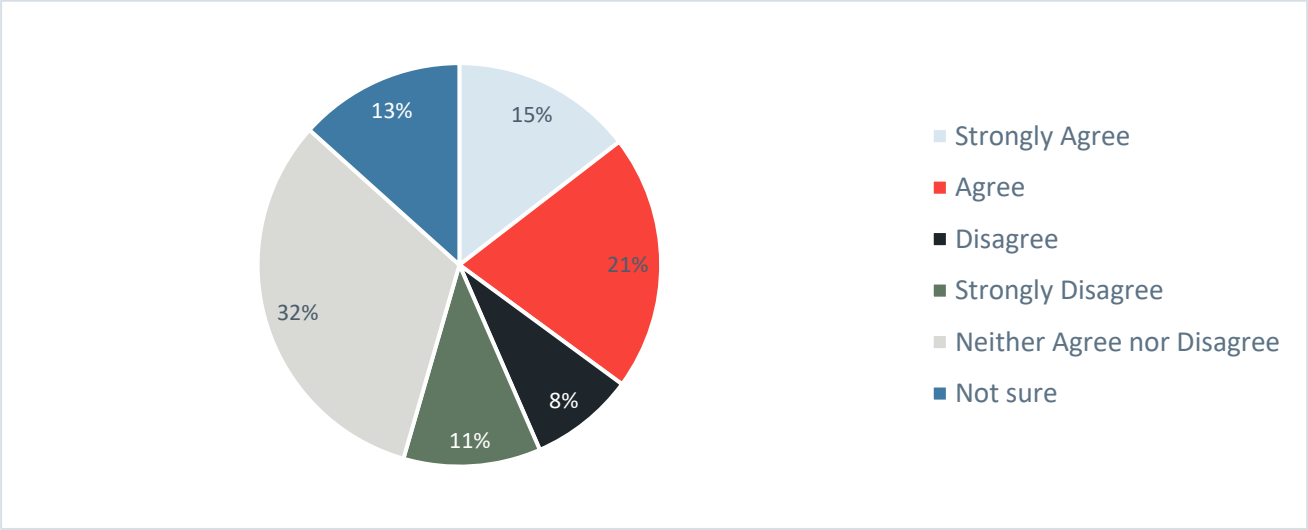
Response	Percentage of respondents
Strongly agree	20%
Agree	19%
Neither Agree nor Disagree	17%
Disagree	16%
Strongly Disagree	27%
Not Sure	3%

Base: Respondents who identified themselves as living in the BCP area (n:392). Total exceeds 100 due to rounding.

How much do you agree or disagree with the schemes and interventions within the South Eastern Dorset Area Plan

4.10.2. Views on the South Eastern Dorset Area Plan were varied among a total of 1,072 respondents. As shown in Figure 4-45, 156 (15%) respondents strongly agreed and 220 (21%) agreed, suggesting a reasonable level of approval for the proposed schemes and interventions. The results indicate that 90 (8%) respondents disagreed and 118 (14%) strongly disagreed. A majority of 345 (32%) respondents neither agreed nor disagreed to the policy and 143 (13%) respondents weren't sure. While there is general agreement when combining those who strongly agree and those who agree, a significant proportion of respondents neither agree nor disagree with the schemes and interventions outlined in the South Eastern Dorset Area Plan. The proportion of respondents who are impartial may reflect that they do not reside in or have any association with the area, however, there was no available option to filter for these individuals.

Figure 4-45: South Eastern Area Plan



Base: all who responded (n:1,072)

Table 4-5: Views on the South Eastern Dorset Area Plan from Dorset area respondents

Response	Percentage of respondents
Strongly agree	15%
Agree	24%
Neither Agree nor Disagree	32%
Disagree	7%
Strongly Disagree	6%
Not Sure	15%

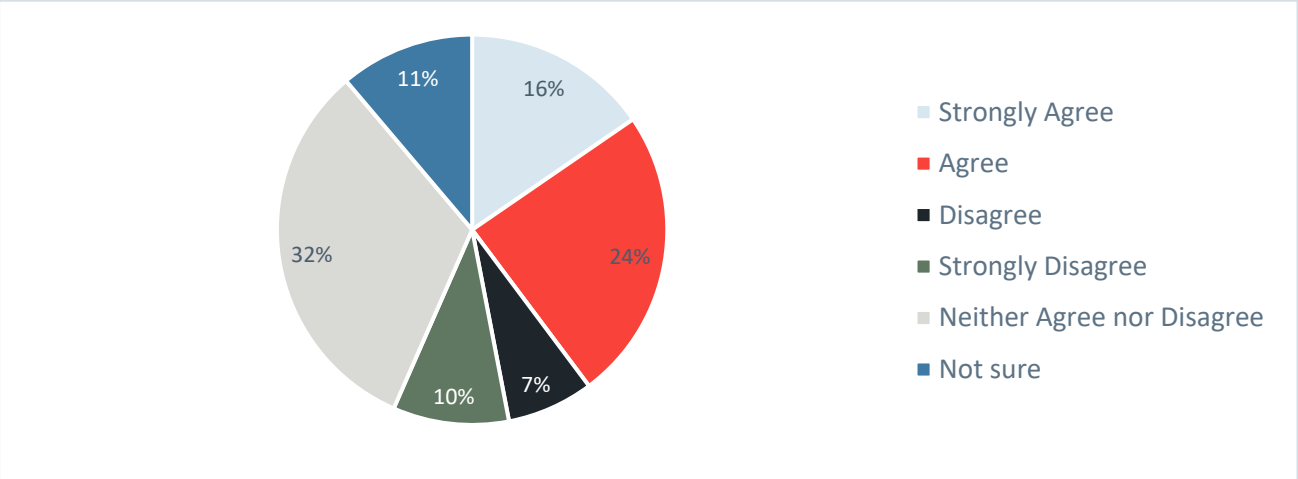
Base: Respondents who identified themselves as living in the Dorset area (n:696). Total exceeds 100 due to rounding.

How much do you agree or disagree with the schemes / interventions included within the Central Dorset Area Plan?

4.10.3. Analysis of 1,100 responses showed mixed views on the proposed schemes and interventions for Central Dorset. Around two in five respondents expressed support, including 16% who strongly agreed (178) and 24% who agreed (281) indicating a reasonable level of support for the plans. Opposition was relatively modest, with 83 (7%) respondents disagreeing and 111 (10%) strongly

disagreeing. The largest share of responses, 372 (32%) respondents neither agreed nor disagreed to the policy and 129 (11%) respondents weren't sure. The proportion of respondents who are impartial may reflect that they do not reside in or have any association with the area. Overall, the responses point to moderate support tempered by a significant proportion of impartial views which can be seen in Figure 4-46 below.

Figure 4-46: Central Dorset Area Plan



Base: all who responded (n:1,100)

Table 4-6: Views on the Central Dorset Area Plan from Dorset area respondents

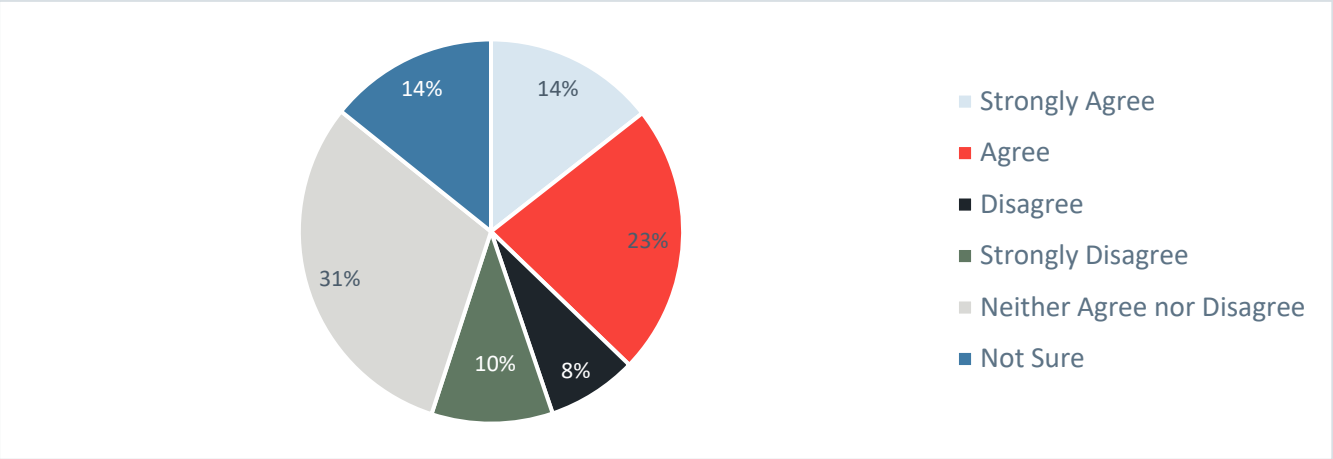
Response	Percentage of respondents
Strongly agree	18%
Agree	29%
Neither Agree nor Disagree	27%
Disagree	7%
Strongly Disagree	7%
Not Sure	13%

Base: Respondents who identified themselves as living in the Dorset area (n:617). Total exceeds 100 due to rounding.

How much do you agree or disagree with the schemes / interventions included within the Northern Dorset Area Plan?

4.10.4. As shown in Figure 4-47, responses to the Northern Dorset Area Plan showed a mixed response. Out of 1,067 respondents, around one-third expressed support, including 14% who strongly agreed (154) and 23% who agreed (243). Opposition was relatively low, with 18% overall, 8% disagreed (81) and 10% strongly disagreed (109). The largest share, 31% (328) neither agreed nor disagreed, while one in seven (152) were unsure. This high level of neutrality may suggest that many respondents do not live in or have direct links to Northern Dorset, although the survey did not include an option to filter for this.

Figure 4-47: Northern Dorset Area Plan



Base: all who responded (n:1,067)

Table 4-7: Views on the Northern Area Plan from Dorset area respondents

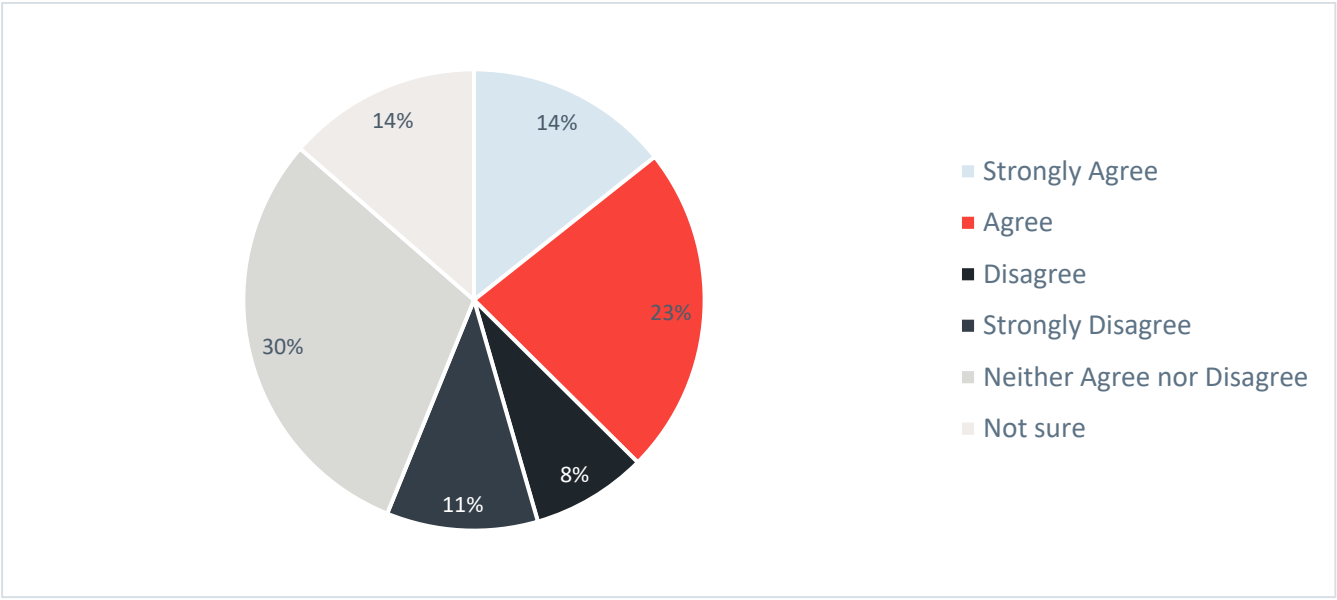
Response	Percentage of respondents
Strongly agree	15%
Agree	24%
Neither Agree nor Disagree	30%
Disagree	7%
Strongly Disagree	7%
Not Sure	17%

Base: Respondents who identified themselves as living in the Dorset area (n:576).

How much do you agree or disagree with the schemes / interventions included within the Western Dorset Area Plan?

4.10.5. As shown in Figure 4-48, responses to the Western Dorset Area Plan showed a mixed response. Out of 1,387 respondents, 703 of those identified as living in the Dorset area. 37% of respondents expressed that they strongly agreed or agreed with the schemes and interventions included, whereas only 18% of respondents strongly disagreed or disagreed with the plans. 45% of respondents were either unsure or neither agreed nor disagreed showing a high proportion of neutrality. This however is explained by the number of people who responded to the question but lived outside of the Western Dorset area.

Figure 4-48: Western Dorset Area Plan



Base: all who responded (n:1,387)

Table 4-8: Views on Western Dorset Area Plan from Dorset area

Response	Percentage of respondents
Strongly agree	17%
Agree	26%
Neither Agree nor Disagree	28%
Disagree	8%
Strongly Disagree	7%
Not Sure	13%

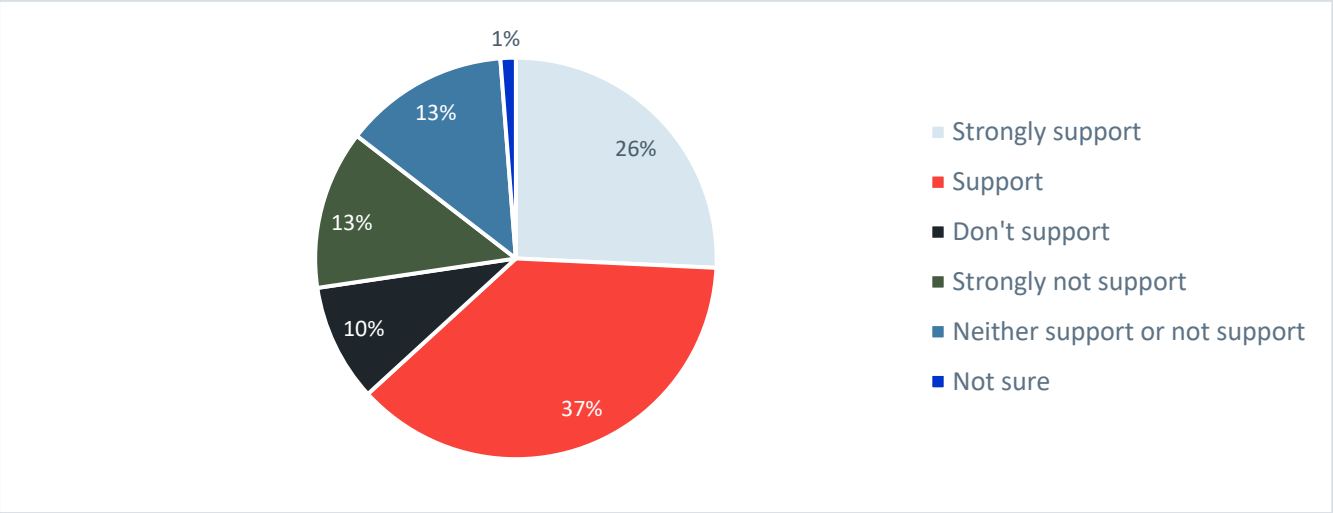
Base: Respondents who identified themselves as living in the Dorset area (n:703).

4.11 ADDITIONAL COMMENTS

To what extent do you support the transport strategy?

4.11.1. The results in the **Figure 4-49** below show that respondents were generally supportive of the transport strategy. 62% expressed support, with 26% and 37% of respondents strongly supporting or supporting the strategy. In contrast, 23% did not support the strategy, including 10% who did not support and 13% who strongly did not support. A further 13% selected neither support nor do not support, indicating a neutral stance. Small proportions were not sure or did not answer the question.

Figure 4-49: Extent of support for 'transport strategy'



Base: all who responded (n:1,412)

What single thing would assist you most to meet your travel needs?

4.11.2. A free text box was provided at the end of the survey to allow respondents to answer in short, what one thing would assist them in their travel needs. A tailored code frame (Appendix E), was developed in accordance with the longer free text question to ensure that the full analysis process captured the most prominent themes.

4.11.3. A total of 1,278 respondents provided an answer to the free-text question, resulting in 1,535 coded comments. Analysis of these responses shows that improvements to bus services were mentioned most frequently, with 48% identifying better frequency, reliability and coverage as the single change that would most improve their ability to travel. This was followed by 26% who highlighted issues relating to road condition, congestion and delays and 22% who raised comments about cycling infrastructure. Other themes included public transport integration (12%), rail services (11%), and accessibility and mobility needs (3%).

4.11.4. When comparing results by area, clear differences emerged in what respondents prioritised. Among the 886 Dorset Council-area residents who answered this question, over half (52%) mentioned improvements to bus services as their top travel need, reflecting the limited frequency, operating hours and coverage of existing services, especially in rural areas. In contrast, 30% of the 385 BCP Council-area residents made comments about bus services. Instead, a higher proportion of BCP Council-area residents raised concerns about the road network: one-third (33%) mentioned issues such as congestion, junction delays and potholes, compared with a fifth (20%) of Dorset residents.

4.11.5. The prominence of cycling themes also varied between the two areas. 27% of BCP respondents mentioned cycling infrastructure, often raising concerns about road space, congestion or safety, compared with 17% in Dorset, where comments more commonly related to the availability of safe rural routes. Dorset residents were also more likely to refer to public transport integration (13%) and rail improvements (12%) than BCP residents (9% and 7%, respectively), perhaps reflecting the greater distances between key settlements and the reliance on different travel options in rural areas. Mentions of accessibility were relatively low but slightly higher among BCP residents (4%) than in Dorset (2%).

4.11.6. Overall, while there was broad agreement about the importance of improving public transport and managing the wider transport network, the results tend to reflect the differing travel needs between the more urban BCP area and more dispersed, more rural Dorset area.

Table 4-9: What single thing would assist you most in your travel needs?

Code Theme	No. of coded comments	Percentage of coded comments	Percentage of respondents
Bus services	628	40%	49%
Roads, traffic and congestion	335	22%	26%
Cycling infrastructure	279	18%	22%
Rail services	144	9%	11%
Public transport integration	111	7%	9%
Accessibility	38	3%	3%

Base n: 1,278 respondents who provided a valid answer to this question. Percentages are shown as the proportion of respondents and the percentage of all 1,535 coded comments.

Do you have any other comments that you wish to make related to the questions in this survey on our transport strategy and Implementation Plan? – Comments

4.11.7. A free text box was provided at the end of the survey to allow respondents to leave comments on the transport strategy and implementation plan. A code frame was developed as part of the reporting and analysis process to capture the most prominent themes and discussions as to which are explained below. Not every person who responded to the survey left comments and therefore the totals reflected do not necessarily account for the full number of respondents. A complete version of the code frame can be found at Appendix D.

4.11.8. To analyse the qualitative feedback, all open-text responses were reviewed and coded against an agreed framework developed from the consultation data. In total, 1,414 responses generated 7,634 individual coded comments, which were categorised into specific themes. The code frame was designed to reflect recurring issues and suggestions identified during the consultation, ensuring consistency and transparency in how feedback was grouped.

4.11.9. Each comment was assigned to one or more relevant themes, allowing for detailed analysis of the most frequently raised topics.

4.11.10. The proportions/percentages referenced in each theme table are calculated by each individual base, not the total number of survey responses.

General

4.11.11. Analysis of the open-ended responses revealed several recurring themes reflecting support for elements of the proposed strategy, while others had concerns about the delivery of the proposed strategy and whether it would be effective for the area. These themes highlight the issues respondents felt most strongly about, ranging from the adequacy of the proposals in addressing local challenges, to supporting the transport strategy, their views on climate objectives and the value for money of the suggested measures. The

4.11.12. Table 4-10: General themes below summarises the main themes identified and the proportion of respondents who mentioned each.

Table 4-10: General themes

Code theme	No. of coded comments	Percentage of coded comments
Proposals do not address the key issues in BCP and Dorset	160	20%
Support the transport strategy (general)	130	16%
Support for net zero/climate change	99	12%
Oppose Transport Strategy (general)	88	11%
Poor value for money/waste of money	68	9%
Oppose EV promotion/people don't use EV	56	7%
Oppose Net Zero/Climate Agenda	60	8%
Suggest that the policy should address environmental measures such as biodiversity to mitigate adverse effects of travel	32	4%
Oppose EV due to cost (doesn't save money/too expensive to use)	32	4%
Oppose 20mph expansion	22	3%
Proposals are needed and overdue	21	3%
Suggests that there is a car club/car share website to help reduce car usage	15	2%
Suggest travel card system to be used for those who can't drive/under a certain age (access to services should not be limited to a certain timeframe)	13	2%

Base: 796 coded comments: ‘General’ theme

4.11.13. **Table 4-10** shows that general support for the transport strategy was mentioned 130 times. Comparatively, there was a level of opposition to the proposals contributing to 518 mentions against the promotion of more sustainable uses of travel, with respondents feeling like the strategy does not support the key issues represented in BCP and Dorset. While the combined level of opposition contrasts with the results of the closed questions, it’s worth noting that respondents are often more inclined to provide free text comments if they have specific issues to raise.

4.11.14. Some of the key quotes from the top themes raised are:

1. Proposals do not address key issues in BCP and Dorset

- *"More important is the ability to travel quickly, efficiently, safely between town centres, employment, services, amenities etc. We are an impoverished nation, and funds should be directed to this objective first and foremost."* (Dorset resident)
- *"The structure of the whole plan is unduly weighted on initiatives to reduce carbon emissions and not enough to help residents and visitors who live, work or have leisure priorities."* (BCP resident)

2. Support for the transport strategy (general)

- *"I agree with everything, I just hope it can be done faster and go further. I know budget is a big constraint but making active travel easier and the primary option for the majority of short journeys will go a long way to improving traffic, air pollution, population health and quality of life. This should be of the highest priority for the council and I think will have such a positive impact on the area. The work already done by BCP has massively improved my life and I would like this to continue and to extend to more people and into other areas."* (BCP resident)
- *"Go for it, I fully support the vision. Good luck."* (BCP resident)

3. Support for net zero / climate change

- *"A reduction in air pollution, and more enforcement of driving offences would be very welcome. The Canford Bottom roundabout is often jammed; perhaps some intelligent camera/traffic light system can be installed to reduce vehicles entering the roundabout if the exit onto the A31 is congested."* (Dorset resident)
- *"I support transitioning to net zero and encouraging use of EV and hybrid vehicles. You must ensure on street EV charging accessible to everyone affordable and in line with people who have access to driveway EV charging at the same cost as it will create a two their society of those who are able to access EV charging at home and those who because of where they live could be discriminated because of public policy."* (Dorset resident)

Suggestions/changes to buses

4.11.15. Analysis of open text responses relating to bus services revealed a wide range of suggestions aimed at improving public transport provision across BCP and Dorset. The most frequently cited themes included the need for more frequent services, better connectivity to key destinations, such as hospitals, schools, train stations and town centres, and improved reliability, particularly in rural areas where services are currently limited.

4.11.16. Respondents emphasised the importance of extending bus operating hours, calling for earlier morning and later evening services to accommodate work and leisure travel. There was also a strong demand for new routes to serve currently unconnected communities, ensuring equitable access to essential services.

4.11.17. Public transport emerged as one of the most discussed and contentious issues throughout the consultation. Many respondents expressed concern in the reduction in bus services, noting that this decline has disproportionately affected rural communities. For some, the lack of reliable and frequent services has resulted in public transport being an impractical option, effectively forcing greater reliance on private vehicles and contributing to congestion. Though this was an emerging

and frequent response, the LTP does address this and will provide relief to this as part of its implementation plan.

Table 4-11: Themes on suggestions/changes to buses

Code theme	No. of coded comments	Percentage of coded comments
Suggest buses run more frequently (in general)	174	11%
Suggest provision of better bus connections to hospitals, schools, colleges, stations, airport, town centres, tourist spots	173	11%
Criticise existing bus connections/network	151	9%
Suggest buses run more frequently in rural areas	160	10%
Suggest new bus routes to unserved areas	139	9%
Suggest more reliable/punctual bus services are needed (e.g. run on time / not being cancelled etc.)	110	7%
Suggest extended hours of service (buses running later in the evening/starting earlier in day)	99	6%
No bus service in my area	76	5%
Suggest having direct buses/less interchanges/quicker journeys	79	5%
Suggest buses should be timed to link with rail services (connections with trains)	60	4%
Suggest cheaper/affordable bus tickets	60	4%
Suggest introducing On-Demand Bus Service / Demand Responsive Transport/community small buses	49	3%
Suggest buses should run on weekends	45	3%
Suggest reinstating withdrawn rural bus routes	36	2%
Suggests the use of EV buses to minimise harm to the environment	28	2%
Suggest routes catering to school and young population needs (affordable, safe routes)	33	2%
Suggest better availability of service information and timetables (inc. publicity, marketing of services)	26	2%
Suggest reconsider plan to remove / cut back bus service	27	2%
Suggest infrastructure of buses/bus stops needs to be improved (seats, better heating, regular maintenance, cycle carry facilities)	23	1%
Suggest integrated tickets should be available (e.g. to use on trains too)	22	1%
Suggest better accuracy of service information	14	1%
Suggest introducing bus priority measures (lanes/junction priority)	12	1%

Base: 1,604 coded comments: 'Themes on suggestions/changes to buses'

4.11.18. There were a mix of supportive suggestions and critical comments about bus services as per **Table 4-11.** Most suggestions for new routes focused on improving connections between Bournemouth town centre, Wimborne, Poole, Weymouth and Dorchester.

4.11.19. Some verbatim quotes from the occurring top themes are:

1. Suggest buses run more frequently (in general)

- *"We need more buses to and from Bridport to link to the surrounding towns and villages and especially to rail stations. More buses and a later service too. Current provision is inadequate."* (Dorset resident)
- *"We'd like to use the bus more but there's only one near us (BCP 36) and it only goes hourly and stops in Bournemouth; we need better connectivity to use the bus more."* (BCP resident)

2. Suggest provision of better bus connections to hospitals, schools, colleges, stations, airport, town centres, tourist spots

- *"Better and affordable links to further education are desperately needed in Weymouth, Yeovil, and Dorchester from Sturminster Newton."* (Dorset resident)
- *"I live in Bridport and work in Weymouth and your new proposal for first bus to start at 1010 and arrive in Weymouth for about 1110 is not far, especially when your start time is 9am.Now it's not just me its other people the rely on services for days out, shopping, hospital appointments the list is endless, Not everyone can car share and rely on this as well."* (Dorset resident)

3. Criticise existing bus connections/network

- *"Whilst I would like to use public transport to get to work in Bournemouth, the current options are restrictive. There are no direct bus routes, so the journey time is too long. The other option by train is too expensive, and the Bournemouth train station is not in the centre, requiring another form of transport to complete the journey."* (BCP resident)
- *"Public transport on the roads is in a dire state and needs radical improvement. Many "improvements " are ignoring the non-online population, from medical services to transport timetables and routes. There needs to be far easier access by telephone and paper."* (Dorset resident)

Suggestions/changes on trains

4.11.20. Feedback on rail provision was mentioned less frequently than for buses but still highlighted important gaps and opportunities for improvement across BCP and Dorset as shown in **Table 4-12** below. Respondents expressed concerns about the limited frequency and reliability of train services and called for better connectivity. Suggestions included re-linking previously used lines and improved integration with other modes of transport to promote onward travel.

Table 4-12: Themes on suggestions/changes on trains

Code theme	No. of coded comments	Percentage of coded comments
Suggest more frequent trains	56	16%
Suggest more reliable train service	52	14%
Suggest new/additional trains stations, better links	52	14%
Suggest better rural connections	43	12%
Suggest new trainline routes	37	10%
Suggestions on introducing metro/trams/underground proposals	34	9%
Suggest cheaper, more affordable train fares	28	8%
Suggest reinstating withdrawn stations/trains	24	7%
Suggests quicker trains	22	6%
Suggest extended hours of service (trains running later in the evening/starting earlier in day)	10	3%

Base: 359 coded comments: 'Themes on suggestions/changes on trains'

4.11.21. Most suggestions for new routes focused on improving connections to Weymouth, Yeovil, Exeter, Bridport, Blandford, Ferndown and Wimborne.

4.11.22. Some example quotes from the top themes raised are:

1. Suggest more frequent trains

- *"There is a route that runs from Yeovil to Weymouth. There are only three or four trains a day. To get there from Gillingham means changing at Yeovil Junction, getting up to Yeovil Pen Mill, then waiting an hour for the train to Weymouth."* (Dorset resident)
- *I strongly agree with the need to increase the frequency of trains along the 'Heart of Wessex Line' to reduce overreliance on the South West mainline and encourage a less London centric approach to public transport. Please encourage Great Western Railway to operate connecting services to Exeter, Taunton, Reading and London via Castle Cary.* (Dorset resident)

2. Suggest more reliable train service

- *"The railway track west of Salisbury is a single track which is laid on clay. When the weather is dry or wet, movement occurs and regularly results in speed limit reductions, cancellations and revised timetables. It has become a less resilient and reliable mode of transport."* (Dorset resident)
- *"Whilst I fully agree that both Gillingham and Sherborne have a train line - that train line is far from reliable. Whilst this is outside of the remit of DC it is still a consideration."* (Dorset resident)

3. Suggest new/additional trains stations, better links

- *"What is missing: Re-linking the branch-line to Swanage for a Community link 7 am - 7 pm. A strong local following and aspiration of the Swanage Railway Trust from its inception and backing of the Purbeck Community Rail Partnership {PCRP} A no-brainer with the electronic connection on the line with NR at Basingstoke from Corfe Castle signal box."* (Dorset resident)
- *'Western Dorset is not directly served by a railway station, with the nearest rail stations located in Axminster, Dorchester and Crewkerne.' Why have you ignored the train station at Maiden Newton which gives access to Dorchester and Weymouth but also to Bruton, Bath and Bristol and connections to London, Salisbury etc."* (Dorset resident)

Suggestions on active travel

4.11.23. More than 1500 coded comments were related to active travel. Overall, comments mainly focused on calls for better pavements, safer pedestrian facilities, improved and more continuous cycle infrastructure and stronger links to stations and town centres as shown in **Table 4-13** below. Meanwhile, critical comments tended to focus on respondents expressing concerns that cycle lanes were underused, poorly designed, unsafe, or a waste of money, and that the strategy is too biased toward active travel. Additional feedback included calls for better enforcement of cyclist and e-bike behaviour, improved cycle storage and suggestions around e-bikes and scooter schemes.

Table 4-13: Themes on suggestions on active travel

Code theme	No. of coded comments	Percentage of coded comments
Better pavements and pedestrian facilities (safer facilities)	174	11%
Suggest improving cycle infrastructure (e.g. junction layouts / new lanes / lighting) / Safer cycle routes needed	151	10%
Support for active travel/cycle lanes	143	9%
Oppose strategy as it is anti-car/biased to active travel	119	8%
Suggest more/better cycle lanes (general)	104	7%
Criticise cycle lanes as a waste of money	79	5%
Cycle lanes are underused by the public	83	5%
Criticise cycle lanes as being dangerous	71	5%
Proposals will not encourage active travel	70	5%
Segregated cycle lanes- safe from motor vehicles, pedestrians, etc	81	5%
Benefits of cycling are overstated, with cyclists seen as a small minority	61	4%
Better walking/cycling links to stations and town centres	62	4%
Better enforcement of cyclist / e-bike / scooter behaviour needed / Poor cyclist behaviour is a problem	65	4%

Code theme	No. of coded comments	Percentage of coded comments
The cycle network lacks continuity	53	3%
Proposals will encourage active travel/decrease car use	57	4%
Cycle infrastructure has design issues (width, surfacing, junctions, signage)	51	3%
Suggestions related to e-scooters / e-bikes / bike hire (active travel only)	28	2%
Secure cycle storage/parking facilities	27	2%
Support Maiden Newton–Bridport railway as trailway	16	1%
Criticise cycle lanes causing obstruction to properties, reducing access for vehicles	12	1%
Oppose Maiden Newton–Bridport railway as trailway	14	1%

Base: 1,524 coded comments: 'Themes on suggestions on active travel'

4.11.24. Some example quotes from the top themes raised include:

1. Better pavements and pedestrian facilities (safer facilities)

- *"Need as an absolute priority a laser fixed focus on vastly improving conditions for active travel, e.g. widening pavements in towns and villages, making a more pleasant walking environment, greatly enhancing the inter and intra town and village safe cycle facilities and improving public transport."* (BCP resident)
- *"I would like to see a plan for footpaths along the river stour to be added along much more of its length. There are some great sections currently, but they are few and far between, if these could be linked up then again it would be of great benefit to local people."* (Dorset resident)

2. Suggest improving cycle infrastructure (e.g. junction layouts/new lanes/lighting) / Safer cycle routes needed

- *"A safe cycle route between Poole and Wareham would make such a massive positive difference and would mean my partner could safely cycle to work: He currently does cycle but he is risking his life every day on the road between Holton Heath and Sandford."* (BCP resident)
- *"I applaud the improvement in the cycle path network and would like to see the route along Ham Lane improved to remove the need to cross Ham Lane twice between the roundabouts at Longham and Cranford bottom and improve the cycle lanes around the Longham roundabouts where there currently are no cycle lanes."* (BCP resident)

3. Support for active travel/cycle lanes

- *"I like the vision to create sustainable active travel."* (Dorset resident)

- *"The work done so far in regard to cycle ways is to be commended. However, you now need to "join up the dots" by ensuring that everything is complete and as a cyclist you don't suddenly find the cycleway comes to an abrupt end."* (BCP resident)

Suggestions on road infrastructure

4.11.25. A total of 1,270 comments related to road infrastructure as shown in **Table 4-14**. Suggestions of possible improvements largely featured with respondents requesting road safety measures, better-maintained roads, improved junctions and capacity enhancements, strategic road planning and provision of EV charging. In contrast, critical comments included respondents raising concerns about congestion, pollution, poor existing road conditions, flooding issues and the impact of cycle lanes or road schemes on available road space. Additional feedback highlighted problems with signage, accessibility for wheelchair users and visually impaired people, and frustration with uncoordinated roadworks and delays in previously proposed schemes.

Table 4-14: Themes on suggestions on road infrastructure

Code theme	No. of coded comments	Percentage of coded comments
Suggest provision of road safety measures (speed enforcement, 20mph, traffic calming, cameras)	168	13%
Housing growth and overdevelopment are happening without supporting infrastructure	167	13%
Suggest road capacity improvements (junctions, bypasses, slip roads, motorways)	149	12%
Criticism of increased congestion/pollution from schemes	115	9%
Criticism of existing road infrastructure (potholes, lack of road markings)	112	9%
Suggest improvements to road infrastructure	118	9%
Suggest strategic road planning (re-routing freight/A road upgrades)	79	6%
Criticism regarding limited road space to add cycle lane	51	4%
Suggest provision of EV charging infrastructure	52	4%
Previously proposed schemes (e.g. LCWIP, TCF) have not been implemented	37	3%
Suggest coordination of roadworks/utilities	34	3%
Wheelchair / mobility access failures in planning (new developments without access, blocked pavements)	50	4%
Suggest verge/hedge/greenery management on roadsides	33	3%
Road signage is inadequate, better road signs needed	28	2%
Criticism of flooding issues due to lack of adequate infrastructure, drain maintenance, resilient transport network	24	2%
Criticism regarding accessibility for blind/visually impaired/disabled at bus stops/buses	24	2%

Code theme	No. of coded comments	Percentage of coded comments
Improved journey times due to provision of better road infrastructure	18	1%
Criticism of school street initiatives (closure doesn't reduce congestion, just moves the problem etc.)	11	1%

Base: 1,270 coded comments: 'Themes on suggestions on road infrastructure'

4.11.26. Some example verbatim quotes from the top themes raised are:

1. Suggest provision of road safety measures (speed enforcement, 20mph, traffic calming, cameras)

- *"Traffic calming and tackling unsilenced motorbike sound pollution on West Bay Road would improve the lives of hundreds of West Dorset residents. Calming measures would also help with increasing coach speed in such areas."* (Dorset resident)
- *"Dorset Council should implement a 20mph speed limit across Fontmell Magna, including the A350. The A350 is not fit for purpose and combined with the 30mph extant limit through the village, all road users are subjected to heightened collision risk."* (Dorset resident)

2. Housing growth and overdevelopment are happening without supporting infrastructure

- *"Blandford Camp is a remote military site comprising 516 houses. Recently, housing has been opened up to long-term relationships, which has led to a younger generation of occupants, many of whom face challenges due to not being able to drive. The camp is home to a significant Gurkha community and includes a primary school that caters to children up to 11 years old. Transport links are notably poor. A previously available bus service from the camp to the town was discontinued, and there is no footpath, making the roads particularly dangerous for pedestrians.* (Dorset resident)
- *"The projected increase in housing outlined in the Local Plan will inevitably increase the pressure on an already creaking transport system. It is there for vital that infrastructure in all forms matched any growth."* (Dorset resident)

3. Suggest road capacity improvements (junctions, bypasses, slip roads, motorways)

- *"BCP / Dorset council should be engaging with HM Gov / National Highways to get a motorway built into Dorset. The M3 should be extended right through to Weymouth. Further connection to Poole Port for is terrible. There should be a dual carriageway connecting Poole port to the main motorway network."* (BCP resident)
- *"The road alignment and width is completely inadequate for larger vehicles endangering other road users including horse riders, children and elderly pedestrians and those who wheel through the village. The A350, far from being a true "strategic" road, cuts through the heart of the community with residential frontages and has numerous blind bends."* (Dorset area, Fontwell Magna resident)

Traffic and parking

4.11.27. More than 400 comments related to traffic and parking. Of these, more than half reflected respondents' views on current congestion levels and suggestions of what can/needs to be done in order to improve traffic flow. As shown in Table 4-15**,** other comments categorised as part of this theme included suggestions for more parking provision, more cost-effective parking facilities and extended park and ride services.

Table 4-15: Themes on traffic and parking

Code theme	No. of coded comments	Percentage of coded comments
Reduce traffic congestion/traffic management/improve vehicle flow/fewer delays	217	52%
Suggest provision of parking (general)	61	14%
Suggest parking enforcement/permits for residents	43	10%
Suggest provision of Park and Ride services	30	7%
Proposals will increase parking congestion, making it more difficult to park	28	7%
Suggest cheaper parking facilities	21	5%
Criticism of increased parking costs	15	4%
Improvement to public realm/low traffic neighbourhoods including ULEZ	6	1%

Base: 421 coded comments: 'Themes on suggestions on traffic and parking'

4.11.28. Example quotes from the top themes raised are:

1. Reduce traffic congestion/traffic management/improve vehicle flow/fewer delays

- *"As Dorset is a predominantly rural area it is unrealistic to try to force residents to walk or cycle to make their journeys. Instead, it would be better to enhance vehicular traffic flow, provide more affordable car parks and co-ordinate 'the digging up of roads' to limit congestion and inconvenience. The verges should be cut regularly to increase visibility and safety."* (Dorset resident)
- *"Living in Dorch (sic) and the amount of traffic around that crazy junction at The Junction is silly. Surely there has to be a better way of managing it around there for a quick win."* (Dorset resident)

2. Suggest provision of parking (general)

- *"More support for motor vehicle drivers, i.e. more cheap and easily accessible car parking, day and night (as driving a car is the safest, fastest, easiest, option especially for women) less investment into cameras and other mechanisms to trap and fine drivers only as a snidey way to create additional revenue."* (BCP resident)
- *"Improved parking without rip off prices, especially in key locations."* (BCP resident)

3. Suggest parking enforcement/permits for residents

- *"Parking - if all your car parks operated on a camera system it would enable prosecution of those not adhering to the rules."* (BCP resident)
- *"I would like to be able to buy a parking permit for just one car park. I don't need to be able to park anywhere in Dorset. I would also like Durngate Street car park to be resident only (visitors can use Charles Street car park) and for the parking attendants to ticket selfish drivers who park across two spaces."* (Dorset area, Dorchester resident)
- *"We need far more parking enforcement as many drivers, including delivery drivers, completely flout the double yellow lines, bus stops etc and park wherever they like. This adds considerably to the traffic gridlock and causes huge resentment in residential areas where dangerous parking around junctions become very dangerous for both drivers and pedestrians, particularly children, older people and those with mobility challenges. Parking on pavements restricts access and the uneven, broken and sloping pavements make many places out-of-bounds for people with mobility restrictions."* (Dorset resident)

Policy or strategy

4.11.29. 453 comments were categorised under the theme of 'policy or strategy' as seen in Table 4-16 below. Of these, one-quarter questioned the rationale behind the proposals, with concerns such as greenwashing, profit-driven intentions, or a perceived bias against motorists being mentioned. A further 83 responses expressed dissatisfaction with the consultation process itself, highlighting fears that public feedback would be disregarded. Other, less frequent but notable themes included concerns about potential negative impacts on BCP and Dorset if the strategy were implemented, as well as general criticism of the questionnaire, its length and design. Though these proportions may seem high, when compared to the number of overall responses throughout the consultation, overwhelming support for the IP and its objectives remain apparent.

Table 4-16: Themes on policy or strategy

Code theme	No. of coded comments	Percentage of coded comments
Criticism of motives (e.g. greenwashing / money making / war on the motorist)	115	25%
Criticism of consultation/won't be listened to	83	18%
Policy and strategy will have a negative impact on BCP and Dorset if implemented	57	13%
Criticism of questionnaire/survey	52	11%
Criticism the policy isn't forward thinking or innovative enough (technological advancements etc.)	40	9%
Criticism of length of document/complexity deterring responses	34	8%
Criticism of consultation materials (website, maps, brochure etc.)	28	6%
Criticism of jargon used / lack of plain English	27	6%
Policy and strategy will have a positive impact on BCP and Dorset if implemented	17	4%

Base: 453 coded comments: 'Themes on suggestions on policy or strategy'

4.11.30. Some example verbatim quotes categorised as part of the policy and strategy theme include:

1. Criticism of motives

- *"This 'consultation' is strongly weighted against motorists and many of the questions are misleading."* (BCP resident)
- *"The transport strategy, implementation plan and the whole policy read well and tick all the boxes for green policies and what the council wish to achieve BUT realistically the only area that will achieve it is BPC Council area where there is good road connectivity, cycle routes, bus service and green areas."* (Dorset resident)

2. Suggestions that consultation won't be listened to

- *"I have completed the survey but have little hope that my answers will be taken on board after our experiences with BCP council ignoring "consultations".* (BCP resident)
- *"This town is a bloody mess, and regardless of what people say, you will do what you want. This survey is " box ticking". Honestly make me mad I'm forced to pay council tax, for what?"* (BCP resident)

3. Policy and strategy will have a negative impact if implemented

- *"So far everything I have experienced with the new travel schemes, is having a negative effect on my travel around town. The roads are being narrowed, preventing vehicles passing, especially when others are parked partly on pavements."* (BCP resident)
- *"This is not a true consultation; you have already made up your minds to reduce highway capacity for cars. Congestion is already having a substantial detrimental effect on my social and leisure pursuits, and your policies will result in increasing social isolation reduced leisure activity."* (Dorset resident)

Concerns

4.11.31. Table 4-177 below shows that there were 911 coded comments categorised under the theme of 'Concerns'. Among these, more than one-fifth raised issues around funding and the feasibility of delivering the strategy. A further 184 responses suggested that the transport strategy does not adequately consider the needs of disabled individuals, older adults, pensioners or young people. Safety concerns were also prominent, with 147 responses specifically referencing risks for women, children and other vulnerable groups.

Table 4-17: Themes on concerns

Code theme	No. of coded comments	Percentage of coded comments
Concern regarding funding/deliverability	196	22%
Transport Strategy does not consider needs for disabled/elderly/pensioners/young people	184	20%
Safety concerns especially for women, vulnerable groups	147	16%
Concern regarding increased risk of collisions/road rage, etc.	124	14%
Concerns regarding rural isolation	115	13%
Concern regarding impact on local economy, business	68	7%

Code theme	No. of coded comments	Percentage of coded comments
Safety of children using active travel routes	54	6%
Concern regarding digital exclusion (apps not usable, poor signal, for elderly)	23	3%

Base: 911 coded comments: 'Themes on concerns'

4.11.32. Some example verbatim quotes categorised under the 'concerns' heading include:

1. Concern regarding funding and deliverability.

- *"It all sounds wonderful, and I agree with policies but very doubtful how it will be achieved. Very concerned that the large towns will get all, when they already have good transport links and the smaller villages and hamlets will yet again get nothing."* (Dorset area, Wareham resident)
- *"There is much focus on the vision and strategy but little in the way of how it will be delivered and where agreement has been achieved to do so, for example with bus or rail operators."* (Dorset area, Weymouth resident)

2. Transport strategy does not consider the needs for disabled/elderly/pensioners/young people.

- *"When I use my mobility scooter, the pavements are a nightmare and dangerous and trying to find a drop-down kerb is very difficult and often impossible. This is all part of travelling and should be addressed urgently."* (Dorset area, Sherborne resident)
- *"This plan is all very laudable, but it seems to me that the elderly are forgotten. Bike lanes, e bikes, electric busses etc are all very well but are no help to those who have limited mobility for whatever reason and cannot walk a long way to a bus. So many elderly are getting more and more isolated because bus "service" providers will only operate routes that are profitable leaving many with no option but to pay for taxis to get to appointments, socialise etc. Many cannot afford this. What are the concrete plans for ensuring all population areas have easy access to a bus route?"* (Dorset resident)

3. Safety concerns especially for women and young groups

- ***"**If the streets were safe to walk more people would walk on them."* (BCP resident)
- *"With regard to cycle and walking routes. There are some walking routes that I will not use now as they might be safe from the road traffic but they are certainly not safe places for loan females. If one cannot be seen then they are places where those who prey on women and children will be. If the walk routes and cycle routes are to be shared spaces there needs to be a speed limit in the cyclists and the cyclists must have a warning bell. It is very alarming having a cyclist rushing past you very fast with no warning in a shared space."* (BCP area, Poole resident)

Others

4.11.33. Table 4-188 shows that there were a total of 296 coded comments categorised under the theme of 'Others'. Of these, 68 responses were classified either as No/No comment/NA or as requiring more information. This includes responses that did not express a particular view, as well as those where respondents felt they did not have enough information to make a judgement. In contrast, 170 responses accounted for where respondents had expressed general anger with the proposals and criticised the councils, reflecting a strong emotional response to the proposals. Additionally, 41 responses raised queries or questions, indicating a desire for further clarity.

Table 4-18: Other themes

Code theme	No. of coded comments	Percentage of coded comments
General anger/insults	120	41%
Need more information	56	19%
Criticism of Council	50	17%
Query/question	41	14%
No/No Comment/NA	12	4%
Suggest council should be investing elsewhere (e.g. logistics, healthcare, housing, crime)	9	3%
WFH/remote working as transport solution	8	3%

Base: 296 coded comments: 'Themes on suggestions on others'

4.11.34. Some key quotes raised in this theme are:

1. Criticism of Council

- *"I am sick to death of the attitude from this council. You pretend to support change and improvements and do nothing but disrupt local communities and making a mockery of your constituents."* (BCP resident)
- *"This is the totally expected proactive travel / anti car local transport plan expected from our ideologically driven Council administrations. It totally ignores the needs of motorists. Who form most road users."* (BCP resident)
- *"I have strongly disagreed with most of these proposals. Not just to cause annoyance but because it is purely the wrong thing for the council to be focused on."* (BCP resident)
- *"Too much emphasis on sustainability, let's work with what we have."* (Dorset resident)

5 OTHER WRITTEN RESPONSES

5.1.1. 146 responses were received via email. No responses were received via letter. Of the 146 emails, 99 were from individual respondents and 47 were from local authorities, statutory bodies or other organisations. Email responses were coded according to a tailored code frame to capture common themes. A total of 668 of coded comments were identified under the themes in the code frame. All themes from these responses have been considered and are summarised in the table below.

Table 5-1: Email response themes

Theme	Number of coded comments	Percentage of coded comments
Traffic Congestion Concerns	62	9%
Safety Concerns (risk of collisions/safety suggestions e.g. speed reductions)	56	8%
Road Infrastructure Improvements	49	7%
Deliverability Concerns	48	7%
Housing Development Concerns/ lack of alignment with Dorset Local Plan	47	7%
Better Pedestrian links/crossings	45	7%
Bus Improvements (more stops, increased frequency, weekend services)	43	6%
Increased Connectivity (Both regional and between neighbourhoods and town centres)	36	5%
Environmental Concerns/Support Environmental goals	33	5%
Integration of transport modes/Multimodal transport hubs/Park and ride	32	5%
General Support	28	4%
Rail Improvements (more stops, increased frequency)	27	4%
Support for active travel	25	4%
More cycle lanes/better management/segregated cycle lanes	23	3%
Accessibility and Inclusion	23	3%
Plan doesn't address key issues	19	3%
Need more EV infrastructure	11	2%
E-Bike & E-Scooter safety concerns	11	2%
General Against	10	2%
Parking Suggestions/Concerns	9	1%
Light Rail/Metro	8	1%
Against Trailway extension	7	1%
Plan is anti-car/restricts private vehicle use	6	1%

Theme	Number of coded comments	Percentage of coded comments
Modes of transport not mentioned	4	1%
Against EVs	3	0%
Coordination of roadworks	3	0%

Base: 146 email responses, accounted for 668 coded comments

Email response key themes were:

1. **Traffic and congestion concerns**

62 respondents noted traffic and congestion as concerns, linking them to housing growth and suggesting new housing developments may exacerbate existing issues. Example comments include:

- *"…traffic congestion is a major issue on the single carriage way A31 going past Wimborne and the Canford Bottom Roundabout."*
- *"I was surprised that no mention was made of the excessive traffic coming into Dorset during school holidays or the weekends when we experience sunny weather."*

2. **Safety concerns (risk of collisions/safety suggestions e.g. speed reductions)**

56 respondents raised safety concerns, identifying high-risk roads and recommending measures such as 20mph speed limits. Examples include:

- *"My main worries relate to road safety, environmental damage and potential anti-social behaviours resulting from the implementation of the proposal."*
- *"It's very scary to think I am now sharing the footpath with a motorised vehicle when it should be a safe space for me. The increase in the number of e-scooters in my area has made me more nervous and I'm now more cautious and don't want to go out on my own with my long cane in case something bad happens."*

3. **Road infrastructure improvements**

Respondents called for upgrades to road infrastructure and increased capacity. Some key quotations from these respondents are listed:

- *"Flooding concerns regarding Baker's arms, A530 junctions, Speed Reduction Signs."*
- *"We need a dual carriage way right across Dorset to take through traffic in and out as quickly as possible. Little bits of poorly maintained dual carriageway just cause blockages as evidenced continually at Dorchester and Bere Regis"*

4. **Deliverability concerns**

Respondents voiced concerns about how the transport plan will be funded and delivered. Some key quotations from these respondents are listed:

- *"There's a lot contained within the plan, which I fear may detract focus and funding from the two most impactful areas contained within the plan: improving public transport and facilitating more active transport."*
- *"Although this all sounds great, it is so dependent on funding. There is little in the way of contingency plans if this funding does not come through. Also, rural areas like West Dorset will be lower priority forcing an ever-greater reliance on the car."*

5. Housing development concerns/lack of alignment with Dorset Local Plan

47 respondents questioned how the transport plan aligns with the Dorset Local Plan and proposals for new housing developments. Some key quotations from these respondents are listed:

- *"The rebalancing of transport priorities so communities become more 'inclusive', 'sustainable' and 'resilient'; and the reversal of the bio-diversity losses attributable to transport. Plan doesn't integrate well enough with Dorset Local Plan"*
- *"The transport plan does not appear to be linked with the Dorset Local Plan. Much of the planned development sites in Dorset are in rural locations (Tier 3 villages), yet the transport plan does not address the need for improved transport links to these villages."*

5.1.2. The table below captures the principal themes identified in feedback taken from stakeholder responses combining information from emails and submitted documents.

Table 5-2: Stakeholder response summaries

Stakeholders/stakeholder organisation	Summary of response
Blandford and Neighbourhood Plan Monitoring Group	Blandford and Neighbourhood Plan Monitoring Group (BNPMG) stated that while the LTP's aims and objectives are laudable, the plan lacks clear delivery mechanisms, measurable targets and bold strategies, instead repeating existing approaches without addressing Dorset's inadequate transport network for the 21st century. BNPMG suggested that priorities should include improving north-south connectivity, investing in roads and rail for freight and public transport, introducing realistic active travel measures and providing reliable, frequent bus services including a Blandford-Wimborne route and later evening services. BNPMG commented that the implementation plan should reflect Blandford's alignment with Northern Dorset, address rural transport challenges, support volunteer schemes, and explore major innovations such as reinstating the Somerset & Dorset Railway to improve accessibility and connectivity.
Bloor Homes	Bloor Homes stated that it supports the vision-led approach of LTP4 but highlighted the need for flexibility to reflect the mix of rural and urban settlements, ensuring proportionality and avoiding restrictions on justified growth in local communities. The response suggested that the current vision-led proposition lacks clarity and guidance on implementation, recommending alignment with WebTAG methodology for consistency and inclusion of car parking policy as a key component of the vision, tailored to site-specific opportunities. Bloor Homes stated that while LTP4 aligns with NPPF aspirations, additional detail is required on how policies will be delivered, including

Stakeholders/stakeholder organisation	Summary of response
	clear regional strategies within the Infrastructure Delivery Plan and flexibility in parking ratios to support sustainable travel without compromising practicality.
Bridport Cycling Club	Bridport Cycling Club (BCC) stated that there is a need to encourage walking and cycling for short journeys and provide safe links from villages such as Loders and Burton Bradstock to Bridport, enabling children to cycle safely to schools. BCC maintained that the plan should include dedicated cycle paths or shared-use paths connecting these villages to Bridport to improve accessibility and promote active travel. Suggestions were also provided regarding the Sustrans old railway line from Loders to Toller Porcorum, which BCC felt should be expanded to create a traffic-free route to nearby villages and extended to Maiden Newton train station for better connectivity.
Bridport Local Area Partnership	Bridport Local Area Partnership welcomed the ambition and high-level objectives of LTP4 but expresses concern about the lack of detail on delivery, funding and timescales. The Partnership noted that the previous LTP delivered limited benefits in west Dorset and stressed the need for this Plan to address long-standing infrastructure deficits, particularly in the context of planned housing growth in the emerging Dorset Local Plan. The Partnership highlighted priorities for west Dorset including more frequent and longer-hour bus services to Dorchester, Weymouth and Yeovil, improved and more secure community transport for rural parishes, regeneration of Bridport bus station as a transport hub, congestion management on the A35 and expansion of off-road walking and cycling links to nearby villages. While welcoming early recognition of some of these needs in the first five years of the Plan, the Partnership called for faster progress on community transport and the bus station proposals. They also raised specific policy points, including the need to better reflect dispersed rural deprivation, extend 20mph zones beyond schools and support demand-responsive or community transport where conventional bus services are unviable.
Christchurch Environmental Management LTD	Christchurch Environmental Management (CEM) stated that the Christchurch to New Forest Link will enhance walking, cycling and equestrian connections between BCP and the New Forest, supported by survey evidence and funding commitments. CEM stated that the project involves installing modal filters to reduce rat-running and excessive speeds on rural roads, creating safer and quieter routes for active travel while maintaining essential local access. CEM stated that the proposal aligns with BCP LTP objectives, local neighbourhood plans and LCWIP and has minimal negative traffic impacts according to professional transport assessments.
Dorset Area Ramblers	Dorset Area Ramblers (DAR) stated that the Local Transport Plan should better integrate active travel and countryside recreation, ensuring rights of

Stakeholders/stakeholder organisation	Summary of response
	way and trailways are prioritised alongside public transport to enable safe, sustainable access to rural areas for both residents and visitors. There were also concerns that the plan lacks clarity on how a fully connected active travel network will be achieved and calls for urgent improvements such as extending the North Dorset Trailway, developing the Maiden Newton–Bridport route and addressing dangerous rural roads without footways. DAR stated that Rights of Way Improvement Plans must be included in the strategy framework and public transport should link with walking routes through initiatives like rail-based walking schemes and seasonal bus services, which will help reduce car dependency and support health and wellbeing.
Dorset Campaign to Protect Rural England	Dorset CPRE stated that while it supports the vision for a cleaner, safer, and inclusive transport system, the LTP must move beyond aspiration to delivery by setting firm requirements, measurable targets, prioritisation, and real investment in public, community and active transport options. Dorset CPRE felt that the strategy and implementation plan lack ambition and concrete proposals, relying on vague aspirations and incremental changes. It called for stronger links with climate and health objectives, integration of transport planning with new developments and behavioural change initiatives to reduce car dependency. The response suggested that urgent improvements are needed in active travel infrastructure, public transport provision (including bus and rail upgrades), and road safety measures such as adopting a “Vision Zero” approach, alongside clear annual targets for emissions reduction and accessibility.
Dorset Climate Action Network	Dorset Climate Action Network (DCAN) stated that while supporting the LTP vision and objectives, the plan lacks ambition, measurable targets and prioritisation. DCAN urge Dorset Council to commit to firm requirements and greater community involvement in shaping implementation. DCAN urged that priorities should include annual carbon reduction targets, integration of transport planning with new developments, investment in active travel infrastructure and behavioural change measures to reduce car dependency, alongside improved public transport and cross-border connectivity. DCAN concluded that the LTP should adopt a “Vision Zero” approach for road safety, strengthen rail links such as the Heart of Wessex line and promote inclusive, place-based planning through collaboration with local councils and community organisations.
Dorchester Transport Action Group	Dorchester Transport Action Group (DTAG) supported the overall vision but considered the LTP4 to be overly aspirational and lacking clear priorities, measurable targets and firm delivery commitments. They were concerned that the strategy and implementation plan contain vague ambitions rather than specific proposals, particularly in relation to carbon reduction, congestion and growth. The group called for stronger integration between transport, climate, health and new development planning; greater emphasis on public

Stakeholders/stakeholder organisation	Summary of response
	transport, active travel and behavioural change; improved bus and rail services, particularly in rural areas; adoption of a Vision Zero safety approach; and greater ambition in trialling innovative rural transport solutions.
Dorset Local Nature Partnership	Dorset Local Nature Partnership (DLNP) stated that the strategy should explicitly include nature recovery alongside climate and biodiversity goals, highlighting opportunities such as using transport networks for biodiversity corridors and investing in green infrastructure like green roofs on bus shelters. DLNP stated that the vision and objectives strongly support a nature-positive approach and wellbeing benefits through active travel, but recommend clearer references to biodiversity loss, inclusion of the Dorset Local Nature Recovery Strategy and measures to address issues like runoff pollution and wildlife disturbance. DLNP stated that the implementation plan should prioritise partnerships working to increase biodiversity investment across all Dorset areas, clarify landscape designations and integrate Rights of Way and Green Infrastructure development.
Dorset Police	Dorset Police stated that crime prevention principles must be embedded in the LTP, ensuring safety through measures such as well-lit routes, CCTV, emergency call points and Secured by Design accreditation for transport hubs and car parks. Dorset Police suggested that secure cycle infrastructure, including SBD-accredited parking and facilities at hubs and workplaces, is essential to encourage cycling and reduce theft, alongside incentives and employer engagement. Dorset Police stated that public realm improvements should follow Crime Prevention Through Environmental Design principles, avoid creating opportunities for antisocial behaviour and integrate digital surveillance and safety considerations for vulnerable groups into all infrastructure projects.
Dudsbury Homes Southern	Dudsbury Homes felt that while the LTP sets out strong objectives for sustainable transport, better alignment with spatial planning is needed to ensure housing and transport strategies work together, particularly regarding strategic sites like Alderholt and Green Belt considerations. DHS stated that uncoordinated development risks creating car-dependent patterns, undermining modal shift and transport sustainability objectives, and calls for integrated planning frameworks, joint evidence bases and cross-boundary collaboration to avoid fragmented growth. Strategic opportunities should include focusing growth in well-connected settlements, linking Green Belt release to transport improvements and prioritising sites that support public transport and active travel, ensuring implementation aligns development phasing with supporting infrastructure.
East Dorset Friends of the Earth	To progress a Zero emissions fleet - how the electricity is generated and particulate matter from tyres/break pads will be more prevalent due to heavy vehicle batteries. Plan needs to expand on restrictions of the use of private vehicles.

Stakeholders/stakeholder organisation	Summary of response
	Land use policies need to enable a reduction in the need to travel. More emphasis on local rail and connecting Swanage fully to the national rail network. Noted BCP one of largest conurbations in UK without a tram network. Detailed comments made about each of the objectives.
Ferndown and Uddens Business Development District (BID)	The Ferndown & Uddens BID Board fully supported the need for substantial improvements to the A31 corridor, particularly at Canford Bottom, recognising its importance for regional connectivity. The Ferndown & Uddens BID Board commented that these improvements are critical for economic growth and transport efficiency in the area, though were sceptical that national priorities will reflect this need, raising concerns about whether the necessary investment will be secured in the foreseeable future.
Fit For Walking	Fit for Walking Bournemouth (FFWB) stated that walking should be central to the LTP, with improved pedestrian infrastructure across all journeys, better data representation, and greater focus on smaller district centres and shopping areas. Measures such as default 20mph speed limits, banning pavement parking, more pedestrian crossings and equitable waiting times at signals are essential to improve safety and accessibility for pedestrians. FFWB concluded that implementation plans should prioritise station access, reject on-street EV charging, avoid shared cycling facilities on footways and include additional measures such as narrowing junctions, enforcing parking rules and improving crossing facilities along desire lines.
Go South Coast (MoreBus and Damory)	Go South Coast stated that it strongly supports the LTP's objectives and priorities, emphasising that substantial mode shift to buses and active travel is essential to address congestion, carbon emissions and social inclusion, but warns that success depends on improving bus journey times and reliability above all else. The plan should align more clearly with Local Plan strategies, prioritise bus priority schemes, roadside infrastructure upgrades and depot capacity for fleet electrification, while taking bold, evidence-based action to make sustainable modes more attractive than car use. The policies implemented should explicitly recognise public transport as integral to active travel, strengthen commitments to collaborative delivery under Enhanced Partnerships and ensure Implementation Plans focus on cost-effective measures that deliver measurable outcomes, including strategic bus corridor improvements and targeted demand management.
Guide Dogs	Guide Dogs stated that people with sight loss in Dorset and BCP rely on inclusive walking infrastructure and accessible public transport and any digital solutions must not disadvantage those who are digitally excluded. Active travel and EV charging infrastructure must be designed inclusively to avoid hazards for blind and partially sighted pedestrians and urges

Stakeholders/stakeholder organisation	Summary of response
	councils to adopt the 'Hierarchy of Road Users' and consider research recommendations on safer street designs. Improvements are needed in public transport accessibility, including audio-visual bus announcements, unrestricted concessionary travel and better enforcement of taxi access rights, alongside mandatory disability equality training for drivers.
Historic England	Historic England (HE) stated that the LTP should include a clear commitment to conserving and enhancing heritage assets, with specific policies on how historic environments will be considered in highway design and transport planning. The plan should minimise impacts on historic places, improve public access and integrate heritage considerations into placemaking, supported by early engagement with heritage teams and compliance with national planning requirements. HE commented that a vision-led approach to transport planning must address heritage explicitly, ensuring success indicators include heritage outcomes and that scenario planning and placemaking principles are strengthened within the LTP.
Loders Transport Group	Loders Transport Group (LTG) stated that the LTP should include a safe, traffic-free non-road route between Loders and Bradpole, as the current road is hazardous and the connection would reduce car dependency, improve safety, and support active travel. LTG stated that this route would deliver significant benefits aligned with LTP objectives, including reducing emissions, improving health and wellbeing, enhancing accessibility to Bridport's jobs and services, and creating safer school journeys for children. LTG commented that the project has strong community backing from residents, parents and school leaders, and is a low-cost, high-impact solution that Dorset Council should prioritise in the IP.
Natural England	Natural England (NE) supported the overall content and aspirational direction of LTP4, particularly its emphasis on addressing climate change, supporting housing delivery and improving integrated public transport. NE welcomed the plan's recognition of air quality impacts on protected sites, including Dorset Heathlands and National Landscapes and support objectives relating to climate and environment, health and wellbeing and safety, including policies that address air quality and encourage modal shift. NE highlighted growing congestion pressures, particularly in the BCP area, and recommended a more evidence-led and potentially more radical approach to reducing private vehicle use, especially for visitors. They stressed the importance of understanding behavioural barriers to modal shift, improving public perceptions of safety, engaging younger people in public transport use, partnering with innovative local businesses and managing vehicle speeds on parts of the highway network to reduce air pollution and improve health outcomes.

Stakeholders/stakeholder organisation	Summary of response
National Highways	National Highways (NH) welcomed the LTP's focus on connectivity, active travel, climate change, health, and resilience, alongside commitments to rail services and integrated networks. The LTP should adopt a robust strategic approach, including greater collaboration on growth in Local Plan areas, safeguarding the Strategic Road Network and ensuring demographic and geographic considerations are reflected in proposals. NH stated that priorities should include multi-modal connectivity, addressing challenging step changes in travel patterns and realistic phasing of plans based on funding availability and designated funding streams.
Network Rail and Southwestern Railway	Network Rail and Southwestern Railway in their combined response broadly supported the LTP's objectives and alignment with national and regional strategies, including Dorset Metro and multimodal integration, but recommended clearer integration of rail priorities such as the Heart of Wessex Line and Strategic Station Plans. The LTP should provide greater clarity on funding mechanisms for rail schemes, publish prioritisation criteria and incorporate railway industry data for monitoring, alongside stronger collaboration with transport operators throughout implementation. Network Rail and Southwestern Railway stated that key opportunities include enhancing Dorset Metro connectivity, improving station accessibility, integrating mobility hubs and resolving deliverability issues for Poole Station relocation, ensuring balanced investment across rail and road upgrades.
NHS Dorset	NHS Dorset stated that while supporting the LTP's vision for accessible and inclusive travel, there is a critical need to prioritise transport connectivity for rural communities to ensure equitable access to healthcare services. Transportation is a key social determinant of health, and the lack of viable public transport options for rural GP practices and future Neighbourhood Health Centres contributes to worsening health inequalities. NHS Dorset stated that improving rural transport links will enhance wellbeing, reduce isolation and support integrated care models.
North Dorset Trailway Network	North Dorset Trailway Group (NDTG) welcomed the LTP's commitment to improving trailways and expanding walking, wheeling, and cycling routes and urges that all new and existing trailways be dedicated as public rights of way with bridleway status. NDTG expressed that the extension of the North Dorset Trailway along the former Somerset & Dorset railway line is vital for climate, health and accessibility objectives and calls for partnership funding from Sustrans, National Highways and WGSTB, as well as developer contributions through Section 106 and CIL agreements. NDTG stated that Dorset Council should safeguard disused railway land, accelerate delivery of Trailway extensions, and use legal powers where necessary, while also upgrading the Castleman Trailway to Hamworthy to

Stakeholders/stakeholder organisation	Summary of response
	create a regionally significant traffic-free active travel route linking key rail stations.
Portland Port	Portland Port supported the Draft Plan strategy and its objectives, particularly the recognition of international gateways and improved access to key tourist sites, which aligns with the port's role in cruise operations. While policies and objectives are welcomed, the implementation falls short, in the Port's view, as Portland Port is not included in specific schemes under Objective C, unlike Bournemouth Airport and the Port of Poole, leaving significant connectivity challenges unaddressed. Despite substantial investment in infrastructure, such as the £26 million Deep Water Berth, no targeted highway improvements have been delivered and the port seeks a collaborative approach with Dorset Council to identify and resolve connectivity issues.
Public Health teams of BCP and Dorset Councils	Public Health teams of BCP and Dorset Councils stated that the LTP should explicitly address health inequalities by recognising transport as a key social determinant of health, include data on physical inactivity, and strengthen commitments to improving health and wellbeing through active travel and inclusive design. Public Health teams of BCP and Dorset Councils stated that policies should incorporate "proportionate universalism", prioritise areas with high vulnerability, and link transport planning with NHS initiatives and community organisations to promote walking, wheeling, and cycling, alongside confidence in public transport use. The Public Health teams stated that resilience measures must address climate impacts and ensure active travel infrastructure remains usable during extreme weather, while monitoring progress should include Sport England activity data and indicators on reducing inactivity and improving accessibility for all.
Purbeck Community Rail Partnership	Purbeck Community Rail Partnership (PCRP) suggested that reinstating regular train services between Swanage and Wareham should be explicitly included in the LTP, as existing infrastructure can support this and the Dorset Metro SOBC indicates potential sustainability. PCRP urged that further assessment of this scheme should be undertaken as part of a multi-modal study in the Purbeck area to ensure integrated transport planning happens across Dorset. PCRP welcomed the proposed Mobility Hub at Wareham Station and is keen to participate in developing this proposal collaboratively
Railfuture Wessex	Railfuture Wessex (RW) believed that the LTP should support railway decarbonisation through upgrades to power supplies, improved resilience and eventual electrification or battery charging solutions, alongside strategic energy planning. Key priorities should include implementing the Dorset Metro concept, enhancing Heart of Wessex Line services with infrastructure improvements, reinstating the Yeovil Junction chord and improving station accessibility across Dorset and BCP.

Stakeholders/stakeholder organisation	Summary of response
	RW stated that additional measures should include better bus-rail integration, rail-link coach services, addressing climate resilience for rail infrastructure, promoting rail freight opportunities and supporting sustainable travel routes for tourism.
Space Youth Project	*Space Youth Project responded in support to the consultation but did not provide additional comments.*
Somerset Bus Partnership	Somerset Bus Partnership welcomed engagement on LTP4 and supports its recognition of cross-boundary travel patterns between Dorset and Somerset. They stress that transport needs extend beyond local authority boundaries and call for regular liaison and joint working between Dorset and Somerset Councils to support and jointly fund cross-boundary bus services. The Partnership highlighted the limited frequency, operating hours and usefulness of key services (CR4, CR5 and CR6) linking north-west Dorset with Yeovil and wider Somerset, and urges improvements to reduce car dependency, in line with Policy F1. They recommend amendments to LTP policy wording to better reflect cross-boundary destinations, strengthen engagement with regional transport bodies, and include actions on bus-rail connectivity through improved timetable coordination and through-ticketing. They also advocated greater service stability through fixed timetable change dates and improved coordination on roadworks affecting cross-boundary routes. In addition, they support enhanced rail provision on the Heart of Wessex Line, including inclusion of a specific LTP aspiration for an hourly service to encourage modal shift.
Swanage Railway	Swanage Railway strongly supported LTP policies on integrated networks, sustainable tourism access, rural connectivity and high-quality interchanges. They identified the operational Swanage-Wareham rail link (Norden Purbeck Park to Worgret Junction) as an under-used strategic asset and request that increased use of this line, including re-establishing a through service to/from Swanage, is included as a specific LTP aim. Swanage Railway is willing to partner with Dorset Council and other operators to deliver this, noting that revenue subsidy may be required. They also requested inclusion of a new Blue Pool Halt as a specific South Eastern Dorset proposal to support car-free visitor access, alongside shuttle services and increased service frequencies between Norden and Corfe. Swanage Railway supports the introduction of mobility hubs and asks that Norden Purbeck Park and Swanage Station be identified as hub locations, subject to funding. They further highlight opportunities to integrate their services with proposed Dorset Metro and potential Park & Ride facilities near Wareham, including land west of Wareham under consideration in the Local Plan.
Symondsbury Solar Services	Symondsbury Solar Services (SSS) stated that the Local Transport Plan lacks specific projects but proposes a major hub at Miles Cross featuring a park-and-ride with solar panels, EV charging, battery storage and facilities for HGVs, aiming to create the first non-fossil fuel rest area in the country. The hub could serve as a key transport interchange, supporting express coach services to London and Exeter, demand-responsive transport with

Stakeholders/stakeholder organisation	Summary of response
	AI coordination and improved connectivity for cyclists and pedestrians through infrastructure such as a bridge over Miles Cross Roundabout. The response suggested that support of this development would deliver multiple benefits including employment opportunities, local retail outlets, sustainable housing and reduced carbon emissions, while freeing up Bridport Bus Station for redevelopment and minimising visual impact on the landscape.
The Poole Harbour Trails Community Group	Poole Harbour Trails Community Group (PHTCG) stated that it welcomes the inclusion of objectives to improve trailways and expand walking and cycling routes, recommending that all trailways be dedicated as public rights of way with bridleway status to allow cycling, aligning with climate, health and accessibility goals. Partnership working with organisations such as Sustrans, Network Rail and WGSTB is essential to extend strategic cycle networks, complete missing links like Poole–Wareham and prioritise projects such as shared-use paths, bridges and Castleman Trailway extensions to improve safety and connectivity. PHTCG commented that housing developments should contribute to active travel infrastructure through Section 106 or CIL agreements and calls for reconsideration of certain bypass schemes, completion of Poole Harbour Trails and proactive support for extending train services to Corfe Castle and Swanage under the Dorset Metro initiative.
The society for Poole LTD	The response argued that transport planning must be integrated with wider infrastructure needs such as water, energy, education and health services. The society for Poole LTD stated that if housing provision exceeds local needs, additional employment opportunities and supporting infrastructure will be required, making transport planning even more critical. The society for Poole LTD stated that greater clarity on likely population centres and densities is needed to enable realistic transport planning, with a focus on removing public transport deserts, promoting active travel, and reducing commuting from dormitory villages.
The Vale Family Hub	The Vale Family Hub (TVFH) stated that affordable housing must be located on transport links to prevent families, particularly single-parent households, from being stranded in remote areas without access to cars, which increases reliance on charities. There is an urgent need for better and affordable transport connections to further education from Sturminster Newton to Weymouth, Yeovil and Dorchester to ensure accessibility for students. TVFH outlined that the current approximate cost of sending a child to further education estimated at £750-£1000 is unaffordable for many families, highlighting the need for improved and cost-effective transport solutions.
Western Area Transport Action Group (WATAG)	While welcoming the LTP's ambition and principles, WATAG suggested that the plan lacks integration with the draft Local Plan and needs tighter performance indicators for greenhouse gas emissions, including those from infrastructure construction and maintenance.

Stakeholders/stakeholder organisation	Summary of response
	WATAG were concerned that the first Implementation Plan (2026–31) for Western and parts of Central Dorset contains very few specific commitments, and future plans are even less detailed, risking failure to deliver meaningful modal shift to active travel and public transport. WATAG stated that Dorset Council should engage more with local councils and third-sector organisations and prioritise schemes such as the Bridport Region Integrated Links network to provide high-quality public transport and active travel corridors for Tier 2 settlements.
Weymouth Transport Action Group	Weymouth Transport Action Group (WTAG) stated that while the plan is ambitious, its delivery is at risk due to reliance on uncertain financing, ongoing austerity and election cycles, which could make implementation fragmented or undeliverable. WTAG suggested that while Dorset Council already has insight into residents' transport needs, joined-up thinking across departments is lacking, resulting in housing and new developments being poorly served by sustainable transport options. WTAG concluded that reliance on private sector partners is problematic due to profit-driven limitations and although digital connectivity is highlighted positively, Dorset Council's low digital and architectural maturity pose a significant barrier to enabling integrated delivery across partners and associated plans.
Yeovil Bus users' Group	Yeovil bus users group stated that the LTP should include a clear policy on conserving and enhancing heritage assets, ensuring highway design and transport planning minimise impacts on historic places and improve public access to them. A vision-led approach to transport planning should be adopted to integrate heritage considerations, placemaking principles and scenario planning to strengthen the robustness of the LTP and deliver high-quality outcomes. Success indicators should be applied to reflect heritage-related goals and consultation processes should involve heritage teams earlier on in the process to ensure that they align with national planning requirements, while maximising social, economic and environmental benefits.
YMCA Bournemouth	YMCA Bournemouth suggested that young people believe rules on air pollution should be fully enforced, questioning whether current regulations are being followed. YMCA Bournemouth indicated that young people believe that achieving zero deaths or injuries on roads by 2050 seems challenging and asked how this will be made a reality. YMCA Bournemouth found that while they agree with the objectives of the LTP, they are unsure how many of them can realistically be achieved.

6 CONCLUSION

6.1.1. The consultation on the LTP generated a significant level of engagement across Bournemouth, Christchurch and Poole (BCP) and Dorset, reflecting widespread public interest in the future of transport across the two council areas. There was broad support for the overall vision, objectives and strategic direction set out in the draft LTP. Most policy areas attracted high levels of agreement, particularly those focused on improving public transport, enhancing safety, supporting active travel and improving the resilience and reliability of the transport network.

6.1.2. The feedback also highlighted a number of clear priorities that communities and stakeholders felt the LTP must address. Strong and consistent themes emerged around the need for more reliable, affordable and better-connected public transport, safer and more continuous walking and cycling routes, and targeted improvements to road and junction safety. Rural communities emphasised concerns about isolation, reduced access to essential services and the need for better inter-urban bus connectivity. Safety, accessibility and inclusivity were recurring issues raised by disabled people, older residents, young people and those responsible for children's travel.

6.1.3. Participants also raised concerns regarding funding and deliverability. While respondents broadly supported the ambition and strategic intent of the plan, many were uncertain about whether the proposals could be fully delivered without long-term, sustained investment. Several felt that the IP required greater clarity to establish confidence in how, when and where interventions would be funded and delivered. Stakeholders also emphasised the importance of alignment with wider planning, economic development and environmental strategies to ensure joined-up delivery.

6.1.4. Geographically, the majority of comments reflected localised transport challenges, particularly congestion hotspots, rural access barriers, the condition of walking and cycling infrastructure and concerns regarding the adequacy of public transport provision. Levels of agreement were generally higher among respondents living in the Dorset Council area than those in the Bournemouth, Christchurch and Poole area, reflecting both differing local contexts and the larger proportion of responses received from Dorset. The consultation highlighted differing priorities between urban and rural communities and between residents and organisations.

6.1.5. Overall, the consultation demonstrated that the public and stakeholders recognise the need for a long-term shift towards more sustainable, reliable and equitable transport. The feedback provides a strong evidence base to refine the LTP to ensure it responds directly to community priorities and improves confidence in the deliverability of the plan.

Appendix A

ONLINE SURVEY

Dorset and BCP Councils Local Transport Plan Survey

Overview

We're creating a new Local Transport Plan (LTP) that will guide how people and goods move around Dorset and the Bournemouth, Christchurch and Poole (BCP) area from 2026 to 2041.

This joint plan between Dorset Council and BCP Council sets out a long-term vision to make travel easier, safer and more inclusive. The plan looks at how we can improve travel choices, reduce congestion, cut pollution, and make it easier for people to get to work, school, health care and leisure. It also supports our goals to tackle climate change, protect the environment, and help our communities thrive.

This new plan helps us:

- Support a growing population
- Respond to climate change
- Reflect how people live and work today
- Make everyday journeys easier and more reliable

Ensure everyone can access jobs, services and opportunities

Section 1– About You

This section will help us identify the groups of people responding to our survey. Please tick one option for each question.

Question 1.1 – Where do you live? (required)

I live in the Dorset Council area	
I live in the Bournemouth, Christchurch and Poole (BCP) Council area	
I don't live in the Dorset Council area or BCP Council area	
I'm not sure	

Question 1.2 – Where do you work or study? (required)

I work or study in the Dorset Council area	
I work or study in the Bournemouth, Christchurch and Poole (BCP) Council area	
I work or study outside of the Dorset Council and BCP Council areas	
I am currently not in employment, self-employment, or studying	
I'm not sure	

Question 1.3 - I am responding as

An individual person (or on behalf of someone)	
An organisation or group (please tell us the name of your organisation or group below)	
A Business (optional: please tell us the name of the business below)	
A Parish or Town Council Member (please tell us the name of the council below)	
An Elected Member	
Other (please specify below):	

This is where **your journey begins...**

Dorset Council

BCP Council

Section 2 – Our Vision

We have a plan for how people will get around from 2026 to 2041. We want to make travel easier, safer, and better for everyone—whether you walk, bike, take the bus, or drive. Over the next 15 years, we'll work on giving people more ways to travel, making roads and paths safer, helping people stay healthy, and cutting down on pollution. We made this plan by listening to people who live and work in our area, including families, businesses, and local groups.

Our transport plan contains a vision, or big idea, which shows what we want travel to be like by 2041:

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*Our travel will be transformed through **innovation** and **digital connectivity**, creating accessible and **inclusive** travel choices for our residents, workers and visitors. Our transport network will support **sustainable economic growth** in our urban and rural communities, contribute to our **decarbonisation** targets and **protect** our unique local environment.*

In other words, we want travel to be **smarter** and **easier** for everyone. We will use **new technology** to help people get around in ways that are **simple**, **fair**, and work for everyone — whether you live here, work here, or are just visiting. Our transport plan will help towns and villages grow in a good way, keep the air clean, and take care of the special places in our environment.

We would like to hear how much you agree or disagree with the vision for our transport plan. Please tick one option for each question.

Question 2: Our Vision

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
2. How much do you agree or disagree with the vision for the transport strategy?						

Section 3 – Our Objectives

To achieve our vision, our transport plan includes six objectives. We would like to know how much you agree or disagree with these objectives being part of our transport plan.

We would like to know how much you agree or disagree with each objective being part of our transport strategy. The objectives and a brief description of each is included below.

The objectives are not presented in any order of priority.

Question 3: Our Objectives

A: SAFEGUARD THE CLIMATE AND ENVIRONMENT

We will significantly reduce local transport emissions to achieve our locally set Net Zero target by 2045. We will improve local air quality and protect and enhance the local environment, including Dorset Heathlands and our designated National Landscapes, and increase biodiversity.

What does success look like?

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Dorset Council

BCP Council

- By the end of the LTP period carbon emissions from transport will be reduced in line with local and government targets.
- A comprehensive and accessible charging/refuelling network that supports a faster transition to zero-emission vehicles.
- Improved choice, allowing people to get to where they need to go by zero emission transport options.
- Public transport, walking, wheeling and cycling are the preferred option for many journeys.
- Digital technologies have reduced the need to travel.
- National air quality limits for nitrogen dioxide (NO2) and particulate matter (PM) concentrations in the LTP area are fully met.
- A nature positive approach to transport design, delivery and maintenance, including increasing tree planting and installing sustainable drainage systems.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.1 How much do you agree or disagree with objective A being in our transport strategy?						

B: IMPROVE HEALTH AND WELLBEING

We will enable active lifestyles by providing comprehensive walking, wheeling and cycling routes, and deliver safe, inclusive and integrated sustainable travel networks. We will unlock a shift in travel behaviour by providing healthy transport options, particularly for short distance urban trips. We will increase transport choice to reduce social deprivation and inequality and provide greater access to local services.

What does success look like?

- More journeys are undertaken using active modes or public transport using high quality transport networks.
- Our streets prioritise active travel, provide an attractive and safe environment for making healthy travel choices.
- A connected network of walking, wheeling and cycling routes make travelling safer, inclusive and easy to access by everyone.
- Communities are healthier and happier from having access to a wide variety of transport options with high quality supporting infrastructure.
- Residents are benefiting from increased levels of physical activity and improved mental health, and this has reduced the burden on health care resources over time.
- There are more frequent transport services improving access to local facilities.

This is where **your journey begins...**

- The adverse impacts of road transport emissions on public health have been minimised.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.2 How much do you agree or disagree with objective B being in our transport strategy?						

C: CREATE ACCESSIBLE AND PROSPEROUS PLACES

We will improve access to goods, services, employment, education opportunities, and visitor attractions. We will improve connectivity within and between rural and urban areas. We will support the delivery of sustainable and well-connected development to meet the housing and employment needs of the area. We will improve access to local, regional, national and international gateways including Portland Port, Port of Poole and Bournemouth Airport.

What does success look like?

- Successful and vibrant places with economic growth and activity focused on locations that are accessible by a range of sustainable transport options, while essential car journeys can be undertaken easily and reliably.
- Improved access to opportunities and services across the whole of the LTP area and a more equitable transport offer for those areas with the greatest need.
- Economic hubs and international gateways are well connected to the local, regional and national transport network via reliable routes, promoting enhanced travel opportunities by a range of sustainable transport modes.
- New developments are located in accessible and well-connected places, serviced by a range of transport options. More people are choosing to walk, wheel, cycle or use public transport.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.3 How much do you agree or disagree with objective C being in our transport strategy?						

D: ENABLE A SAFER TRANSPORTATION SYSTEM

We will reduce the number of casualties, non-injury collisions and fear of danger on our transport network. We will support the Dorset Road Safety Partnership towards its goal of zero people killed or seriously injured on our roads by 2050. We will provide a safe environment for children travelling to school, leading to more journeys being made by sustainable forms of travel, and reducing congestion associated with the school run.

What does success look like?

- Our streets will be safer and favour moving people rather than motorised vehicles, with space prioritised for walking, cycling and public transport modes.
- Considerable progress is made in working towards zero deaths and serious injuries by the end of the LTP period.
- There is a significant increase in the number of schools actively engaging in travel planning, travel training and there are more school streets. More older children travel independently to school.
- People will feel increasingly safe and comfortable travelling independently using all forms of transport at all times of the day and night.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.4 How much do you agree or disagree with objective D being in our transport strategy?						

E: A RESILIENT AND FIT FOR PURPOSE TRANSPORT NETWORK

We will plan and adapt to improve the resilience of our transport systems and infrastructure. Our transport network will be well managed, resilient and well-maintained. We will reduce congestion and disruption to improve journey time reliability for all journeys. We will reduce the carbon emissions from construction and maintenance of transport infrastructure.

What does success look like?

- Infrastructure is planned, designed, delivered and maintained to be resilient to the effects of climate change, extreme weather, and incidents.
- Services and routes return to normal as quickly as possible after incidents on the network and the impact of any disruption on people and businesses is managed.
- All assets are planned and sustainably managed.
- All new infrastructure is resilient and sustainably constructed.
- Funding opportunities are maximised to ensure the network can operate efficiently and effectively.
- The councils are working more collaboratively with utility companies and developers ensuring that emergency and planned road works and disruption is kept to a minimum.
- The network can adapt to changing travel demands and traffic patterns (including any changes in the makeup of road users and introduction of new travel modes and technologies) during the LTP period.

This is where **your journey begins...**

Dorset Council

BCP Council

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.5 How much do you agree or disagree with objective E being in our transport strategy?						

F: PUBLIC TRANSPORT THAT IS INCLUSIVE AND ACCESSIBLE

We will improve our public transport networks to widen opportunities to access local facilities. Services will be attractive, safe, inclusive and reliable. We will work with partners to increase service frequency and improve connectivity within and between urban and rural locations.

What does success look like?

- Local bus services will operate at higher frequencies, with extended operating hours, becoming a more viable option for getting around without the need to drive.
- More people will use public transport to get to work, school and other key services like hospitals, and user satisfaction will increase.
- Social deprivation will be reduced across the area as more people feel confident and able to access bus and rail services.
- Transport services will be fully integrated so people can make seamless connections between public transport, active travel and sustainable car use.
- Mobility hubs will consolidate services including deliveries, travel information, charging facilities and social spaces to transform our transport interchanges into places that benefit the whole community.
- Digital technologies will make travelling by public transport easier and simpler for everyone and improve the user experience.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.6 How much do you agree or disagree with objective F being in our transport strategy?						

Section 4: Our Policies

We would like to know how much you agree or disagree with each policy in our transport strategy. Pages 28-53 of our transport plan show the policies in full or a summary of them are included below. Please tick one option for each question.

Question 4: Our Policies

How much do you agree or disagree with each policy being in our transport plan?	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
4.1 Objective A: Safeguard the climate and environment						
Policy A1: Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments						
Policy A2: Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure						
Policy A3: Improve local air quality and reduce noise and light pollution to protect our health and the natural environment						
Policy A4: Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity						
4.2 Objective B: Improve health and wellbeing						
Policy B1: Establish a joined up, safe and attractive active travel network supported by appropriate infrastructure						
Policy B2: Promote the benefits of travelling actively within our communities						
Policy B3: Improve local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations						
Policy B4: Active Travel Infrastructure for Sustainable Development						

This is where **your journey begins...**

Dorset Council

BCP Council

How much do you agree or disagree with each policy being in our transport plan?	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
4.3 Objective C: Create accessible and prosperous places						
Policy C1: Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand						
Policy C2: Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways						
Policy C3: Improve access to education, training, employment and leisure/visitor destinations						
Policy C4: Promote sustainable and cost effective travel options and provision of local facilities in new developments using a 'vision led' approach						
Policy C5: Deliver and support residential and business behaviour change initiatives to encourage safe, healthy and greener travel						
4.4 Objective D: Enable a safer transportation system						
Policy D1: Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050						
Policy D2: Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel						

How much do you agree or disagree with each policy being in our transport plan?	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
Policy D3: Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease						
4.5 Objective E: A resilient and fit for purpose transport network						
Policy E1: Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of weather and climate change						
Policy E2: Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys						
Policy E3: Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring						
4.6 Objective F: Public transport that is inclusive and accessible						
Policy F1: Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice						
Policy F2: Prioritise local bus services to make journeys quicker and more reliable						
Policy F3: Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport						

This is where **your journey begins...**

How much do you agree or disagree with each policy being in our transport plan?	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
Policy F4: Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport						
Policy F5: Deliver inclusive design that improves the travel experience of people with specific needs						

Section 5 – Implementation Plan

We have a plan for better travel, and now we need to put it into action. That's what the Implementation Plan is for—it's like a step-by-step guide to help us get things done over the next five years from 2026-2031.

Our plan will:

- List the jobs we need to do first, next, and later.
- Show who's doing what – like which teams or groups are in charge.
- Set timelines – so we know when things should be finished.
- Check progress – to make sure everything is going well.

We have five local area plans to meet the different transport needs of each part of Dorset and BCP. This helps us focus on what each area needs most, tailored to local people, places, and priorities.

You can just answer questions related to the areas plans you have reviewed or are interested in, maybe for example the ones where you live, work or visit – you can skip the others and just leave them blank.

If you have specific comments on the area plans, there is an opportunity to add these in section 6. The full Implementation Plan can be found at dorsetcouncil.gov.uk/local-transport-plan or bcpcouncil.gov.uk/local-transport-plan.

Please tick one option for each question.

Question 5: Area Plans

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
How much do you agree or disagree with the schemes / interventions included within the BCP area plan?						

5.2 South Eastern Dorset Area Plan

	Strongly Agree	Agree	Neither agree	Disagree	Strongly disagree	Not sure

This is where **your journey begins...**

Dorset Council

BCP Council

			nor disagree			
How much do you agree or disagree with the schemes / interventions included within the South Eastern Dorset area plan?						

5.3 Central Dorset Area Plan

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
How much do you agree or disagree with the schemes / interventions included within the Central Dorset area plan?						

5.4 Northern Dorset Area Plan

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
How much do you agree or disagree with the schemes / interventions included within the Northern area plan?						

5.5 Western Dorset Area Plan

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
How much do you agree or disagree with the schemes / interventions included within the Western area plan?						

Section 6 – Your opinion and additional comments

We'd like to know what your overall support is for our transport strategy, as well as any comments you wish to make.

	Strongly support	Support	Neither support nor don't support	Don't support	Strongly don't support	Not sure

This is where **your journey begins...**

Dorset Council

BCP Council

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6.1 To what extent do you support or not support our Transport Strategy?						

6.2 What single thing would assist you most to meet your travel needs?	

6.3 Do you have any other comments that you wish to make related to the questions in this survey on our transport strategy and Implementation Plan? Your comments may relate to the vision, themes, objectives, or polices; or you may have general comments on the transport strategy or Implementation Plan. Please let us know what you are commenting on within your response, by referencing the relevant question number, or topic area listed above. You can comment on as many or few areas as you wish. (Up to 1250 words or 5 pages of text – you can write on the back of this survey or email us at ltp@dorsetcouncil.gov.uk or ltp@bcpcouncil.gov.uk	

Section 7 – Your Preferred Mode of Transport

7.1 - Please select your most often used methods of transport over the last 12 months.

Tick one option for each column.

	Most used	Second most used	Third most used
Walking or wheeling			

This is where **your journey begins...**

Pedal bike			
E-bike			
Beryl bike or e-scooter hire			
Mobility scooter			
Bus			
Train			
Taxi			
Car or van as a driver			
Car or van as a passenger			
Motorcycle or moped			
Other (please specify below)			

Section 8 - About You (Additional Details)

We collect diversity information to help ensure that any changes we make do not unfairly affect specific community groups. It also helps to make sure our consultation responses come from a representative sample of residents.

8.1 Please tell us your postcode. This will help us understand if there are different views from residents in different areas.

8.2 Please select your age group

Under 18	
18 - 24	
25-39	
40-49	
50-59	
60-64	
65+	
Prefer not to say	

8.3 – Do you consider yourself to be disabled as set out in the Equality Act 2010?

Yes	
No	
Prefer not to say	

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last 12 months; and this condition has a substantial adverse effect on their ability

to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS for example) are considered to be disabled from the point that they are diagnosed.

8.4 – What is your sex?

Male	
Female	
Prefer not to say	

A question about gender will follow to answer if you are aged 16 or over

If you are one or more of non-binary, transgender, have variations of sex characteristics, sometimes also known as intersex, the answer you give can be different from what is on your birth certificate.

If you're not sure how to answer, use the sex registered on your official documents, such as passport or driving licence, or whichever answer best describes your sex.

The next question gives the option to tell us if your gender is different from your sex registered at birth, and, if different, to record your gender.

8.5 Is your gender the same as the sex you were registered at birth?

Yes	
No	
If you answered no, please enter the term you use to describe your gender. This is voluntary, so you can leave it blank if you prefer.	

If your gender is not the same as the sex recorded on your birth certificate when you were born (for example, you are transgender or non-binary), tick "No".

If you answered no, please enter the term you use to describe your gender. This is also voluntary, so you can leave it blank if you prefer.

If you would like to record that you have variations of sex characteristics, sometimes also known as intersex, you can use this write-in box. If you would like to, you can also write-in your gender (for example: 'intersex, non-binary').

8.6 What is your sexual orientation?

Please only answer this question if you are 16 years old and over. This question is voluntary, so you can leave it blank if you prefer.

Heterosexual or Straight	
Gay or lesbian	
Asexual	
Bisexual	
Other	
Prefer not to say	
Other please specify	

This is where **your journey begins...**

Dorset Council

BCP Council

"Heterosexual or Straight" means that a person is attracted to people of the opposite sex

"Gay or Lesbian" means that a person is attracted to people of the same sex

"Bisexual" means that a person is attracted to more than one sex

"Asexual" means that a person experiences little or no sexual attraction to others.

"Other" – enter your answer

8.7 – What is your ethnic group?

White: British	
White: Irish	
White: Gypsy	
White: Irish Traveller	
White: Other	
Mixed: White and Black Caribbean	
Mixed: White and Black African	
Mixed: White and Asian	
Mixed: Other	
Asian or Asian British: Indian	
Asian or Asian British: Pakistan	
Asian or Asian British: Chinese	
Asian or Asian British: Other	
Black or Black British:	
Arab	
Other ethnic group (please specify below)	
Prefer not to say	

8.8 Please provide your email address if you would like to be contacted for any follow-up questions to your responses.

Your contact details will be stored securely and disposed of once the consultation is completed.

Thank you for your response. After the consultation closes, we'll review all the feedback and make changes where needed before the plan is finalised in 2026. Once adopted, the plan will help us secure funding and start delivering improvements in your area.

This is where **your journey begins...**

Dorset Council

BCP Council

Appendix B

‘EASY TO READ’ SURVEY

Easy Read

Dorset Council

BCP Council

Local Transport Plan

2026 - 2031

Tell us what you think.

About this plan

This plan has been written by Dorset Council and BCP Council.

We want travelling in Dorset, Bournemouth, Christchurch and Poole to be:

- **easy and safe for everyone**
- **better for the environment**

We will tell you about the things we want to achieve: our **objectives**.

Tell us if you agree with the objectives.

Then we will tell you about the guidelines we will use to make decisions: our **policies**.

Tell us if you agree with the policies.

We would like to know more about the people who fill in the survey.

Tell us about yourself.

How to do the survey

Read each question and fill in your answers.

Send your answers back to us:

By post:
Local Transport Plan
Dorset Council
County Hall
Colliton Park
Dorchester
Dorset
DT1 1XJ

By email:
ltp@dorsetcouncil.gov.uk

We must get your answers by the end of the 13th October.

Our vision

Our **vision** is about how we want the future to be:

We want traveling to be easy, safe and reliable.

We want transport to be better for people who live here, work here, or are visiting. We will use new technology to help us.

Our Local Transport Plan will:

- **help towns and villages to grow**
- **help people to be safe and healthy**
- **look after our environment**

Do you agree with our vision?

☐ I agree

☐ I do not agree

☐ I don't know

Our objectives

Our objectives are the things we want to do.

Good transport plans can help us to achieve all of these things. There are 6 objectives:

A. Protect nature and stop climate change

B. Improve people's health

C. Improve towns, villages and businesses

D. Make travelling safer

E. Make sure transport is reliable

F. Make public transport easy to use

Our objectives

Tell us if you agree with our 6 objectives:

A. Protect nature and stop climate change

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

B. Improve people's health

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

C. Improve towns, villages and businesses

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Our objectives

D. Make travelling safer

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

E. Make sure transport is reliable

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

F. Make public transport easy to use

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Our policies

Policies are guidelines to help us to make day-to-day decisions.

We have written policies to help us with each objective.

Tell us if you agree with them.

A. Nature and climate change

Policy 1: follow all the rules about how much pollution can be put into the air.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 2: help people to use cars, vans and buses that do not pollute the air.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 3: reduce air pollution and unwanted noise and light.

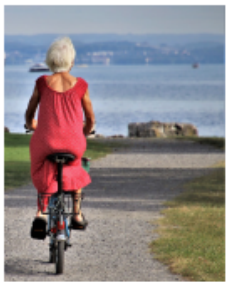
- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 4: look after plants and animals.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

B. Improve people's health

Policy 1: make it easy and safe to walk, wheel and cycle.



- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 2: give people information about why it is good to walk, wheel and cycle.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 3: make it easier to travel to GP surgeries, hospitals, leisure centres and parks. Improve footpaths.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 4: make sure there are routes for walking, wheeling and cycling, in the places where they are most useful.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

C. Towns, villages, businesses

Policy 1: make sure tourists can travel to the places they want to see.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 2: make sure that people and goods can travel easily around:

- dorset
- the south west
- to other parts of the UK
- to other countries

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 3: make sure people can get to school, college and work.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 4: help people use cars less often.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 5: encourage people to choose travel that is safe, healthy and better for the planet.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

D. Make travelling safer

Policy 1: aim for no deaths or injuries on the roads by 2050.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 2: work with schools to make travel safe and sustainable.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 3: make sure everyone is safe, every time they travel.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

E. Reliable transport

Policy 1: make sure that transport is not affected by bad weather and climate change.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 2: make journeys faster, and less affected by roadworks and traffic jams.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 3: use technology to reduce pollution and to manage transport.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

F. Make transport easy to use

Policy 1: work with other organisations to make it easier to get to places by bus and train.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 2: make bus journeys fast and reliable.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 3: use new technology to change how people use buses and trains.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 4: improve bus and train stations. Give people clear information to help them plan their journeys.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Policy 5: make travelling easier for people who need extra help.

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Your comments

Overall, do you agree with our ideas?

- ☐ I agree
- ☐ I do not agree
- ☐ I don't know

Is there anything else you would like to say about our objectives and policies?

Think about the things you do, and the places you need to go.

Tell us about 1 thing that would make travelling to these places better and easier for you:

About you

Answer the first 2 questions.
The rest of the questions are optional.

Where do you live?

- ☐ Dorset Council area
- ☐ Bournemouth, Christchurch and Poole council area
- ☐ Outside these 2 areas

Where do you work or study?

- ☐ Dorset Council area
- ☐ Bournemouth, Christchurch and Poole Council area
- ☐ Outside these 2 areas
- ☐ I don't work or study

I am filling this survey in as:

- ☐ an individual person
- ☐ an organisation or group
- ☐ a business
- ☐ a parish or town council
- ☐ an elected member of a council
- ☐ none of these

If you are filling this in for an organisation, business or council, tell us more here:

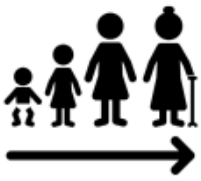
How have you travelled in the past year?

Tick up to 3 that you use the most:

- ☐ walking
- ☐ wheelchair
- ☐ pedal bike
- ☐ electric bike
- ☐ Beryl bike or scooter hire
- ☐ mobility scooter
- ☐ bus
- ☐ train
- ☐ taxi
- ☐ car or van
- ☐ motorcycle or moped
- ☐ other: ☐

Your postcode (just the first part is fine)

DT9



Your age

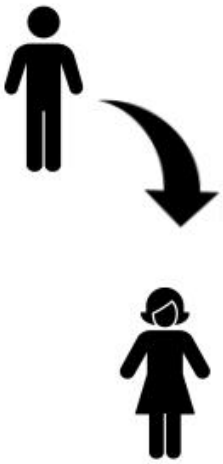
Do you have a disability or health condition?

- ☐ yes
- ☐ no

Your sex when you were born

- ☐ male
- ☐ female
- ☐ other

Your gender



Your **gender** is about how you feel, and how you see yourself.

For example, you may have been born a boy, but now you live as a woman. Your **sex** at birth is male, your **gender** is female.

Is your gender the same as your sex when you were born?

- ☐ yes
- ☐ no

Sexual orientation

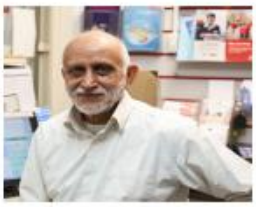
Are you attracted to people who are the:

- ☐ opposite sex - "heterosexual"
- ☐ same sex - "gay" or "lesbian"
- ☐ any sex - "bi" or "pan sexual"
- ☐ other: ☐

Your ethnic group

☐ White English, Welsh, Scottish, Northern Irish, British

☐ White Irish



☐ White other

☐ Gypsy, Irish Traveller, Roma

☐ Mixed ethnic groups

☐ Asian or Asian British

☐ Black or Black British, Caribbean or African

☐ Arab

☐ Other: _____

Your email address - if you want us to contact you about your answers

We will keep your personal information safe.

It will be deleted when the consultation is finished.

Easy Read

www.claretarling.co.uk

Appendix C

CODE FRAME AND FREQUENCY OF RESPONSES

	General	No. of coded comments
A01	Support the transport strategy (general)	130
A02	Support for net zero/climate change	99
A03	Oppose Transport Strategy (general)	88
A04	Oppose Net Zero/Climate Agenda	60
A05	Poor value for money/waste of money	68
A06	Oppose 20mph expansion	22
A07	Oppose EV promotion/people don't use EV	56
A08	Proposals are needed and overdue	21
A09	Proposals do not address the key issues in BCP and Dorset	160
A10	Suggest travel card system to be used for those who can't drive/under a certain age (access to services should not be limited to a certain timeframe)	13
A11	Suggest that the policy should address environmental measures such as biodiversity to mitigate adverse affects of travel	32
A12	Oppose EV due to cost (doesn't save money/too expensive to use)	32
A13	Suggests that there is a car club/car share website to help reduce car usage	15
	Suggestion/changes to buses	
B01	Suggest buses run more frequently (in general)	174
B02	Suggest buses run more frequently in rural areas	160
B03	Suggest more reliable/punctual bus services are needed (e.g. run on time / not being cancelled etc.)	110
B04	Suggest new bus routes to unserved areas (capture any specifics in details sheet)	139
B05	Suggest reinstating withdrawn rural bus routes	36
B06	Suggest reconsider plan to remove / cut back bus service	27
B07	Suggest provision of better bus connections to hospitals, schools, colleges, stations, airport, town centres, tourist spots	173
B08	Suggest cheaper/affordable bus tickets	60
B09	Suggest infrastructure of buses/bus stops needs to be improved (seats, better heating, regular maintenance, cycle carry facilities)	23
B10	Suggest extended hours of service (buses running later in the evening/starting earlier in day)	99
B11	Suggest buses should run on weekends	45
B12	Suggest introducing On-Demand Bus Service / Demand Responsive Transport/community small buses	49
B13	Suggest introducing bus priority measures (lanes/junction priority)	12

B14	Suggest enforcement of bus priority measures (e.g. fines)	2
B15	Suggest routes catering to school and young population needs (affordable, safe routes)	33
B16	Suggest better availability of service information and timetables (inc. publicity, marketing of services)	26
B17	Suggest better accuracy of service information	14
B18	Suggest integrated tickets should be available (e.g. to use on trains too)	22
B19	Suggest buses should be timed to link with rail services (connections with trains)	60
B20	Criticise existing bus connections/network	151
B21	Suggest having direct buses/less interchanges/quicker journeys	79
B22	No bus service in my area	76
B23	Suggests the use of EV buses to minimise harm to the environment	28
B24	Suggests buses should run by Local Authority, not private bus companies	6
	Suggestion on trains	
C01	Suggest more frequent trains	56
C02	Suggest more reliable train service	52
C03	Suggest new/additional trains stations, better links	52
C04	Suggest cheaper, more affordable train fares	28
C05	Suggest better rural connections	43
C06	Suggestions on introducing metro/trams/underground proposals	34
C07	Suggest reinstating withdrawn stations/trains	24
C08	Suggest new trainline routes (capture any specifics in details sheet)	37
C09	Suggests quicker trains	22
C10	Suggest extended hours of service (trains running later in the evening/starting earlier in day)	10
C11	Suggest trains should run on weekends	1
	Suggestions on active travel	
D01	Support for active travel/cycle lanes	143
D02	Suggest more/better cycle lanes (general)	104
D03	Segregated cycle lanes- safe from motor vehicles, pedestrians, etc	81
D04	Suggest improving cycle infrastructure (e.g. junction layouts / new lanes / lighting) / Safer cycle routes needed	151
D05	Secure cycle storage/parking facilities	27
D06	Better pavements and pedestrian facilities (safer facilities)	174
D07	Better walking/cycling links to stations and town centres	62
D08	Suggestions related to e-scooters / e-bikes / bike hire (active travel only)	28

D09	Better enforcement of cyclist / e-bike / scooter behaviour needed / Poor cyclist behaviour is a problem	65
D10	Oppose strategy as it is anti-car/biased to active travel	119
D11	Criticise cycle lanes as being dangerous	71
D12	Criticise cycle lanes as a waste of money	79
D13	Cycle lanes are underused by the public	83
D14	School transport does not fit well with timetables	3
D15	The cycle network lacks continuity	53
D16	Cycle infrastructure has design issues (width, surfacing, junctions, signage)	51
D17	Benefits of cycling are overstated, with cyclists seen as a small minority	61
D19	Proposals will encourage active travel/decrease car use	57
D20	Proposals will not encourage active travel	70
D21	Criticise cycle lanes causing obstruction to properties, reducing access for vehicles	12
D22	Support Maiden Newton–Bridport railway as trailway	16
D23	Oppose Maiden Newton–Bridport railway as trailway	14
	Suggestions on Road Infrastructure	
E01	Suggest verge/hedge/greenery management on roadsides	33
E02	Suggest road capacity improvements (junctions, bypasses, slip roads, motorways)	149
E03	Suggest provision of road safety measures (speed enforcement, 20mph, traffic calming, cameras)	168
E04	Suggest strategic road planning (re-routing freight/A road upgrades)	79
E05	Suggest provision of EV charging infrastructure	52
E06	Improved journey times due to provision of better road infrastructure	18
E07	Suggest coordination of roadworks/utilities	34
E08	Suggest improvements to road infrastructure	118
E09	Road signage is inadequate, better road signs needed	28
E10	Housing growth and overdevelopment are happening without supporting infrastructure	167
E11	Wheelchair / mobility access failures in planning (new developments without access, blocked pavements)	50
E12	Criticism of existing road infrastructure (potholes, lack of road markings)	112
E13	Previously proposed schemes (e.g. LCWIP, TCF) have not been implemented	37
E14	Criticism of increased congestion/pollution from schemes	115
E15	Criticism regarding accessibility for blind/visually impaired/disabled at bus stops/buses	24
E16	Criticism regarding limited road space to add cycle lane	51
E17	Criticism of flooding issues due to lack of adequate infrastructure, drain maintenance, resilient transport network	21

E18	Criticism of school street initiatives (closure doesn't reduce congestion, just moves the problem etc.)	11
	Traffic and Parking	
F01	Reduce traffic congestion/traffic management/improve vehicle flow/fewer delays	217
F02	Suggest provision of parking (general)	61
F03	Suggest parking enforcement/permits for residents	43
F04	Suggest provision of Park and Ride services	30
F05	Suggest cheaper parking facilities	21
F06	Criticism of increased parking costs	15
F07	Proposals will increase parking congestion, making it more difficult to park	28
F08	Improvement to public realm/low traffic neighbourhoods including ULEZ	6
	Policy or Strategy	
I01	Criticism of motives (e.g. greenwashing / money making / war on the motorist)	115
I02	Criticism of questionnaire/survey	52
I03	Criticism of Consultation/won't be listened to	83
I04	Criticism of length of document/complexity deterring responses	34
I05	Criticism of jargon used / lack of plain English	27
I06	Criticism of consultation materials (website, maps, brochure etc.)	28
I07	Policy and strategy will have a positive impact on BCP and Dorset if implemented	17
I08	Policy and strategy will have a negative impact on BCP and Dorset if implemented	57
I09	Criticism the policy isn't forward thinking or innovative enough (technological advancements etc.)	40
	Concerns	
J01	Safety concerns especially for women, vulnerable groups	147
J02	Transport Strategy does not consider needs for disabled/elderly/pensioners/young people	184
J03	Concern regarding digital exclusion (apps not usable, poor signal, for elderly)	23
J04	Concerns regarding rural isolation	115
J05	Concern regarding funding/deliverability	196
J06	Concern regarding impact on local economy, business	68
J07	Safety of children using active travel routes	54
J08	There are no concerns	0
J09	Concern regarding increased risk of collisions/road rage, etc.	124
	Others	
9993	General anger/insults	50
9994	WFH/remote working as transport solution	9
9995	Criticism of Council	120

9996	Query/question	41
9997	Suggest council should be investing elsewhere (e.g. logistics, healthcare, housing, crime)	56
9998	No/No comment/NA	8
9999	Need more information	12

Appendix D

SUGGESTED BUS AND TRAIN ROUTES

Bus Route Suggestions	Total Mentions
Suggest new bus routes to Bournemouth/Bournemouth town centre	17
Suggest new bus route to Dorchester	15
Suggest new bus routes to Wimborne	13
Suggest new bus routes to Poole	13
Suggest new bus routes to Weymouth	12
Suggest new bus routes to Yeovil	10
Suggest new bus routes to Salisbury	8
Suggest new bus routes to Wareham	8
Suggest new bus routes to Blandford	7
Suggest new bus route to/from Bournemouth Airport	6
Suggest new bus routes from Blandford to Wimborne	6
Suggest new bus route to Bridport	6
Suggest new bus routes in North Dorset	5
Suggest new bus routes to Ringwood	5
Suggest new bus routes between Bridport, Lyme Regis, Seaton and Axminster	5
Suggest a new bus route to Sherbourne	5
Suggest new bus route to Shaftesbury	5
Suggest new bus routes from Blandford to Dorchester	4
Suggest increased bus route between Bridport and Dorchester	4
Suggest new bus routes in West Dorset	4
Suggest bus route to Gillingham	4
Suggest new bus route to/from Verwood	4
Suggest new bus routes from Lytchett Matravers to Wimborne	4
Suggest new bus routes from Lytchett Matravers to Dorchester	4
Suggest new bus routes from Blandford to Poole	3

Suggest new bus to Castlepoint Shopping centre	3
Suggest new bus routes to Winbourne	3
Suggest a new bus route to Bovington Camp	3
Suggest new bus route from Christchurch to Bournemouth airport, Aviation Park	3
Suggest new bus route from Lyme Regis	3
Suggest new bus routes from Blandford to Bournemouth	2
Suggest new bus routes from Blandford to Weymouth	2
Suggest new bus routes to Ferndown	2
Suggest new bus routes to Lulworth Cove	2
Suggest direct bus to RBH	2
Suggest new bus routes to Purbeck	2
Suggest new bus route from Bournemouth to Tower Park	2
Suggest new bus route from Poole to Verwood	2
Suggest new bus route to Exeter or Taunton	2
Suggest a new bus route from Bidport to Exeter	2
Suggest a new bus route from Blandford to Yeovil	2
Suggest a new bus route from Harmans Cross to Swanage and Corfe Castle	2
Suggest a new bus route to Maiden Newton	2
Suggest new bus route to Woolsbridge Industrial Estate	2
Suggest new bus route from Blandford to Bournemouth airport, Aviation Park	2
Suggest new bus route to Bath	2
Suggest new bus routes from Lyme Regis to Yeovil	2
Suggest new bus routes from Lyme Regis to Southampton	2
Suggest new bus routes from Wool to Dorchester	2
Suggest new bus route to Sturminster	2
Suggest new bus route to Christchurch Town	2
Suggest new bus routes from Stalbridge to Sturminster Newton, and Blandford	2

Suggest new bus routes from North Dorset to Lyme Regis	1
Suggest new bus routes from North Dorset to Swanage	1
Suggest new bus routes from Sherbourn to Yeovil	1
Suggest new bus routes to Alderholt	1
Suggest new bus routes from Wimborne to Ringwood	1
Suggest new bus routes from Cerne Abbas to Dorchester	1
Suggest new bus routes to Sydling St Nicholas	1
Suggest new bus routes to Frampton	1
Suggest new bus routes from Blandford to Wareham	1
Suggest new bus routes from Lytchett Matravers to Organford	1
Suggest new bus route from West Moors to Winton	1
Suggest new bus route from Bournemouth to Southampton	1
Suggest new bus route from Poole to Bournemouth	1
Suggest new bus routes to Bradford abbas	1
Suggest new bus routes from north Dorset to west bay, Durdle door	1
Suggest new bus route from Chickerell to Wyke Regis	1
Suggest new bus route from Ferndown to Castlepoint, Christchurch	1
Suggest new bus route to Lerret Road	1
Suggest new bus route to Cranborne	1
Suggest new bus route to Woolsbridge road	1
Suggest new bus route from Yeovil from Dorchester	1
Suggest new bus route from Yeovil to Bournemouth	1
Suggest new bus route from Yeovil to Taunton	1
Suggest a new bus route to Littlesea Estate	1
Suggest a new bus route from Kimmeridge, Wareham, Dorset to the bus or train net work	1
Suggest a new bus route from Westham/Southill to Chickerell via the Aldi by army camp	1
Suggest a new bus route to through Harmans Cross	1

Suggest a new bus route from Motcombe to Shaftesbury/Blandford	1
Suggest a new bus route to Swanage-Bournemouth	1
Suggest new bus route from Bournemouth to Verwood	1
Suggest new bus route to Kington Magna	1
Suggest new bus route to Fifehead Magdalen	1
Suggest new bus route to West Stour	1
Suggest new bus route to Buckhorn Weston	1
Suggest new bus route from Thornford to Dorchester	1
Suggest new bus route between Beaminster and Bridport	1
Suggest new bus route from Gillingham to Wincanton	1
Suggest new bus route from Gillingham to Bournemouth	1
Suggest new bus route from Gillingham to Weymouth	1
Suggest new bus route from Winton to Barrack Rd Christchurch	1
Suggest new bus route from central Dorset	1
Suggest new bus route from Wimborne to Christchurch	1
Suggest new bus route to Portesham and Abbotsbury	1
Suggest new bus route from Poole to Bournemouth airport, Aviation Park	1
Suggest new bus route to Bere Regis	1
Suggest new bus routes from Corfe Mullen going to Bournemouth	1
Suggest new bus routes from Bourton and Gillingham	1
Suggest new bus routes from Bourton and Wincanton	1
Suggest new bus route to Bryanston	1
Suggest new bus route to Netherbury	1
Suggest new bus route to Stoborough	1
Suggest new bus routes from Beaminster directly to Dorchester	1
Suggest new bus routes from P&R to Sandbanks, Poole Park	1
Suggest new bus routes from P&R to Blandford	1

Suggest new bus routes to Poole Quay	1
Suggest new bus routes to Worth Matravers	1
Suggest new bus routes to Church Knowle	1
Suggest new bus routes to Thornford	1
Suggest new bus routes from Dorchester to Poole	1
Suggest new bus routes from Dorchester to Wareham	1
Suggest new bus routes from Wimborne to Bournemouth	1
Suggest new bus routes from Wimborne to Poole	1
Suggest new bus routes from Wimborne to Ferndown Industrial Estate	1
Suggest new bus routes from Colehill to Bournemouth	1
Suggest new bus routes from Colehill to Poole	1
Suggest new bus routes from Colehill to Ferndown Industrial Estate	1
Suggest new bus route to Corfe Mullen	1
Suggest new bus route to Frampton	1
Suggest new bus route to Corscombe	1
Suggest new bus route between Wool and Bovington	1
Suggest new bus route to/from Bere Regis to and from Poole, Bournemouth, Wareham or Wool	1
Suggest new bus route to/from Lenthay area	1

Rail Route Suggestions	Total Mentions
Suggest rail route between Bridport, Blandford, Ferndown and Wimborne	3
Suggest rail route to Corfe Castle and Swanage.	3
Suggest rail route between Weymouth, Yeovil, Exeter	3
Suggest rail route to Sturminster Newton	2
Suggest rail route between Weymouth Bournemouth and London	2
Suggest rail route to Salisbury	2

Suggest a Weymouth Park and Ride	2
Suggest rail route between Poole and Bournemouth	1
Suggest rail route between Sherborne to Dorchester or Weymouth	1
Suggest rail route to Gillingham bypassing Yeovil	1
Suggest rail route to Axminster	1
Suggest rail route between Gillingham and Shaftsbury	1
Suggest rail route between Yeovil Pen Mill and Junction to provide an alternative rail connection to London and intermediate locations.	1
Suggest rail route between South Dorset and the Westcountry.	1
Suggest rail route to Wool	1
Suggest rail route to Wareham	1
Suggest rail route to Dorchester	1
Suggest rail route to Exeter	1
Suggest rail route to Exeter, Taunton, Reading and London via Castle Cary.	1
Suggest connection to East-West rail services	1
Suggest rail route to West Moors	1

Appendix E

CODE FRAME – WHAT SINGLE THING WOULD ASSIST YOU MOST IN YOUR TRAVEL NEEDS?

Theme	Description	Frequency
Buses		
General	General bus improvements, but not specific to sub-theme.	139
Coverage	Missing routes, lack of coverage, rural gaps and direct links	225
Frequency	More frequent services, evening/weekend buses, timetable issues	137
Reliability	Cancellations, lateness, unreliable services	106
Cost	High fares and affordability	15
Accessibility	Wheelchair access, ramps, boarding issues	6
Roads		
General	General road issues without a clear sub-theme	153
Congestion	Traffic build-up, delays, traffic flow at peak times	119
Safety	Concerns regarding roundabouts, crossings and traffic lights	23
Surfacing	Potholes, road resurfacing quality	21
Capacity	Narrow roads, calls for widening or dualling following the introduction of active travel measures	19
Cycling		
General	General cycling comments not tied to a sub-theme	133
Infrastructure	Condition/continuity of cycle lanes, need to consider shared-use areas, or segregated lanes	86
New cycle routes	Requests for safe, connected cycle routes	38

Theme	Description	Frequency
Safety	Feeling unsafe cycling on road, driver behaviour issues	14
Opposition to cycle lanes	Concerns about cycle lanes and road space	8
Rail		
General	General rail improvements	98
Access	Difficulty accessing stations, poor connectivity	39
Cost/affordability	High ticket prices and concerns of affordability	2
Frequency	Requests for more train services	4
Reliability	Delays and cancellations	1
Integration travel network		
General	General connectivity problems for onward travel	24
Timetable	Poor connections between modes of travel, mismatched timetables	83
Ticketing	Requests for integrated ticketing for onward travel options	4
Accessibility/mobility		
General	General accessibility comments	8
Mobility	Needs of older/disabled people ignored	28
Environmental factors	Pavements, gradients and infrastructure to aid travel for disabled residents	2
Total of coded comments		**1,535**

Appendix F

IMPLEMENTATION AREA PLANS

Implementation Area Plans

Area	Priorities include, but are not limited to:
Bournemouth, Christchurch and Poole	• **Improving connections between the three towns:** A movement strategy is being developed to prioritise travel options between Bournemouth, Christchurch, and Poole, as well as their district centres. This includes town centre movement strategy improvement packages, such as the Christchurch Transport Network Improvements Package, which will prioritise space for walking, cycling, and public transport and reduce pressure at strategic river crossings. The Bournemouth Town Centre Sustainable Access Package will improve transport options along key corridors, linking the Travel Interchange to the town centre and seafront. Poole Travel Interchange is set for redevelopment, with options to relocate the rail station to the heart of the town centre, reconnecting the high street and improving access by bus and rail. • **Expanding EV charging:** BCP will deliver a network of low-powered on-street public EV charge points, especially in residential areas lacking off-street parking, using LEVI funding and private charge point operator investment. Community charging schemes (e.g., Co-Charger) and the expansion of the CoWheels car club are being promoted, alongside decarbonising the existing fleet. There are plans for a Zero Emission Vehicle Infrastructure Strategy to address future needs for commercial freight, private vehicles and workplace charging. • **Upgrading bus and rail stations:** Bus priority measures will be delivered, including the Bournemouth Station to Town Centre bus priority scheme and improvements at Branksome Roundabout. Poole Bus Station, Boscombe Bus Station, and Bournemouth Travel Interchange will be upgraded with new shelters, accessible boarding kerbs, real-time information screens and enhanced CCTV. Accessibility improvements are planned for all railway stations in BCP, including Hamworthy, Parkstone, Branksome, Pokesdown and Christchurch, in partnership with Network Rail and the Western Gateway STB. • **Making school journeys safer:** A Child Friendly Streets scheme will improve conditions for walking, wheeling, scooting and cycling within a one-mile radius around each secondary school, aiming for 90% of children to make safe and active journeys. The Sustainable Modes of Travel to School (SMOTS) strategy will promote sustainable travel to schools and colleges, supported by Bikeability training for children and free cycle training for adults. Priority school crossing patrol replacements and new pedestrian crossings are also planned.
Central Dorset	• **Upgrading to key roads:** Strategic corridor improvements are planned for the A35 (Dorchester bypass), A354 (Dorchester to Weymouth and Portland) and A37 (northwards to Yeovil and Bristol). These include junction upgrades, bus priority measures and active travel enhancements. The A37 package will address flooding and safety issues, while the A354 corridor will benefit from multi-modal enhancements and a new mobility hub at Weymouth Park and Ride. • **Improving access to Portland Port:**

Area	Priorities include, but are not limited to:
	A package of access and traffic management interventions will improve connectivity to Portland Port, including rearrangement of Wyke Road junction for HGVs, active travel links from Fortuneswell/Castletown to Easton and safety improvements on Portland Beach Road. The port's expansion will facilitate goods movement by rail and support local economic growth. • **Expanding e-bike scheme:** The Dorchester, Weymouth and Portland e-bikeshare scheme will be expanded, increasing the number of bikes and docking bays to improve access for residents and visitors. This complements new and improved active travel routes connecting residential areas with town centres, business parks, schools, hospitals and railway stations.
Northern Dorset	• **Enhancing rural transport:** The IP focuses on enhancing rural mobility through improved bus service frequency and reliability on strategic inter-urban routes (e.g., Blandford–Shaftesbury–Gillingham, Yeovil–Sturminster Newton–Blandford). Saturday bus services will be extended and zero-emission buses introduced. Community transport schemes, such as minibus and dial-a-ride services, will continue to play a vital role, especially for older residents and those in isolated areas. • **Extending the North Dorset Trailway:** Improvements to the Rights of Way network include extending the North Dorset Trailway north from Sturminster Newton and south towards Poole, enhancing long-distance active travel opportunities and linking communities along the former railway line. • **Improving access to rail and bus services:** Accessibility upgrades are planned for Gillingham and Sherborne stations, including step-free access, improved signage and better integration with local bus and active travel networks. Mobility hubs will be introduced in Sherborne, Gillingham and Shaftesbury, supporting interchange between modes of travel.
South Eastern Dorset	• **Improving links to the BCP area:** A strategic sustainable travel network will connect South East Dorset to the BCP conurbation, including active travel routes and bus corridor improvements. Bus priority measures segregated active travel infrastructure and traffic management will reduce congestion and promote healthy travel option. • **New cycle routes:** Regional cycle network routes will be developed to connect gateways, major centres and employment hubs between Dorset, BCP and Hampshire. Improvements will focus on gaps in the network, such as river crossings and busy junctions, to enhance cycling connectivity and accessibility. • **Improving bus services:** Bus service frequency will be increased on core inter-urban routes, aiming for at least hourly services, with enhancements to reach a 30-minute frequency where commercially viable. Evening and weekend services will be extended and mobility hubs introduced in Blandford, Wimborne, Ferndown and Wareham.

Area	Priorities include, but are not limited to:
	• **A pilot scheme to improve rural mobility:** The South East Dorset Rural Mobility Pilot, a joint initiative with BCP, will improve transport links between rural communities and urban centres, increasing bus frequencies, developing mobility hubs and introducing feeder on-demand services to combat isolation and support sustainable travel choices.
Western Dorset	• **Improving bus routes:** Bus services will be enhanced through increased frequency and extended weekend operations on key routes such as Bridport to Axminster to Dorchester and Bridport to Yeovil. The introduction of zero-emission buses will modernise the fleet and improve passenger experience. Mobility hubs will be developed in Bridport to support seamless interchange between modes. • **Improving walking and cycling infrastructure:** Town centre traffic management and access improvements in Bridport and Lyme Regis will reduce traffic, improve air quality and create safer environments for walking and cycling. Enhancements to the rights of way network, including developing the Maiden Newton to Bridport Trailway, will support healthier lifestyles and access to green spaces • **New measures to manage seasonal congestion:** Targeted improvements along the A35 corridor will enhance safety, reduce congestion and improve resilience, particularly in areas prone to flooding and seasonal traffic pressures. Traffic management and public realm improvements will be delivered in key town centres to reduce congestion and improve accessibility, supporting vibrant and well-connected communities.

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Appendix 5 - Summary of Key Changes

Post consultation feedback, the updated Local Transport Plan strategy has been carefully developed from the draft version and introduces a more credible and deliverable strategy.

The document has been slightly restructured, mainly to move away from a purely policy led format, to a more narrative led approach. The challenges and constraints are now laid out first, before then setting out our long-term vision. This strengthens the ability for the strategy to be read and understood.

The tone has been adapted in places, so that it focuses more on delivery, within the various constraints mentioned, including the funding assumptions which have been updated, risks which are more clearly articulated and dependencies such as energy infrastructure are more explicitly recognised. This results in a more realistic and transparent delivery narrative.

Improved descriptions of the integration of land use and transport planning, particularly through the introduction of the Department for Transport's Connectivity Tool to inform development decisions is a notable improvement. The public transport narrative is also more robust, with a clear focus on reliability, journey times and frequency, reflecting current best practice.

It should be noted that there has been a subtle softening of ambition within the climate and environment objective, in places, for example in relation to zero emission vehicle policy, where the language has shifted from "accelerating" to "supporting" uptake.

The final version of LTP is better evidenced and more deliverable, supported by a strong consultation evidence base which has allowed us to further refine how the vision will be delivered and ensuring that there is consistency across the narrative.

The table below summarises the key changes to the revised strategy split by policy, delivery and structural changes. This is not comprehensive, but a summary of the key changes.

POLICY			
Item	**Update**	**Draft**	**Final**
Decarbonisation strategy	Clearer, more evidence-led narrative	Part of the introduction	Section 4 standalone chapter
EV policy wording	Subtle softening of ambition	"accelerate uptake"	Policy A2: "support uptake"
New roads	Stronger policy signal embedded in introduction	-	-
Private cars	Improved language around public and political acceptability, choice remaining and emphasising benefits to motorists	-	-

Land use integration	Stronger alignment with Local Plans and national direction	-	-
Development policy	More operationally focused and rational	-	Added to objective C
Public transport strategy	More delivery-focused and actionable	-	Objective F expanded and strengthened
Bus strategy	Clear alignment with best practice	-	Added to policy F2
Innovation and MaaS	Wording better reflects future proofing	-	Expanded Objective F
Mass transit ambition	Long-term BCP aspirations strengthened	-	-

DELIVERY			
Item	**Update**	**Draft**	**Final**
Consultation evidence	Stronger and more defensible evidence base	Section 1 Engagement	Section 5 What you said
Inclusion and accessibility	Better alignment with equality and health priorities	Cross-cutting references	Expanded (Section 5 + objectives)
Behaviour change	Softened language for EV led transition	Section 4 Challenges	Section 3 Getting local transport right
Funding	More realistic and credible funding position	Section 6 Delivery	Section 8 Steps to Delivery
Grid capacity / energy	Explicit recognition of infrastructure constraints	Section 4 Challenges	Section 3 Getting local transport right
Risk	Greater transparency and realism	Section 4 Challenges	Section 3 Getting local transport right
Monitoring framework	Better considers inequalities but remains compliant	Section 5 Monitoring & Evaluation	Section 7 Monitoring our progress
Delivery framework	Strong continuity and clarity	Section 6 Implementation Plan	Section 8 Implementation Plan

STRUCTURE			
Item	**Update**	**Draft**	**Final**
Overall structure	Improved flow and narrative	Traditional linear LTP format	Narrative-led reordered structure in line with updated guidance
Strategic framing	Stronger, more honest framing early on	Section 4 Challenges	Section 3 Getting local transport right

Foreword and conclusion	Closing narrative strengthened	Foreword only	Foreword + partial conclusion
Personas (“I want…”)	More accessible and relatable	Limited use	Expanded across objectives
Repetition and length	Reduces clarity and impact	Increased duplication	More concise
Narrative cohesion	Tightened	Consistent but policy-heavy	More engaging
Place specificity	More grounded and credible	General statistics	Stronger local references
Policy consistency	Risk of inconsistent messaging	Generally consistent	Few variations across sections

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Appendix 6 - Summary of Department for Transport Consolidated Funding

Dorset Council confirmed multi-year consolidated DfT funding

Element	2026/27	2027/2028	2028/29	2029/30	Total
Active Travel (Capital)	£476,427	£476,427	£476,427	£476,427	£1,905,708
Active Travel (Revenue)	£149,483	£149,483	£149,483	-	£448,449
Highway Maintenance (Capital)	£25,845,000	£29,941,000	£32,404,000	£37,044,000	£125,234,000
Bus Grant (Capital)	£1,711,407	£1,745,808	£1,780,208	£1,814,608	£7,052,031
Bus Grant (Revenue)	£2,261,496	£2,261,496	£2,261,496	-	£6,784,488
Local Transport Grant (Capital)	£2,160,000	£3,249,000	£4,452,000	£5,656,000	£15,517,000
Local Transport Grant (Revenue)	£363,000	£363,000	£363,000	-	£1,090,000
Grand Total	**£32,966,813**	**£38,186,214**	**£41,886,614**	**£44,991,035**	**£158,031,676**

*Revenue for 2029/30 will be determined at future Government Spending Reviews.

Bournemouth, Christchurch and Poole Council confirmed multi-year consolidated DfT funding

Element	2026/27	2027/2028	2028/29	2029/30	Total
Active Travel (Capital)	£2,249,725	£2,249,725	£2,249,725	£2,249,725	£8,998,900
Active Travel (Revenue)	£705,869	£705,869	£705,869	-	£2,117,607
Highway Maintenance (Capital)	£7,763,000	£9,144,000	£9,860,000	£11,273,000	£38,040,000
Bus Grant (Capital)	£3,018,821	£3,079,501	£3,140,180	£3,200,860	£12,439,362
Bus Grant (Revenue)	£2,621,127	£2,621,127	£2,621,127	-	£7,863,381
Local Transport Grant (Capital)	£3,346,000	£3,620,000	£4,961,000	£6,302,000	£18,229,000
Local Transport Grant (Revenue)	£375,000	£375,000	£375,000	-	£1,125,000
Grand Total	**£20,079,542**	**£21,795,222**	**£23,912,901**	**£23,025,585**	**£88,813,250**

*Revenue for 2029/30 will be determined at future Government Spending Reviews.

Appendix 8 - Climate Wheel Accessible Table of Impacts and Table of Recommendations

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	minor positive impact
Buildings & Assets	No known impact
Transport	major positive impact
Green Economy	major positive impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	No known impact
Water	No known impact
Resilience and Adaptation	major positive impact

Corporate Plan Aims	Impact
Grow our economy	strongly supports it
High-quality and affordable housing	minor positive impact
Communities for all	strongly supports it

TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
Provide advice and/or signpost business to sources of information on how they can reduce their bills and environmental impact by fitting renewable energy	Recommendation accepted – The LTP is an overarching strategy, individual teams responsible for programme delivery will be encouraged to provide advice to businesses, including support on electric vehicle charging infrastructure and promotion of travel planning to promote public transport and active travel.
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	

Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
No recommendations found for this category	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

Cabinet

23 June 2026

Dorset National Landscape Defra funding

For Decision

Cabinet Member:
Cllr N Ireland, Leader, Climate, Performance, Communications and Safeguarding

Local Councillor(s):
Cllr B Bawden, Cllr S Christopher, Cllr B Bolwell, Cllr P Mooney, Cllr S Williams, Cllr S Clifford, Cllr G Taylor, Cllr C Monks, Cllr C Kippax, Cllr N Eynsenck, Cllr S Holland, Cllr D Taylor, Cllr R Tarr, Cllr D Northam, Cllr R Biggs, Cllr P Dickenson, Cllr L O'Leary, Cllr N Ireland, Cllr M Baker, Cllr L Beddow, Cllr B Wilson, Cllr B Ezzard, Cllr R Holloway, Cllr G Suttle, Cllr C Tomes, Cllr J Haynes, Cllr D Murcer, Cllr E Parker, Cllr B Cooper, Cllr S Jespersen, Cllr J Somper, Cllr R Legg

Senior Leadership Team:
J Britton – Executive Director, Environment and Economy

Report author and job title: Tom Munro, Dorset National Landscape Manager
Email: tom.munro@dorsetcouncil.gov.uk

Statutory Authority:

Report status: Public (the exemption paragraph is N/A)

1. **Executive summary (maximum of 500 words)**

1.1 Dorset has two National Landscapes (areas of outstanding natural beauty): the Cranborne Chase and Dorset.

1.2 Dorset Council is the accountable body for the Dorset National Landscape Partnership and hosts the Dorset National Landscape Team.

1.3 The Dorset National Landscape Partnership is the local governance body for the management of this national designation which covers over 45% of the County.

1.4 The Partnership Board acts as an advisory committee to Dorset Council and includes 3 Dorset Council members alongside representatives from parish councils and organisations representing landowning, farming, forestry, nature and rural business interests.

1.5 Majority core funding for the partnership is provided by Defra, the sponsoring government department for National Landscapes and National Parks.

1.6 Defra funds are allocated via a national funding formula. All funds are intended to enable delivery of the Dorset National Landscape Management Plan. The allocation is divided into the following categories:

- Core revenue funds, for the operation of the team and its projects, and wider allocation according to the partnership's recommendations.
- Core capital funds for furthering the purposes of the designation with specific priority to be given to (a) enabling more equitable access to the landscape and its special qualities, and (b) nature recovery.
- Farming in Protected Landscapes (FIPL), for distribution as a grant for farming-related projects which deliver outcomes for nature, climate people, and place.

1.7 The Dorset National Landscape Partnership has received notification of its funding allocation for the financial year 2026-2027 totalling £1,765,915 with indicative allocations for 2027-2028 and 2028-2029 being the same (subject to confirmation). They offer is as follows:

- Core revenue grant £283,705
- Core capital grant incorporating £574,591
- Core revenue 'one-off uplift' grant £107,666
- Farming in Protected Landscapes £799,953

1.8 Delivery of the Dorset National Landscape Management Plan facilitates Dorset Council meeting its statutory duty in relation to the protected landscape. Specifically this is s85 of the Countryside & Rights of Way Act (2000) as amended by the Levelling Up & Regeneration Act (2023), which states, "In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty"

1.9 The Dorset National Landscape Management Plan supports delivery of aspects of the Dorset Council Plan. This is strongest in "responding to the climate and nature crisis" but has relevance to the other strategic priorities.

2. Recommendation(s)

2.1 Cabinet accepts (in principle) the funding offered by Defra as the accountable body for the Dorset National Landscape Partnership, subject to the contract/s being found acceptable by officers representing legal and financial interests.

2.2 Cabinet delegates the signing of contracts according to the Constitution's Scheme of Delegation

3. Reason for the recommendation(s)

3.1 Funding offered supports the discharge of statutory duties and enables positive delivery in alignment with Council Plan priorities.

4. **The report**

4.1 Dorset National Landscape is the fifth largest of England's 34 areas of outstanding natural beauty, covering 1,129km^2 the vast majority of which is in the Dorset Council area, with minor areas of East Devon and South Somerset included. It is designated for its natural beauty as described in the Dorset National Landscape Management Plan's Statement of Significance, summarised as:

- Scenic beauty; landform and landmarks; 'a microcosm of rural England'; undeveloped rural areas and coast; tranquillity and dark skies
- Wildlife of national and international importance
- Significant archaeological and geological features; 'a living textbook'
- Significant cultural responses to the landscape from many important individuals in the areas of poetry, literature, music and the visual arts.

4.2 The Dorset National Landscape Partnership encompasses 17 organisations (including Dorset Council) representing the interests of land use, rural economy, nature, culture and community. The Dorset National Landscape Partnership Board acts as an advisory committee to Dorset Council which is the accountable body for the partnership, hosting its dedicated team.

4.3 While the Dorset National Landscape Partnership is a hosted organisation, its core aims as articulated in its management plan aligns strongly with the council's priority of responding to the climate and nature crisis.

4.4 In a letter of intent from Defra, the Dorset National Landscape Partnership received notification of its funding allocation for the financial year 2026-2027 totalling £1,765,915 with indicative allocations for 2027-2028 and 2028-2029 being the same (subject to confirmation). They offer is as follows:

- Core revenue grant £283,705
- Core capital grant incorporating £574,591
- Core revenue 'one-off uplift' grant £107,666
- Farming in Protected Landscapes £799,953

4.5 Defra's letter of intent goes on to set the following expectations for expenditure: "During 2026/27 I would like each National Landscape team to determine how it can use grant funding to support delivery of the government's priorities for protected landscapes asset out in the Protected Landscapes Targets and Outcomes Framework and Environmental Improvement Plan 2025, particularly our commitments to;

- Enable protected landscapes organisations to make land greener, wilder, and more accessible to all, and;

- Increase the contribution that protected landscapes are making to Environment Act and EIP targets, measured through the Protected Landscapes Targets and Outcomes Framework.

"It is also important that National Landscape teams collaborate effectively at a regional and national level, working together with each other, the National Park Authorities, the Protected Landscapes Partnership and Green Finance Accelerator towards delivery of these priorities."

4.6 The expectations are met by committing this funding to the delivery of the Dorset National Landscape Management Plan 2026-2031 which was adopted by Cabinet on 9th December 2025.

4.7 Dorset Council commits an annual budget of £56,300 to the partnership's operation.

4.8 The Dorset National Landscape Team seeks funding from other sources to deliver the Management Plan. Total direct spend by Dorset National Landscape Partnership for 2026-2027 was £2,198,295 – typical annual spend is around this figure. Added value in terms of estimated partner contributions (£733,140) and volunteer time (£177,905) bring a total value delivery to just over £3million.

4.9 For every £1 of Dorset Council budget committed the Dorset National Landscape, £38.94 is generated in direct value, with the total value rising to an estimated £54.02 when including partner contributions and volunteer time, demonstrating a strong return on investment and the wider social, environmental, and economic benefits of supporting landscape-scale initiatives.

4.10 Delivery of the Dorset National Landscape Management Plan supports action on the Dorset Council corporate priorities, in particular the response to the climate and nature crisis:

- 30% of land managed for nature: core funds and Farming in Protected Landscapes are administered as grant to support nature's recovery. For instance, in 25-26 a grant went to support land acquisition by National Trust at Cerne Abbas bringing 25.08ha land adjacent to a Site of Special Scientific Interest out of intensive management and into management for nature.
- Rights of Way: core funds are allocated to enhance access for all.
- County Farms: Farming in Protected Landscapes grants have supported a project 'unlocking the biodiversity potential of Dorset Council Farms', providing tenants an ecological assessment and a list of potential actions that could be grant supported.

- Landscape Recovery: the Dorset National Landscape team are supporting Wareham Arc Landscape Recovery in their negotiations with Defra for a 20-year, 4000ha nature recovery programme to the north of Wareham.
- Landscape resilience: the Dorset National Landscape team lead the Brit Catchment Natural Flood Management project, supported by the Environment Agency. This project is installing measures to slow the flow of water and sediment, reducing flood risk to vulnerable properties in Bridport and reducing the maintenance burden in West Bay Harbour. Farming in Protected Landscapes funds have also supported several interventions co-designed by Dorset Council's Flood Risk Management team as part of the Dorset Rural Runoff Project.
- Community action: Dorset National Landscape team administer the Dorset Community Tree Fund supporting a network of tree wardens and providing grants and advice to community groups for tree planting.
- Supporting sustainable farming: several of the Dorset National Landscape team's initiatives support farmers in their continued transition towards more nature-friendly farming. Grants have supported on-farm composting to enhance soil health and displace artificial fertilisers, peer-to-peer learning in soil management and regenerative techniques and the team facilitate a farmer group interested in developing biofertiliser.
- Renewable energy: the management plan supports the development of forms of renewable energy that are appropriate to the protected landscape in scale, location and design.

4.11 Delivery of the Dorset National Landscape Management Plan supports action across the other Dorset Council corporate priorities:

- High quality and affordable housing: the Management Plan recognises the need for more affordable housing and supports development of appropriate exception sites.
- Grow our economy: the Dorset National Landscape team is working with partners across Purbeck, for instance, to provide more employment opportunities for young people in a growing nature-positive economy.
- Communities for all: the Dorset National Landscape team has been supporting green prescribing and nature-based wellbeing activities for many years through its project Stepping into Nature. Its latest iteration Nature Buddies is establishing a network of volunteers to support those facing barriers to accessing the countryside due to long-term health conditions.

5. **Alternative options considered**

5.1 Except for two Conservation Boards for Chilterns and Cotswolds National Landscapes which were established by Parliamentary Order, all other English National Landscape accountable bodies are local authorities.

5.2 There is no alternative accountable body organisation for the Dorset National Landscape Partnership.

5.3 There is no alternative source of significant core funding for the Dorset National Landscape Partnership.

6. **Legal considerations**

6.1 The funding contract will be reviewed by Legal Services.

7. **Financial implications**

7.1 Dorset Council provides an annual budget of £56,300 as its contribution to the Dorset National Landscape Partnership; this local match funding is expected by Defra.

7.2 The funding contract will be reviewed by appropriate officers in the Resources Directorate.

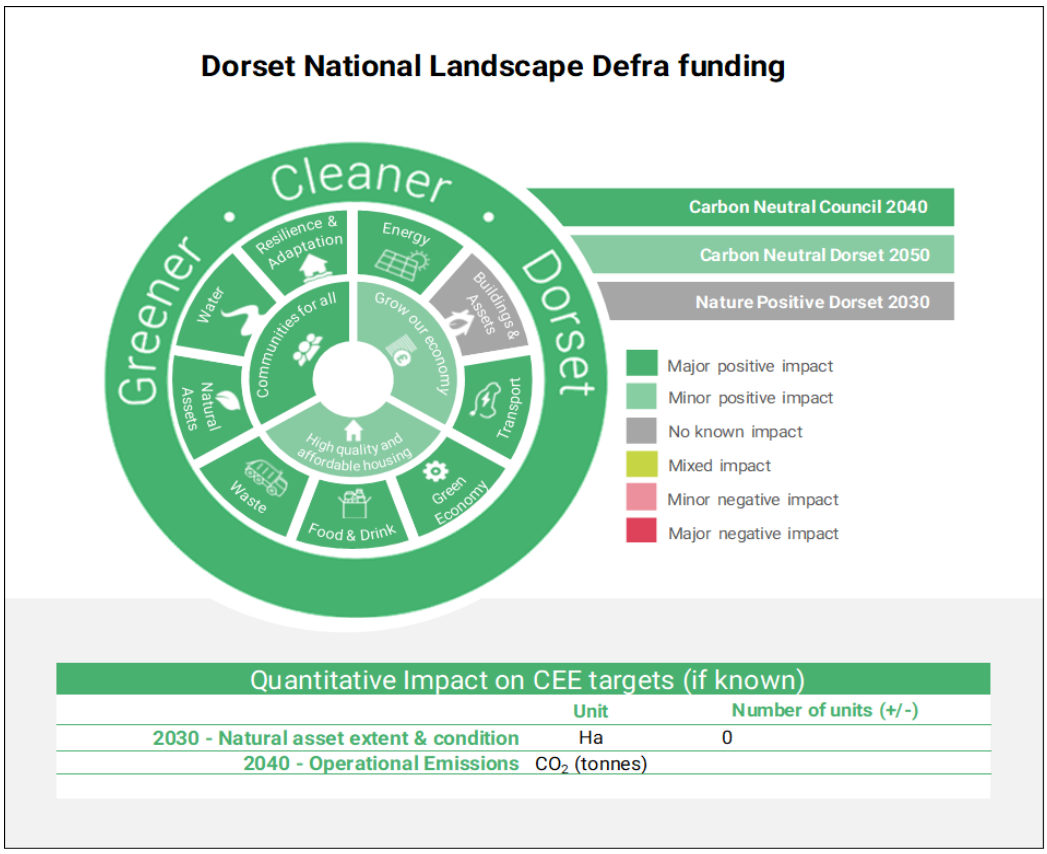
7.3 No additional financial burdens fall on Dorset Council by accepting these funds.

8. **Natural environment, climate & ecology implications**

8.1 The Dorset National Landscape Partnership, its team and its funds are a significant contributor to nature recovery and the delivery of the Local Nature Recovery Strategy, alongside supporting landscape resilience to mitigate and adapt to climate change.

8.2 The Dorset National Landscape Partnership's aims as articulated in its management plan support the delivery of the climate and nature council plan priority.

8.3 The funds are for the delivery of the Dorset National Landscape Management Plan 2026-2031. This plan was written alongside a Strategic Environmental Assessment which shaped its policies and supporting actions and was adopted by Cabinet on 9th December 2025 (with a supporting Climate & Ecology wheel).



This wheel assesses the impact of the aims and policies of the Dorset National Landscape Management Plan, delivery of which this funding is being provided to support.

9. **Well-being and health implications**

9.1 Since 2017 the Dorset National Landscape team has been programmes facilitating greater access to the landscape for older people and those living with long-term health conditions.

9.2 These programmes have been shaped and steered with input from Public Health Dorset and Adult Social Care.

9.3 The current initiative, Nature Buddies, is developing a network of trained volunteers to support green social prescribing and access to nature for anyone facing barriers to doing so – more online here: https://dorset-nl.org.uk/all_ways_out/nature-buddies/

10. **10. Other implications**

10.1 None.

11. **11. Risk implications**

11.1 Dorset Council has previously accepted grants from Defra on behalf of the Dorset National Landscape Partnership.

11.2 The recommendation is to accept this grant in principle subject to the contract/s being found acceptable by officers representing legal and financial interests, thereby minimising risk.

12. **12. Equalities**

12.1 The funds are for the delivery of the Dorset National Landscape Management Plan 2026-2031. This plan was written alongside an Equalities Impact Assessment which shaped its policies and supporting actions and was adopted by Cabinet on 9th December 2025.

13. **13. Appendices**

13.1 Climate & nature accessible table

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	major positive impact
Buildings & Assets	No known impact
Transport	major positive impact
Green Economy	major positive impact
Food & Drink	major positive impact
Waste	major positive impact
Natural Assets & Ecology	major positive impact
Water	major positive impact
Resilience and Adaptation	major positive impact

Corporate Plan Aims	Impact
Grow our economy	minor positive impact
High-quality and affordable housing	minor positive impact
Communities for all	strongly supports it

13.2 Climate & nature recommendations

TABLE OF RECOMMENDATIONS	
Recommendations	**Responses -will this be incorporated into your proposal? How? And if not, why not?**
Energy	
consider opportunities to generate renewable energy on the land	opportunities for RE generation are promoted by the management plan in so far as they are compatible with other policy imperatives and statutory duties for the protected landscape
Buildings & Assets	
No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
No recommendations found for this category	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

14. 14. Background papers

14.1 Dorset National Landscape Management Plan is available online at: https://dorset-nl.org.uk/resources/management-plan-2026-31/

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director of Assurance & Governance (Monitoring Officer), the Director for Resources (Section 151 Officer) and the appropriate Portfolio Holder(s)

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Cabinet

23 June 2026

Dorset Council response to consultation on permitted development rights for onshore wind turbines in England

For Decision

Cabinet Member:
Cllr S Bartlett, Planning

Senior Leadership Team:
J Britton – Executive Director, Economy and Environment

Report author and job title: Anna Lee, Service Manager for Development Management and Enforcement; and Andrew Collins, Development Management Team Leader North

Email: anna.lee@dorsetcouncil.gov.uk; andrew.collins@dorsetcouncil.gov.uk

Report status: Public (the exemption paragraph is N/A)

1. Executive summary

1.1 The Government recently consulted on the proposed introduction of a new permitted development right for small-scale, non-domestic wind turbines. Officers from the planning, landscape and climate and sustainability teams reviewed the proposals, and a member webinar was held on 22 May to inform members of the proposals and seek views on the proposed response. The response (included as Appendix A) was submitted on 10 June 2026, in order to meet the Government's deadline. This report is seeking Cabinet's formal endorsement of Dorset Council's response to the consultation.

1.2 In summary, the Council's response supports the proposed introduction of the new permitted development right and welcomes the streamlined planning process which aims to enable non-domestic users such as businesses, farms and public sector organisations to install a single wind turbine more easily. The response recognises the role of community energy initiatives and sets out that these can be especially helpful in increasing the supply of sustainable, affordable and resilient energy supply for local communities and businesses.

1.3 The response supports the Government's proposal that certain areas should be excluded from the permitted development right and suggests additional areas for exclusion. It is suggested that the proposed maximum tip height for

the new permitted development right could be increased to 35m, as the Government's proposed maximum tip height of 30m may unintentionally result in reduced viability and output for small-scale turbines. The response sets out that the Council supports the principle of renewable energy provision and, in line with national policy, will give significant weight to the benefits to renewable energy generation. The further expansion of permitted development rights (for example to cover larger scale wind turbines above 35m in tip height or multiple turbines on a single site) is not supported as it is important to ensure full assessment of the impacts of these schemes through a planning application.

2. Recommendation

2.1 That Cabinet endorses the response submitted (as set out in Appendix A) to the recent Government consultation on the proposed introduction of a new permitted development right for small-scale, non-domestic wind turbines.

3. Reason for the recommendation

3.1 The proposed new permitted development right will streamline the planning process for small-scale non-domestic wind turbines which meet certain criteria. The consultation response set out in Appendix A supports the principle of the new proposed permitted development right whilst also highlighting the importance of a full assessment of impacts through a planning application for larger scale schemes.

4. The report

4.1 The consultation includes 20 questions, of which many are multi part questions. These are not all repeated here but the Council's response to the consultation can be found in full in the appendix.

4.2 A members briefing webinar was undertaken on Friday 22 May 2026 where members were invited to ask questions of planning and climate and sustainability officers. Members were given the opportunity to provide any further comments by Wednesday 27 May 2026. No further comments were received from any member.

4.3 In the webinar members were supportive of the proposals and understood that it would not apply in the National Landscapes. They also understood that in assessing the new permitted development right the Local Planning Authority can still consider siting, impact of the development on the amenity of the area and contamination risks. Members noted the potential value of pairing small-scale battery storage with microgeneration, as is common for rooftop solar PV installations to maximise the efficiency of generation and the grid. We have therefore highlighted the importance of considering any associated

requirements for battery storage in the response, and this may require a review of the current permitted development rights in relation to this.

4.4 The Government proposal suggests limiting the height of a wind turbine to 30m. However, to achieve a maximum output of 50KW, the climate and sustainability team have suggested that this would require a height of 35m. This has been reflected in the response.

5. Alternative options considered

5.1 No alternative options considered.

6. Legal considerations

6.1 There are no specific legal considerations.

7. Financial implications

7.1 There are no financial implications. The consultation response has been prepared by the officer team.

8. Natural environment, climate & ecology implications

8.1 Natural environment

The consultation is proposing that the new permitted development right would not apply to National Landscapes (formerly known as Areas of Outstanding Natural Beauty), nor would it apply to Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites.

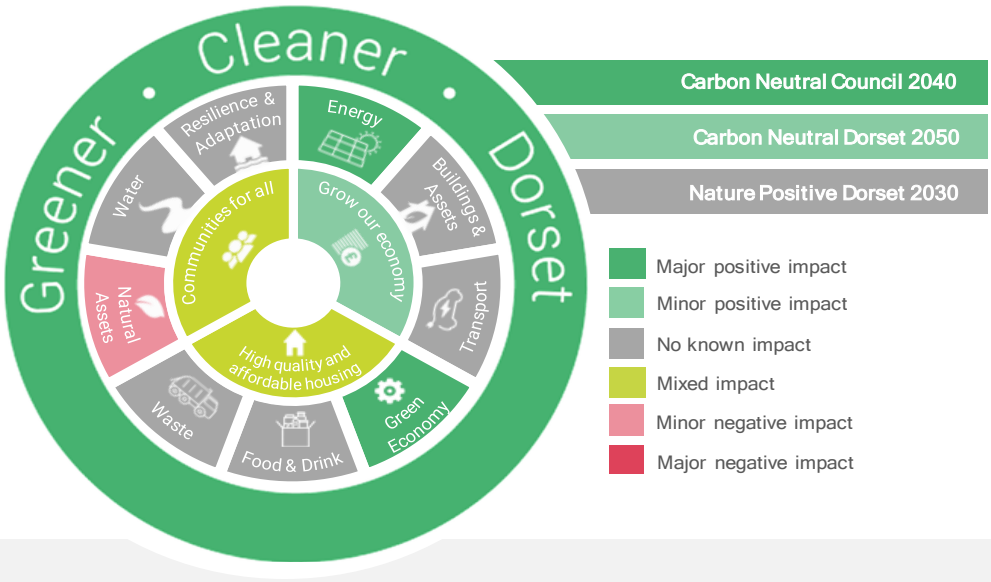
8.2 Climate

Dorset Council is a recent signed up member of UK:100, a network of council's working together to tackle climate change. In addition, Dorset Council has an aim for the council to be net zero by 2035 and the county by 2045. Any small increase in meeting this aim, whilst still considering the unique landscape of Dorset is welcomed.

8.3 Ecology

The consultation is proposing that the permitted development right would not apply to Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar sites. In the Council's response to the proposal buffer zones around SPAs, SACs and Ramsar sites are suggested to protect migratory birds.

Government Consultation on Non-domestic On-shore Wind



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO_2 (tonnes)	

9. Well-being and health implications

9.1 No well-being or health implications identified.

10. Other implications

10.1 No other implications identified.

11. Risk implications

11.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

12. Equalities

12.1 No implications identified.

13.1 Appendix A: Dorset Council response to the consultation on permitted development rights for onshore wind turbines in England.

14. Background papers

14.1 Government Consultation Document – Permitted Development Rights for Onshore Wind Turbines – closing date 10 June 2026. (Department for Energy Security and Net Zero 2026). https://assets.publishing.service.gov.uk/media/69b966d1635612b767a46649/permitted-development-rights-for-onshore-wind-turbines-england.pdf

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director of Assurance & Governance (Monitoring Officer) and the Deputy S151 Officer.

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Govt Consultation on new prior approval for on shore wind on non-domestic properties: Dorset Council response

Proposals

The Government is proposing to introduce a new permitted development right (PDR) for a single small-scale, non-domestic wind turbines in England. Small-scale, in this context, refers to a maximum tip height of 30m and a rotor swept area smaller than or equal to 200 square metres (m_2). This would allow for a turbine with a capacity of up to 50 kilowatts (kW), which falls under the definition of microgeneration.

The consultation closed on 10 June 2026. The responses set out below were submitted on behalf of Dorset Council.

Full details of the consultation can be viewed here: Permitted development rights for onshore wind turbines in England - GOV.UK

Questions

Eligible contexts
1a. Do you agree that a new PDR should be introduced for a wind turbine in nondomestic settings?
1b. Please explain your answer.

Dorset Council supports the principle of providing a new permitted development right, via a prior approval process, for small-scale non-domestic wind turbines, and welcomes this proposal which aims to enable non-domestic users such as businesses, farms and public sector organisations to install a single wind turbine more easily. Small-scale wind is a valuable technology that should be supported. It has practical application at farm and local authority scale and could contribute to both Dorset Council and wider Dorset carbon targets, as well as supporting community energy initiatives. The latter can be especially helpful in increasing the supply of sustainable, affordable and resilient energy supply for local communities and businesses and we would welcome this being fully recognised in any changes to permitted development rights. The Council also acknowledges there are benefits of a more streamlined planning process for applicants to engage more effectively in this effective renewable technology.

Dorset Council is a recent signed up member of UK:100, a network of councils working together to tackle climate change. In addition, Dorset Council has an aim for the council to be net zero by 2035 and the county by 2045. Any small increase in meeting this aim, whilst still considering the unique landscape of Dorset, is welcomed.

Number of turbines
2a. Do you agree that this PDR should be limited to a single turbine within the boundary of the curtilage?
2b. Please explain your answer.

Yes. We support the proposal that the permitted development right should be limited to a single turbine. The Council supports the principle of renewable energy provision and in line with national policy will give significant weight to the benefits of renewable energy generation. More than one turbine may still be acceptable and desirable, but it is acknowledged there could also be cumulative impacts which need to be considered, so it is pleasing that the proposed approach recognises this and proposes an approach which allows for such impacts to continue to be assessed through a planning application. Dorset Council is also aiming to identify opportunity areas for renewable energy in its local plan, and the PDR approach would complement this.

Size limits

3a. Do you agree with a maximum 30 metre tip height for the non-domestic wind turbine?
3b. Please explain your answer.

No. We note that the consultation document suggests a 30m tip height is appropriate to deliver up to a 50KW turbine. We are unclear how viable this is and suspect restricting blade tip height to 30m may unintentionally limit turbine size to 10-20KW machines (13-15 tower and 5-8m blades) and result in reduced viability and output. We would suggest that the maximum tip height could be increased to 35m, subject to a maximum generating capacity of 50KW. Any proposals with a hub height of more than 15m would still be subject to an EIA screening process, and this is considered to be an appropriate safeguard to enable consideration of the impacts of any turbines proposed at the upper end of this tip height. It will be important to provide clear guidance to applicants in relation to the EIA screening requirement for a hub height of more than 15m, to avoid potential confusion around the separate processes for prior approval and EIA screening.

3c. Do you agree with a maximum rotor swept area of 200m2?
3d. Please explain your answer.

Yes, in principle. A swept area of 200m2 would accord with the International Electrotechnical Commission (IEC) standard threshold for small turbines.

Additional or larger turbines

At this stage, the Government is only proposing to introduce a new permitted development right for the installation of a single turbine (with a maximum 30m tip height) on non-domestic properties. However, the consultation is also seeking views on whether a permitted development right could support installations of larger turbines, or more than one small turbine.

4a. Do you think that a PDR should facilitate the installation of larger turbines on a site?
4b. Please explain your answer, including any evidence, examples or case studies that inform your view.

No. The Council supports the principle of renewable energy provision and in line with national policy will give significant weight to the benefits of renewable energy

generation. As set out in our response to Q3b, we would suggest that the maximum tip height could be increased to 35m, subject to a maximum generating capacity of 50KW. However, whilst increasing the maximum tip height beyond 35m may still be acceptable in many cases, it is important that the impacts of larger turbines are fully considered through a planning application as this will also allow for suitable mitigation to be considered. Dorset Council is also looking to proactively support renewable energy through the work being carried out as part of our local plan, so this can help to provide a positive policy framework where larger turbines are proposed.

4c. What types of impacts (positive or negative) might arise from allowing larger turbines to be installed under a PDR?

It is positive that allowing larger wind turbines under a pdr does have the potential of generating additional renewable energy.

Allowing larger turbines to be installed under permitted development rights could lead to impacts on the character of the landscape, the setting of heritage assets, and noise and flicker impacts on neighbouring properties, which will be important to consider. Therefore, a combination of national policy guidance, positive local plan policies and PD rights can all work positively together to achieve uplift in renewable energy generation in the best way.

4d. Do you think that a PDR should facilitate the installation of multiple turbines on a site?
4e. Please explain your answer, including any evidence, examples or case studies that inform your view.
4f. What types of impacts (positive or negative) might arise from allowing multiple turbines to be installed under a PDR?

The Council supports the principle of renewable energy provision and in line with national policy will give significant weight to the benefits of renewable energy generation. However, our view is that the permitted development right should be limited to a single turbine, allowing local planning authorities to objectively consider proposals for more than one turbine. This will allow any cumulative impacts to be assessed through a planning application, also allowing the local planning authority to work with the applicant to mitigate any impacts to an acceptable degree.

4g. If you answered ‘yes’ to Q4a or Q4d, are there specific criteria the policy could introduce to help determine when more than one turbine or larger turbines may be appropriate?
4h. If you answered ‘yes’ to Q4a or Q4d, what criteria, safeguards, additional requirements or approaches should apply to ensure that the impacts of allowing more than one turbine or larger turbines could be effectively managed?

N/A

Excluded sites
The consultation document sets out that the proposed new permitted development right would not apply to;

- Article 2(3) land (which includes conservation areas, National Parks, the Broads, National Landscapes (formerly known as Areas of Outstanding Natural Beauty), World Heritage Sites, and areas specified by the Secretary of State for the purposes of section 41(3) of the Wildlife and Countryside Act 1981.
- Designated habitat sites (including Sites of Special Scientific Interest (SSSIs), Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Ramsar sites, and Irreplaceable Habitats;
- Scheduled Monuments, Registered Parks and Gardens, and Registered Battlefields
- Land within the curtilage of a listed building; and
- Safeguarded land.

"Safeguarded land" means land which— (a) is necessary to be safeguarded for aviation or defence purposes; and (b) has been notified as such, in writing, to the Secretary of State by an aerodrome operator, an air traffic services licence holder or the Secretary of State for Defence.

5a. Do you agree with the proposed list of areas where the PDR will not apply?

Yes, but see 5b below.

5b. What, if anything, would you change about the proposed list of excluded areas?

In addition to the proposed excluded sites the following should be considered:

- Areas identified as of Landscape importance in a made up to date neighbourhood plan.
- Any registered Common land.

We would add that, whilst we support the above areas not being subject to the proposed PD rights, we recognise that there may still be areas within sensitive areas that are suitable for hosting turbines, depending on local landscape/topography etc. Therefore, we would be supportive of wider government guidance that recognises this.

Additional siting conditions

Heritage sites
To protect heritage assets and important landscapes, the proposal includes a condition that where development may be visible from a heritage site or important landscape, the visual impact of the turbine should also be minimised *so far as practicable*, taking into account the nature and purpose of the site.

Designated habitat sites
Some designated habitat sites could be affected by a turbine installation on nearby land. For example, LPAs have a duty to take reasonable steps to further the conservation and enhancement of the flora, fauna or geographical or physiological features by reason of which a SSSI is of special scientific interest. This includes accounting for impacts that could occur from adjacent land. The proposed condition for prior approval from LPAs for installations under this PDR with regards to siting

could ensure that appropriate consideration is given to impacts from permitted development on land near to a designated site. However, we are also seeking views on whether further conditions are necessary, such as an additional buffer zone around a particular type of designated site (e.g. SSSIs), or a further exclusion for sites adjacent to a particular type of designated site.

Radar

In addition, we are considering whether it is necessary to include an extra condition to mitigate interference with radars, such as air traffic control and air defence radars, or navigations aids. This is because wind turbines can cause interference with radar and navigation systems, and we need to ensure that they can continue to operate safely and effectively after any changes to PDRs. We are currently exploring what this condition could look like, and how far the exclusion of safeguarded land is likely to mitigate any potential interference. We welcome comments and evidence on additional conditions to avoid radar interference.

6a. Do you agree with the proposed additional condition to minimise visual impact on nearby heritage sites and important landscapes?
6b. Please explain your answer.

Yes. We support the principle of an additional condition to minimise visual impact on nearby heritage sites and important landscapes. However, the working 'as far as practicable' is loose and would need to be tightened, or guidance provided as to how this should be applied in practice.

6c. Do you think the proposed conditions are sufficient to prevent impacts from turbines installed on land nearby or adjacent to designated habitat sites?
6d. Please explain your answer and provide any evidence you have.

It would depend on reason for designation. Some places are designated for very specific reasons and they may not be affected by the PDR but alternatively other habitat sites could be adversely affected by the proposed permitted development right. We support buffer zones for bird migration routes including buffers for SPAs, SACS and Ramsar sites.

6e. Do you think additional conditions are necessary to mitigate radar interference from nearby turbines?
6f. Please explain your answer and provide any evidence you have.

There is no specific knowledge within the Council. It is suggested that consultation is undertaken with the Civil Aviation Authority and the Ministry of Defence.

Buffer distances

To reduce the risk of adverse effects on neighbouring properties, the proposal includes two buffer distances:

- The turbine must be sited at a distance from the **boundary of the curtilage** that is no less than the **tip height + 10%** (for example, a turbine with a tip height of 30m would need to be sited at least 33m away from the boundary of the curtilage of the property installing it);

- The turbine must be separated from the curtilage of **any neighbouring protected building** by no less than **ten times the rotor diameter.** A "protected building" means any permanent building which is normally occupied by people or would be so occupied, if it were in use for purposes for which it is designed (such as homes, hostels and HMOs). Domestic buildings within the wider non-domestic unit where a turbine is being installed would not be considered a 'protected building'. For example, a turbine with a 15m rotor diameter would need to be sited at least 150m away from the property boundary of a neighbouring home; if the turbine was being installed on a non-domestic property which also included a home, such as on a farm with its own farmhouse, the 150m buffer distance would not apply to that farmhouse.

7a. Do you agree with requiring a buffer distance of the tip height + 10% from the boundary of the curtilage?
7b. Please explain your answer.

A buffer is considered necessary to minimise harm to residential amenity. However, it is unclear what the definition of curtilage is in this context. The term curtilage is a planning construct and should not be confused with a residential curtilage. To facilitate the provision of these on agricultural holdings, and to avoid any ambiguity, a different term should be used such as site boundary.

7c. Do you agree with requiring a buffer distance of ten times the rotor diameter from the curtilage of protected buildings?
7d. Please explain your answer.

Yes. This seems a reasonable distance.

<u>Separation distance</u>

As part of this proposal, the Government is exploring whether to include a **separation distance** - a requirement that turbines be sited a minimum distance from one another. The consultation document sets out that this could help avoid excessive clustering and cumulative impacts, particularly in areas where eligible neighbouring landowners are located in close proximity to each other. The consultation document goes on to suggest that a density restriction could also help to maintain the character of the surrounding area and reduce the likelihood of overlapping visual or acoustic effects.

However, the consultation document also recognises that such a restriction could limit deployment opportunities, especially in rural areas where several landowners may wish to install turbines independently.

At this stage, the Government is not proposing a specific threshold but is seeking views on whether a separation distance is necessary, and if so, how it should be defined.

8a. Do you think this permitted development right should include a separation distance between turbines?

8b. Please explain your answer. If you have said yes, please also provide views on what you consider to be an appropriate separation distance in metres.

We would suggest that rather than specifying a separation distance between turbines, the prior approval process should explicitly include the ability for local authorities to consider cumulative impacts with any other approved turbines in the vicinity. This would enable each proposal has to be judged on its own merits. Sometimes it is good to be sited near others and a cluster is sometimes better. However, in other situations separation is important. It would depend on the landscape, the constraints of the site, the type of turbine and whether the turbines were of a similar size and scale.

Certification standards

The consultation document states the following “To ensure safety and performance, turbines installed under this PDR would need to comply with the **Microgeneration Certification Scheme (MCS)** or an **equivalent standard.** Certification to a robust technical standard helps to ensure that equipment is reliable, efficient, correctly installed, and suitable for deployment in a range of settings. MCS is an independent United Kingdom Accreditation Service (UKAS)-accredited quality assurance scheme for microgeneration, and the relevant MCS standards align with international IEC 61400 standards for small wind turbines. Government is also minded to allow installations that are of an equivalent, high-quality certified standard to provide for flexibility and innovation in the market”.

9a. Do you agree that non-domestic wind turbine installations should be certified to the relevant MCS standards?
9b. Please explain your answer.

Yes. There would need to be an agreed standard, and it would also be important to ensure that the turbines are maintained. In addition to meeting the relevant MCS standards, it will also be important to ensure that appropriate steps are taken to ensure there is no risk of modern slavery in the manufacture and installation of turbines.

9c. Do you agree that turbines meeting an equivalent standard should be allowed to be installed under this PDR?
9d. Please explain your answer.

No. We would recommend that the MCS standards are used, for clarity and consistency.

9e. What schemes or standards, if any, would you consider as equivalent certification to MCS?

We would recommend that the MCS standards are used, for clarity and consistency.

Visual and environmental considerations

The consultation document states the following: “To minimise visual and environmental impacts, we propose the following additional conditions:

- **Use of non-reflective materials on blades**: this helps to reduce glint and glare and visual intrusion.
- **Removal of turbine and associated infrastructure as soon as practicable when no longer needed**: when the wind turbine is no longer in use, the site should be returned to its previous condition. Responsibility for removal would rest with the landowner”.

10a. Do you agree with the proposed condition on use of non-reflective materials on blades?
10b. Please explain your answer.

Yes. This will be important to minimise visual impact through flicker.

10c. Do you agree with the proposed condition on removal of the turbine and associated infrastructure when no longer needed?
10d. Please explain your answer.

Yes. The removal of the turbine after it is no longer needed is important. There is concern however, as to how a local planning authority would ensure removal of the associated infrastructure. Any concrete pad could be broken up and covered over.

Prior approval

The LPA can only consider specified matters when determining a prior approval application. LPAs have a time-limited opportunity, usually 8 weeks, to consider the specified matters and decide whether the installation can proceed. Government is proposing the PDR should be subject to the prior approval of the LPA in respect of the **siting, impact of the development on the amenity of the area, and contamination risks**, to minimise local adverse impacts.

11a. Do you agree with including prior approval in respect of siting, impact of the development on the amenity of the area, and land contamination risks?
11b. Please explain your answer.

Yes. The Council supports the need for prior approval in relation to siting, impact of the development on the amenity of the area, and land contamination risks. Guidance will be needed regarding the definition of ‘impact of the development on the amenity of the area’. It will be important to ensure that this covers visual amenity, neighbouring amenity and any wider amenity impacts. It will be important to make this clear, otherwise this would be decided through further amendments to the legislation and through litigation, which was prevalent when previous permitted development rights have been introduced. As set out in our response to Q8b, we would also recommend that the prior approval process should explicitly include the ability for local authorities to consider cumulative impacts with any other approved turbines in the vicinity.

Other considerations

12. Are there any other matters or likely impacts that should be considered if a new PDR is introduced for non-domestic wind turbines?

There would be a need to ensure that the structures are regressive features in the countryside, as turbines are seen as industrial features. The colour / finish would need to be carefully considered. The colour would depend on what background the wind turbine would be seen against. Graduated banding could be used or grey.

Dorset has a lot of equestrian businesses and rights of way and horses could easily get spooked by a wind turbine. A consideration of imposing a buffer distance to routes used by horses should be considered. A separation distance of twice the tip height from a bridleway or route used by horses (bridleway, restricted bridleway, byway open to all traffic, unsurfaced roads ('green lanes'), general purpose road — commons with a right to ride and permitted routes) to avoid potential frightening of horses, as advocated by the British Horse Society is suggested. wind-turbines-0525.pdf

It will also be important to consider any associated requirements for battery storage, Dorset Council welcomes the provision of renewable energy and battery storage which would bring benefits in enabling full use of any energy generated, and this may require a review of the current permitted development rights in relation to this.

Given the value of flexibility measures for optimising generation and grid efficiency, the Government might also include in its guidance steer on the benefits of battery storage for microgeneration, where these may or may not fall within scope of permitted development rules for commercial properties, and signposting to any relevant regulatory considerations or guidance bearing on their safe installation and operation.

We would also note that any review of the permitted development rights for battery storage will need to include appropriate consideration of the potential for contamination of the water table.

Environmental Impact Assessment

The consultation document sets out the following: "Under current legislation, certain types of development require an Environmental Impact Assessment (EIA) to identify, assess, and mitigate potential environmental effects. For wind turbines, the relevant EIA thresholds are based on the **number of turbines** and their **height.** Installations with more than two turbines, or where the hub height of any turbine or height of any other structure **exceeds 15 metres**, will trigger the need for EIA screening by the LPA to determine whether a full EIA and planning application is necessary.

Hub height refers to the height of the turbine, measured from the ground to the middle of its rotor, whereas tip height is the height of the turbine measured from the ground to the highest point of the blade when it is pointing straight upwards. The difference between hub height and tip height will depend on the size of the blades.

A turbine with a hub height greater than 15m, would require an EIA screening request. If the LPA decides that an EIA is necessary, then Turbine B would not be considered permitted development, and a planning application would be required".

13. Do you have any comments on the relationship between EIAs and permitted development rights for small scale, non-domestic wind turbine installations?

The differing height thresholds for the purposes of EIA screening (hub height exceeding 15 metres) and the proposed new permitted development right (maximum tip height of 30 metres) are likely to cause some confusion. There would need to be clear messaging to explain this distinction, as part of the supporting documentation for the proposed new permitted development right.

Existing permitted development rights

There are existing permitted development rights that allow small-scale wind turbines to be installed on residential properties, such as rooftops (building-mounted) or in gardens (standalone), subject to conditions and limitations. Currently, permitted development rights in England allow for the installation of a single turbine on domestic premises, either placed on a detached house or as a standalone unit within the boundary of a home or block of flats. There are height restrictions of 11.1m for standalone turbines and 15m (including building, hub and blade) for building mounted turbines, as well as other restrictions based on swept area and distance from blade to ground.

The consultation document sets out that “Evidence to date suggests that uptake of domestic wind turbines under PDRs has been limited, with only 31 MCS-certified domestic installations in England since January 2009. This may be due to a combination of factors, such as technical constraints, costs and the availability of suitable products on the market. In particular, urban and semi-urban areas see lower wind speeds and turbulence from surrounding structures that can significantly affect performance.

Given these considerations, we are not currently proposing changes to the existing rooftop or standalone domestic PDRs. For example, increasing the height limits to allow for larger turbines may lead to inappropriate deployment in residential settings and is likely to produce significantly more generation than required to meet average household electricity usage, leading to concerns over cost-effectiveness. However, we welcome views on whether there are aspects of the current framework that could be improved, or whether further support or guidance would help unlock appropriate deployment”.

14a. Do you think government should make changes to existing PDRs for small-scale turbines in domestic settings?
14b. Please explain your answer. If you have said yes, please include changes you think government should make.

No. Turbines in domestic settings does increase the risk of amenity impacts and, while these might be acceptable, it is important to consider these through the planning application route. There are also other, less obtrusive, forms of renewable and low-carbon energy available (such as PV panels and air source heat pumps) which are promoted more widely and are now commonplace in domestic settings.

Repowering and community energy projects

The consultation document states the following: “This consultation does not propose extending PDRs to cover the repowering of existing wind farms. Repowering typically involves replacing older turbines with newer, often larger models that can result in greater or different impacts compared to the existing turbines. These may include changes to visual impact, noise levels, ecological effects, and interactions with surrounding land uses”.

In relation to community energy projects, the consultation document states: “The proposed PDR does not make specific provision for community energy projects, as many will require a turbine larger than 30m to improve the financial viability and business case of the site, and to make a more meaningful contribution to local energy needs. Where this is the case, there may be greater impacts that are more appropriate to be considered through a planning application”.

15a. Do you think government should introduce a new PDR for repowering projects?
15b. Please explain your answer.

If repowering is via turbines in the same locations, of equal or lower height and otherwise no additional impact, then this would be supported. However, the Council does not support the introduction of a specific permitted development right for repowering projects if this allows for a substantively higher impact as this should be assessed through a planning application.

The Council is supportive of community energy projects, and the proposed new permitted development right for small-scale non-domestic wind turbines should apply if the proposed replacement turbine in a repowering project meets the relevant criteria. This should be made clear in the guidance for the new permitted development right. If a replacement turbine proposed as part of a repowering project does not meet the criteria (e.g. exceeding the maximum height) then it will be important to undertake a full assessment of the impacts through a planning application.

15c. Do you have views on how the planning system in England could be improved for repowering (or life extension) projects, beyond changes to the NPPF?

No.

16a. Do you think government should introduce a new PDR for community energy projects?
16b. Please explain your answer.

The Council recognises the benefits of community energy projects and considers that the proposed new permitted development right for small-scale non-domestic wind turbines could apply if a community energy project meets the relevant criteria (allowing for our suggestion of an increase from 30m to 35m height to improve viability). This should be made clear in the guidance for the new permitted development right. If a community energy project does not meet the criteria for the proposed new permitted development right, then it will be important to undertake a full assessment of the impacts through a planning application.

16c. Do you have views on how the planning system in England could be improved for community energy projects, beyond changes to the NPPF?

No.

17. Do you have suggestions for any other circumstances where a PDR could be used for onshore wind installations?

No.

General questions and evidence gathering

18. Do you have any further comments on the proposals in this consultation?

No.

19. Do you have any further evidence or data to share?
This could be in relation to:
- Predicted load factors for small-scale wind turbines;
- Forecasts on additional installations as a consequence of this policy;
- Potential wider impacts of this policy on the market, businesses, individuals, or the environment;
- Other barriers to installing small-scale wind turbines in non-domestic contexts.

In order to increase the uptake of non-domestic wind turbines, financial incentives could be offered. These have encouraged the take up of solar PV and air source heat pumps.

There is also a need to ensure that there are adequate grid connections and that there is the associated infrastructure is in place to support non-domestic wind turbines.

Public Sector Equality Duty

20a. Do you think that the changes proposed in this consultation could give rise to any impacts on people who share a protected characteristic (Age; Disability; Gender Reassignment; Marriage or Civil Partnership; Pregnancy and Maternity; Race; Religion or Belief; Sex; and Sexual Orientation)?
20b. Please explain your answer

No.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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