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Dorset Council

Date: Thursday, 16 July 2026
Time: 6.30 pm
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

All members of Dorset Council are requested to attend this meeting of the Full Council.

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic & Governance Services Meeting Contact susan.dallison@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 Services Officer named above.

For easy access to all the council's committee agendas and minutes download the free public app called Modern.Gov for use on your iPad, Android, and Windows tablet. Once downloaded select Dorset Council.

Agenda

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1. APOLOGIES

To receive any apologies for absence.

2. MINUTES 5 - 22

To confirm the minutes of the meeting held on 14 May 2026.

3. DECLARATIONS OF INTEREST

To disclose any pecuniary, other registrable or non-registrable interests as set out in the adopted Code of Conduct. In making their decision 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. CHAIR'S ANNOUNCEMENTS

(a) To receive a short presentation from the Youth Council.
(b) To receive any announcements from the Chair of Council.

5. PUBLIC PARTICIPATION - QUESTIONS

A period of 30 minutes is allocated to receive and respond to questions and statements on the business of the Council in the following order:
(a) Questions and statements from Town and Parish Councils;
(b) Questions and statements from those living or working in the Dorset Council area;
A person or organisation can submit either 1 question or 1 statement at 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 Full Council this will be circulated to all members of the council in advance of the meeting as a supplement to the agenda and appended to the minutes of the meeting for the formal record, but it will not be read out at the meeting. The first 8 questions and the first 8 statements received by Democratic Services will be accepted on a first come first served basis in accordance with the deadline below:

The full text of the question or statement must be received by 8.30am on 13 July 2026. All submissions must be emailed to **susan.dallison@dorsetcouncil.gov.uk**

When submitting your question or statement please note that:

- You can submit 1 question or 1 statement for each meeting;
- A question may include a pre-amble to set the context, each question, including the pre-amble can consist of up to **450 words** and you will be given up to **3 minutes** to read out your question;
- Sub-divided questions will not be accepted;
- When submitting a question please indicate who the question is for, i.e. the name of the Cabinet member;
- You will need to include your full name, address and contact details;
- All questions and statements will be published with the minutes of the meeting as a matter of public record.

Before submitting your question or statement please read the Council's Procedure Rules paragraphs 9.1 – 9.12 to ensure that your question/statement is compliant.
Part 2 Rules of Procedure - Council and Committee Procedure Rules.pdf

6. PUBLIC PARTICIPATION - PETITIONS AND DEPUTATIONS

A period of 15 minutes is allocated to receive and respond to petitions in accordance with the council's petitions scheme.

A period of 15 minutes is allocated to receive and respond to deputations in accordance with the council's constitution.

The petitions scheme and procedures relating to deputations can be viewed at:
Council Procedure Rules

7. ANNOUNCEMENTS AND REPORTS FROM THE LEADER OF COUNCIL AND CABINET MEMBERS

To receive any announcements and reports from the Leader of Council and members of the Cabinet.

8. CAPITAL PROGRAMME REVIEW 23 - 40

To consider a recommendation from Cabinet.

9. JOINT LOCAL TRANSPORT PLAN 41 - 372

To consider a recommendation from Cabinet.

10. MOTION ON NOTICE - SUBMITTED BY CLLR HOLLOWAY 373 - 374

To consider the motion on notice proposed by Cllr R Holloway and seconded by Cllr D Sowry-House.

11. MOTION ON NOTICE SUBMITTED BY CLLR J VITALI 375 - 378

In accordance with Procedure Rule 14.3 (b) the motion will be read out by the proposer Cllr J Vitali and seconded by Cllr L O'Leary. The motion will then be referred to the Local Plan EAP without discussion.

12. QUESTIONS FROM COUNCILLORS

To receive questions submitted by councillors. The deadline for receipt of questions is 8.30am on Monday 13 July.

13. 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.

14. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph of schedule 12 A to the Local Government Act 1972 (as amended).

The public and the press will be asked to leave the meeting whilst the item of business is considered.

There is no exempt business.

Dorset Council

DORSET COUNCIL

MINUTES OF MEETING HELD ON THURSDAY 14 MAY 2026

Present: Cllrs Stella Jones (Chair), Les Fry (Vice-Chair), Jon Andrews, Jindy Atwal, Mike Baker, Shane Bartlett, Belinda Bawden, Laura Beddow, Derek Beer, Matt Bell, Richard Biggs, Bridget Bolwell, Louise Bown, Alex Brenton, Piers Brown, Ray Bryan, Andy Canning, Will Chakawhata, Simon Christopher, Simon Clifford, Toni Coombs, Barrie Cooper, Richard Crabb, Peter Dickenson, Neil Eysenck, Beryl Ezzard, Scott Florek, Spencer Flower, Alex Fuhrmann, Simon Gibson, Jill Haynes, Hannah Hobbs-Chell, Sally Holland, Ryan Hope, Rob Hughes, Nick Ireland, Sherry Jespersen, Carole Jones, Nocturin Lacey-Clarke, Robin Legg, Rory Major, Craig Monks, David Morgan, Steve Murcer, David Northam, Louie O'Leary, Jon Orrell, Emma Parker, Andrew Parry, Val Pothecary, Byron Quayle, Steve Robinson, Pete Roper, David Shortell, Andy Skeats, Duncan Sowry-House, Andrew Starr, Gary Suttle, Clare Sutton, Roland Tarr, David Taylor, Gill Taylor, Andy Todd, Chris Tomes, David Tooke, Claudia Webb, Kate Wheller, Sarah Williams, Ben Wilson and Carl Woode

Present remotely: Cllrs Cathy Lugg, Mike Parkes and Julie Robinson

Apologies: Cllrs Ryan Holloway, Jack Jeanes, Paul Kimber, Chris Kippax, Belinda Ridout, Jane Somper and James Vitali

Officers present (for all or part of the meeting):
Jacqui Andrews (Service Manager for Democratic and Electoral Services), Sean Cremer (Director - Resources (Section 151 Officer)), Kate Critchel (Senior Democratic & Governance Services Officer), Susan Dallison (Democratic & Governance Services Team Leader), Jonathan Mair (Director - Assurance (Monitoring Officer)), Lindsey Watson (Senior Democratic and Governance Officer), Catherine Howe (Chief Executive), Megan Rochester (Senior Democratic & Governance Services Officer) and Lisa Cotton (Interim Executive Director - Modernisation and Customer Delivery)

1. **Election of Chair**

It was proposed by Cllr N Ireland seconded by Cllr D Sowry-House that Cllr S Jones be elected Chair for the 2026/27 municipal year.

There were no other nominations.

Decision

That Cllr S Jones be elected as Chair of the Council for the 2026/27 municipal year. Cllr Jones thanked the Council for their support and then made and signed the declaration of acceptance of office.

2. **Election of Vice-Chair**

It was proposed by Cllr N Ireland seconded by Cllr C Sutton that Cllr L Fry be elected Vice-Chair of the Council for the 2026/27 municipal year.

It was proposed by Cllr L O'Leary seconded by Cllr P Dickinson that Cllr K Wheller be elected Vice-Chair of the Council for the 2026/27 municipal year.

Decision

That Cllr L Fry be elected as Vice-Chair of the Council for the 2026/27 municipal year. Cllr Fry thanked the Council for their support and then made and signed the declaration of acceptance of office.

3. **Minutes**

The minutes of the meeting held on 16 April 2026 were confirmed and signed.

4. **Declarations of Interest**

No declarations of disclosable pecuniary interests were made at the meeting.

5. **Chair's Announcements**

The Chair invited members to pay tribute to Councillor Barry Goringe, who had recently passed away, and welcomed his wife, who was present to hear the tributes.

Cllr R Bryan led the tributes to Barry, recognising his dedicated service as a councillor and his significant contributions to Dorset Council, East Dorset District Council, where he also served as Vice-Chairman, and St Leonards and St Ives Parish Council. Other councillors across the chamber also shared their appreciation and memories of his work and commitment to the local community.

The Chair welcomed Kaye Wright, Youth Voice Manager, who introduced a short video from Youth Voice, including representations from members of the Youth Council.

6. **Election of Leader of Council**

It was proposed by Cllr R Biggs seconded by Cllr S Clifford

Decision

That Cllr N Ireland be elected as Leader of the Council for the 2026/27 municipal year.

7. **Appointment of Deputy Leader of Council and Cabinet members**

The Leader of the Council announced the following appointments:

Deputy Leader and Cabinet Member for Regeneration, Economic Growth & Strategic Assets – Cllr R Biggs
Cabinet Member for Resources & Finance – Cllr S Clifford
Cabinet Member for Transformation, Customer & Workforce – Cllr B Wilson
Cabinet Member for Children, Families & Education – Cllr C Sutton
Cabinet Member for Adult Social Care & Health – Cllr S Robinson
Cabinet Member for Public Health, Prevention & Communities – Cllr M Bell
Cabinet Member for Housing and Homelessness – Cllr G Taylor
Cabinet Member for Place Services – Cllr J Andrews
Cabinet Member for Planning – Cllr S Bartlett

The Leader reported on changes to the Cabinet structure undertaken to better align with the current and emerging challenges faced by the Council. As part of these changes Cllr M Bell had joined Cabinet, replacing, Cllr R Hope.

8. **Announcements and Reports from the Leader of Council and Cabinet Members**

Following on from the previous item, the Leader of the Council congratulated members of the Communications Team on their Home Habitats Campaign, which had been shortlisted for the Excellence Award for Environmental Campaign by the Chartered Institute of Public Relations. He expressed his best wishes for their continued success.

The Leader of the Council also took the opportunity to place on record his thanks to Cllr R Hope for his contribution, support, and service to both him and the Cabinet during his tenure as a Cabinet Member. In response, Cllr R Hope thanked the chamber for their support during his time as a member of Cabinet and he reflected on some of the achievements of the Council to date.

9. **Public Participation - questions**

There was one public question from Carol King a copy of the question and the response can be found at Appendix 1 to these minutes.

10. **Public participation - petitions and deputations**

There are no petitions or deputations.

11. **Appointments to Committees, Joint Committees, Boards and Election of Chairs and Vice-chairs**

The Director of Assurance and Governance introduced the report setting out the proposed allocation of committee seats, in line with political balance rules and, in accordance with the Council constitution, to make appointments to committees, joint panels and boards.

The report also included, at Appendix 4, the proposed Chair and Vice-Chair nominations of ordinary committees for the forthcoming year.

Decision

(a) That, subject to (b) below, the allocation of committee seats and the appointments to committees and joint boards and panels, as nominated by the political group leaders be approved for 2026/27 as set out in Appendices 1, 2 & 3 of the report respectively.

(b) That, as an exception to the requirements of the Constitution the make-up of the Strategic Planning and Technical Committee comprise of 5 members from the Western & Southern Planning Committee, 4 members from the Eastern Area Planning Committee and 3 members of the Northern Area Planning Committee.

(c) That delegated authority be given to the Director of Assurance and Governance, in consultation with the appropriate political group leader, to make in-year changes to committee, joint board and panel appointments.

(d) That Full Council appoints committee Chairs and Vice-chairs for the 2026/27 municipal year (nominations set out in Appendix 4 of the report).

12. **New Warding Proposals - Submission to the Local Government Boundary Commission for England**

The Leader of the Council outlined the Boundary Review, noting that a further review had been anticipated following the Council's transition to unitary status in 2019.

He thanked electoral services officers and the cross-party task and finish group for their work and diligence.

The proposals included an increase in councillors from 82 to 84 and met the Boundary Commission's electoral variance requirements, with a 10% tolerance in all but five wards. Members were reminded that the Council was a consultee, with final decisions on warding patterns to be made by the Local Government Boundary Commission for England (LGBCE). However, if the Council did not submit a proposal the LGBCE would decide the warding patterns without Dorset Council's input.

As part of proposing the recommendation, the Leader of the Council sought to make one minor change to the ward listed in Appendix A as "The Purbecks". It was proposed to amend this to "Purbeck". The recommendation and minor amendment were seconded by Cllr L Fry.

Cllr D Northam proposed the following amendment:

"I recommend that Littlemoor & Preston ward should not be a two-member ward but should be split into two single-member wards as the two communities are

distinct and different with a clear boundary between them (as detailed in the document set out in Appendix 2 to these minutes)

The amendment was seconded by Cllr S Clifford.

Members were invited to debate the amendment and upon being put to the vote the amendment was LOST.

Cllr S Jespersen proposed that the ward called “Tarrants and Hill Fort” (set out in Appendix A of the report) be amended to read “Pimperne and the Tarrants”. The amendment was seconded by Cllr E Parker.

Upon being put to the vote the amendment was CARRIED.

Members were given the opportunity to discuss the substantive motion, and Cllr Legg raised his concerns about the proposal, opposed the recommendations and spoke against them.

Following this, the Leader of the Council asked that the substantive motion be put to the vote.

Decision

That the warding pattern and ward names (as amended) proposed by the cross-party task and finish group and as set out in Appendix A of the report with a visual representation at Appendix B for submission to the Local Government Boundary Commission for England, be agreed.

13. **Flexible Use of Capital Receipts Strategy 2026/27 to 2029/30**

The Cabinet Member for Resources and Finance set out a report requesting the approval of the Flexible Use of Capital Receipts Strategy for 2026/27.

It was proposed by Cllr S Clifford seconded by Cllr A Todd

Decision

That the capital receipts strategy for 2026/27 and submission to the Department of Housing Levelling Up and Communities, be approved.

14. **Questions from Councillors**

There were six questions received from councillors. The questions and responses provided by Cabinet Members were attached as Appendix 3 to these minutes.

In response to a supplementary question by Cllr R Legg, the Cabinet Member for Planning confirmed that another meeting of the Local Plan Executive Advisory Panel would be arranged over the coming weeks.

15. **Urgent items**

There were no urgent items for this meeting.

16. **Exempt Business**

There were no exempt items scheduled for this meeting.

Appendix 1 - Public Participation - Questions
Appendix 2 - Amendment Summary for Full Council - Dorset Warding 2026
Appendix 3 - Councillor Questions

Duration of meeting: 6.30 - 8.50 pm

Chair

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Dorset Council - 14 May 2026

Public Participation – Questions

Question 1 – submitted by Carol King

In April, Cllr Legg posed a question to full council regarding how community resilience to emergency situations can be supported if four Fire Stations within Dorset are closed. I have a follow up question.
Maiden Newton has a fire station proposed for closure. The village regularly experiences emergency incidents that require a rapid local response. Minutes matter and lives will be lost.
As Cllr Legg pointed out, we are in the midst of a climate emergency. The Fire Service itself has recently stated that over the last two years, the number of wildfires has more than doubled. Natural habitats and wildlife are being lost at an alarming rate. In Dorset, Upton Heath is a prime example where homes exist near heathland. People will be evacuated and some may lose their homes and require emergency housing. This is not the time to be closing Fire Stations.
We are seeing an increase in flood related emergencies with rescues from vehicles and Highway disruption. These are often widespread events. With an expected increase in property flooding, more people will require rescues, evacuation and temporary shelter.
If local fire stations close, we will see an increase in response times and fires are more likely to involve multiple buildings, resulting in families without homes and requiring emergency accommodation.

The consequences for Dorset Council will be many including:

• Increased demand on Highways for emergency road closures and traffic management
• Greater need for temporary housing for residents displaced from their homes
• Higher likelihood of needing emergency evacuation shelters during major incidents such as wildfires and floods

As a Parish Councillor, I am helping to prepare our Community Emergency Resilience Plan (CERP). If we lose our local fire station, we anticipate a higher risk to life in our community due to an increase in response times. We may even need to consider how we cope if there are no fire engines available or able to reach our community.
Has the Council considered how losing Fire Stations will impact its own service provision such as funding an increase in emergency accommodation, provision of rest centres, emergency road closures and traffic management.

Dorset Council, like the Fire Service, has to produce a balanced budget every year. On this basis what adjustments are being considered by Dorset Council in relation to

provisions for additional costs in future year's brought about by the potential closure of local fire stations such as Maiden Newton, Charmouth, Hamworthy and Cranborne.

Response from Cllr Matt Bell

Cllr Legg was correct when he stated that we are in the midst of a climate emergency.

Community Emergency Resilience plans, like that being prepared by Maiden Newton Parish Council, are a vital part of keeping communities safe and resilient. I am grateful to Cllr King and her fellow parish councillors for all that they are doing.

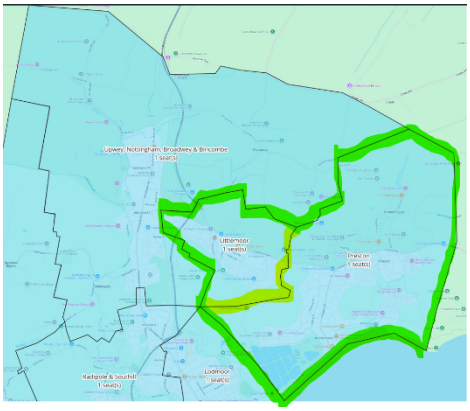
The Council's Emergency Planning Team and colleagues in other services plan for and respond to the consequences of the climate emergency. We are sometimes called upon to activate rest centres for residents as we did during recent flooding events when people needed to leave their homes. And we are sometimes called upon to close roads in support of the emergency services, as we did in the case of heathland fires at Holt Heath last year.

One consequence of climate change is undoubtedly increased pressure upon council services but unlike the fire and rescue service we are not an emergency service. The increased pressures and costs that we have experienced and expect to continue are a consequence of climate change. Based upon fire and rescue service modelled responses during a five year period and upon the experience of the Emergency Planning Team in offering support to people whose homes have been effected by fires we do not think it likely that there will be additional costs to Dorset Council as a result of the closure of fire stations.

The consultation by Dorset and Wiltshire Fire and Rescue Authority on their proposed fire station closures remains open until 15 May, so there remains a limited time for residents and communities to feed back their views and concerns. Dorset Council was briefed by the Fire and Rescue Service and has emphasised the need for residents and businesses to continue to receive a consistent, safe and timely response from the fire service. The Fire and Rescue Authority faces a difficult funding position, we've spoken in this chamber about how the Government's funding formula disadvantages our residents and this council, it also disadvantages the Fire and Rescue Authority and this needs to change.

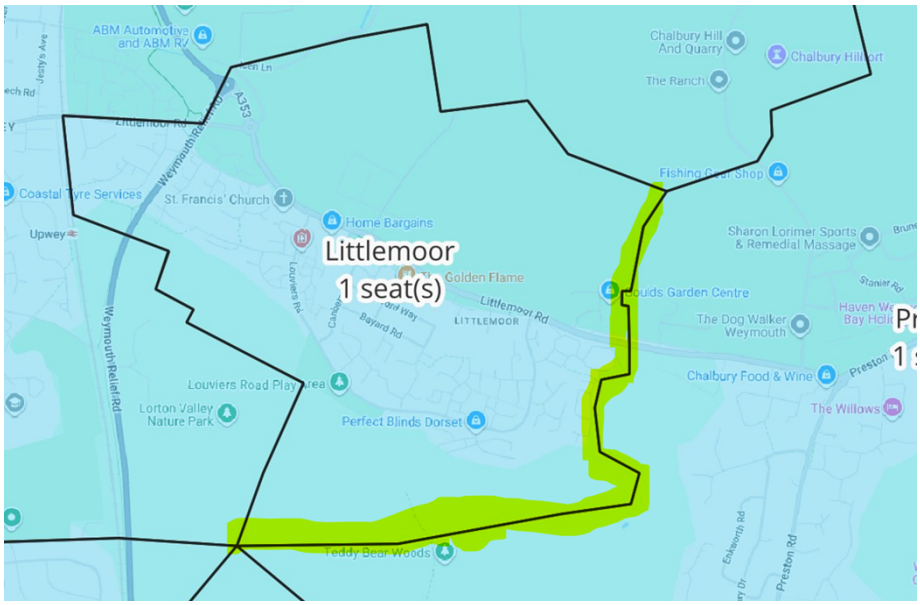
Appendix

From Cllr David Northam, Upwey & Broadwey Ward, Dorset Council and Weymouth Town Council



Amendment to Item 13

I recommend that Littlemoor & Preston ward (Green Highlight) should not be a two-member ward but should be split into two single-member wards as the two communities are distinct and different with a clear boundary between them as detailed in the attached map (Yellow Highlight).



The proposed boundary line between the two separate and different communities is clear and identifiable – this reflects the boundary between the two Town Council Wards of Preston & Littlemoor (noting the addition of Boxwood Road and Harebell Drive).

Cllr Furhmann made a proposal to the Working Group including single-member wards for Preston and Littlemoor. The two wards were assessed by officers as follows – Littlemoor 3939 Electors electoral equality +2.6% and Preston 4380 Electors electoral equality +14.1%.

The boundary commission review will ultimately decide whether the Council's and other parties' submissions make sense against the three criteria of:

1. **Electoral Equality:** Ensuring that each councillor represents roughly a similar number of voters, so the value of a vote is consistent across the local authority area.
2. **Community Identity:** Ensuring that ward boundaries reflect local community interests, identities, and ties, and that boundaries are easily identifiable.
3. **Effective and Convenient Local Government:** Ensuring the new arrangements allow for effective representation and that the council can function properly, including considering the electoral cycle.

Given that Littlemoor and Preston are two distinct and very different communities and there exists a clear boundary, it is felt this outweighs the higher level of electoral inequality, and that these two areas should be two single member wards.

I recommend this change as the revised boundary provides two communities with clear and different identities and interests. This enables the electors to have clear and accountable representation, and encourages, and enables, single candidates to stand for councils on a fairer basis than in a two-member ward.

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Full Council – 14 May 2026

Questions submitted by Councillors

Question 1 – submitted by Cllr A Brenton on behalf of the Local Access Forum

Under the provisions of the Countryside and Rights of Way Act 2000, local highway authorities are required to prepare and publish rights of way improvement plans (RoWIPs). These are the prime means for an authority to identify and prioritise actions to bring outdoor access up-to-date, addressing a range of issues such as recreation, sport, transport, health, economy, land-management, tourism and planning.

A new assessment of the matters set out in these plans must be undertaken every ten years, and the plans reviewed and amended as necessary. The most recent plan for Dorset covered the period 2011 - 2021, meaning that it was prepared long before local government reorganisation. Dorset Council officers carried out the initial consultation on the production of the new plan in 2021 but, five years later, the draft of the new plan has yet to appear for formal consultation. Comments made in 2021 will now be out of date. The timetable has slipped on numerous occasions and the deadlines shown on the website have, yet again, been missed.

The Local Access Forum, was established under the same legislation to advise Dorset Council on the improvement of public access to land and related matters, has been monitoring the situation, has offered its services in assisting with the preparation of the plan, and has regularly asked officers for updates. Given that a well-maintained rights of way network has been recognised as part of Dorset Council's Natural Environment, Climate and Ecology Strategy and that the renewal of the RoWIP is specifically mentioned in the Dorset Council Plan as a key action in responding to the climate and nature crisis,

my question is this: Please can the Cabinet Member for Roads and ROW

1. explain the lengthy delays with the production of the ROWIP; and
2. provide a new timetable for its expedient production; and
3. assure members of the Council and members of the Local Access Forum that there will be no further slippages; and keep the Local Access Forum fully appraised of the process.

Response from Cllr Jon Andrews

Thank you, Cllr Brenton for asking this question on behalf of the Local Access Forum.

A Rights of Way Improvement Plan is our practical plan for improving and maintaining Dorset’s footpaths and bridleways, so more people can use them safely and confidently.

The Council recognises that there has been an unacceptable delay in producing the updated plan dating back to 2021, and I apologise to members and to the Local Access Forum.

The work has taken longer than it should because we have had to pull together evidence and priorities across the whole council new unitary council area and update the assessments and action plan, so they are robust and usable.

We have now reset the timetable.

A draft ROWIP will be ready for consideration by the Place and Resources Overview Committee on 9 July 2026.

Before that meeting, officers will share a working draft with the Local Access Forum for early input and comment.

On preventing further drift: it would not be responsible to give an absolute guarantee, but this timetable is deliverable and is being actively managed.

The Local Access Forum will receive regular updates and sight of drafts as they develop, and if any risk to the timetable emerges, the Forum and members will be told promptly with clear reasons and the next steps.

We will also ensure the public timetable on the council website reflects these milestones.

Question 2 – submitted by Cllr R Legg

Following the devastating fire at Newell House, Sherborne on the 26th April can you explain why Dorset Council paid no heed to the warning given by the police and the fire service in September 2025 that the building was at high risk of arson attack? Will you now make a commitment to the people of Sherborne that you will do everything necessary to ensure this uninsured building does not remain as a burned-out wreck for years to come?

Response from Cllr S Bartlett

Thank you for setting out your concerns so clearly and candidly. I fully recognise the strength of feeling within the community and the distress caused by the loss of such a prominent and valued historic building.

After the warnings about the vulnerability of this building last year, council officers in planning and building control worked with the owner of the property and the police to board up the doors and windows on the lower parts of the building to prevent access. Other steps were also taken but these may have a bearing on the ongoing police investigation, so there is a limit to what I can say at this time. Unfortunately, these steps proved insufficient. It is extremely difficult to completely secure a vacant building, particularly when that building is surrounded by a wall and not wholly visible from the public street.

I note your concerns about what you feel may have gone wrong in this instance, but we must remember that the building is private property, and however much we might wish to, the Council is not in a position to step in and take over every poorly maintained building at risk in Dorset.

Council officers are in discussions with the owner of the building and we will continue to work with the owner, the town council and others in the local community who want to help secure a long term, sustainable future use for this building.

Finally, can I say thank you to the emergency services and council employees who responded to this tragic fire. In the hours and days after the fire, council officers from the building control section worked to secure the safety of the building and re-open the road as quickly as possible; planning and conservation officers advised on the best way to maintain what could be saved of the building's heritage value; and employees in the highways team managed the road closure and extensive diversions. In circumstances that we would all have preferred had not happened, our employees responded quickly and effectively alongside the emergency services.

Question 3 – submitted by Cllr R Legg

The Local Plan Executive Advisory Panel last met in December for a briefing on the early messages from the public consultation. Prior to that the last meeting was in May 2025. With the next public stage of the plan process only 3 months away when will members have an opportunity to contribute to the development of plan policies and the CIL charging regime?

Response by Cllr S Bartlett

Thank you for your question. I have always made it clear my advocacy for members across the Council to work together on the emerging local plan to get the best outcome for Dorset, and the Executive Advisory Panel was set up in this spirit. Officers are currently assessing the consultation responses (around 9,000 representations) and finalising the supporting evidence, which is needed to test the suitability of sites, including any infrastructure requirements, mitigation measures, viability and affordable housing targets. We are also considering new and emerging government policies which will have implications for the content of our local plan. This is all essential work that needs to take place in preparing the emerging plan. I will arrange another meeting of the Executive Advisory Panel over the coming weeks, together with an all-member briefing, when we will have a suitably clear and evidenced position to share.

Question 4 – submitted by Cllr B Bawden

I'd like to thank the Cabinet on behalf of residents, businesses, visitors and online admirers to Lyme Regis for the decision to allocate £6.2 million from Community Infrastructure Levy contributions towards the funding of the Cobb stabilisation project, to protect our beautiful town for future generations.

I'd also like to thank the Parking Services team for working constructively with Lyme's business representatives to assess whether reducing parking fees in winter might increase revenue by encouraging more use during less busy months.

Could I ask the Portfolio Holder for Place Services whether he would visit Charmouth and Lyme to see whether we could develop a properly holistic approach to parking enforcement, including:

· preventing the loophole used by holiday lets and Air B&B owners to enable multiple cars to use one residential parking permit

· considering how best to deter people parking all day in 1- or 2-hour short term on-street bays

· prioritising the repainting and installation of double yellow lines to deter thoughtless and dangerous parking on residential streets, posing serious risks to drivers and pedestrians, and

· mitigating the impact of delivery vehicles which ignore the seasonal loading restrictions?

The flip side to trying to resolve parking problems is, of course, to support well-connected public transport services.

The new community weekend night-bus LB1 between Bridport and Lyme Regis, conceived and developed by West Dorset Commons, funded by the

Western Gateway Transport Body and operated by First Bus in collaboration with Lyme Regis and Bridport town councils, launched on 1st May to great excitement.

Would it be possible to work with Devon County Council and Axminster Town Council to extend this service to Axminster town centre and railway station, to enable evening bus connections for rail passengers and ultimately reduce the volumes of car traffic descending on Charmouth and Lyme?

Response from Cllr Jon Andrews

Can I thank Cllr Bawden for her invitation to visit Charmouth and Lyme. I would be very pleased to meet her to discuss the various parking issues she has raised. Mister Britton, the Executive Director for Regeneration, Infrastructure and Growth and the Parking Manager, Mr. Michael Westwood, have agreed to join me when we visit Charmouth and Lyme. (I suspect they think I will buy them an ice cream).

To cover the last part of your question regarding the LB1 weekend evening bus. Dorset Council is very interested in this pilot scheme and will be keen to understand passenger usage in order to assess the longer-term sustainability of this type of service. It is therefore important that the performance of the pilot is closely monitored to build a robust evidence base around demand, usage patterns and financial viability. A clear understanding of these factors would be essential, before any changes or extensions could be considered.

Should the pilot prove successful, we would welcome the opportunity to explore a potential extension of the service in partnership with Devon County Council, local councillors and relevant communities, alongside the bus operator, subject to the availability of funding.

Question 5 – submitted by Cllr J Haynes

In February 2024 I presented to Full Council a paper proposing to charge a double premium on council tax for second homes. The proposal was agreed with some specific changes in an amendment proposed by Cllr Ireland. The details are below:

1. 40% of the additional income from the council tax on second homes in Dorset is allocated to the Housing budget annually.
2. Any unused or unallocated funds from this budget are transferred to Housing reserves at the end of the financial year and ring-fenced for new supply.
3. Any income clearly generated from this budget to be transferred to Housing reserves.

The budget to be used for the following purposes:

• In support of new build, on site, affordable housing from s106 agreements. These properties should be viable however there are occasions when they are not and s106 off site contributions are required to deliver them. In the absence of sufficient off site s106 funding, this budget may be used.

• To spot purchase properties as required for temporary accommodation for homeless residents.

• To be available for matched funding for government grants, as and when they become available, to increase the amount of affordable housing in Dorset.

• To be used in support of increasing the amount of affordable homes owned by Dorset Council with due regard to the need for a Housing Revenue Account.

Following a written response from the Leader to one of my residents it has come to my attention that the sum collected from the second home premium in 2025/26 was £12M. This is great news as only £8M was predicted in the budget and it means some £4.8M of additional funding (being the 40% of the total) should have gone into securing affordable housing for Dorset residents.

As we are now a year into getting this windfall can the portfolio holder inform us how much of this money has been spent yet on actual affordable homes and how many homes have been built/purchased using this money?

How much money has been raised in interest on the £12M and transferred to the housing budget and if the money has not been spent as yet, could we be reminded of the reserves from this windfall in the housing budget?

Response from Cllr G Taylor

Before answering the specifics in your question, I must clarify that of the £12.6m collected from second home council tax, Dorset's share of this was £10m. The remainder is received by the preceptors who are also funded from council tax so; police, fire as well as town and parish Councils. ok

When setting the 2025/26 budget the Cabinet considered how to maximise the impact of further investment into Housing. The approved budget approved at Full Council in February 2025 contained the following investments into supporting housing totalling £3.95m:

1. £1.5m of funding to support Housing transformation resource
2. £1.6m Housing Capital Project Fund
3. £0.75m Capital Funding for Annual Developments (housing)
4. £0.1m of revenue funding to support capital projects

These investments recognise the work required to strengthen resources within the service to maximise the availability of affordable housing across Dorset.

This reflects the anticipated budgeted amount of income and in fact exceeds the 40% commitment on the budgeted £8m.

Your question specifically asks about one element of this, affordable homes and how that budgeted money was spent.

Capital spend was utilised to support the development of a number of successful schemes, including West Farm, Hardy House, The Haven, Penrose and the Bus Shelter.

In total these schemes provided a total of 25 units of Temporary Accommodation, with a combination of shared and self-contained units, for homeless households. These units provided accommodation for Families, Young People, Rough Sleepers and women (only).

Funding was also allocated to bring forward to market, the Extra Care development in Wareham. However, this remains unspent at present but will be carried forward as new proposals are brought forward.

These schemes have cost a total of £3.216m to date.

Looking at the 26/27 budget we have made an additional commitments of £1.4m (in addition to the recurring £3.95m) to reflect our council priority to provide affordable and high-quality housing This means for 2026/27 the total planned spend exceeds the 40% from February 2024.

We are now reviewing our progress on our council priorities, and we are committed to continue to invest in this vital agenda.

Council tax is billed and collected throughout the year in equal instalments. The Council does not separately identify or accrue interest on any service budgets due to the timing of spend.

Question 6 – submitted by Cllr S Gibson

Verwood has experienced a number of missed bin collections this year with several areas suffering multiple missed collections within a few weeks. One of the reasons that has been repeatedly given is the unreliability of vehicles.

If we want people to use the full range of recycling and refuse services, it is vital that they can trust and depend upon the collection service. The local team do an incredible job but appear to be undermined by multiple break downs of vehicles.

Given that this is a key service for all residents and a service that Dorset Council has typically run incredibly well, what more can be done to support the local team at the Ferndown Depot to improve reliability of the bin fleet?

Response from Cllr J Andrews

Reliable waste and recycling collections are a core service, and where there have been issues in Verwood, I'm keen to address these.

Data for the eastern area shows a modest increase in missed collections earlier this year. This was largely driven by exceptional operational pressures, including flooding, alongside some localised vehicle availability challenges. These were not widespread or persistent, but they were disruptive for some residents.

In particular, the temporary unavailability of the HGV service pit at Nimrod Way has meant some vehicles have had to be taken to alternative workshops across the county for essential inspections and repairs, which has affected turnaround times. Work is underway to reinstate this facility and, in the interim, an additional hire vehicle has been introduced at Ferndown to improve resilience.

More broadly, we are taking decisive action to strengthen reliability. Ferndown has been moved up the Council's route optimisation programme, with work already underway to redesign rounds to ensure they are better balanced and more resilient. These new rounds are planned to go live in early 2027 and will also benefit from the new Blandford transfer station.

Alongside this, we are improving how data is used so that properties affected by disruption are identified early and prioritised, reducing the risk of repeated missed collections.

These measures are about supporting the Ferndown team and ensuring a dependable service for residents.

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Recommendation to Full Council 16 July 2026

From Cabinet of 23 June 2026

Capital Programme Review

For Recommendation to Council

Cabinet Member and Portfolio:
Cllr S Clifford, Resources and Finance

Local Councillor(s): All

Executive Director:
J Britton, Executive Director Economy & Environment
S Cremer, Director – Resources (CFO & s151 Officer)

Report Author: Hannah Brown,
Title: Acting Head of Corporate Finance
Email: Hannah.brown@dorsetcouncil.gov.uk

Report Status: Public

Recommendation:

Full Council are asked to:

1. Approve the new structured approval framework for capital projects, as outlined in Appendix A of the report to Cabinet of 23 June 2026

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

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

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

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.

Appendices

Capital Programme Review Report to the meeting of Cabinet - 23 June 2026 including appendices

Appendix A – Approval Framework for Capital Projects

Appendix B – Standing items

Appendix C – Approved capital schemes

Appendix D – Capital Pipeline

Agenda and papers for Cabinet on Tuesday, 23rd June, 2026, 6.30 pm - Dorset Council

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

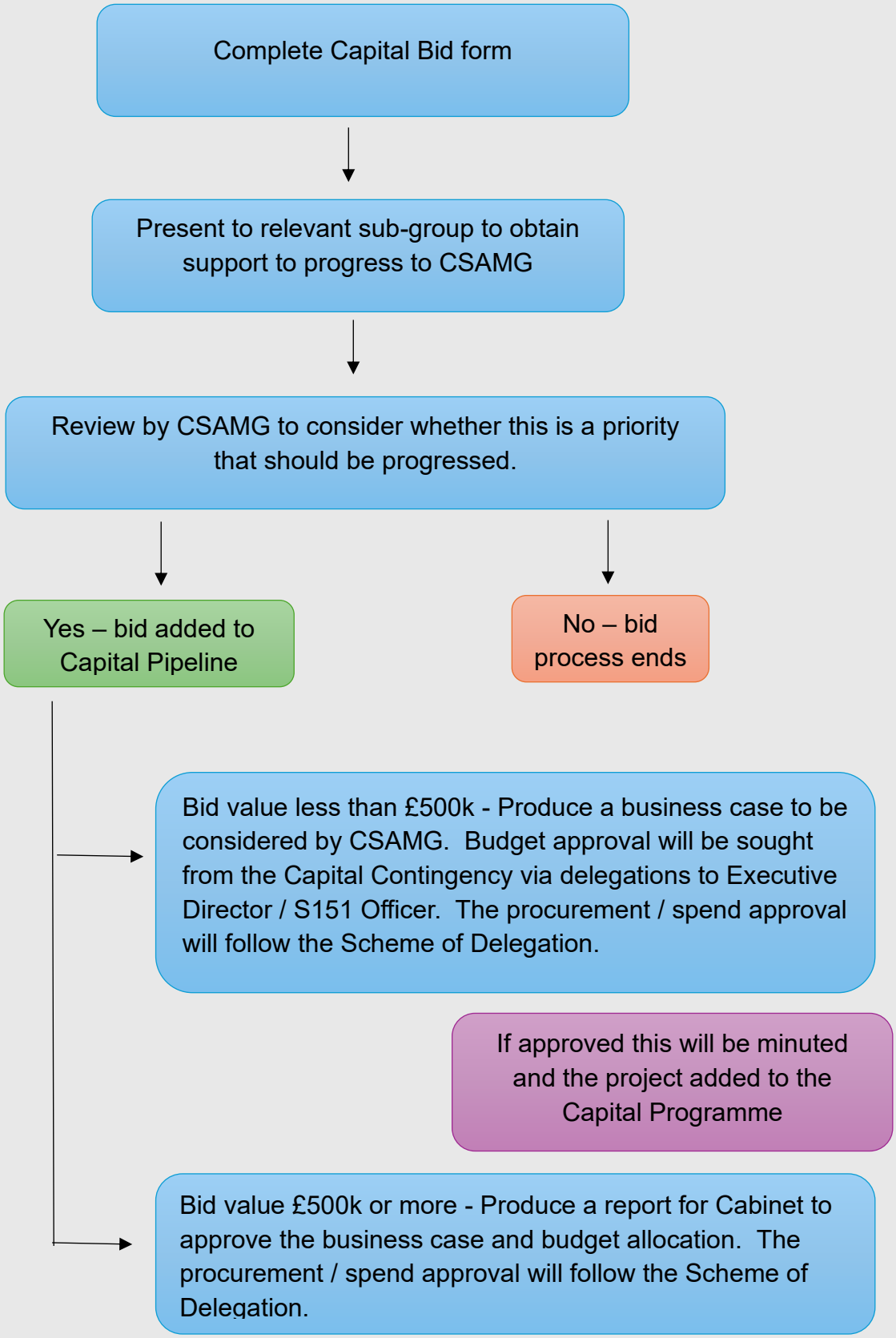
14.1 Council, Budget and Medium-Term Financial Plan Strategy Report (MTFP), 10 February 2026

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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Recommendation to Full Council 16 July 2026

From Cabinet of 23 June 2026

Joint Local Transport Plan 2026 - 2041

For Decision

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 the Local Transport Plan 2026 – 2041 be adopted

2. That authority be delegated 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, subject to the equivalent approval by BCP Council.

3. That authority be delegated 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 – Local Transport Plan (LTP) 2026-2041 Integrated Impact Assessment Non-Technical Summary

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.

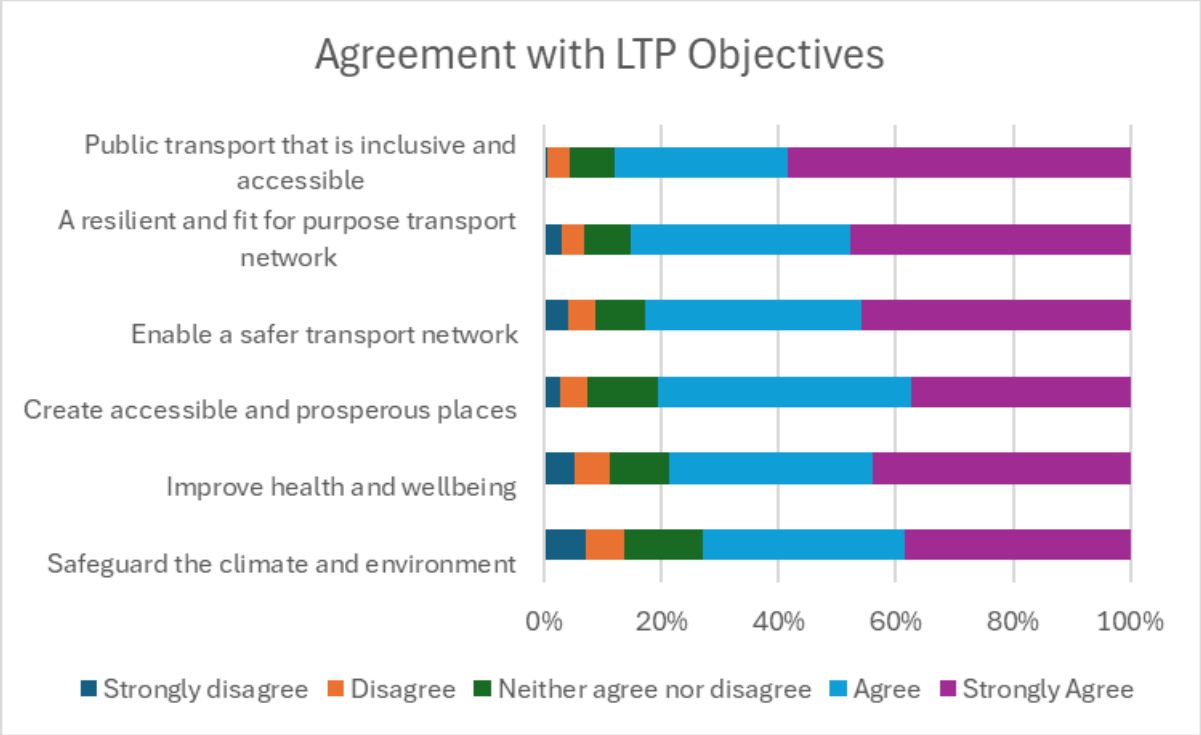
4.14 A Monitoring and Evaluation Strategy (see Appendix 3) has also been developed to articulate how progress in delivering the LTP objectives will be monitored and measured over the lifetime of the plan.

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.

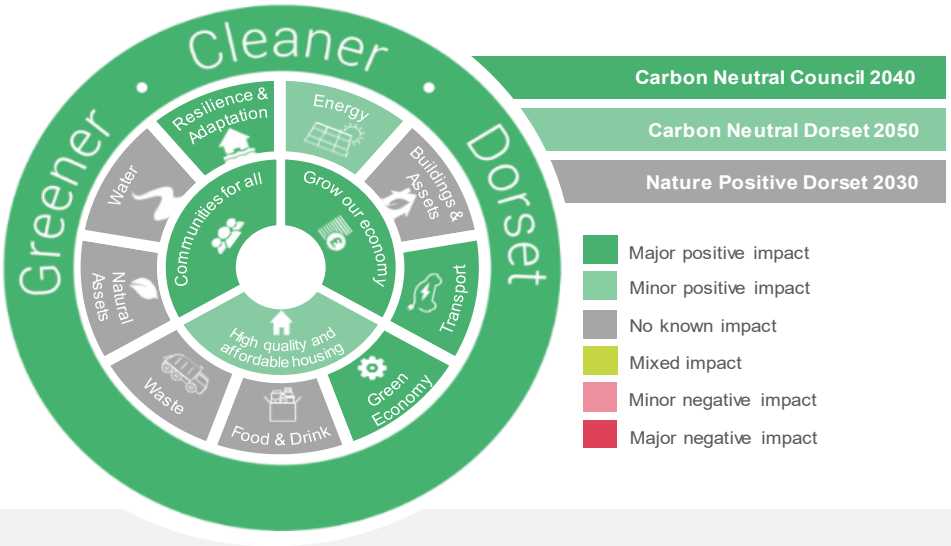
7.6 Maintaining an up-to-date, compliant LTP is essential to remain eligible for Department for Transport funding. Failure to adopt a new Plan would place the Council at a competitive disadvantage and risk reduced future investment.

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:

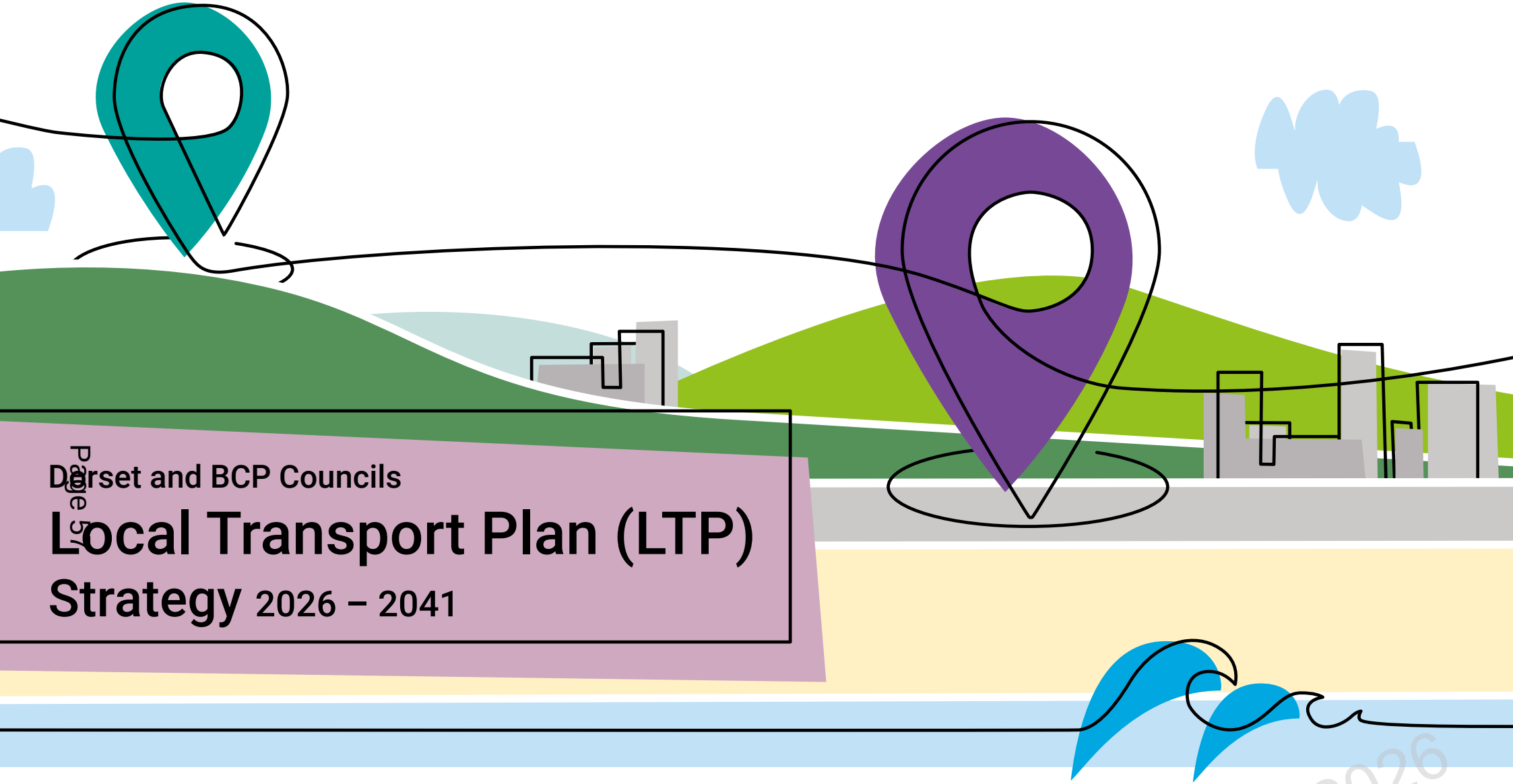
a) Place and Resources Overview Committee. 25th September 2025

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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DRAFT JUNE 2026

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**

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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

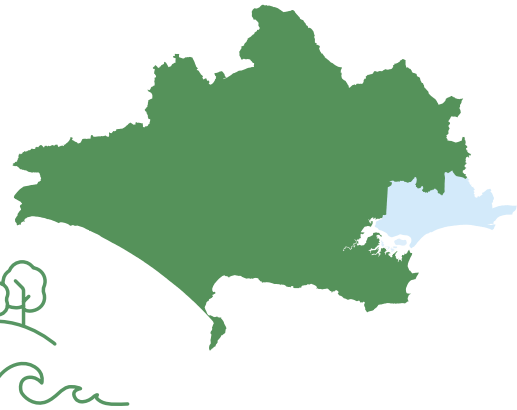
Poole Harbour

- 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
Ringwood
West Moors
Wimborne
Ferndown
New Forest
National Park
River Avon
River Stour
Bournemouth
International Airport
Merley
Broadstone
Kinson
Canford Heath
Wallisdown
Alderney
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
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A and B Roads
Rail / Stations
Hospitals
Universities
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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 51.2 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.

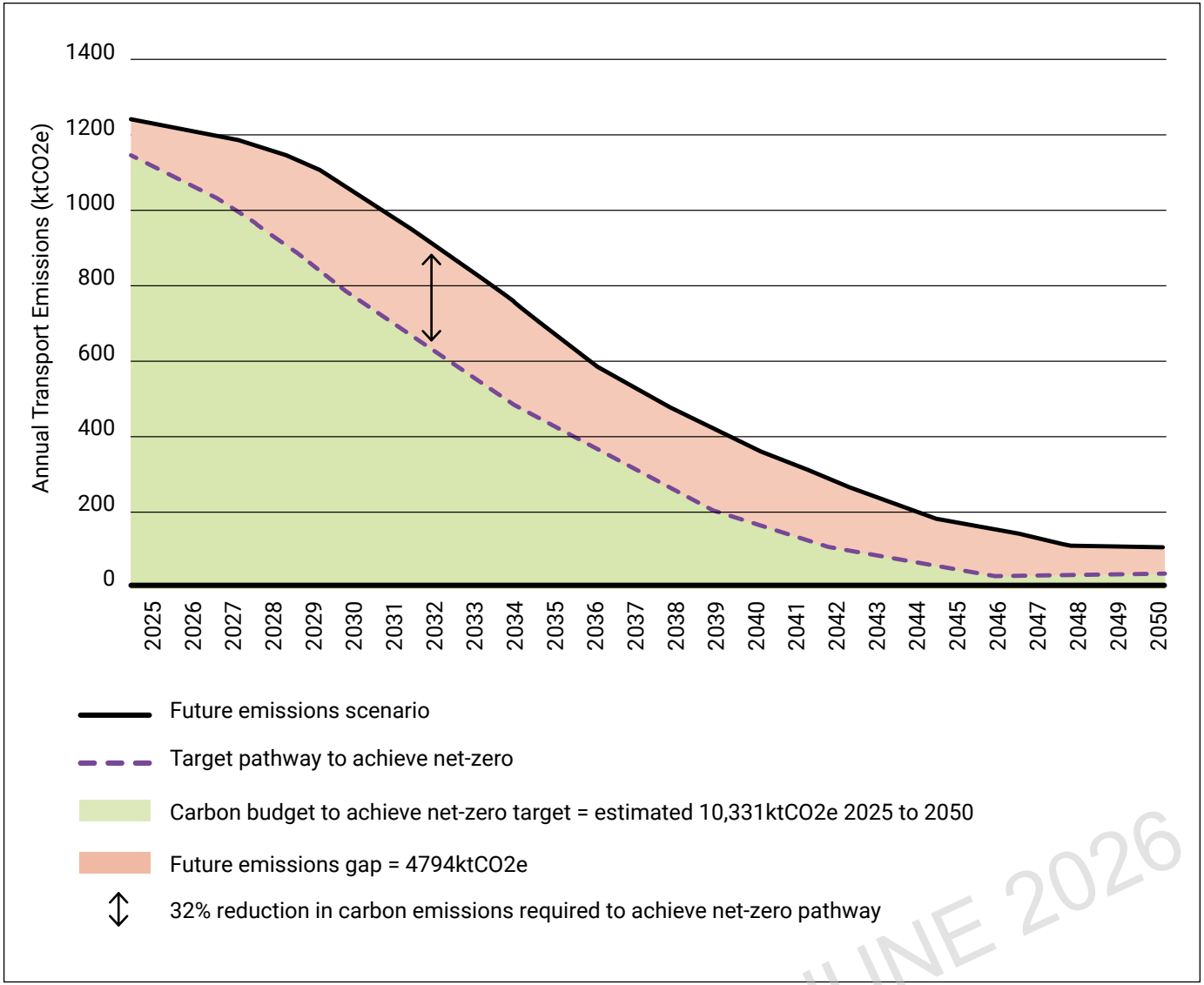
This is the most likely scenario, as it reflects the national ban on the sale of new petrol and diesel only powered cars from 2030. Our analysis has defined a 'target pathway to achieve net-zero' (purple dashed line in Figure 1.1). This is based on a locally scaled version of the **'Climate Change Committee 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.

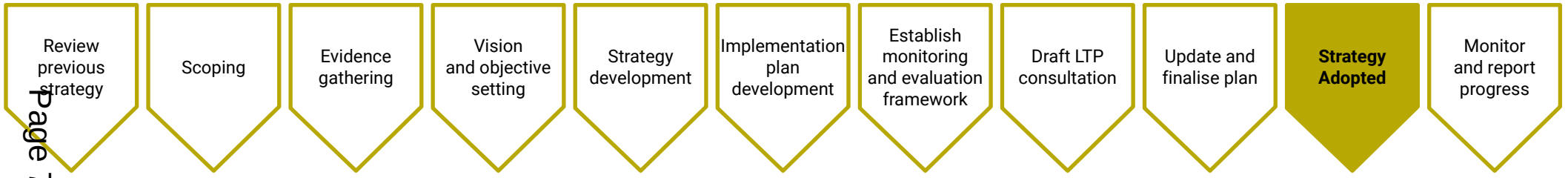
Roles and responsibilities	Local authority	Transport operator	STB	Government
Local Transport Plan	✓			
Maintenance of public roads	✓			
Strategic Road Network				✓
School transport	✓			
Community needs	✓	✓		
Public transport	✓	✓	✓	✓
Promoting sustainable development	✓			
Funding for high-cost schemes			✓	✓
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

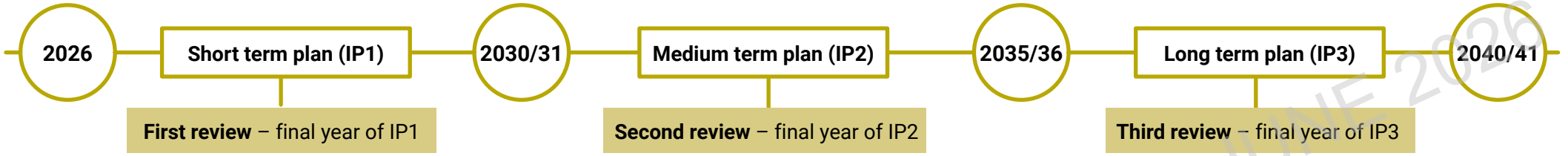
We followed a best practice approach to developing our new transport strategy. The process diagram below shows the development of our transport strategy by stage, starting with a review of LTP3, through to adoption and the commitment to undertake on-going monitoring of our new strategy.

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**

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. To achieve complete transport access to public spaces, locations need to always 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.

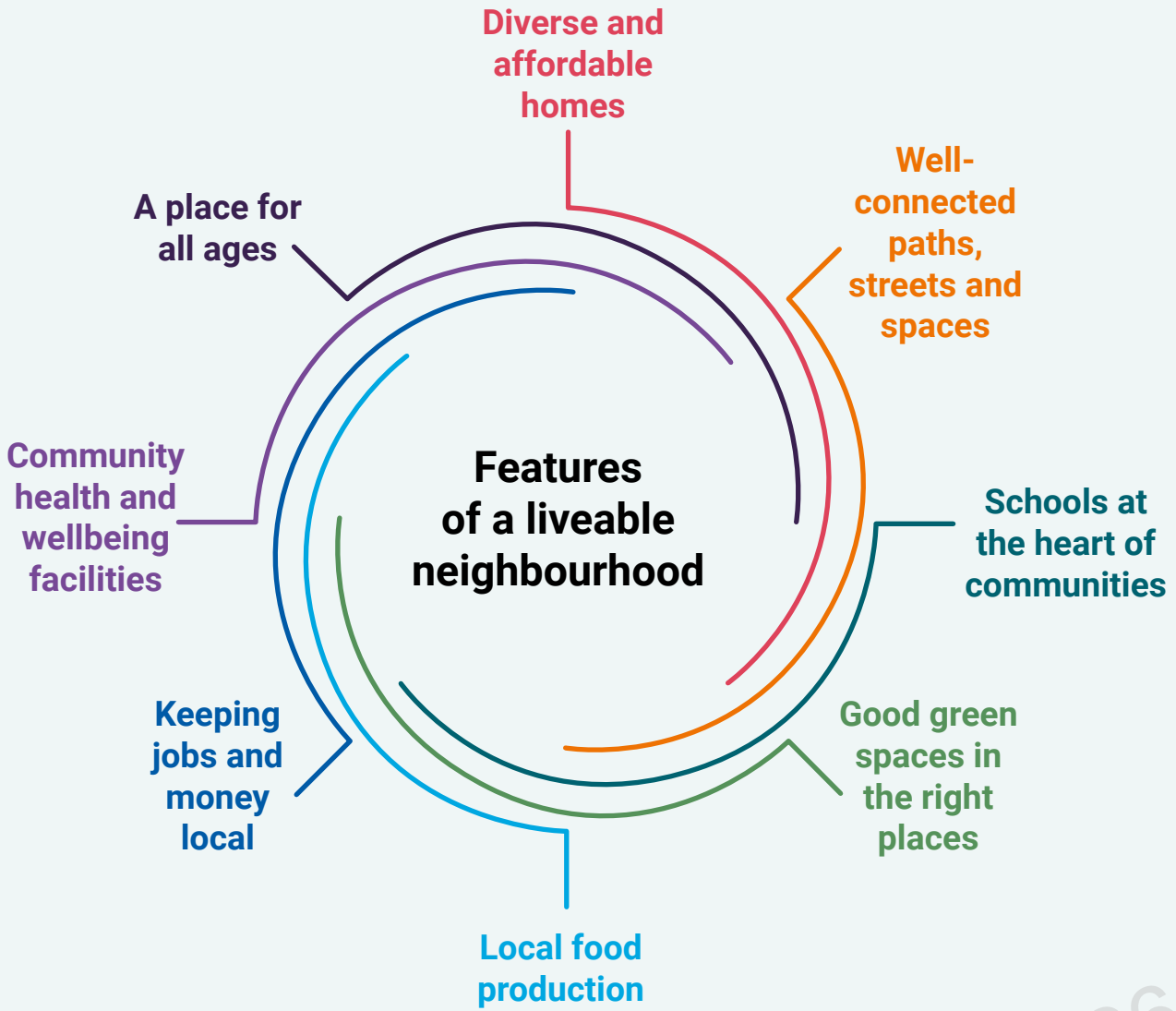
Our need to travel has consequences for the safety of people. On average six people are injured on roads every day in our area. The associated annual cost to the local economy is estimated at £156 million **(Source – Dorset Road Safe Strategy, produced by the Dorset Road Safety Partnership)**. The emotional

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Children walking, scooting and cycling to school, Fernside Road Poole

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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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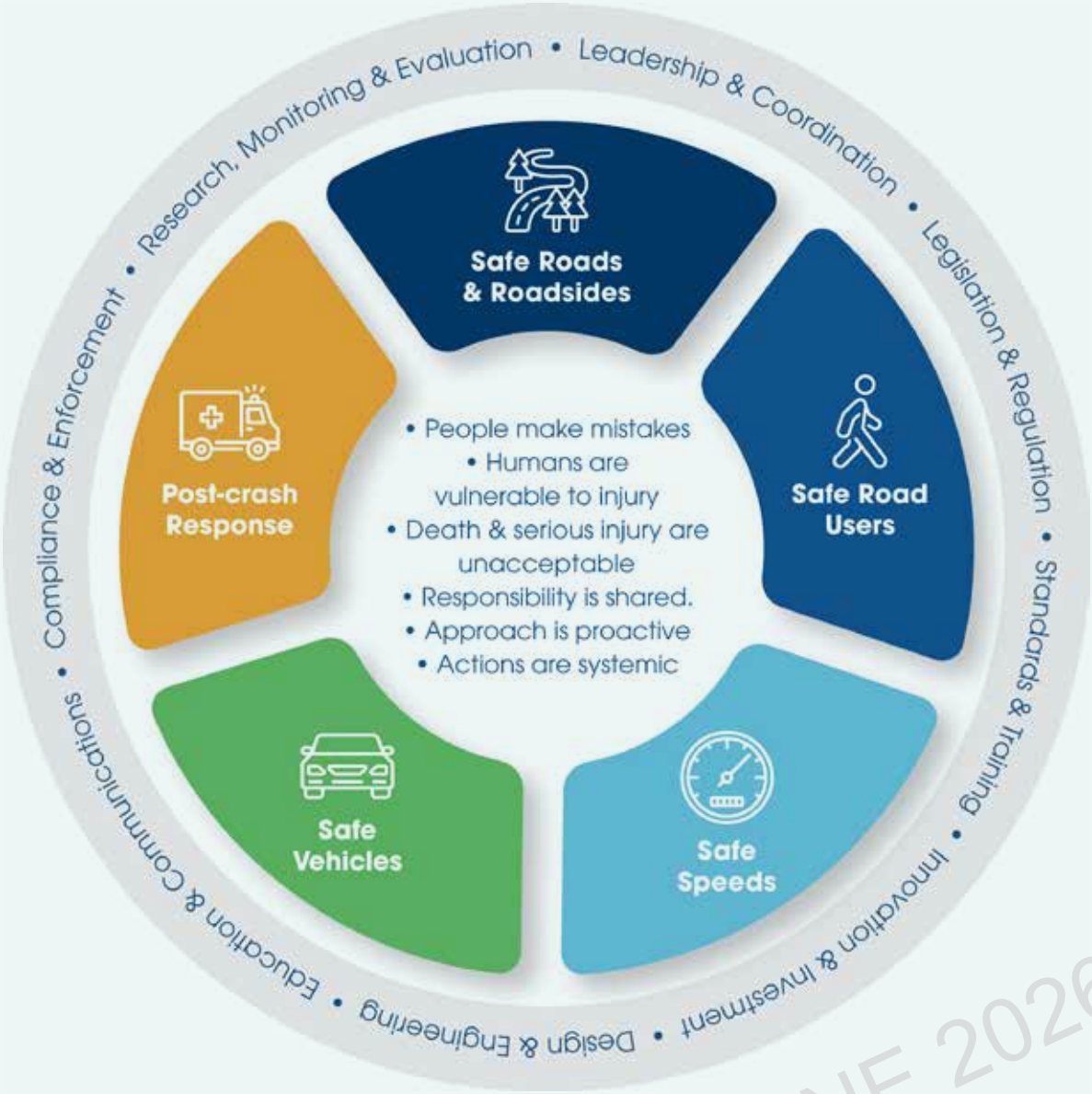
impact on those affected by a road casualty and their social groups is immense. Considerations of how we all travel and the resulting policies need to improve safety as a priority including resolving conflicts between active travel and motor vehicles. Many injuries are largely preventable. Through effective 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.

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.

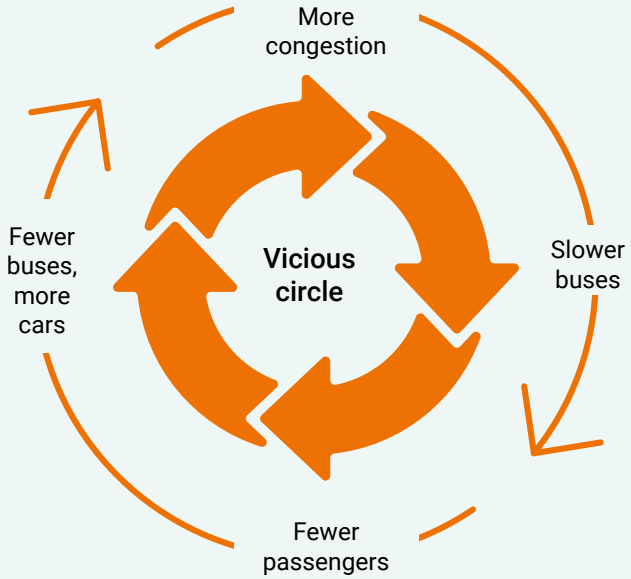
Policy F2

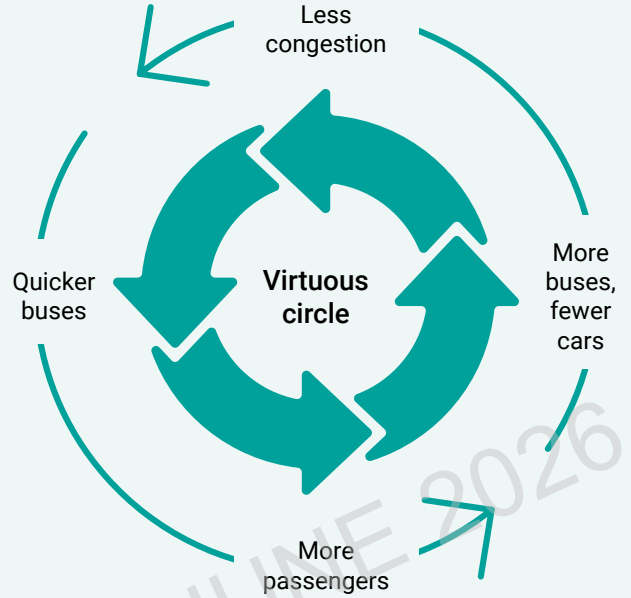
Prioritise local bus services to make journeys quicker and more reliable.

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)

DRAFT JUNE 2025

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.

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.

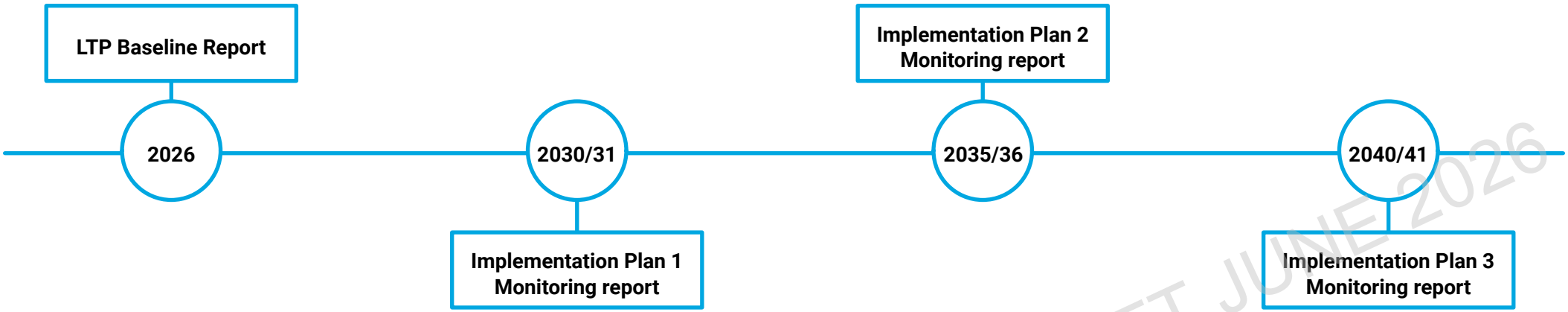
Performance indicators

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.

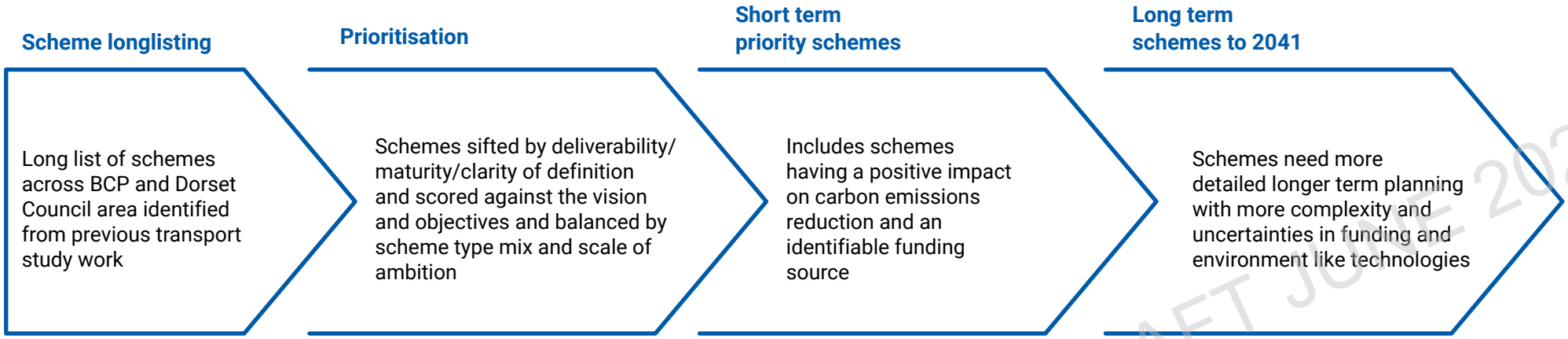
Medium term plan (IP2) covering 2031 to 2036

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

DRAFT

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:

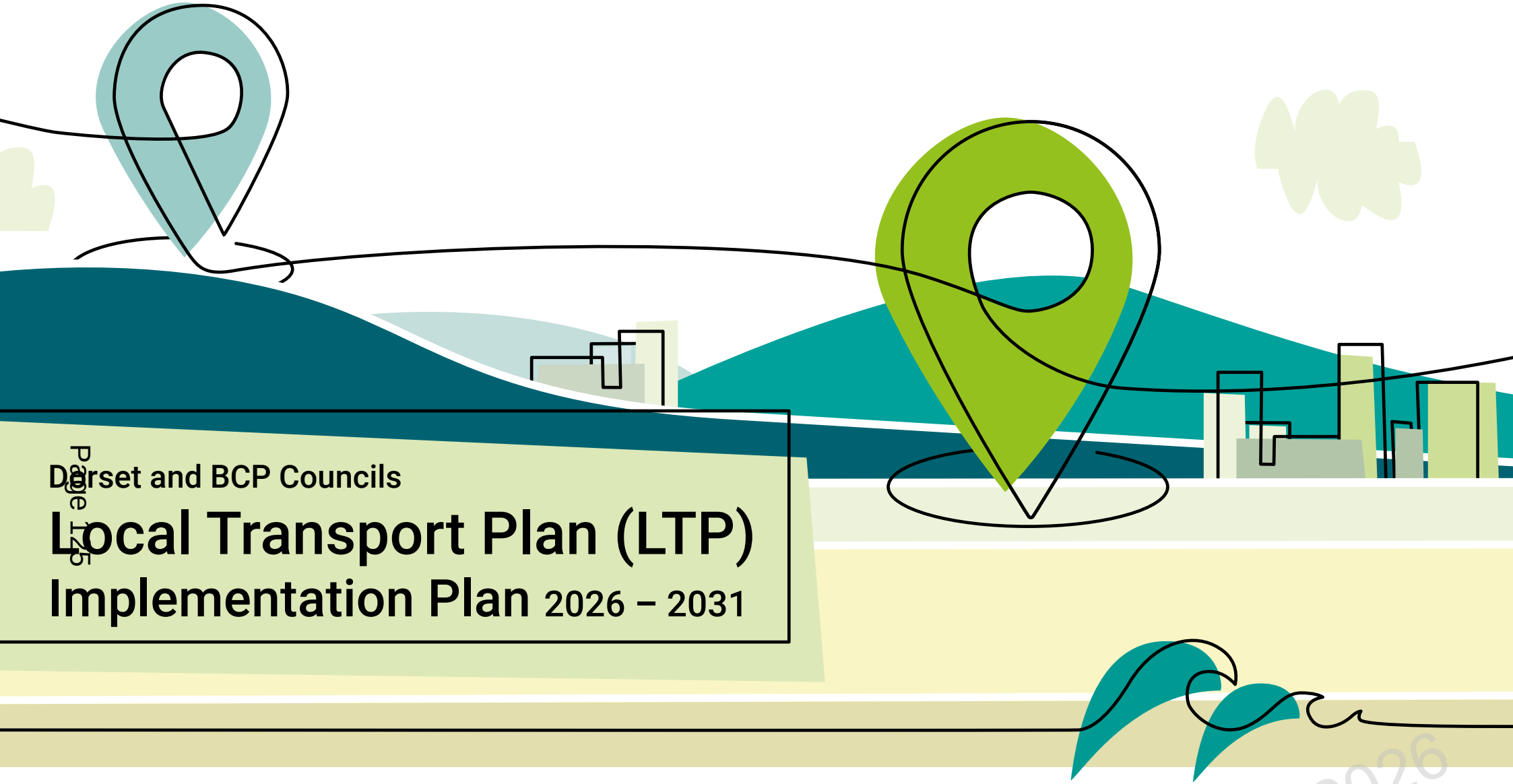
bcpcouncil.gov.uk/local-transport-plan

dorsetcouncil.gov.uk/local-transport-plan



This is where **your journey begins...**

DRAFT JUNE 2026



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.

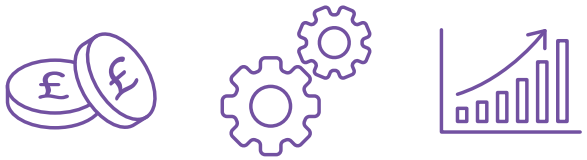
The IP is structured in 3 five-year phases:

- 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.

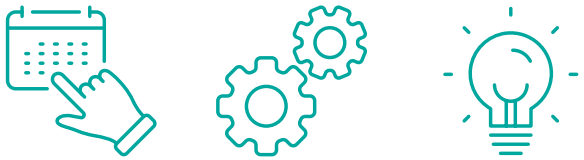
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Christchurch train station entrance with wayfinding and real time information totem.

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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).

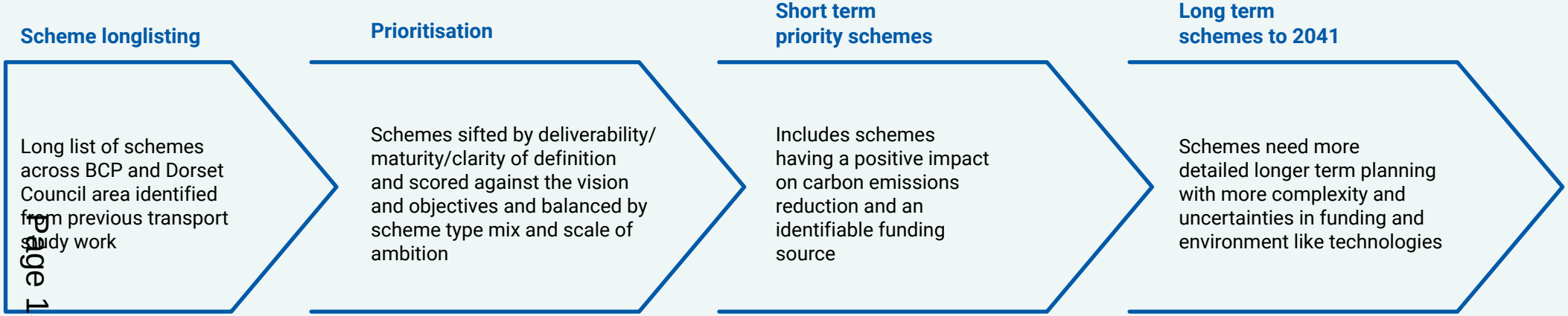
Prioritising schemes for IP1

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.

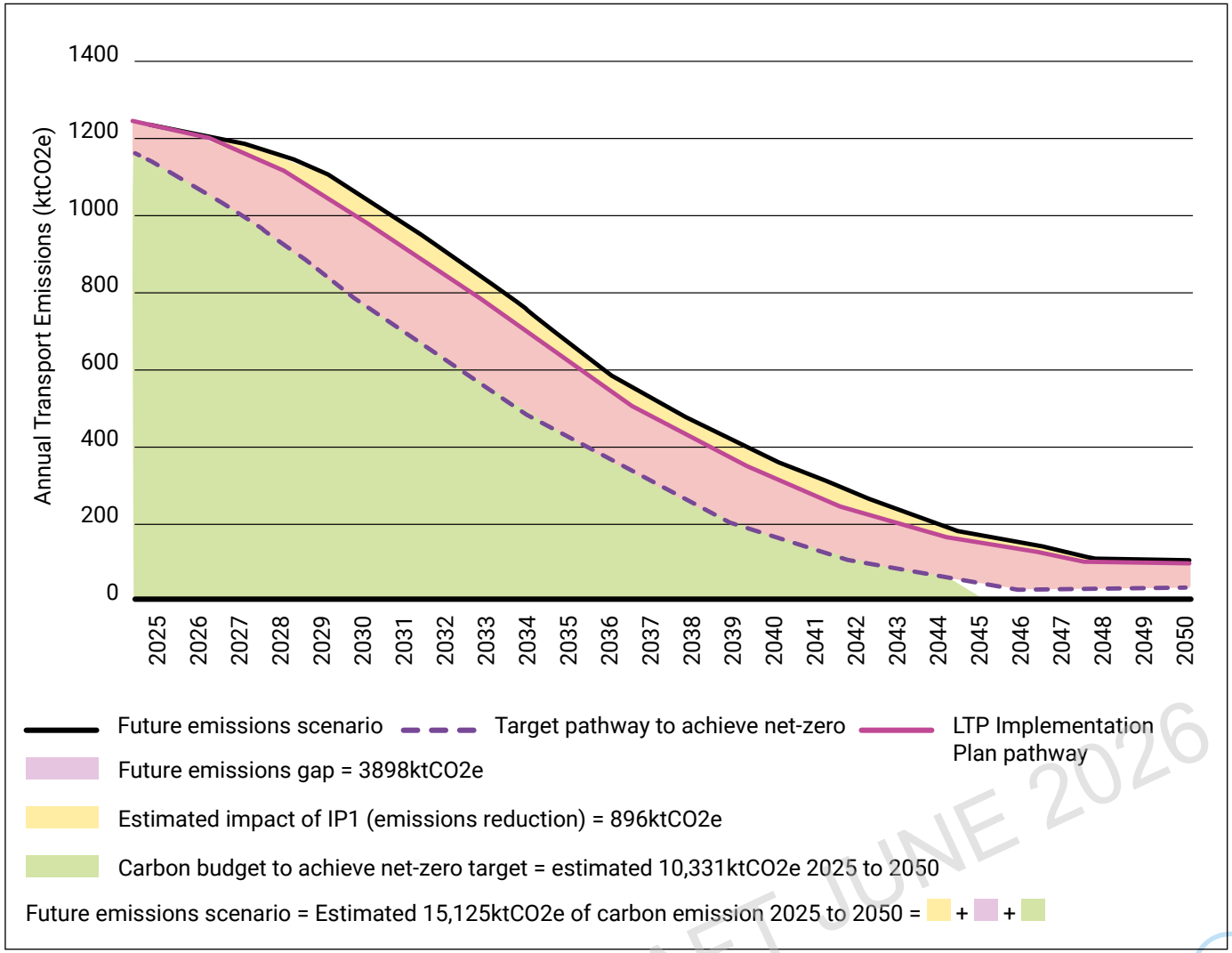
Our area will need to progress policies including charging/clean air/zero emission zones and workplace parking levies.

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)



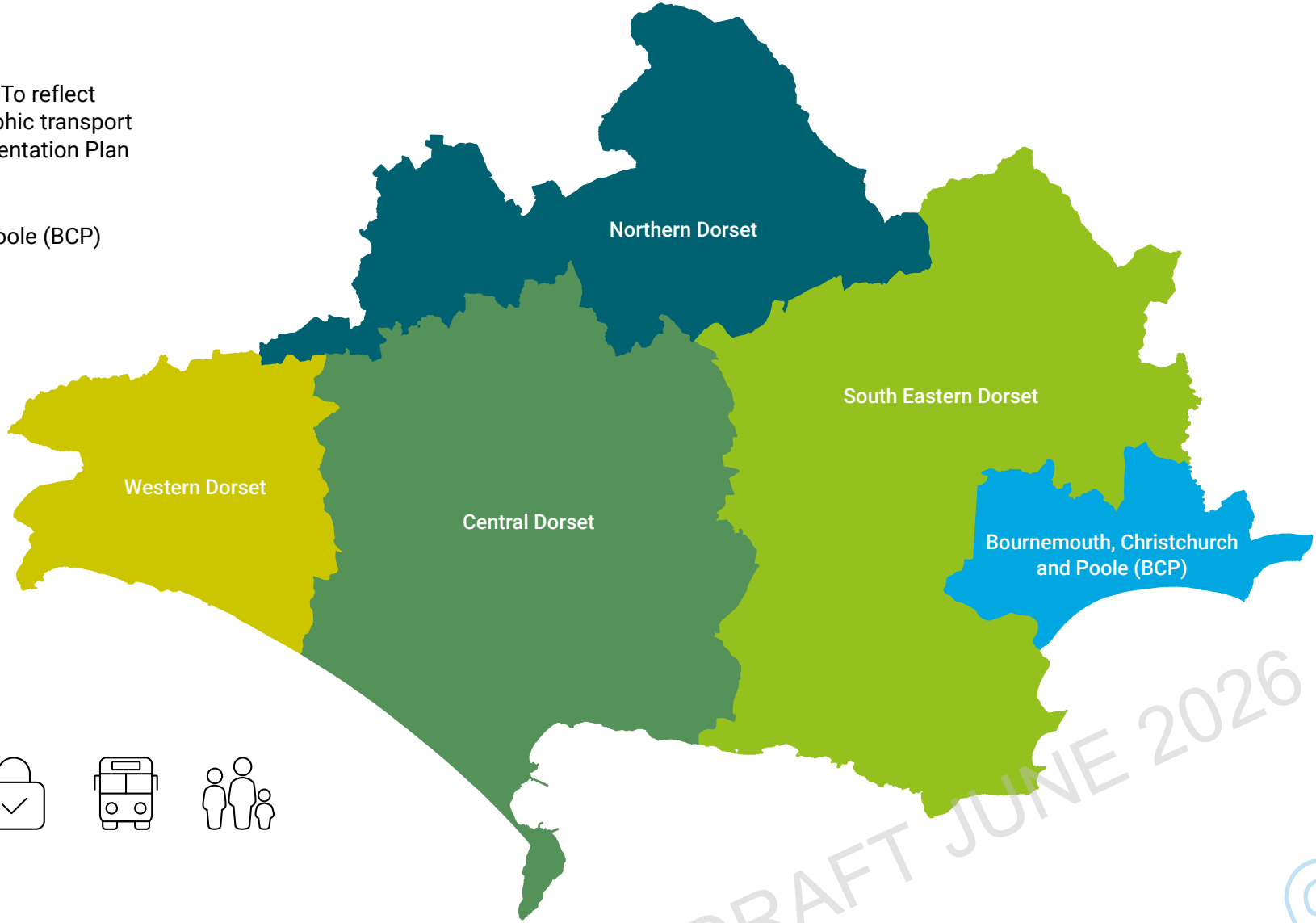
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4. LTP Implementation Plan by area

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
West Moors
Wimborne
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
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A3049
A337
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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.

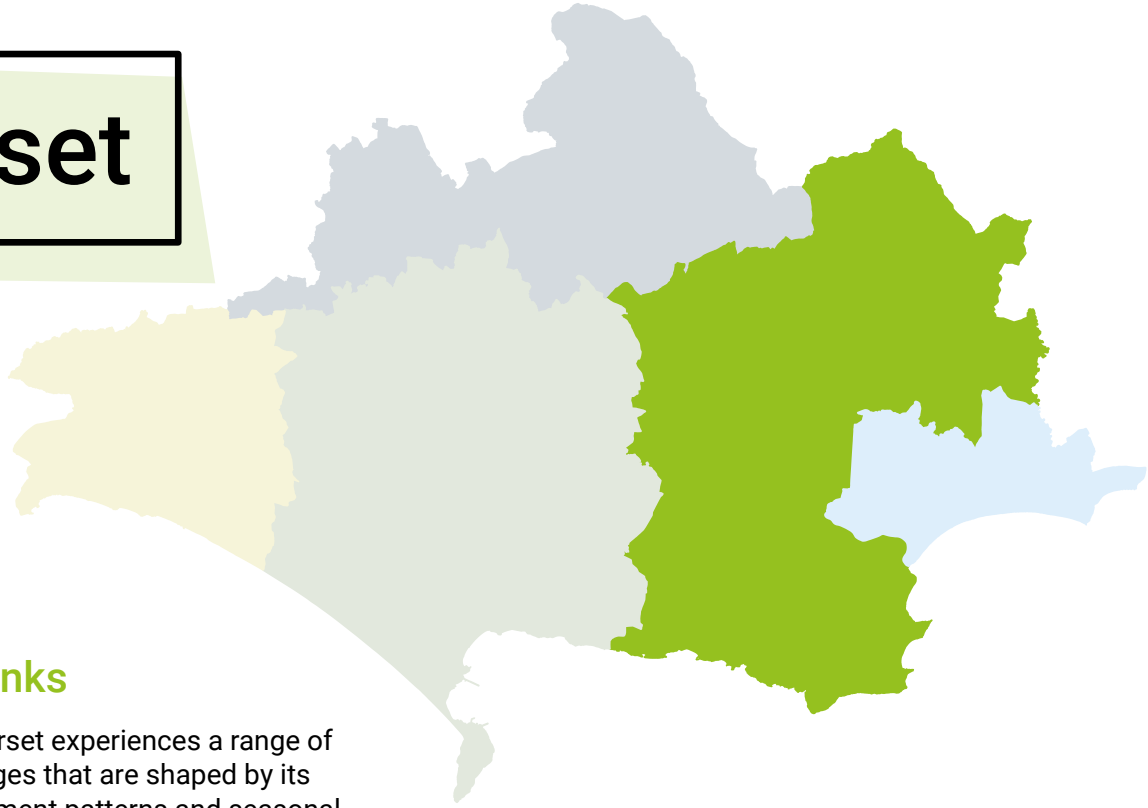
To **strengthen rail connectivity** to the wider region, we will support Dorset Council with plans for capacity enhancements on the **Heart of Wessex Line**, to provide an hourly service between Weymouth and Bristol. We will support Network Rail to deliver overhead electrification of the railway through 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.

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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.

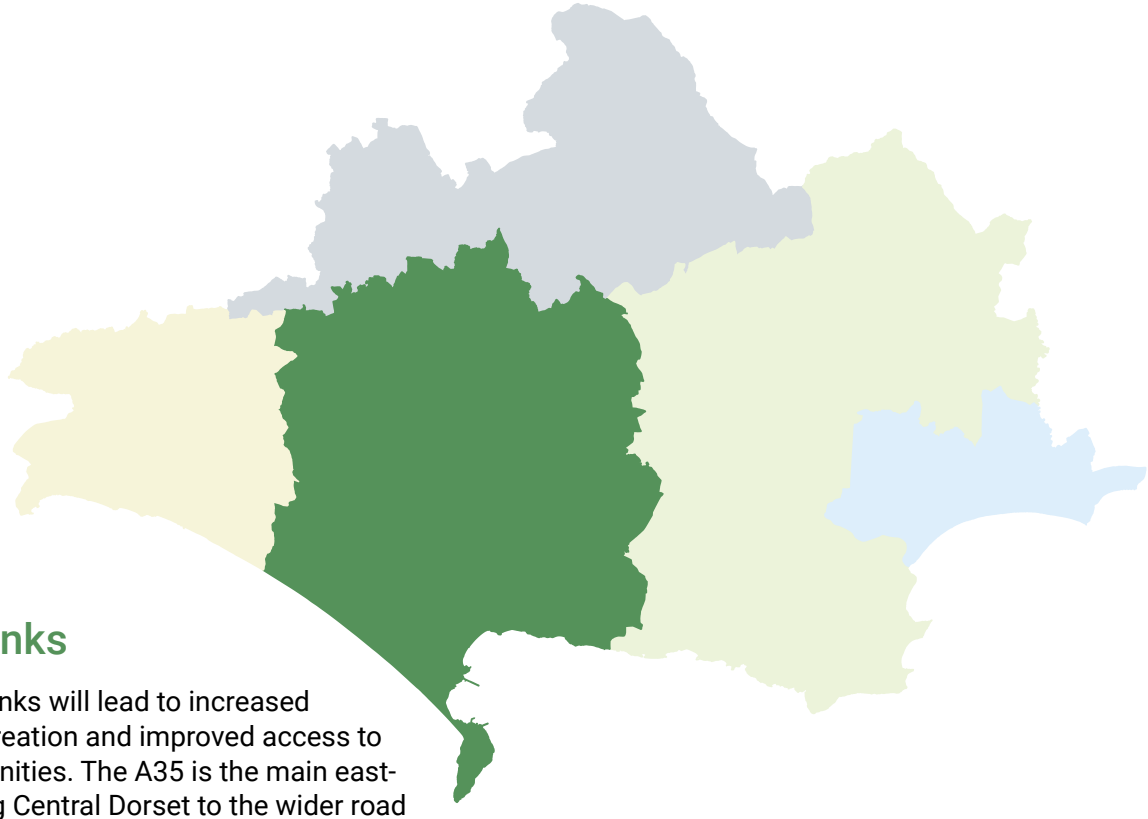
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A mother uses a new active travel route in South Eastern Dorset, highlighting improved accessibility for families.

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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.

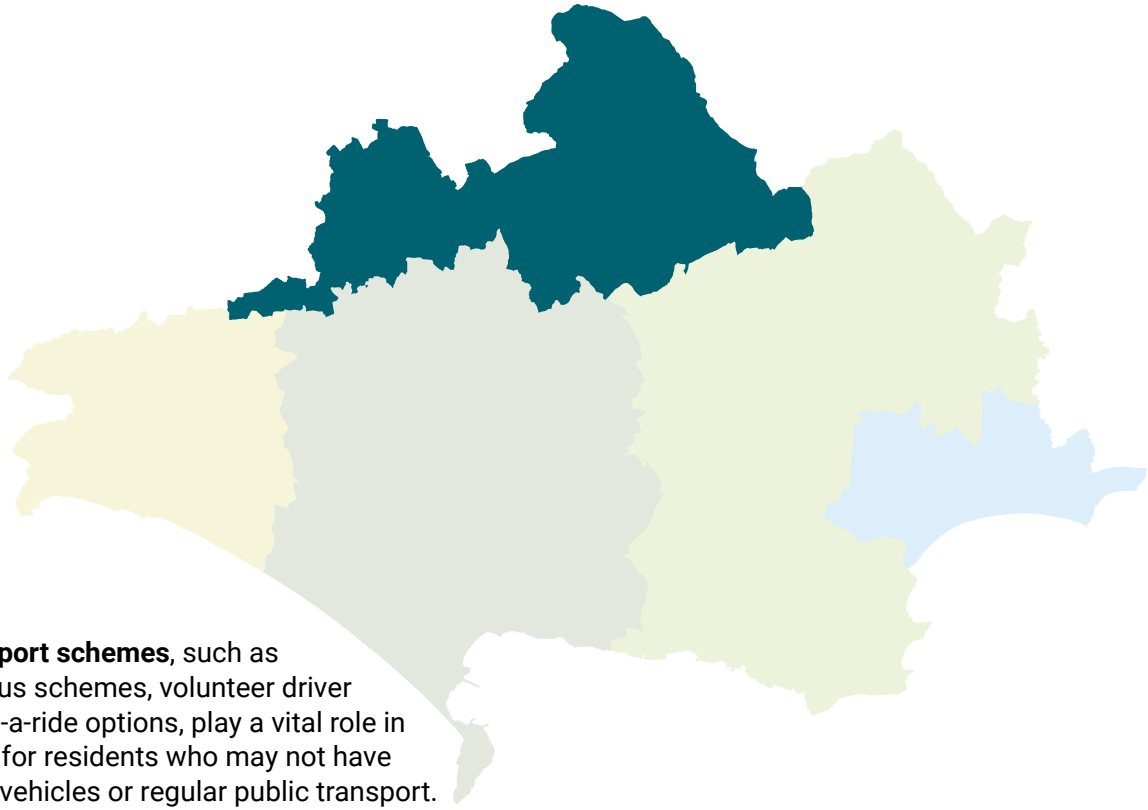
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Portland Port and the surrounding coastline, reflecting the area's strategic importance for freight and maritime access.

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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.

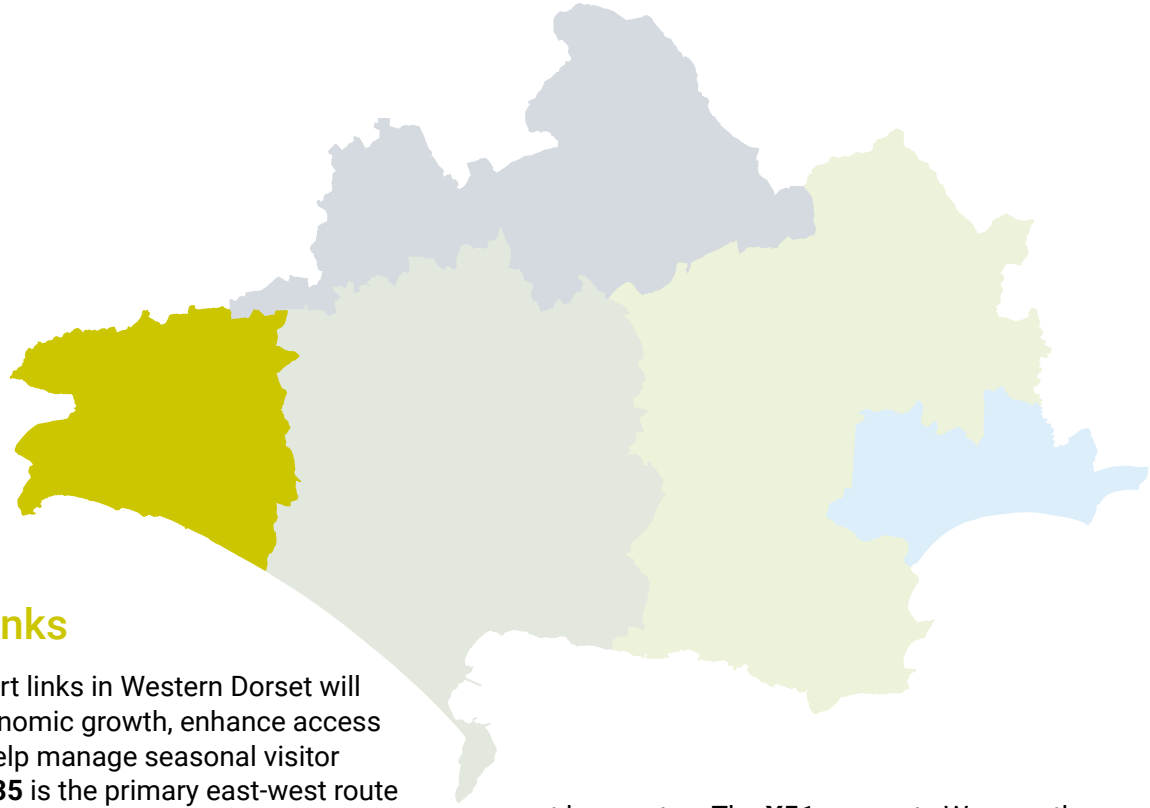
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Engineering team on site in Sturminster Newton, supporting infrastructure improvements through local assessment and planning.

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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.

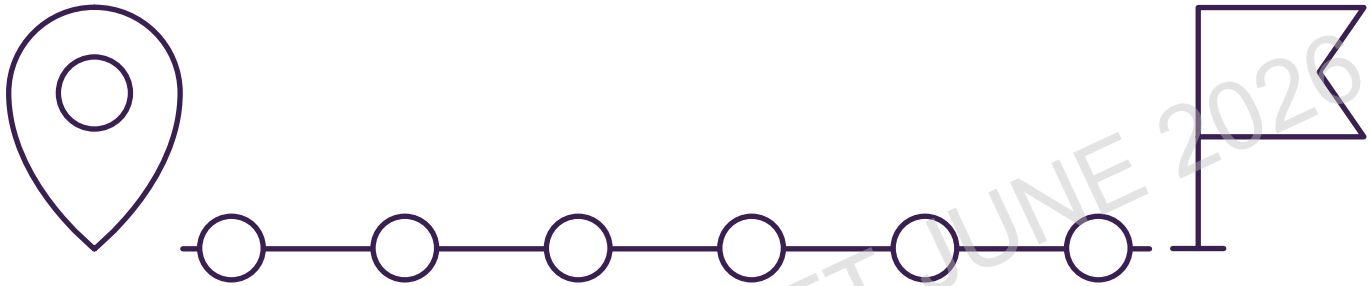
A measurable baseline will be captured during the first year of the lifecycle of LTP and will provide an objective dataset against which all future years of the Plan will be measured.

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.

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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

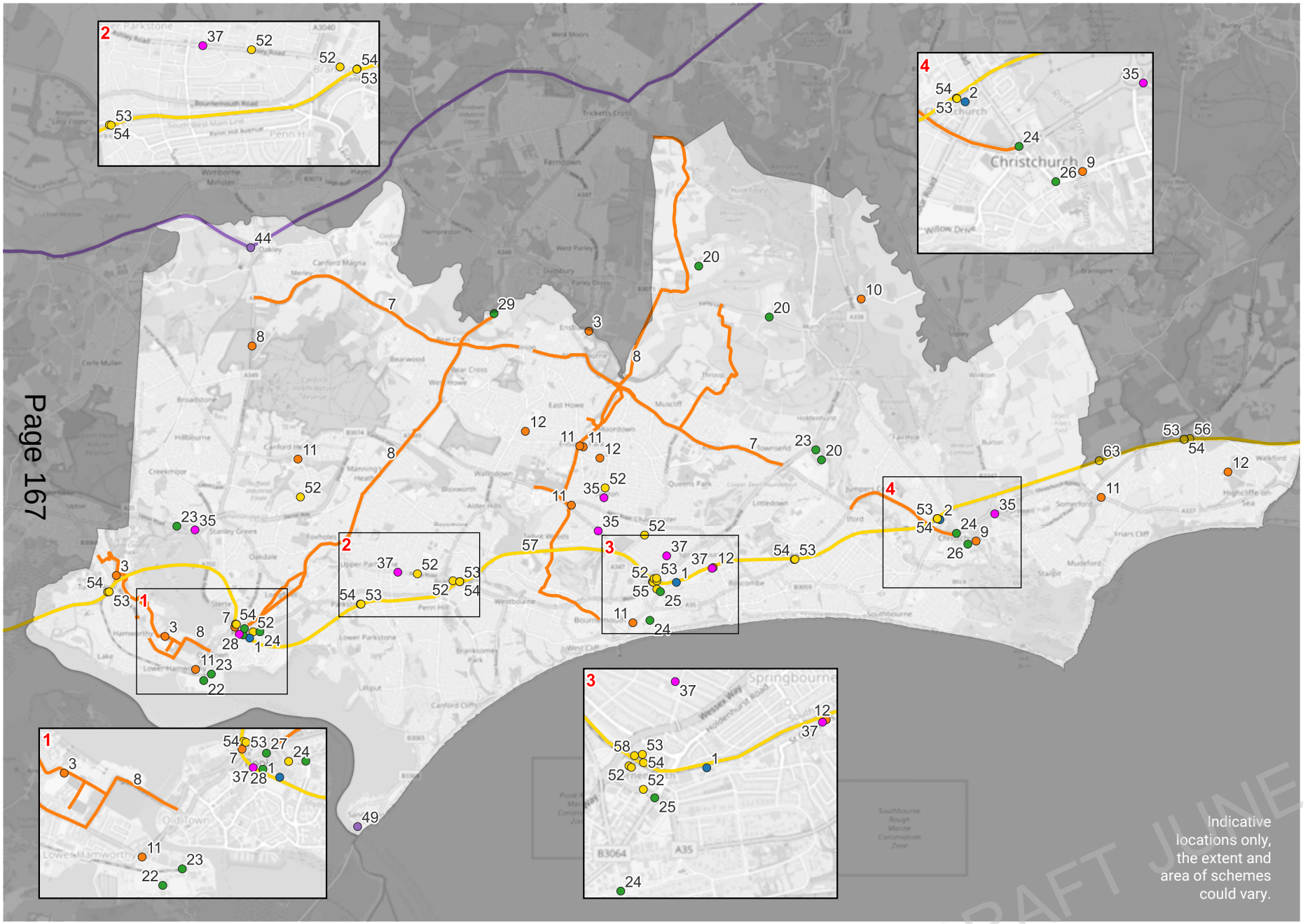
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Annex D – Supporting transport plans, policies and studies used to inform the scheme longlisting process by Dorset and BCP

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	

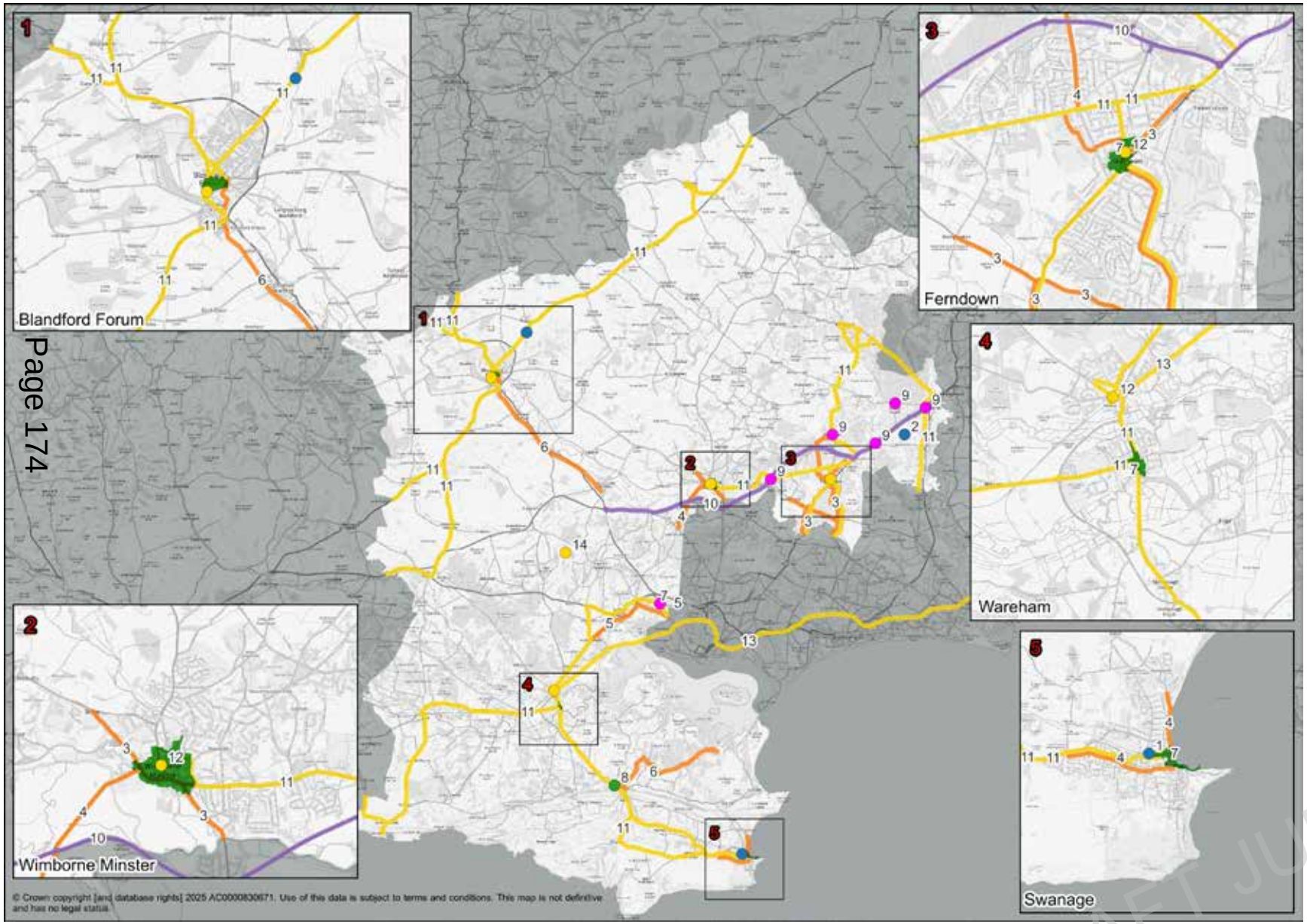
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54	BCP Rail Station Accessibility Programme	Support Network Rail and partners to upgrade facilities at rail stations, to meet published accessibility standards, to deliver level boarding including at Hamworthy, Parkstone, Branksome, Pokesdown, Christchurch 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

* indicates the main objective that individual schemes will help deliver in LTP (many schemes will contribute to multiple objectives).

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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	

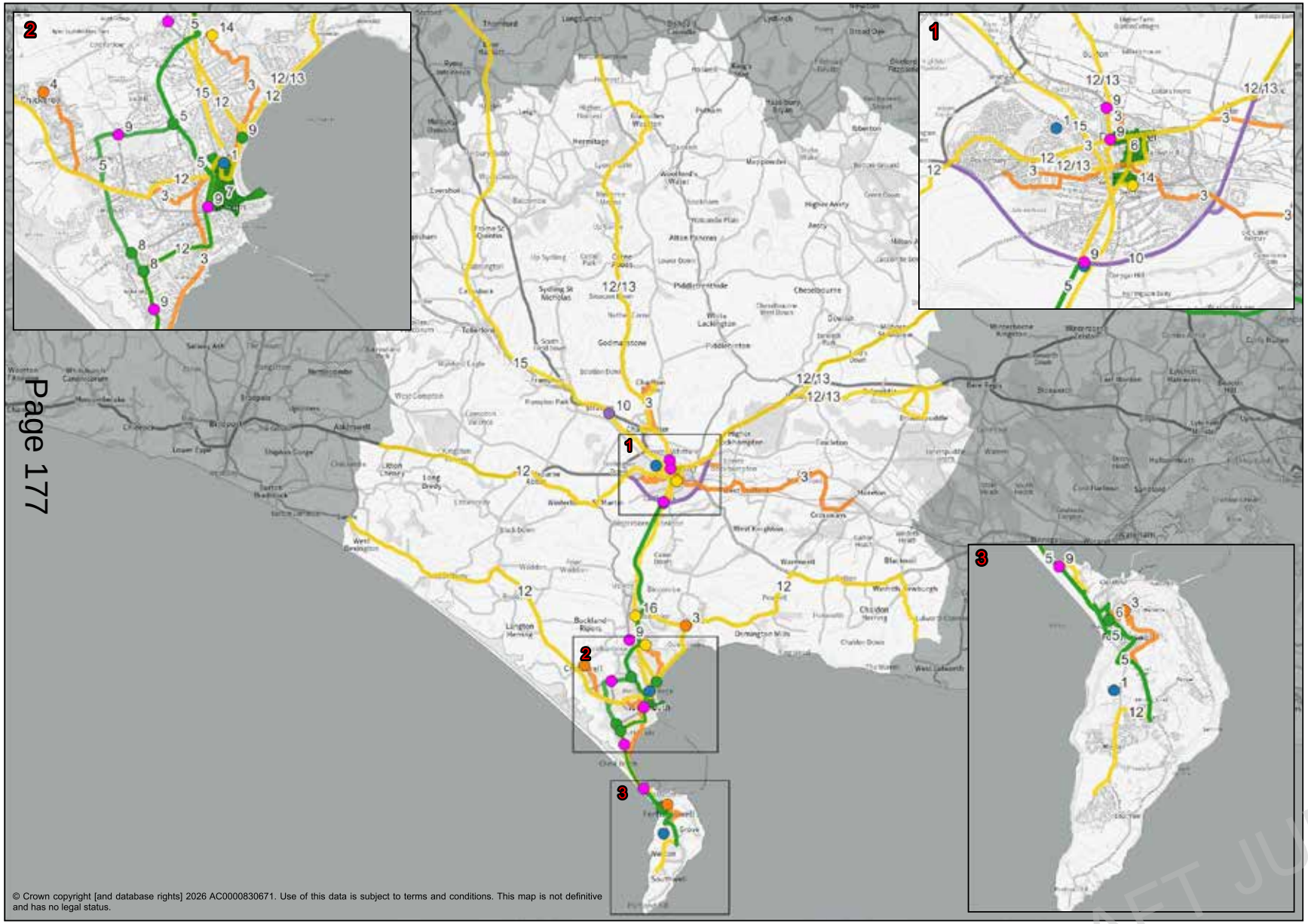
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	Objective C – Create accessible and prosperous places					
7	Town centre traffic management and access improvements	Packages of traffic management, junction improvements, public realm and active travel infrastructure to reduce traffic volumes entering 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

- **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

* indicates the main objective that individual schemes will help deliver in LTP (many schemes will contribute to multiple objectives).

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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		

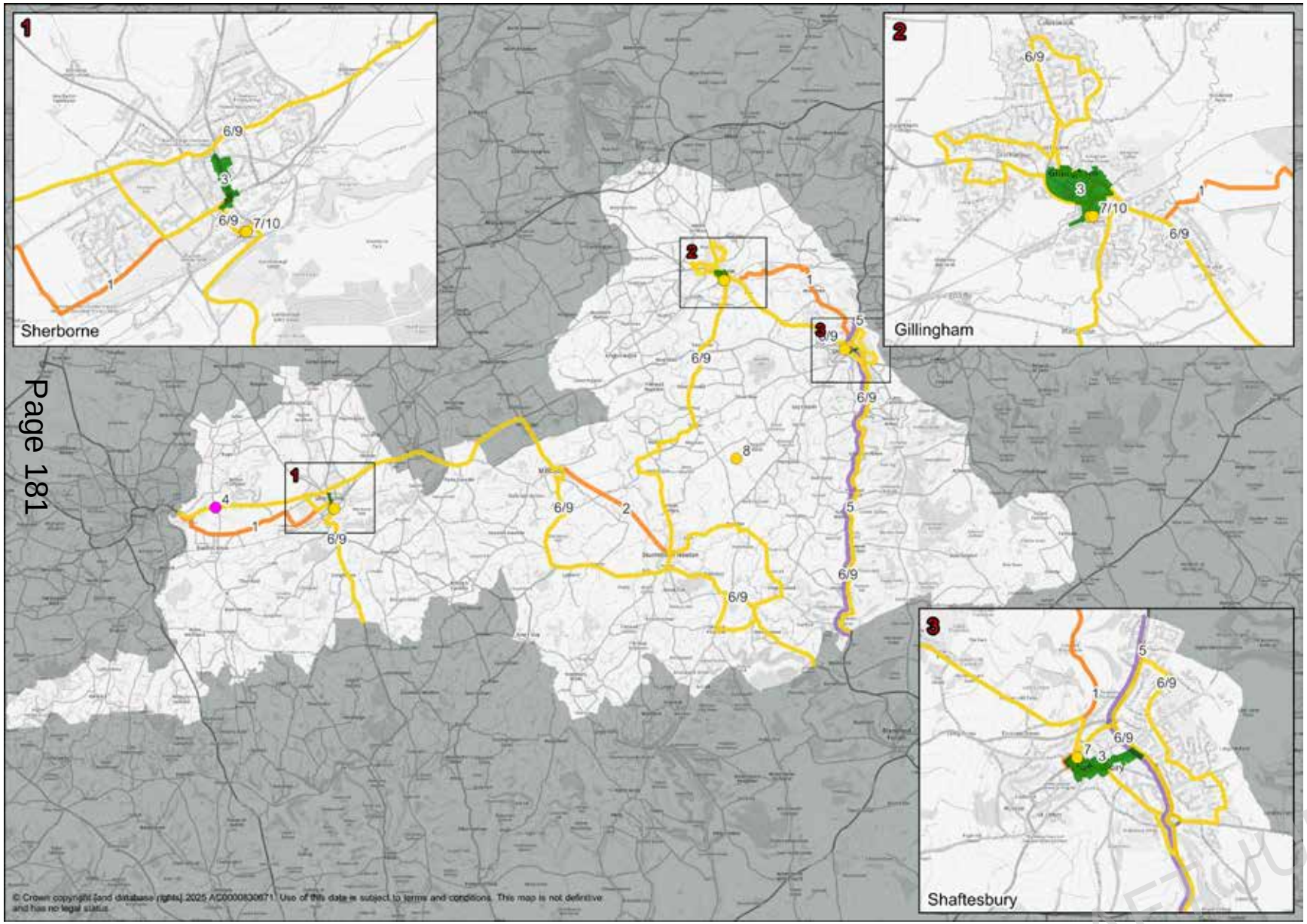
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	Objective F – Public transport that is inclusive and accessible					
12	Increase bus service frequency on strategic bus network	Raise bus service frequency and standards on core inter-urban routes. Initially routes should operate at least hourly 7am 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

- **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

* indicates the main objective that individual schemes will help deliver in LTP (many schemes will contribute to multiple objectives).

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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	

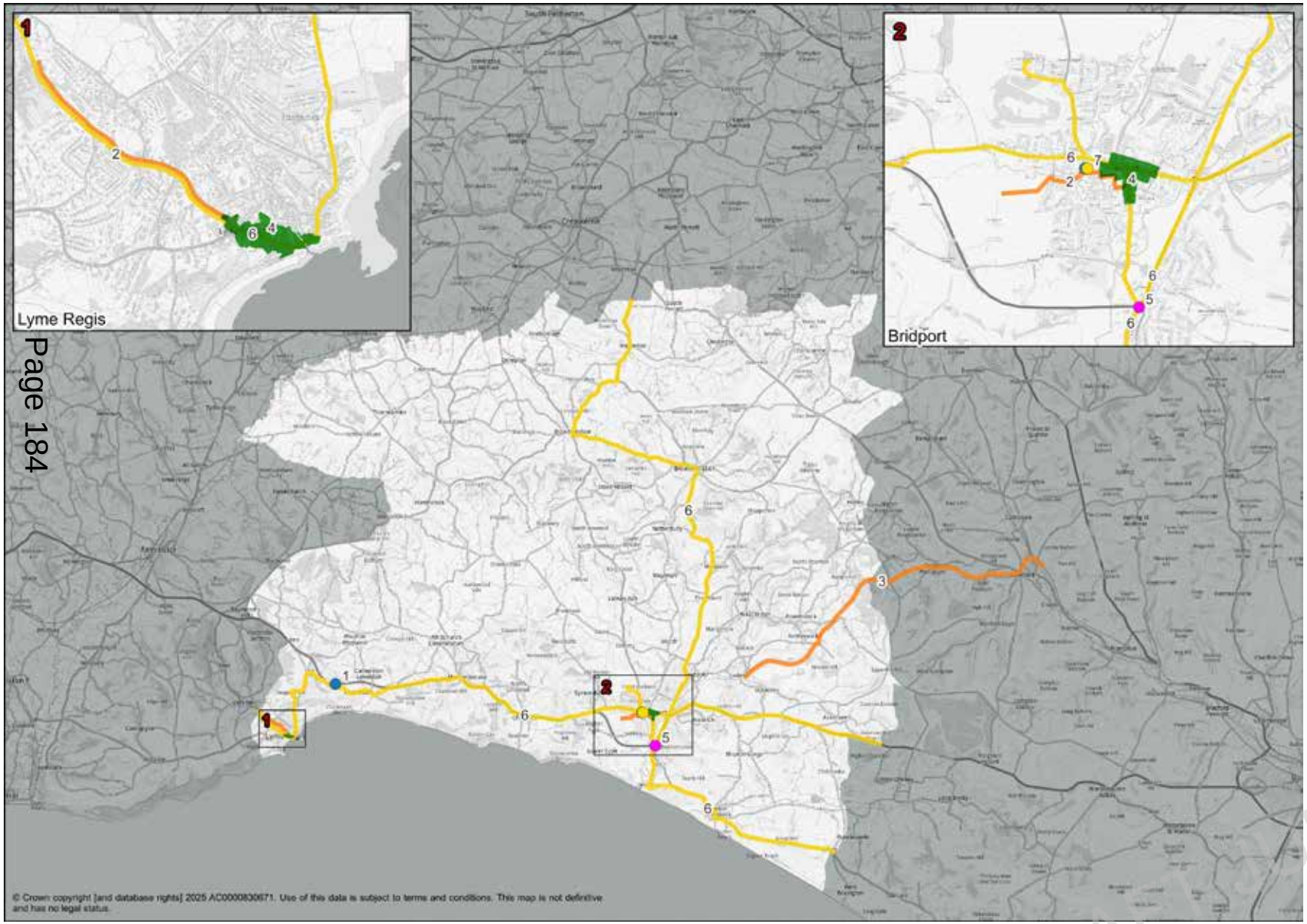
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Objective F – Public transport that is inclusive and accessible						
6	Increase bus service frequency on strategic bus network	Enhance the frequency and reliability of bus services on strategic inter-urban routes, such as Blandford-Shaftesbury–Gillingham 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

- **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

* indicates the main objective that individual schemes will help deliver in LTP (many schemes will contribute to multiple objectives).

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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.

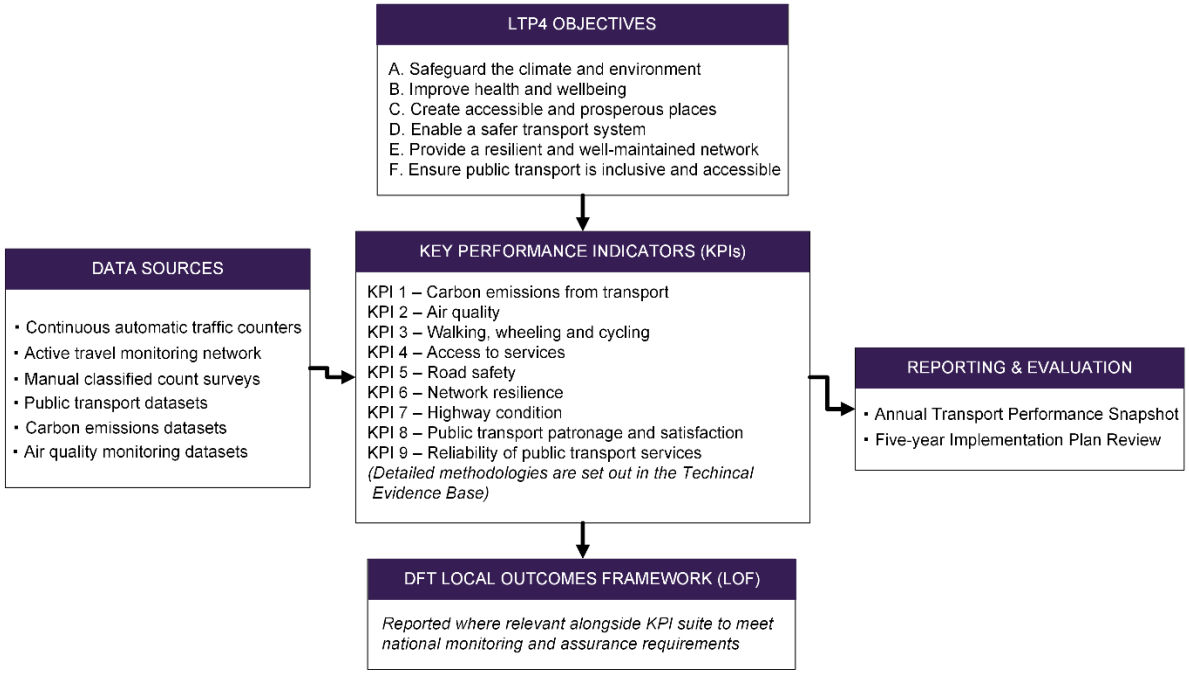
The Strategy therefore provides both a clear accountability framework and a durable evidence base to support decision-making, investment prioritisation and external funding submissions throughout the lifetime of the LTP.

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

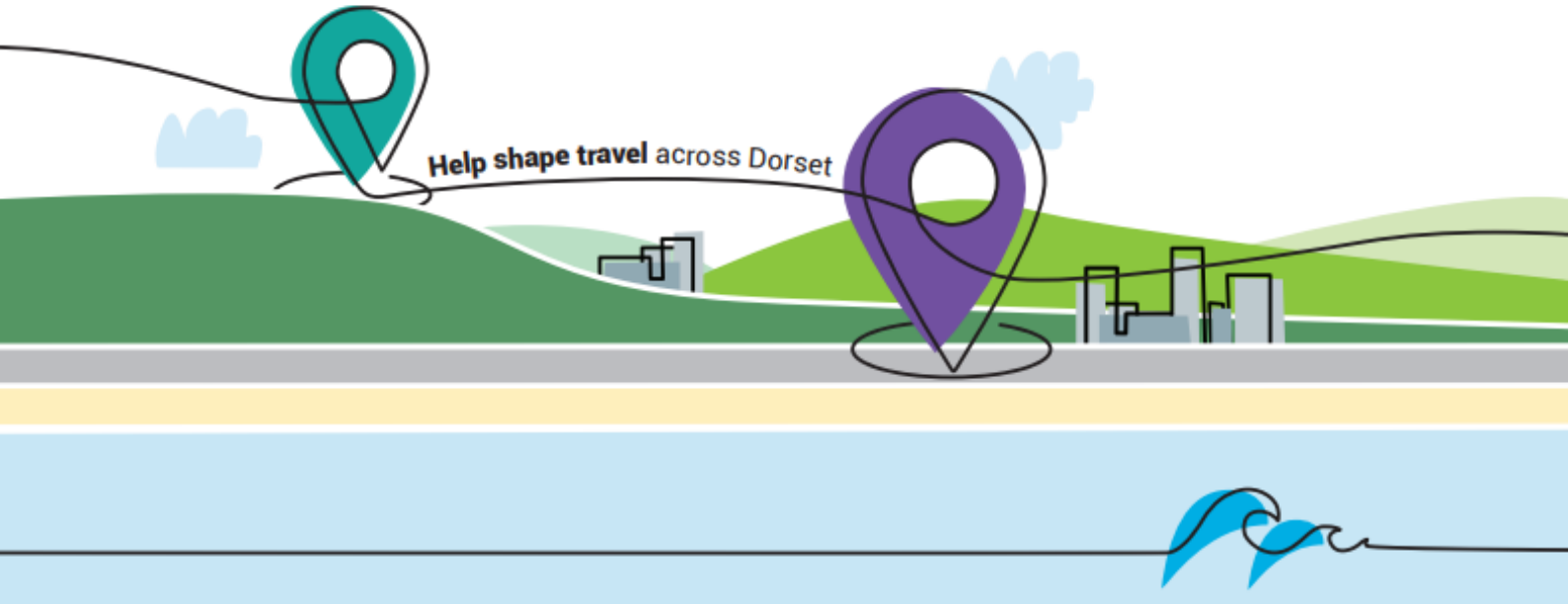
Conclusion

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

DATE: MARCH 2026

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APPENDICES

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APPENDIX F – IMPLEMENTATION PLANS

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.

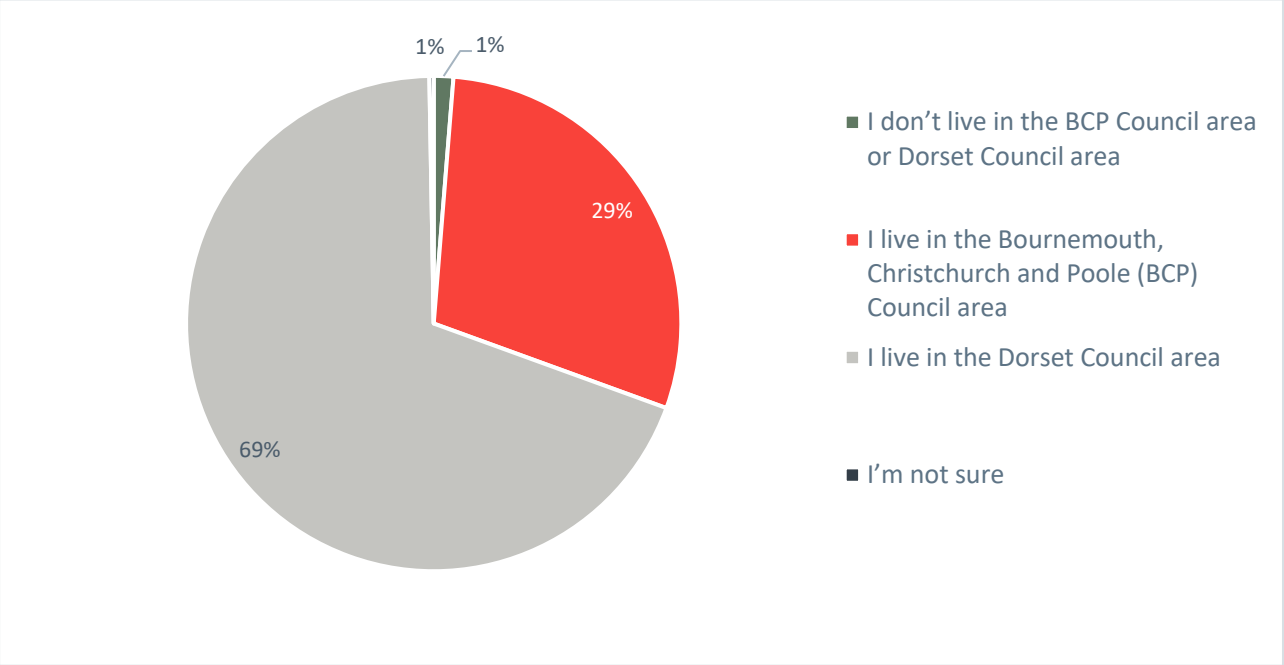
4.2 SURVEY RESPONSE ANALYSIS

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%).

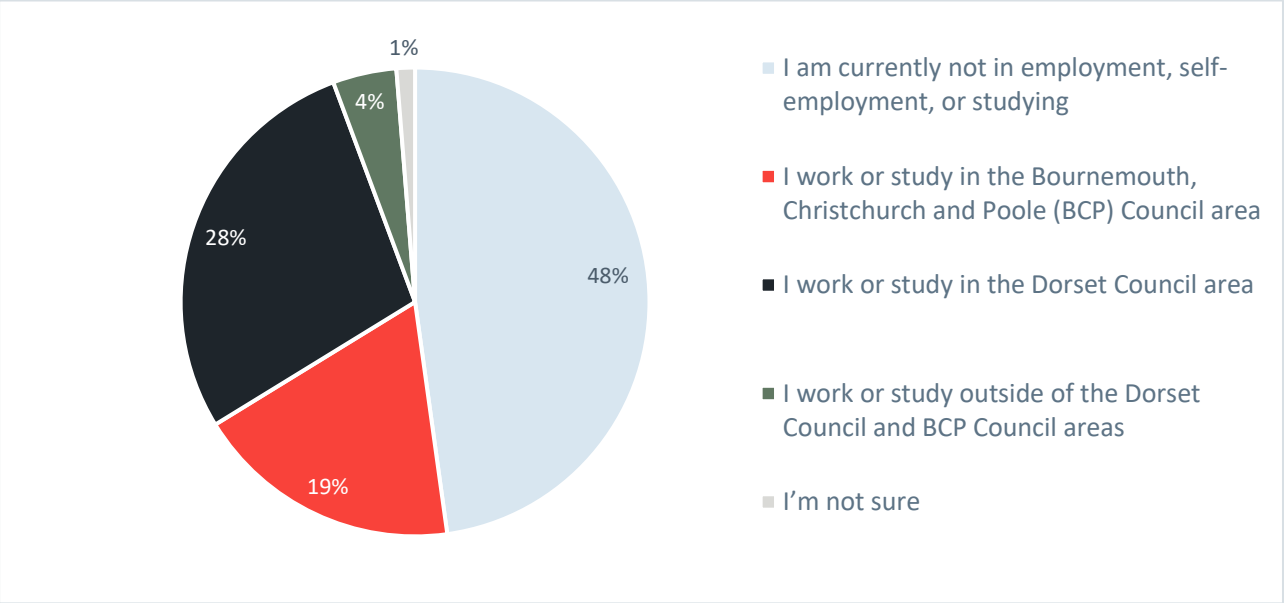
Figure 4-1: Where do you live?



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.

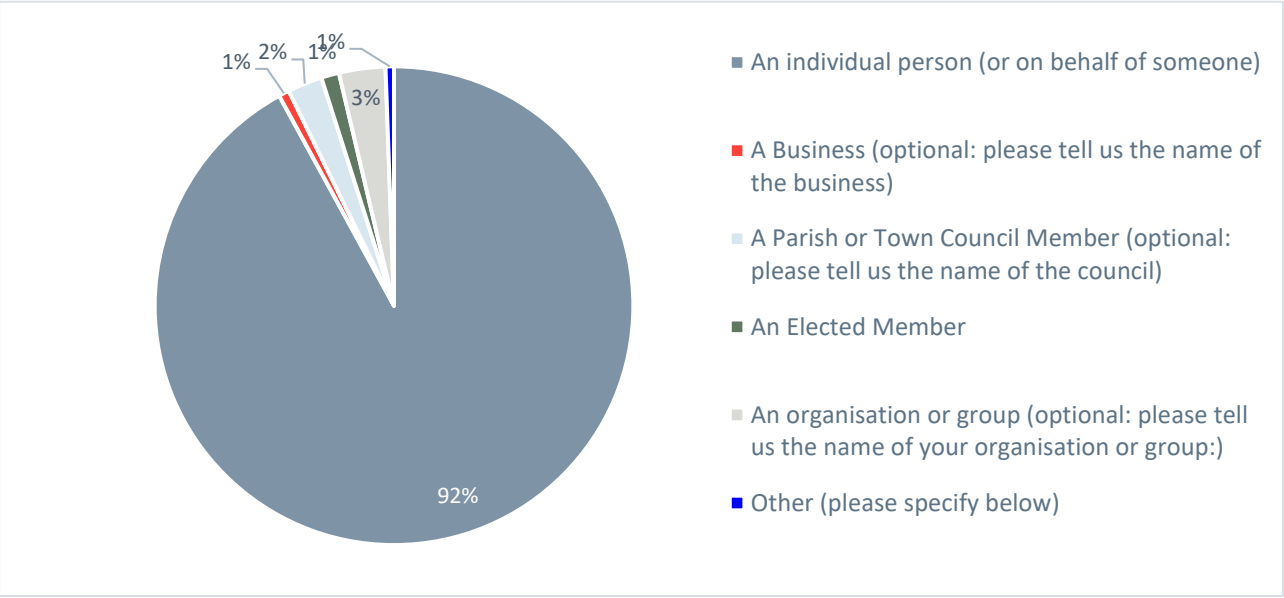
Figure 4-2: Where do you work or study?



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

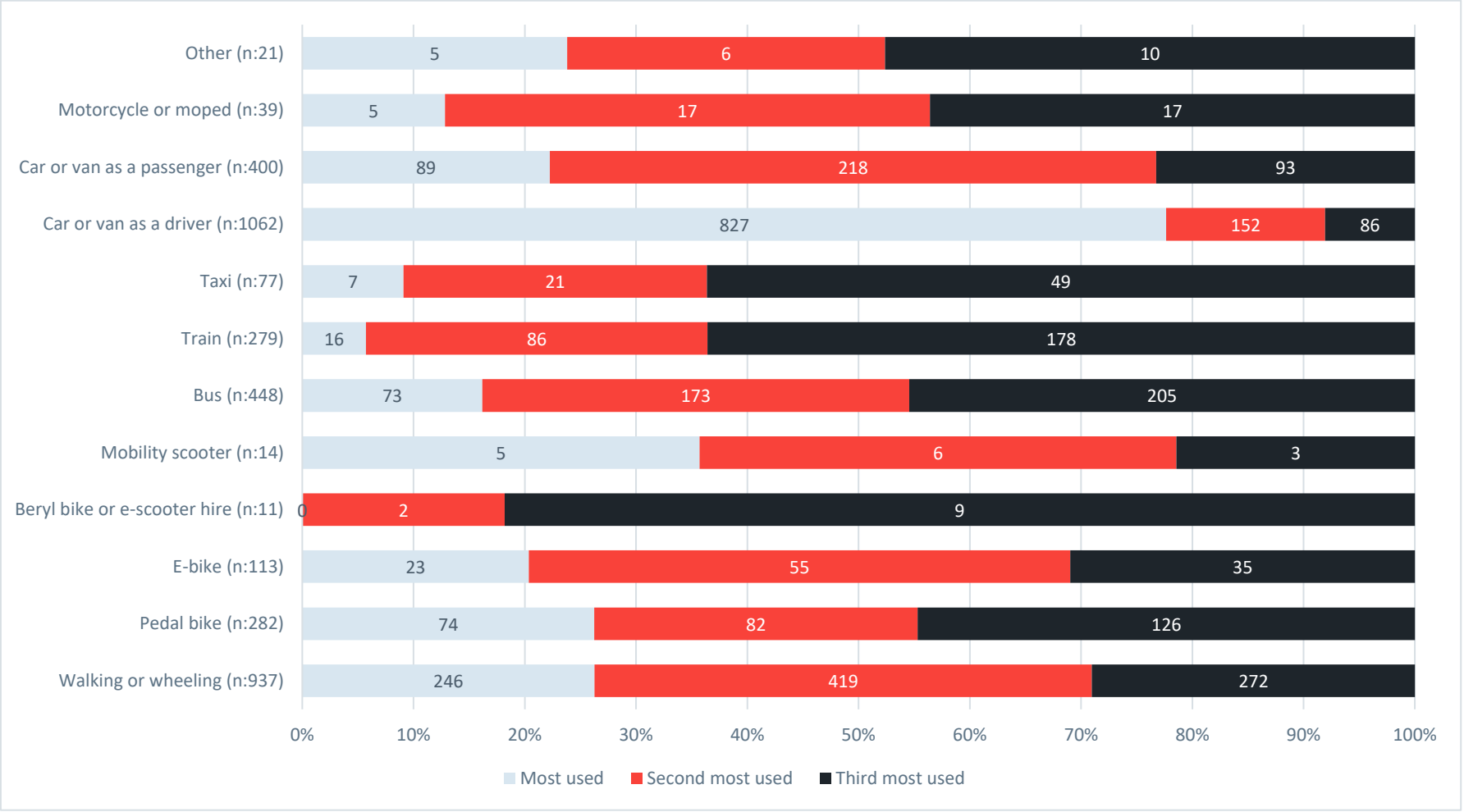


Base: all who responded (n:1,406)

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.

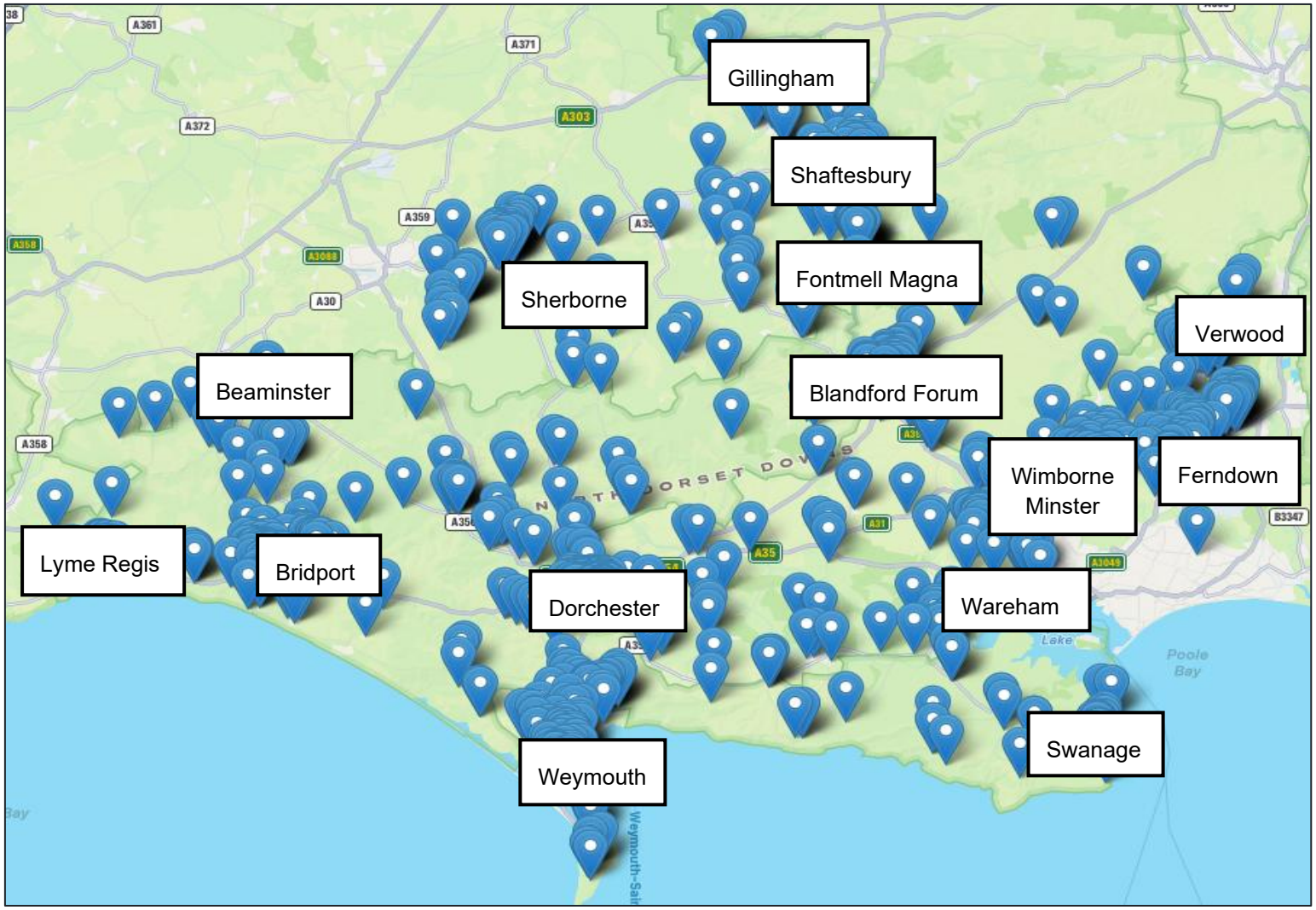
4.2.5. The highest concentration of respondents was from Bridport, Wimborne Minster, and Dorchester (central). Other notable locations included Poole town centre, Blandford Forum and Ferndown. A limited number of responses were also received from places such as Trowbridge, Alfreton, Kingswinford, Whitnash 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

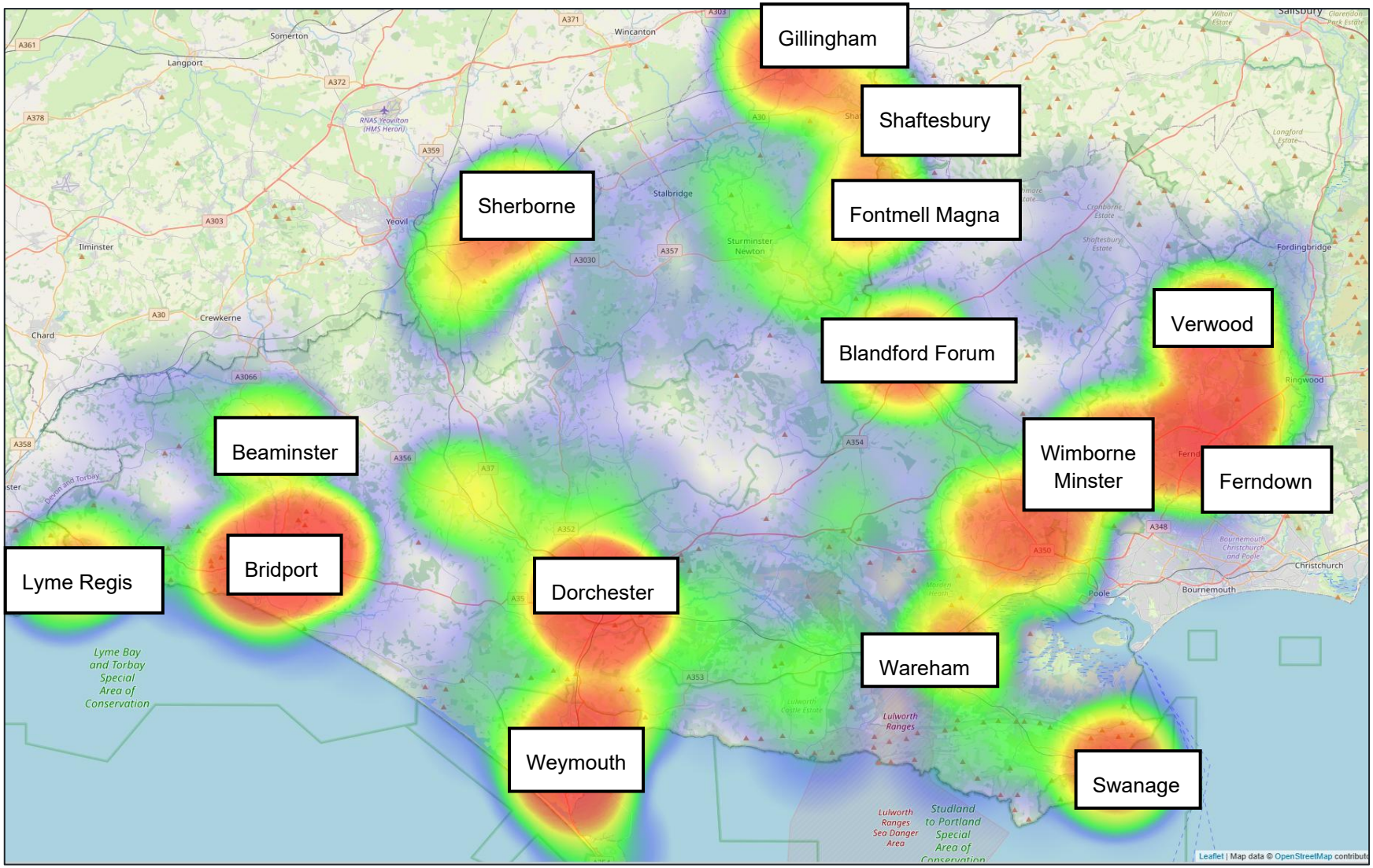
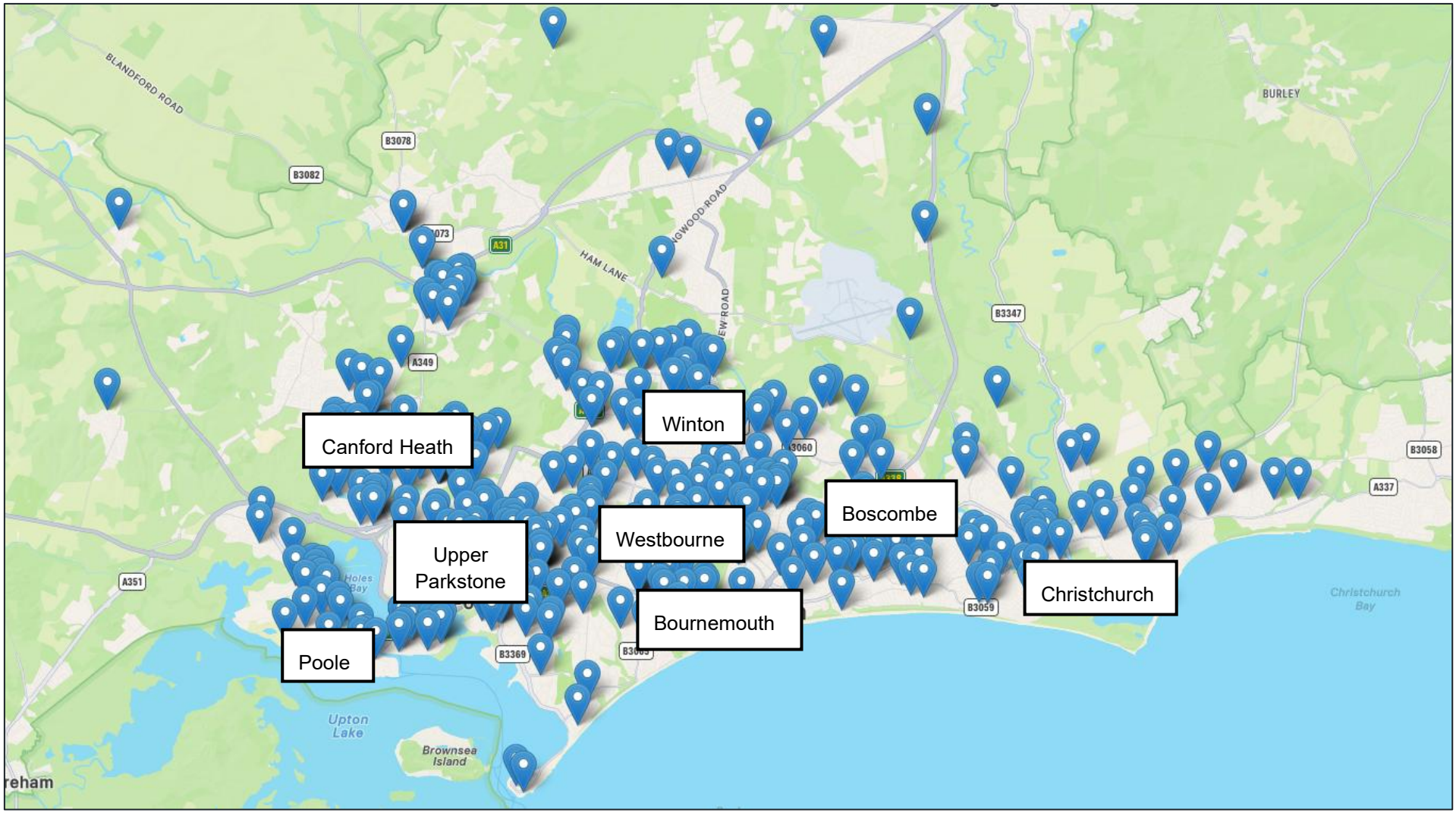
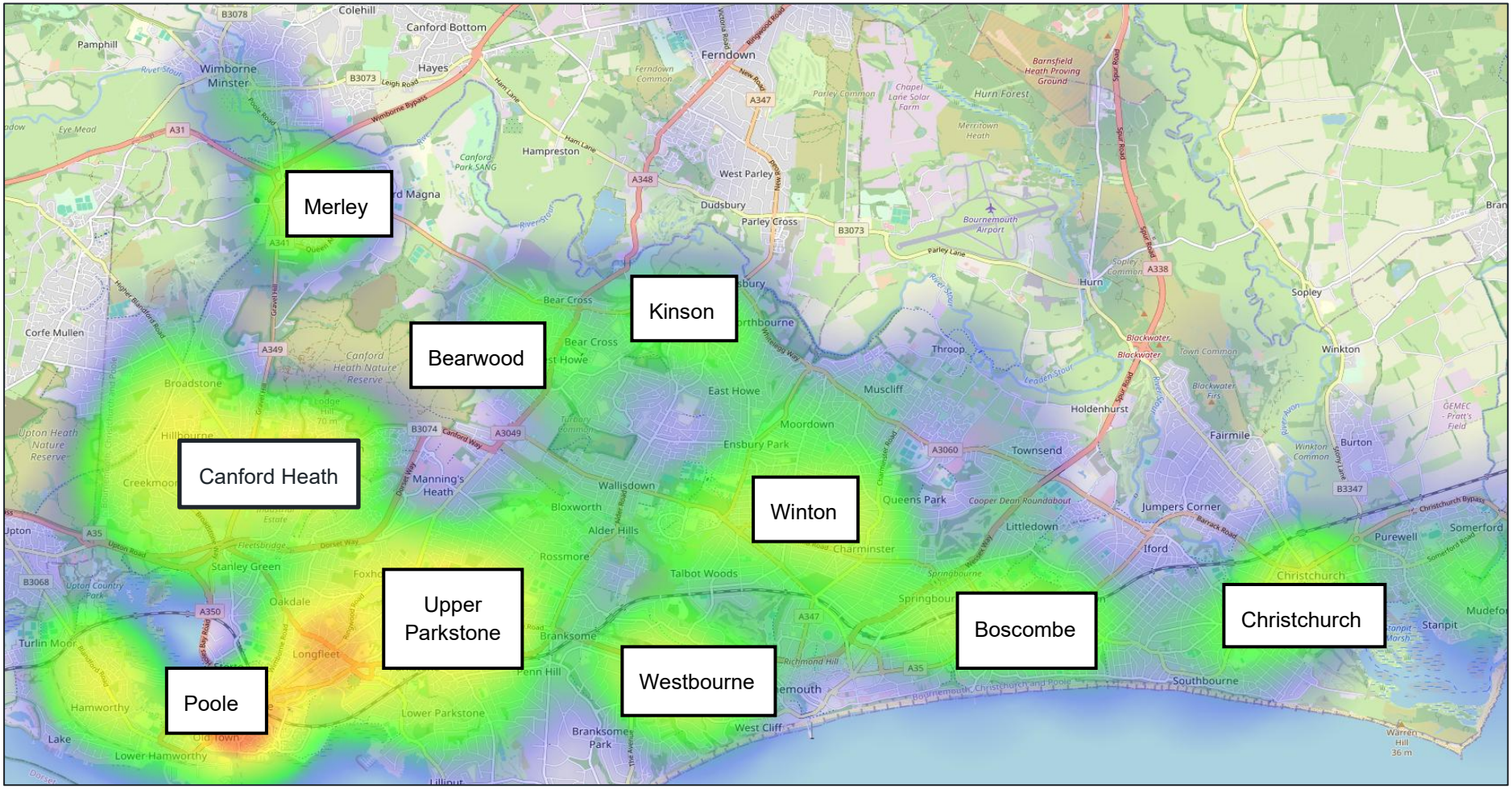


Figure 4-7:Postcode Response Data for BCP

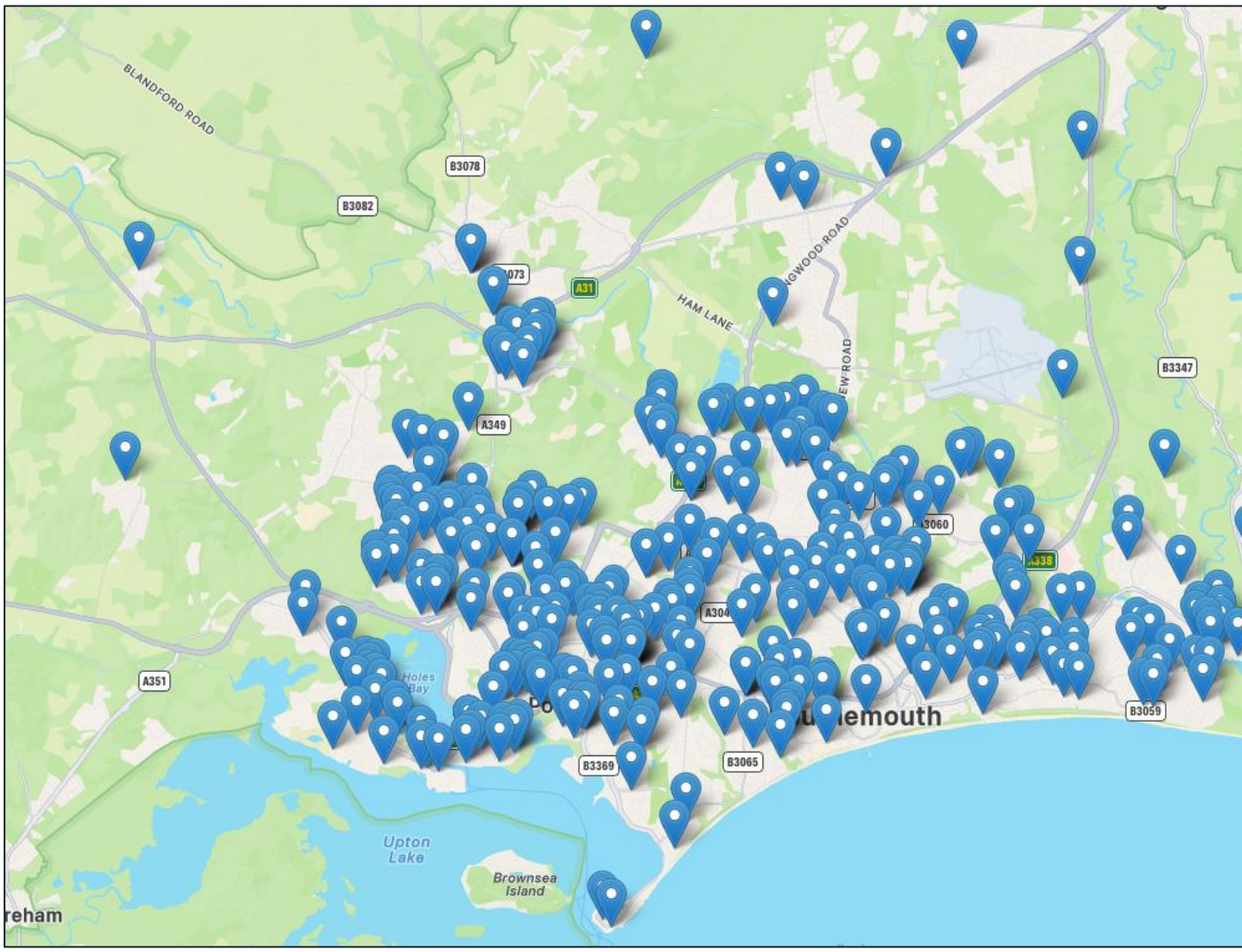


Base: all who responded who identified as a resident from the BCP area (n:396)

Figure 4-8: Heat Map of Postcodes



4.2.6. The heat map in **Figure 4-7**:Postcode Response Data for BCP



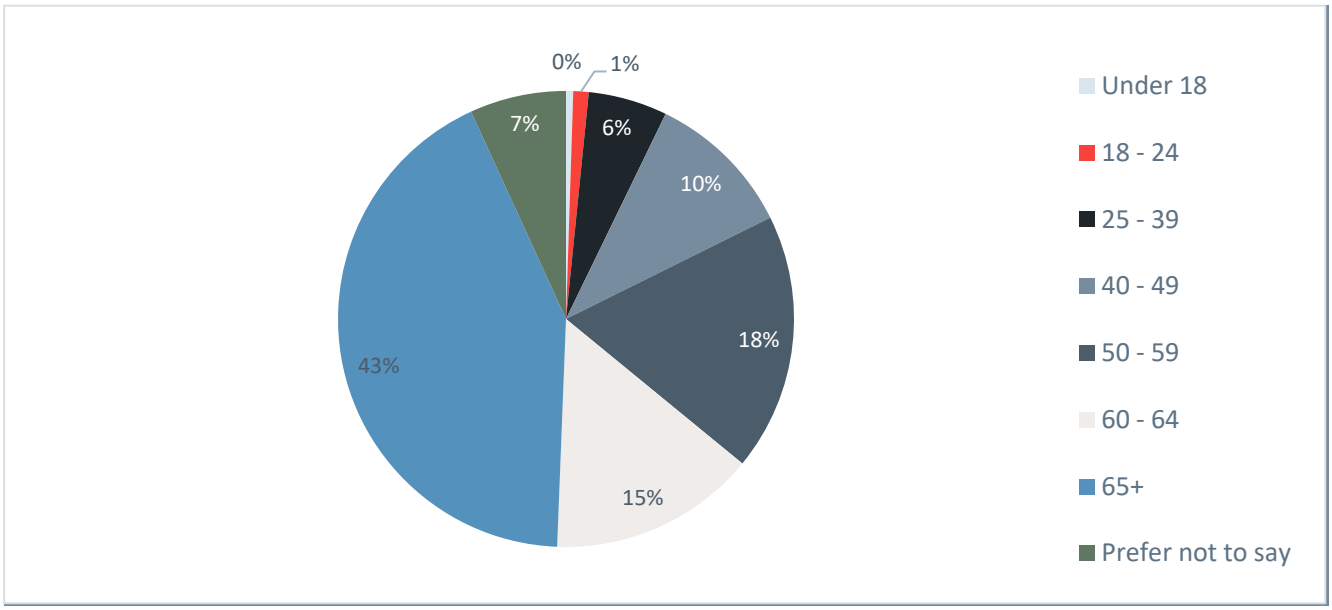
Base: all who responded who identified as a resident from the BCP area (n:396)

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

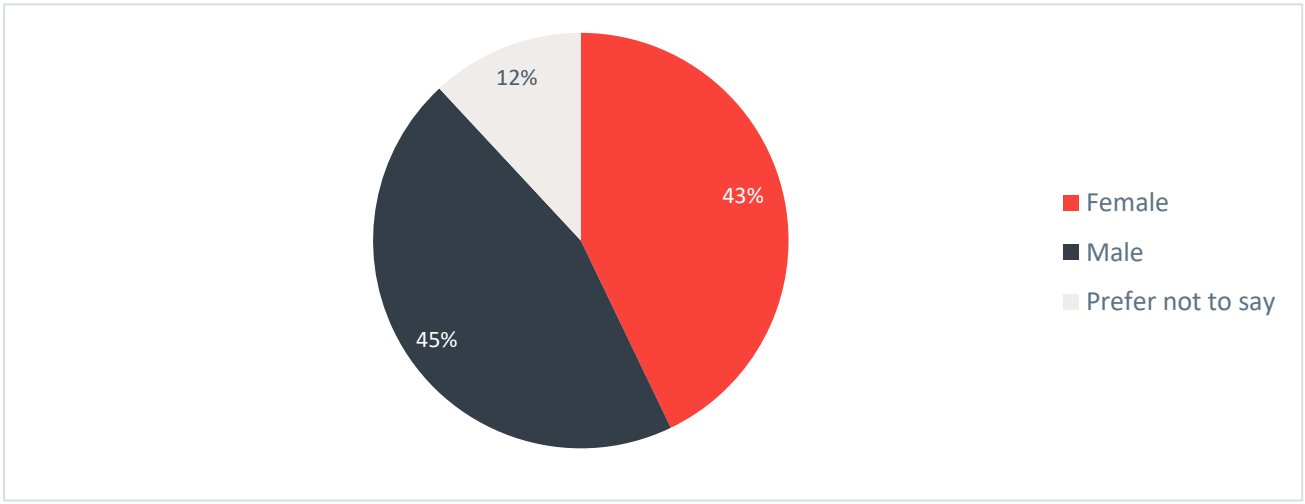


Base: all who responded (n:1,375)

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

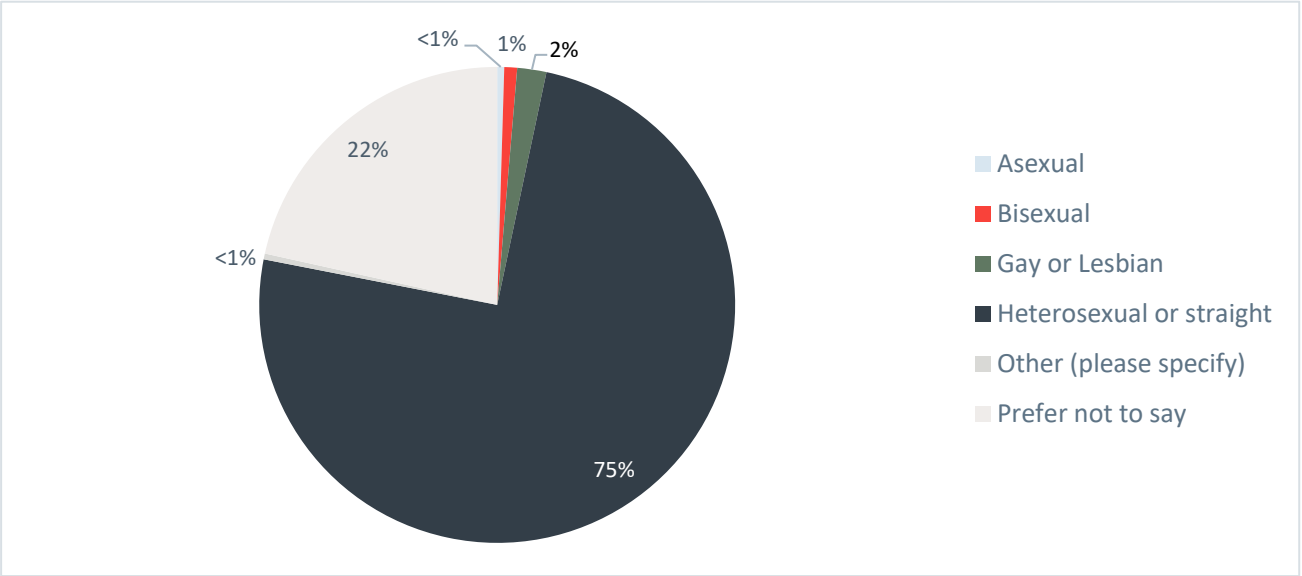


Base: all who responded (n:1,367)

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



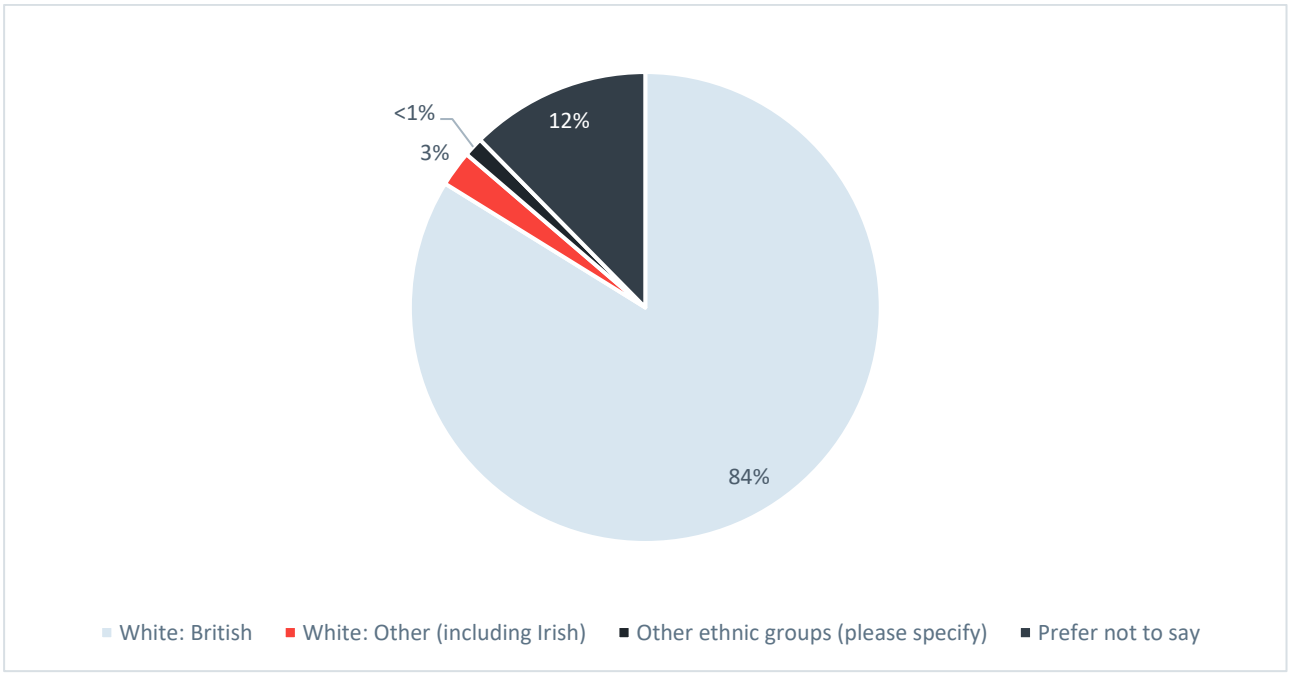
Base: all who responded (n:1,267)

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

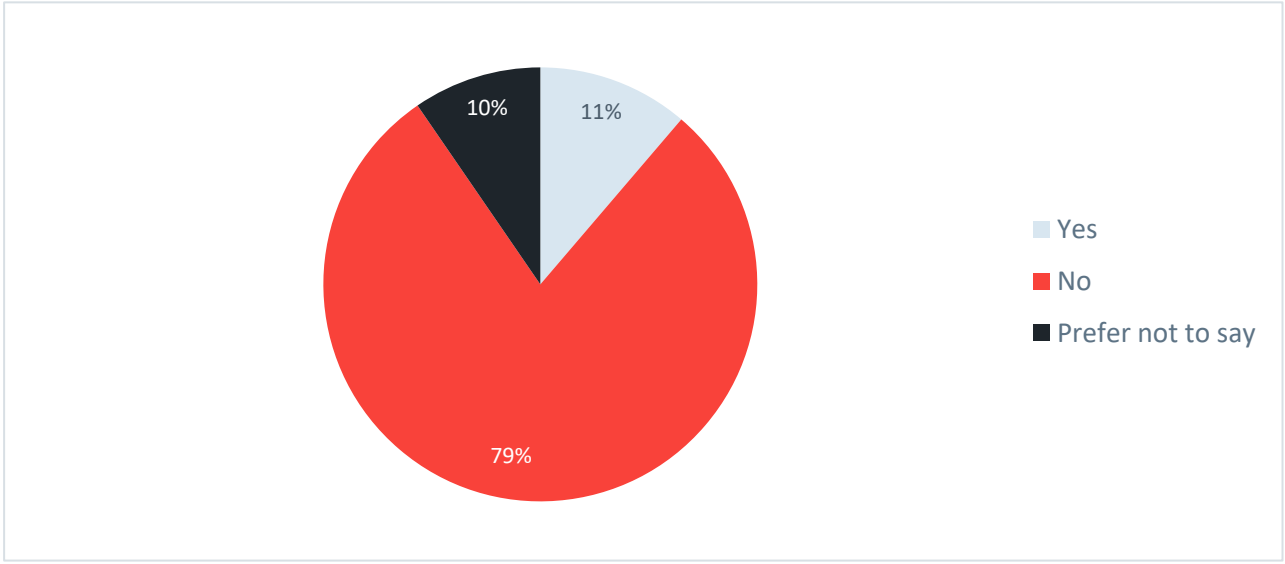


Base: all who responded (n:1,341)

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

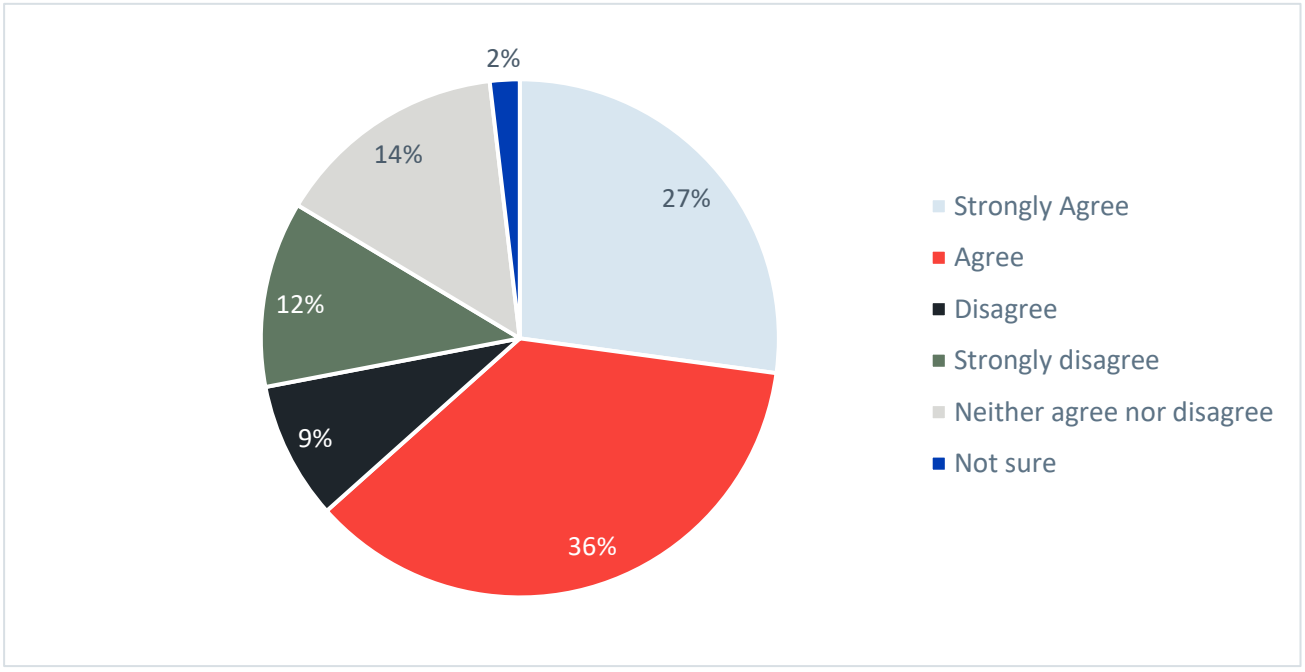
How much do you agree or disagree with the vision for the transport strategy?

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

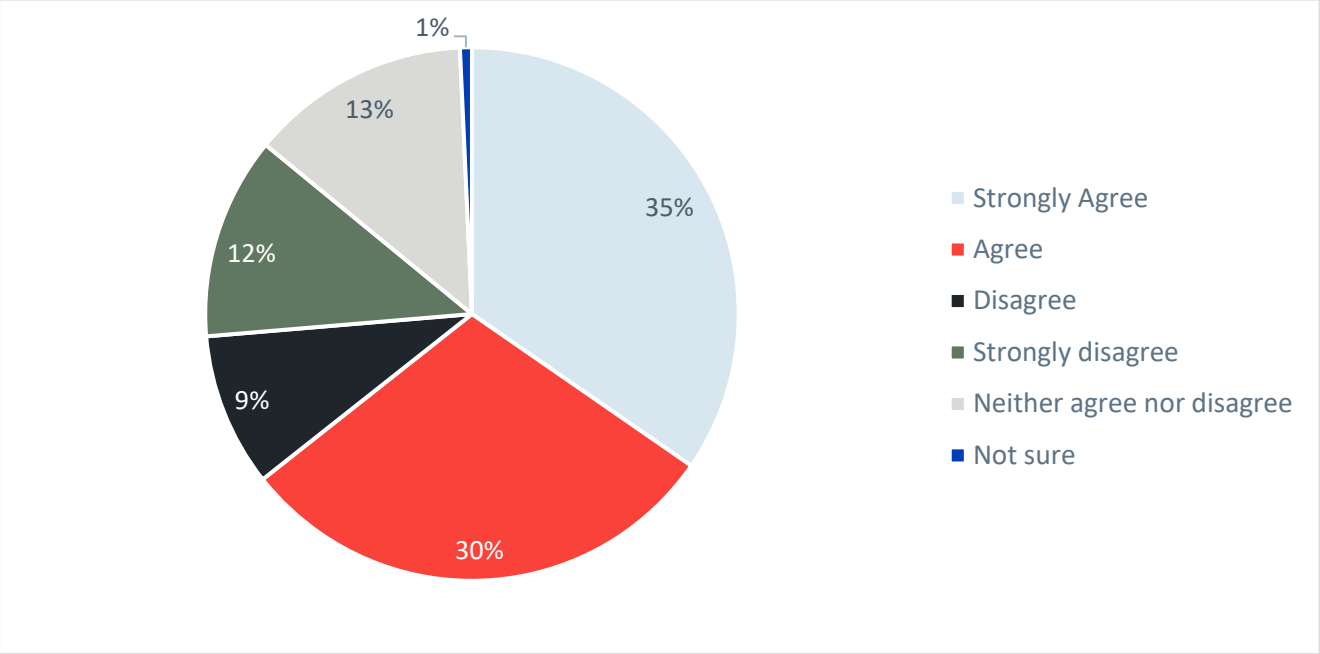
emission vehicles, including better charging infrastructure, while encouraging more people to choose public transport, walking and cycling as modes of travel.

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



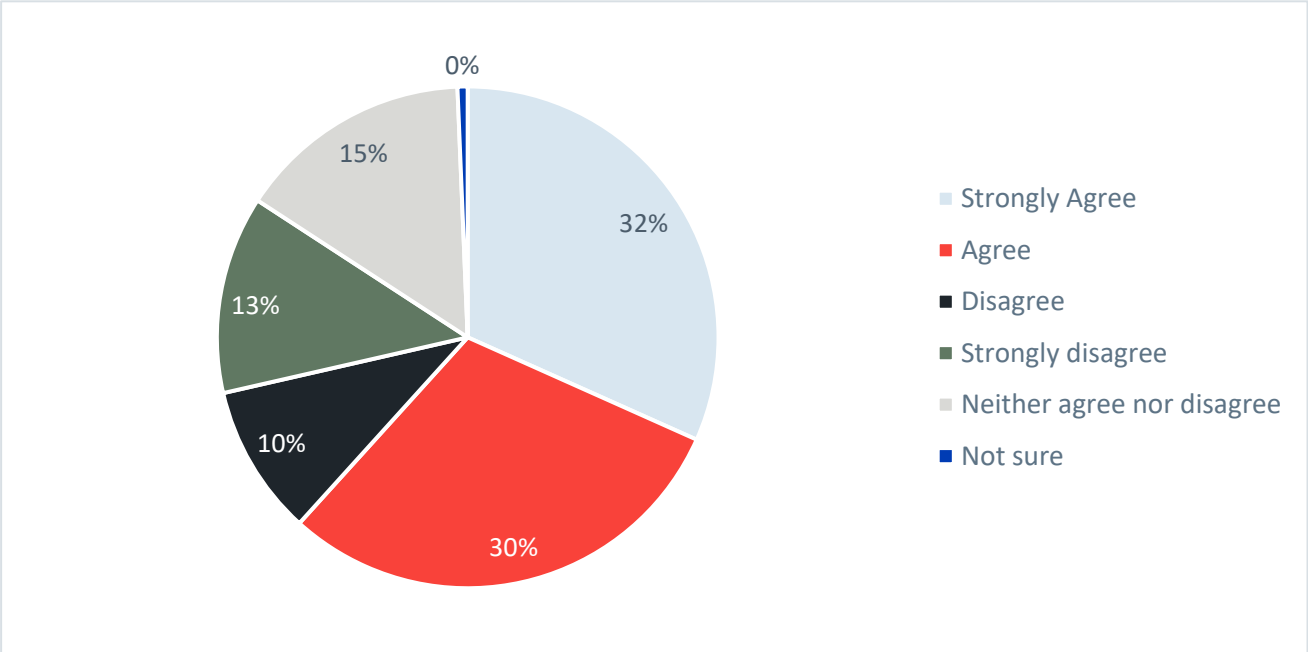
Base: all who responded (n:1,386)

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



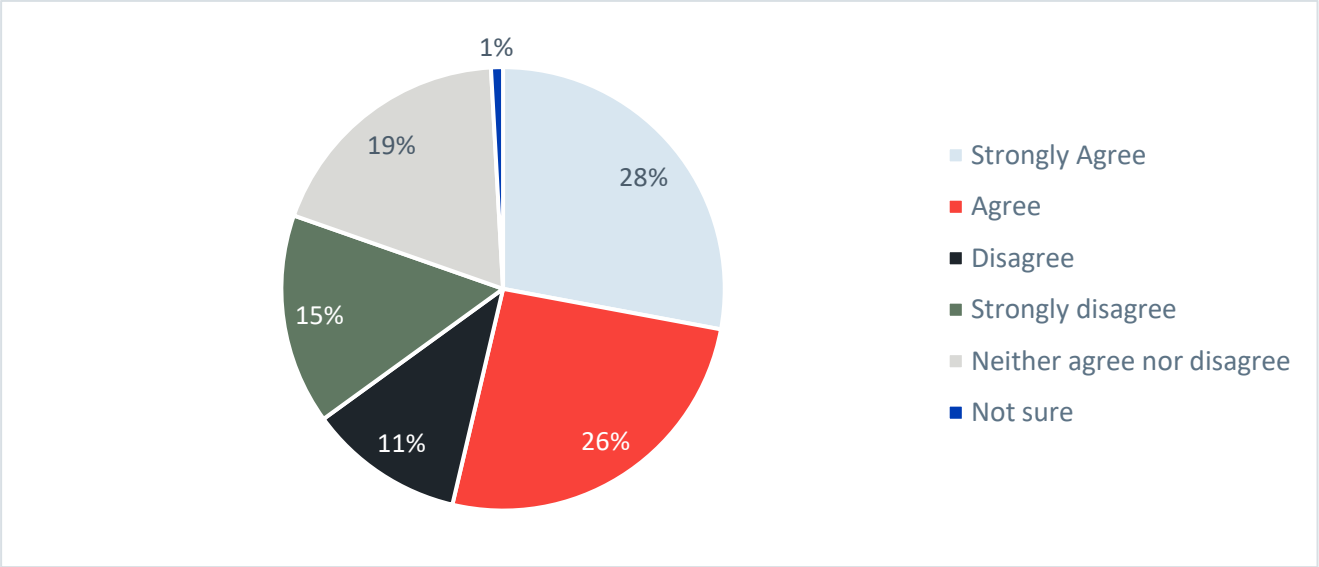
Base: all who responded (n:1,379)

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

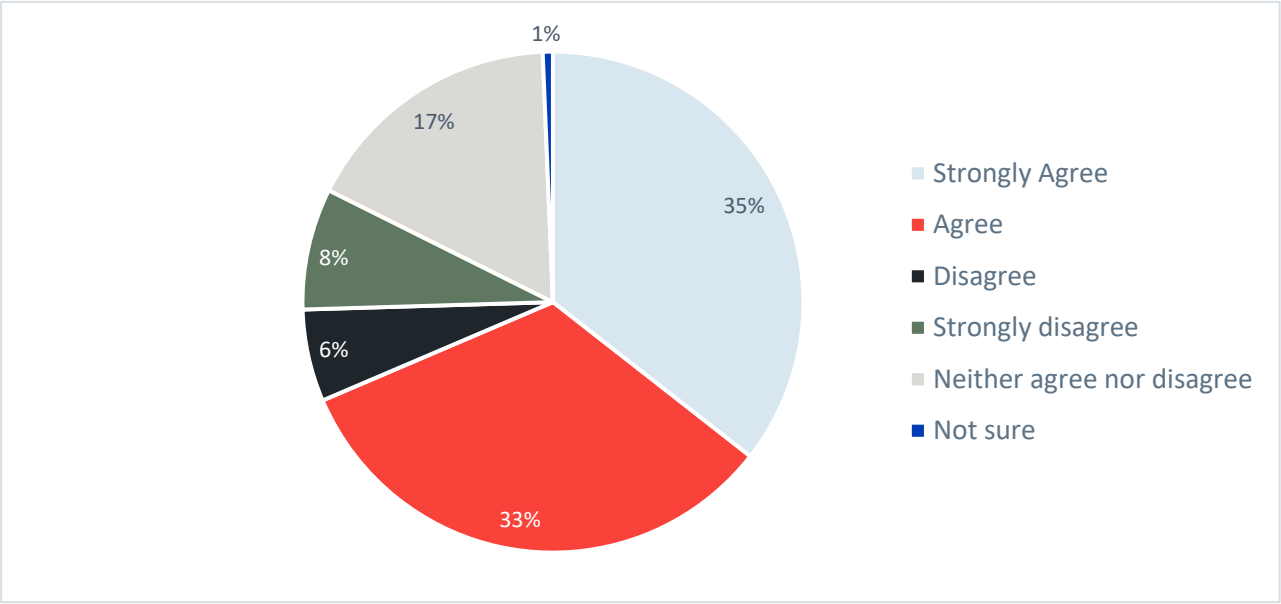


Base: all who responded (n:1,375)

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

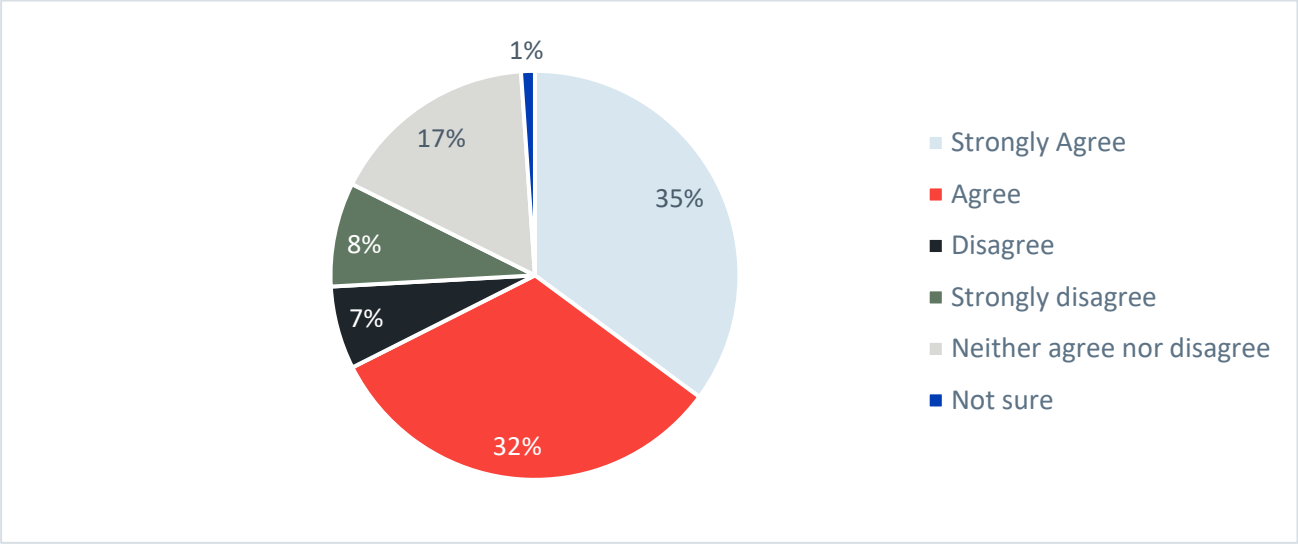


Base: all who responded (n:1,378)

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

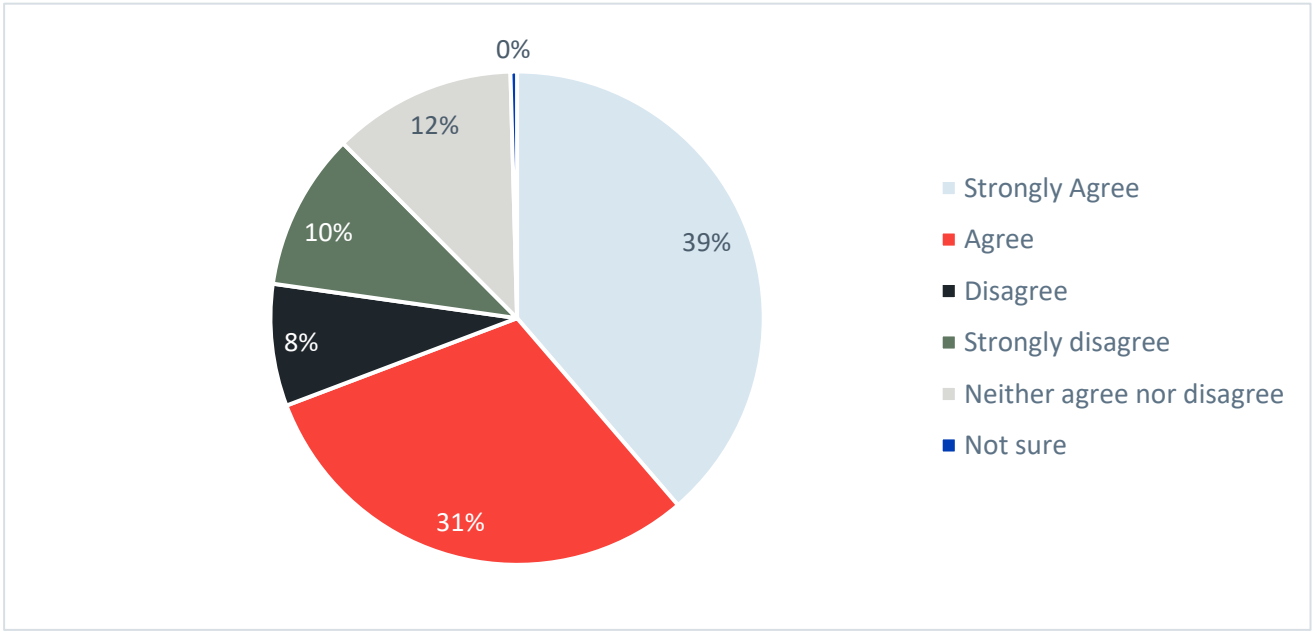
4.5.1. More than two-thirds of respondents supported the objective of improving health and wellbeing through better walking, wheeling and cycling routes, and safer more inclusive transport networks. In total, 39% (537 respondents) strongly agreed and 31% agreed (424 respondents). Conversely, 8% (111 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

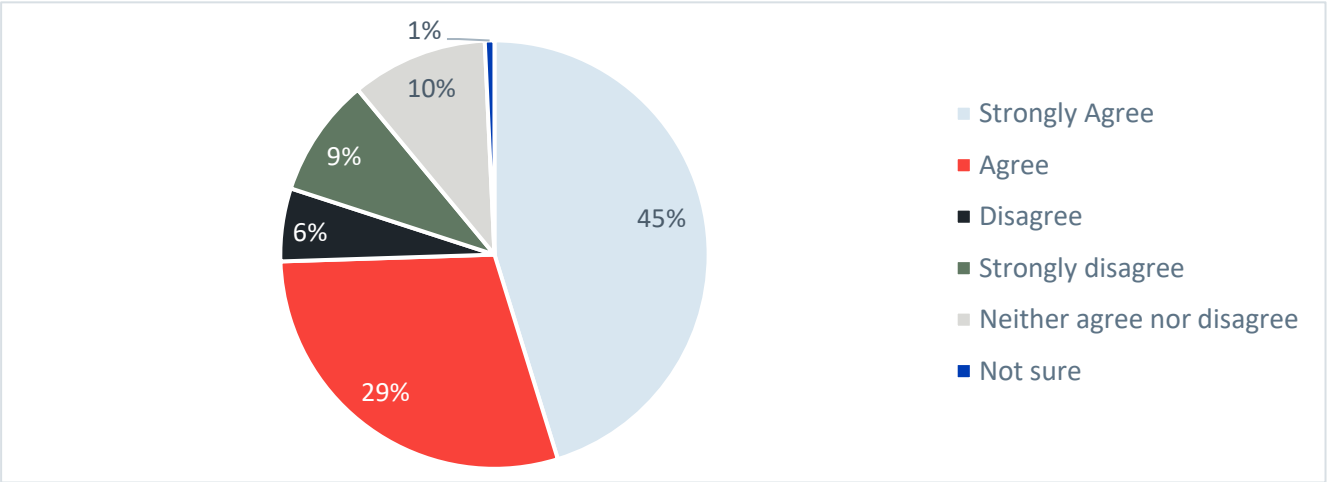


Base: all who responded (n:1,388)

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

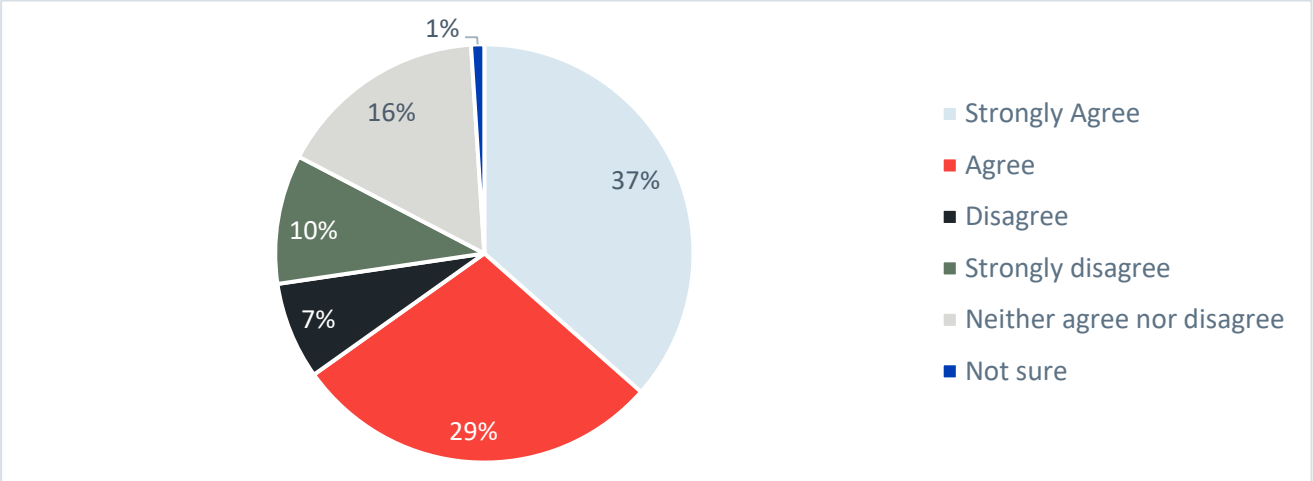


Base: all who responded (n:1,380)

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

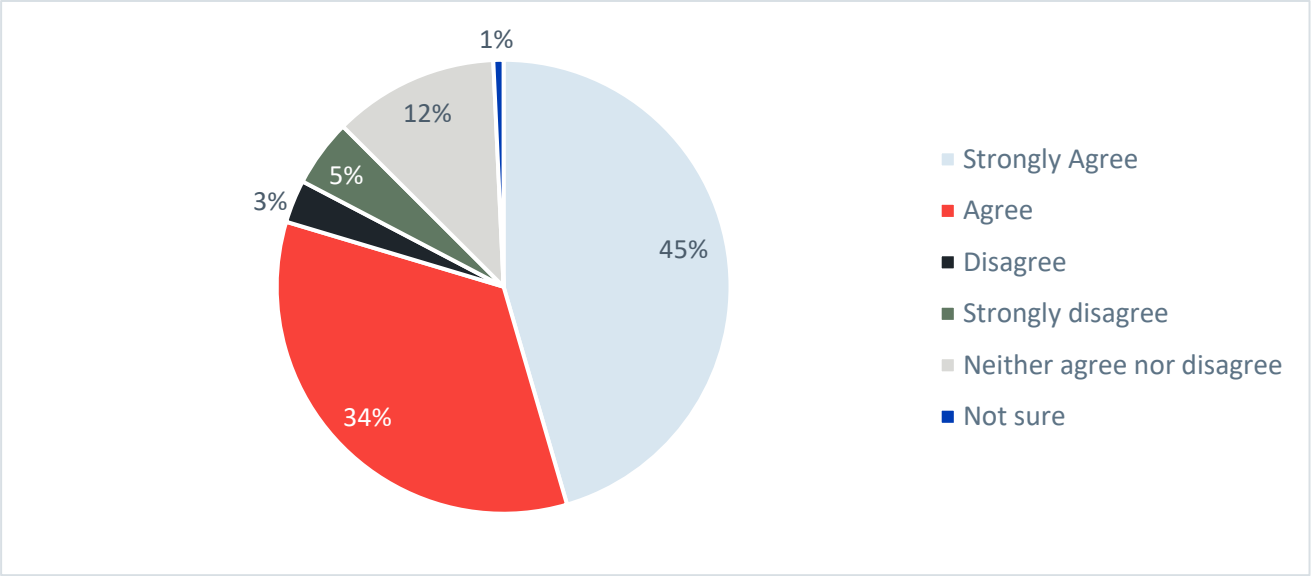


Base: all who responded (n:1,372)

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



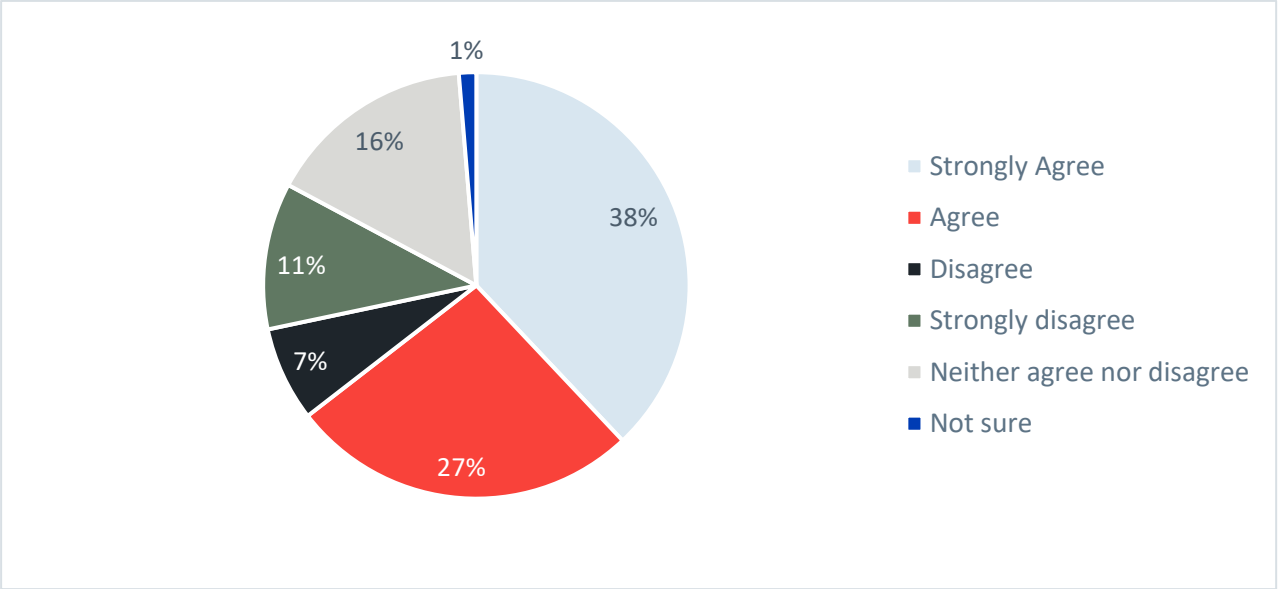
Base: all who responded (n:1,374)

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.

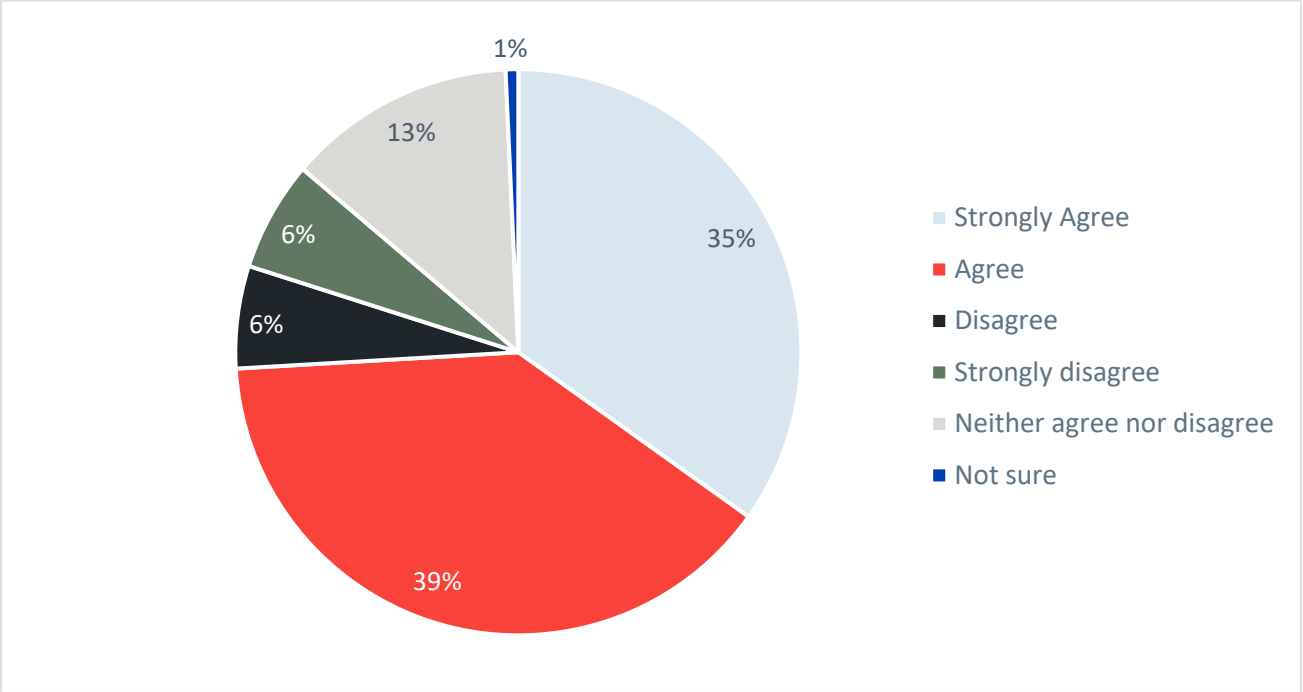
4.6.2. Support for Objective C was highest among Dorset Council area residents, with 80% of respondents stating they agreed (strongly agree or agree), compared to 60% in the BCP area. Accordingly, those

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

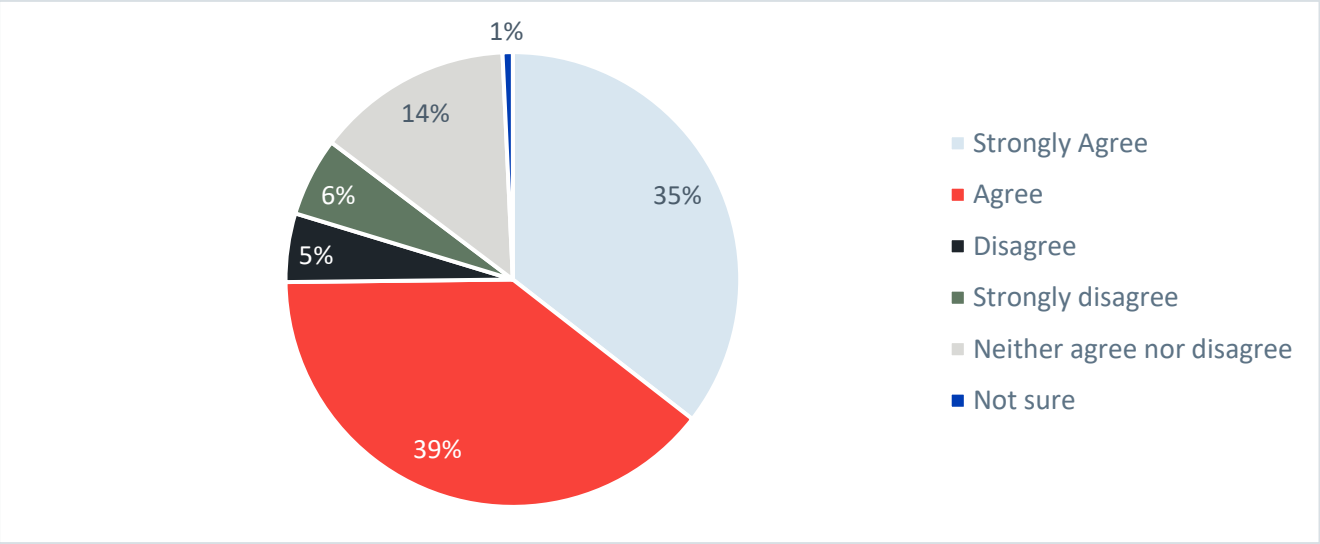


Base: all who responded (n:1,385)

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

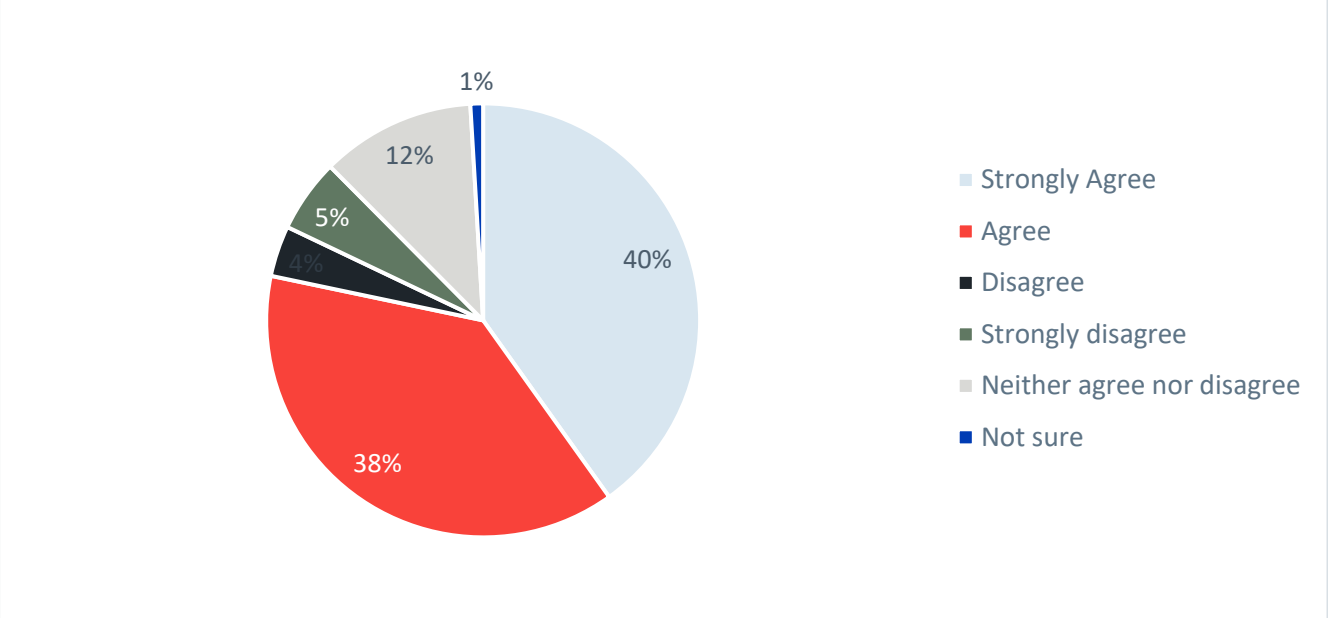


Base: all who responded (n:1,374)

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

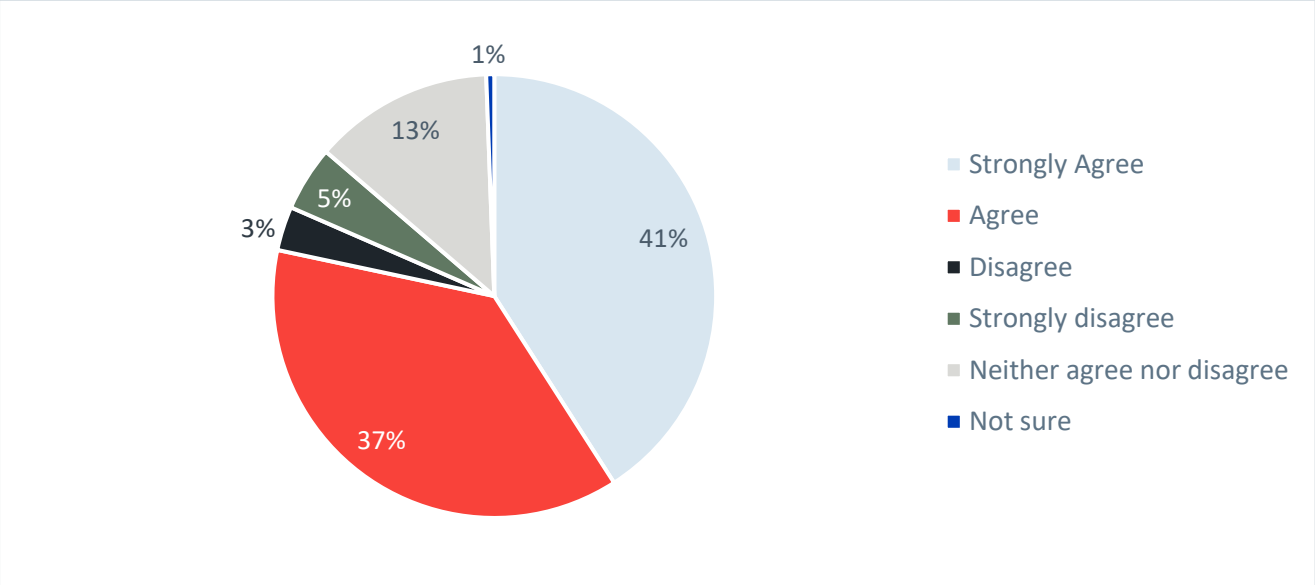


Base: all who responded (n:1,373)

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

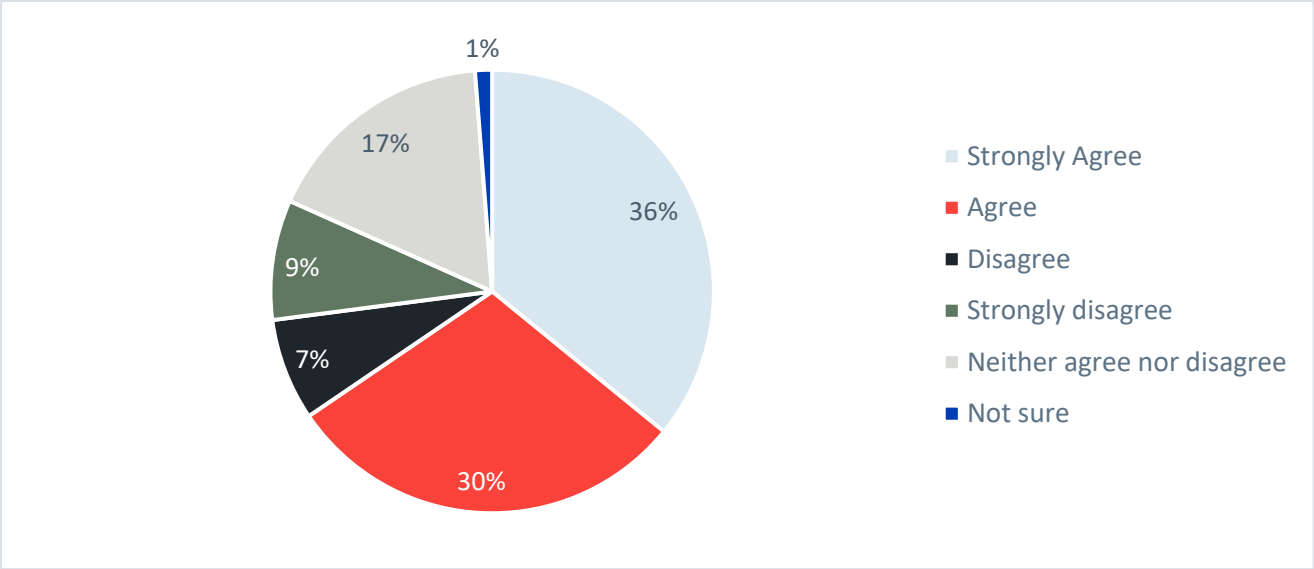


Base: all who responded (n:1,371)

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

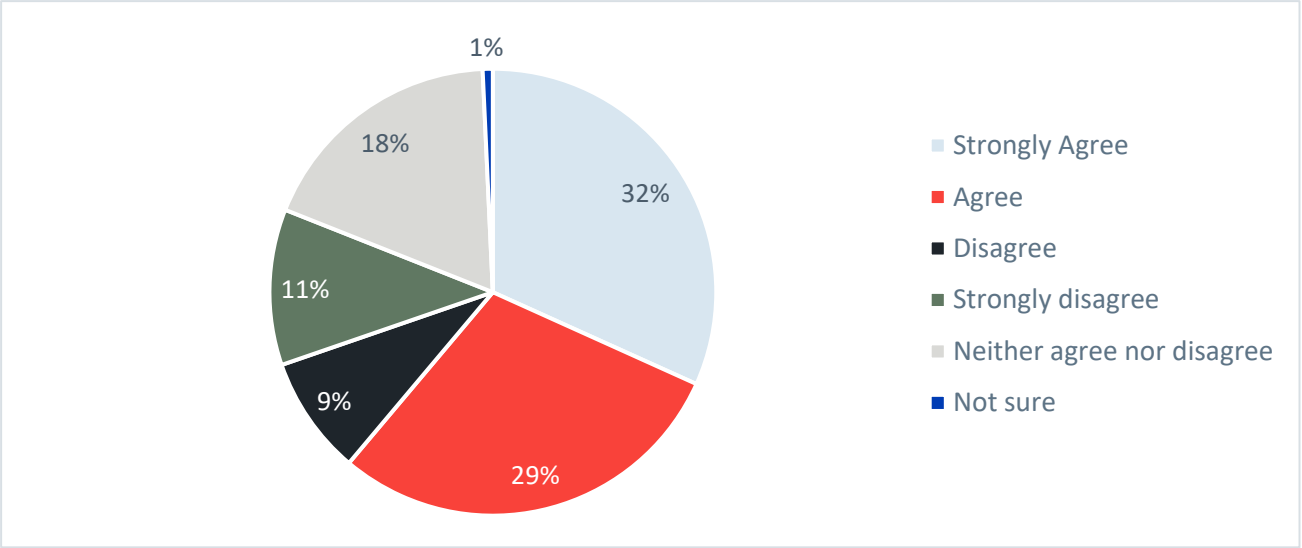


Base: all who responded (n:1,371)

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

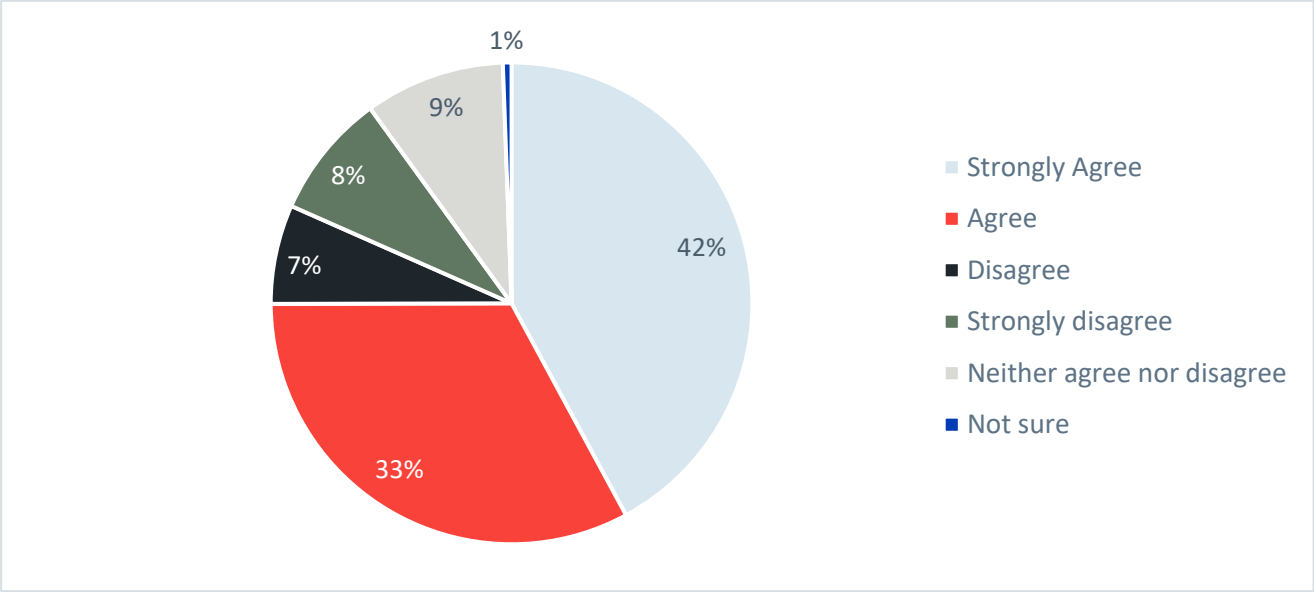
4.7.1. A large proportion of respondents supported this objective, with 582 strongly agreeing (42%) and 454 agreeing (33%), reflecting clear backing for measures that improve road safety, reduce collisions and create safer environments for walking, cycling and school travel. 92 disagreed (7%) and 116 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

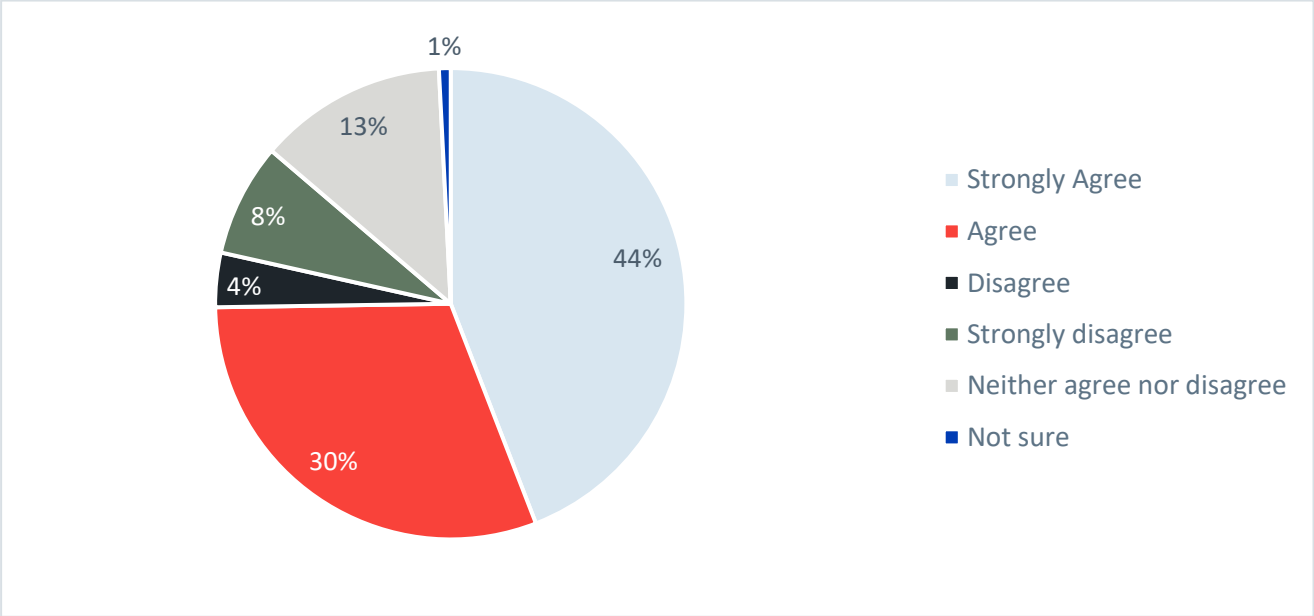


Base: all who responded (n:1,382)

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

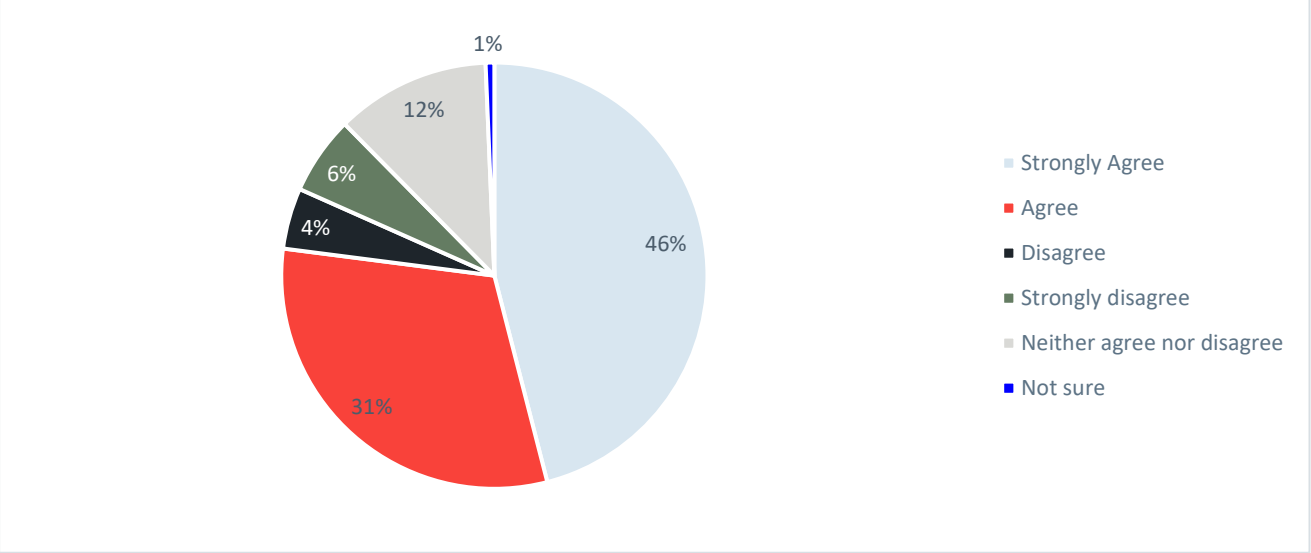


Base: all who responded (n:1,367)

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

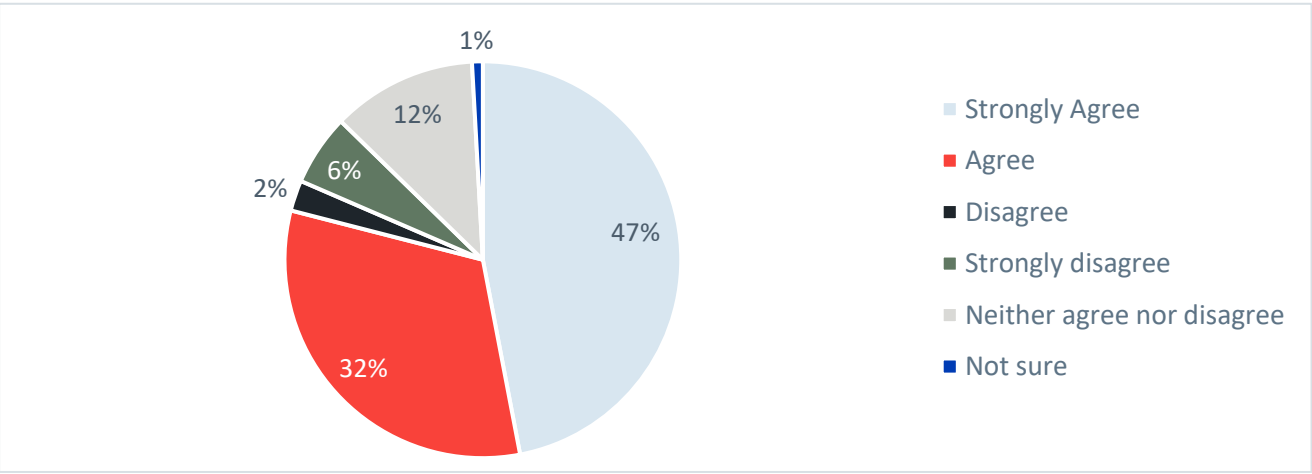


Base: all who responded (n:1,363)

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

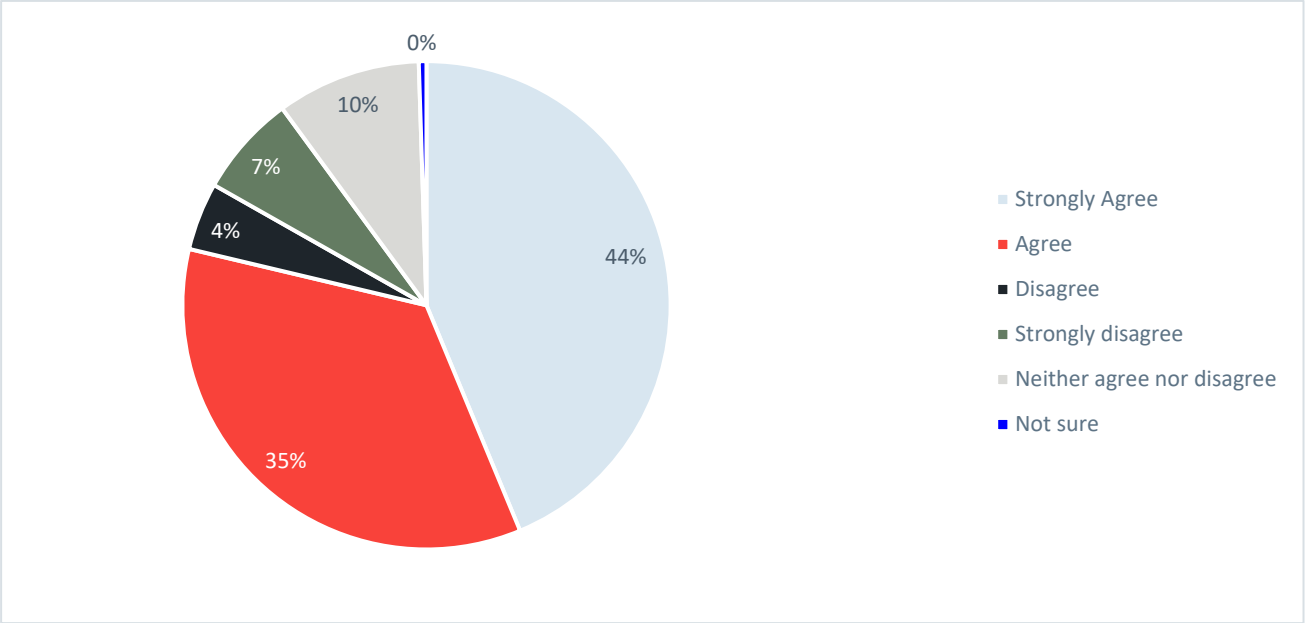
4.8.1. Feedback on this objective was positive. As shown in Figure 4-34**,** 604 respondents (44%) strongly agreed and 483 (35%) agreed, meaning over three-quarters supported the goal of creating a resilient, well-maintained and well-managed transport network. Only 62 (4%) disagreed and 93 (7%) strongly 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

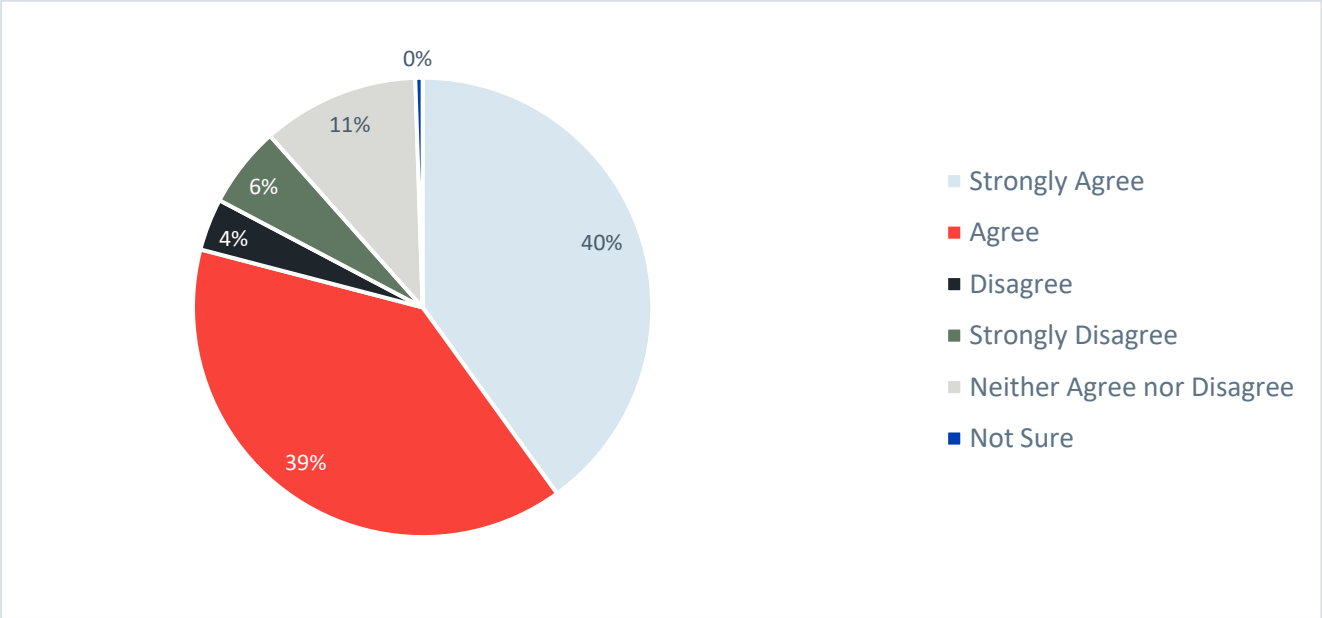


Base: all who responded (n:1,381)

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

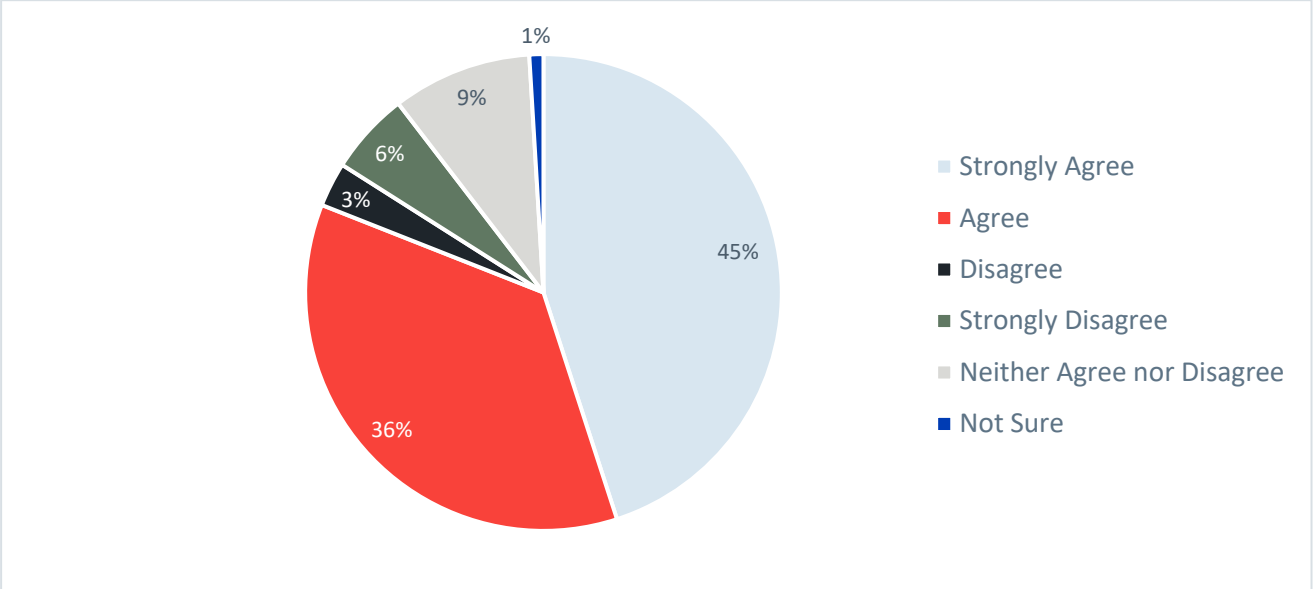


Base: all who responded (n:1,366)

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

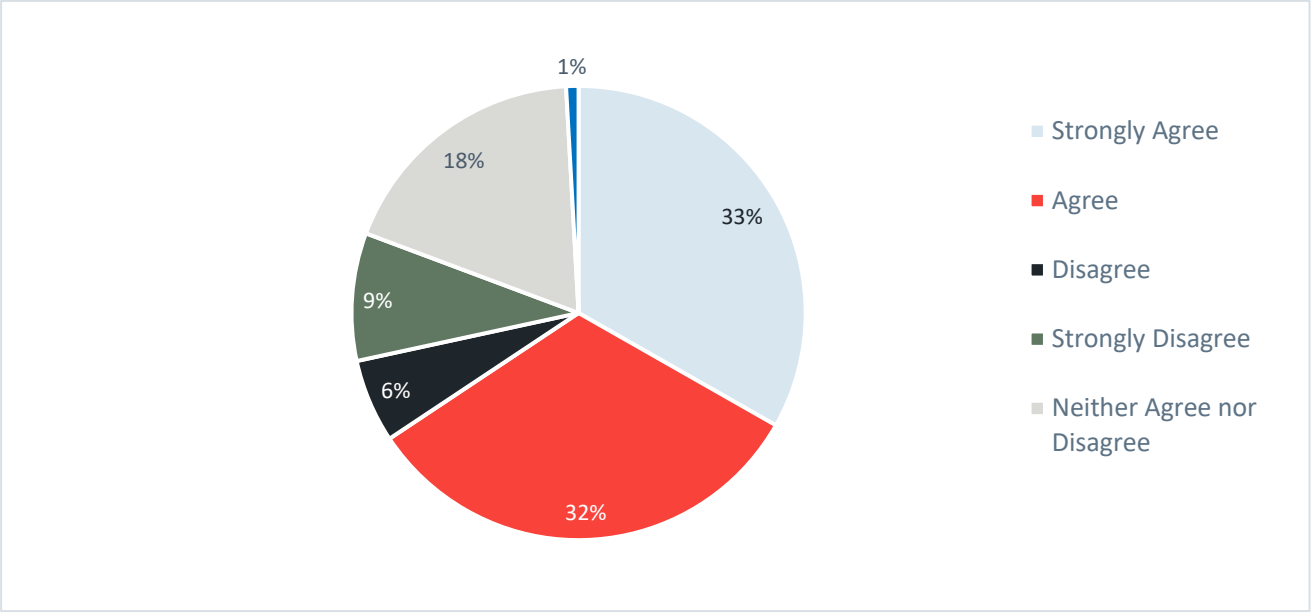


Base: all who responded (n:1,362)

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

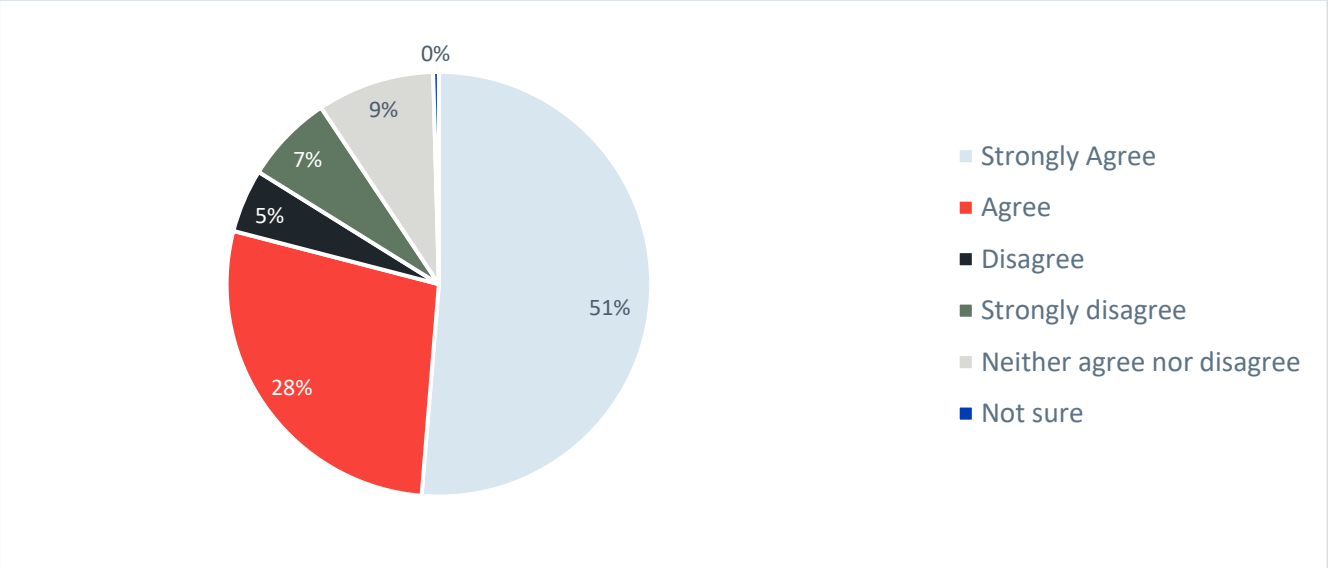
4.9.1. Objective F was well supported, with the majority of respondents (712; 51%) strongly agreeing. A further 28% (385 respondents) agreed, while 12% disagreed to some extent (7% strongly disagreed; 5% disagreed). Figure 4-38 illustrates the results.

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



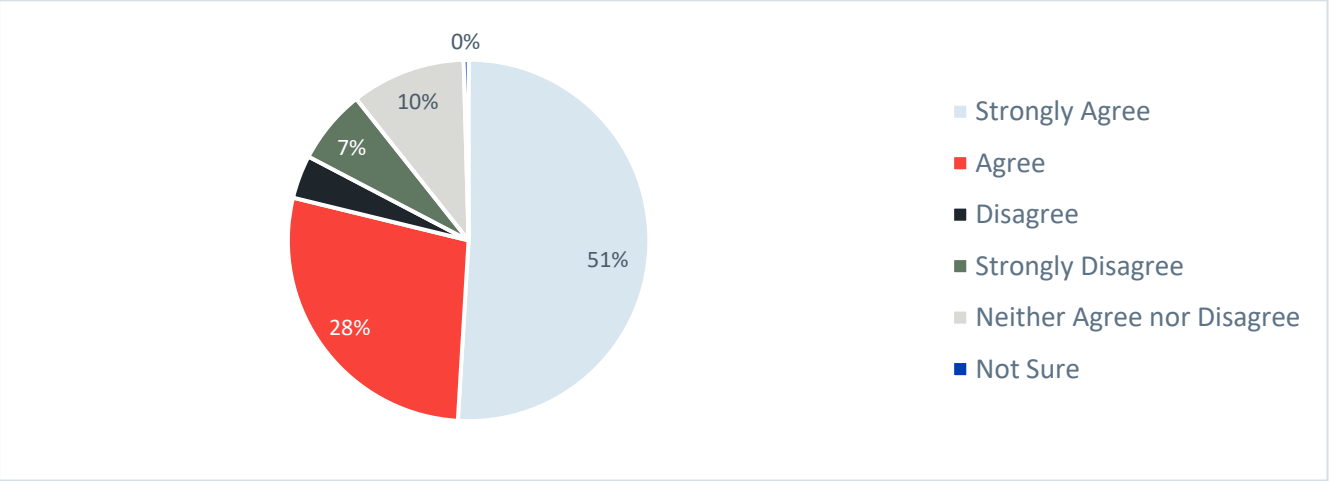
Base: all who responded (n:1,388)

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

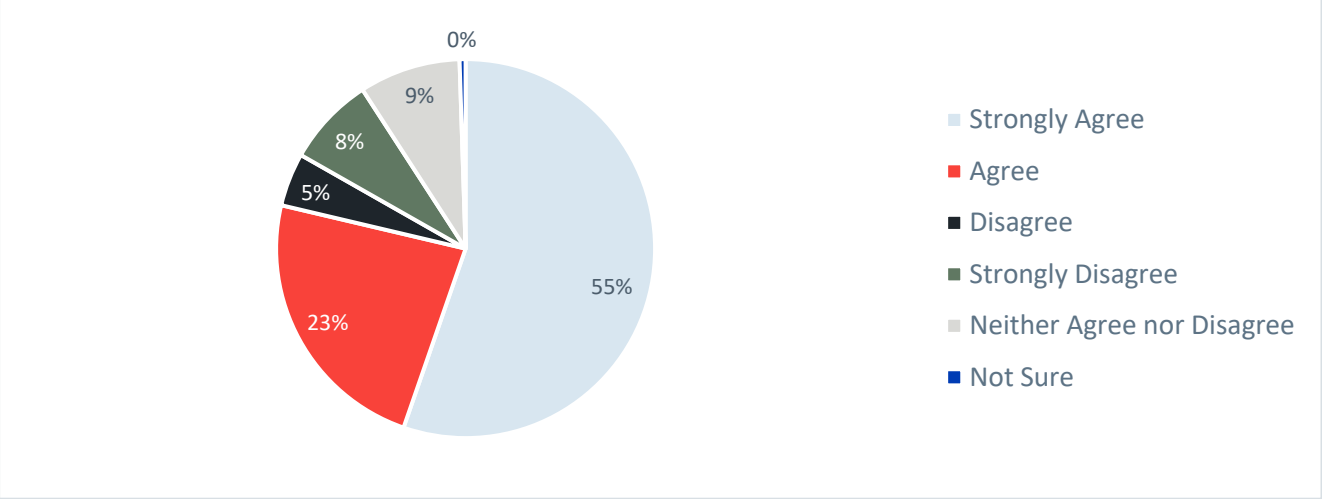


Base: all who responded (n:1,368)

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



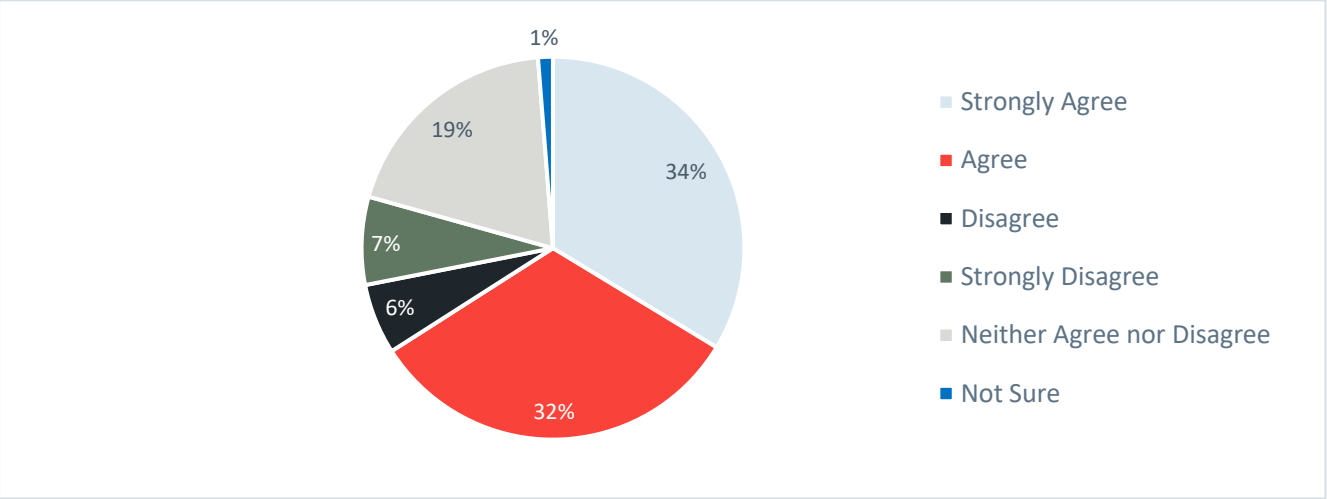
Base: all who responded (n:1,365)

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

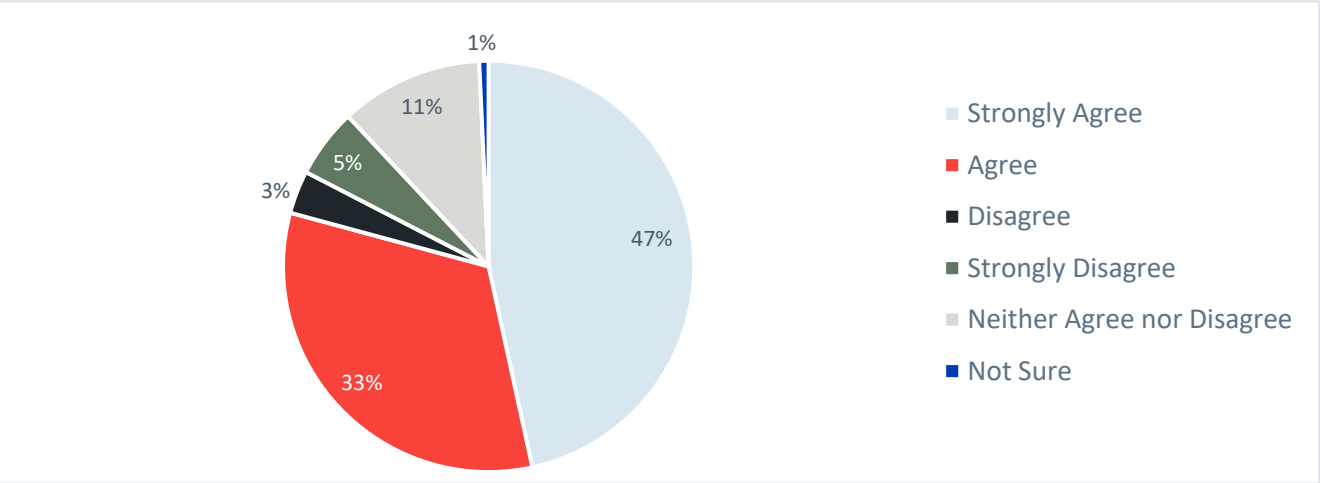


Base: all who responded (n:1,360)

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



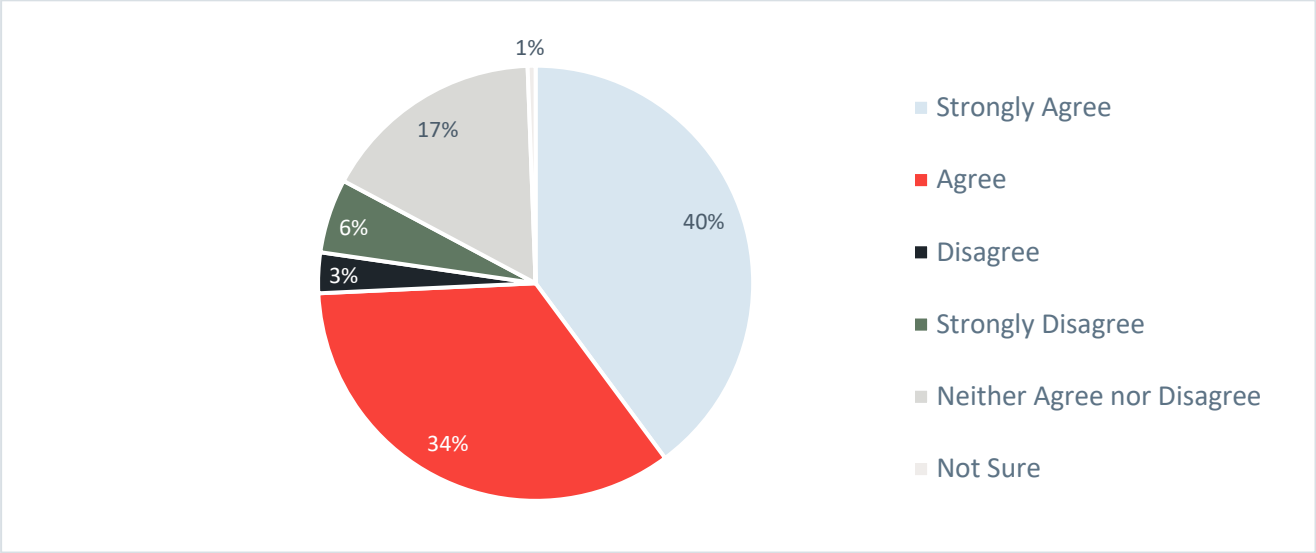
Base: all who responded (n:1,361)

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.

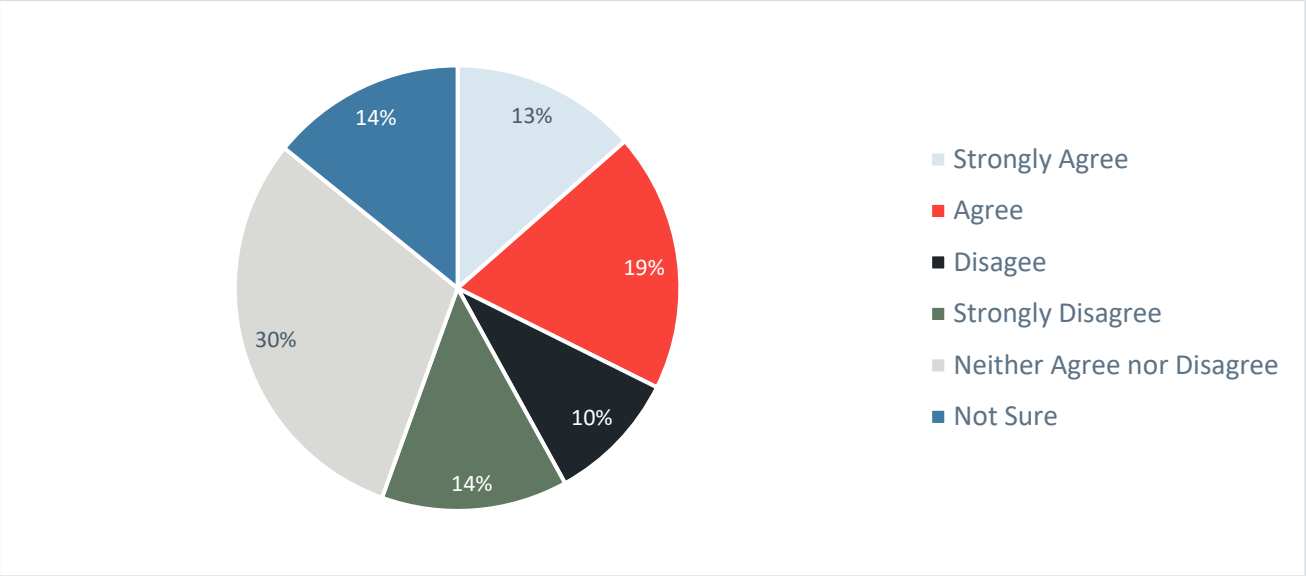
4.9.14. Taken together, the Objective F charts show that while there is strong strategic support for improving public transport, this support is often conditional on clear improvements to service quality, coverage and accessibility. The data suggests that confidence in wider modal shift policies is closely 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

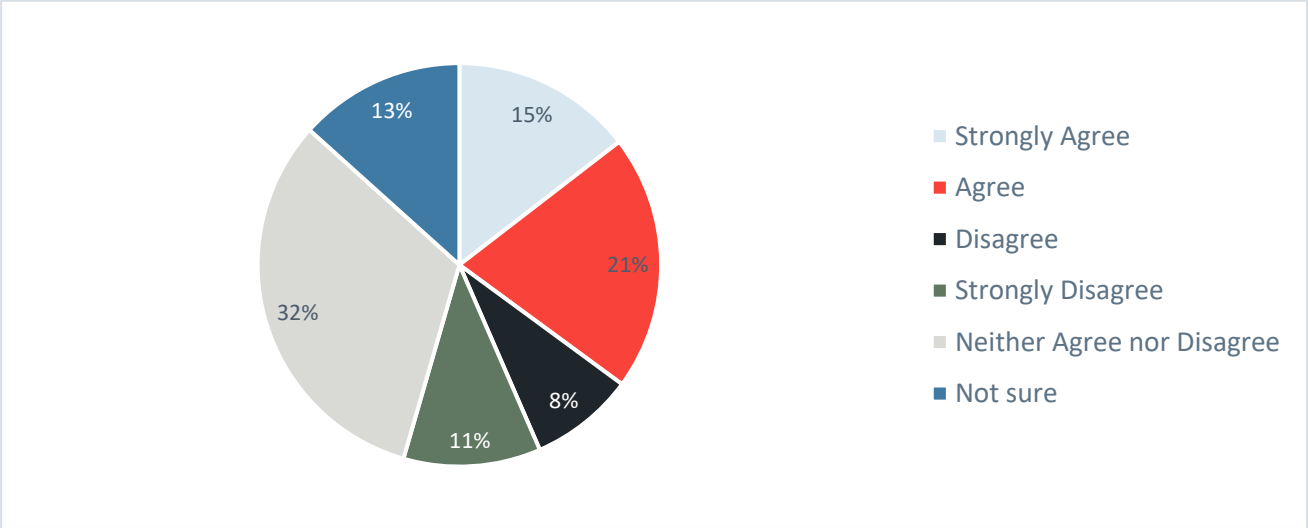
Response	Percentage of respondents
Strongly agree	20%
Agree	19%
Neither Agree nor Disagree	17%
Disagree	16%
Strongly Disagree	27%
Not Sure	3%

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%

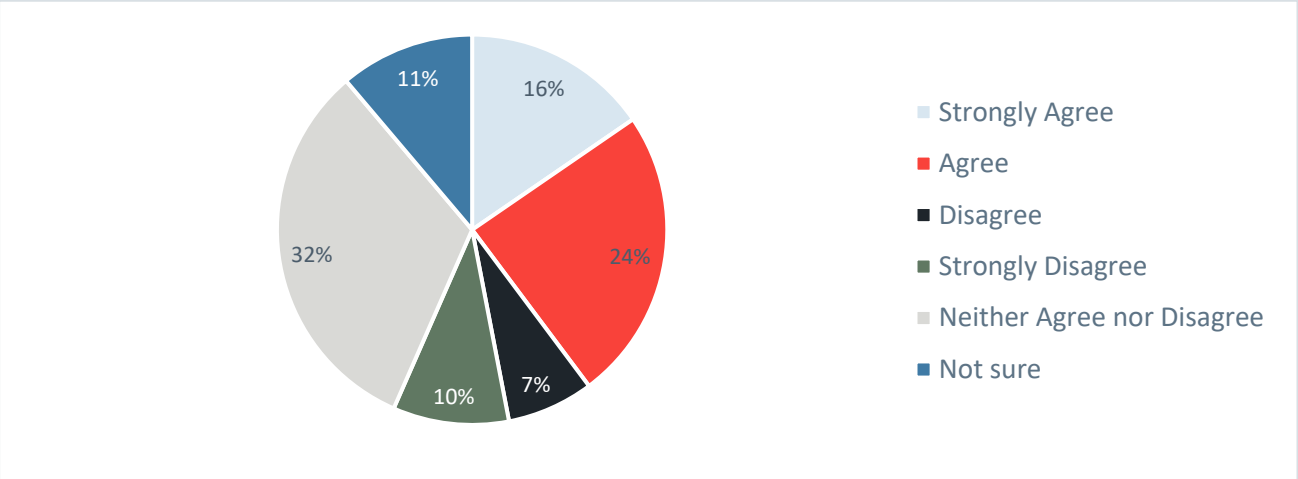
Base: Respondents who identified themselves as living in the Dorset area (n:696). Total exceeds 100 due to rounding.

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

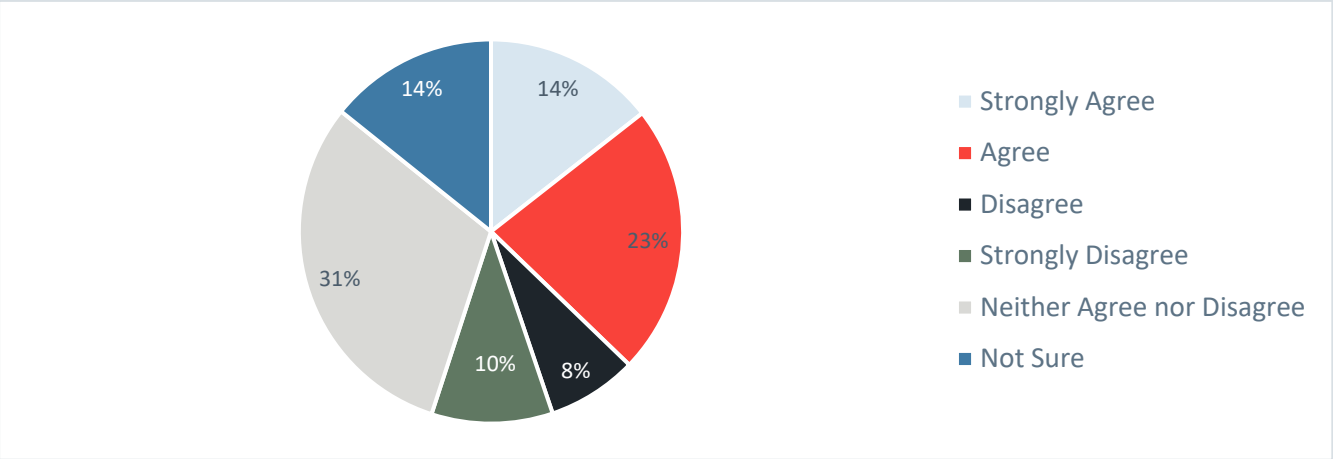
Response	Percentage of respondents
Strongly agree	18%
Agree	29%
Neither Agree nor Disagree	27%
Disagree	7%
Strongly Disagree	7%
Not Sure	13%

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

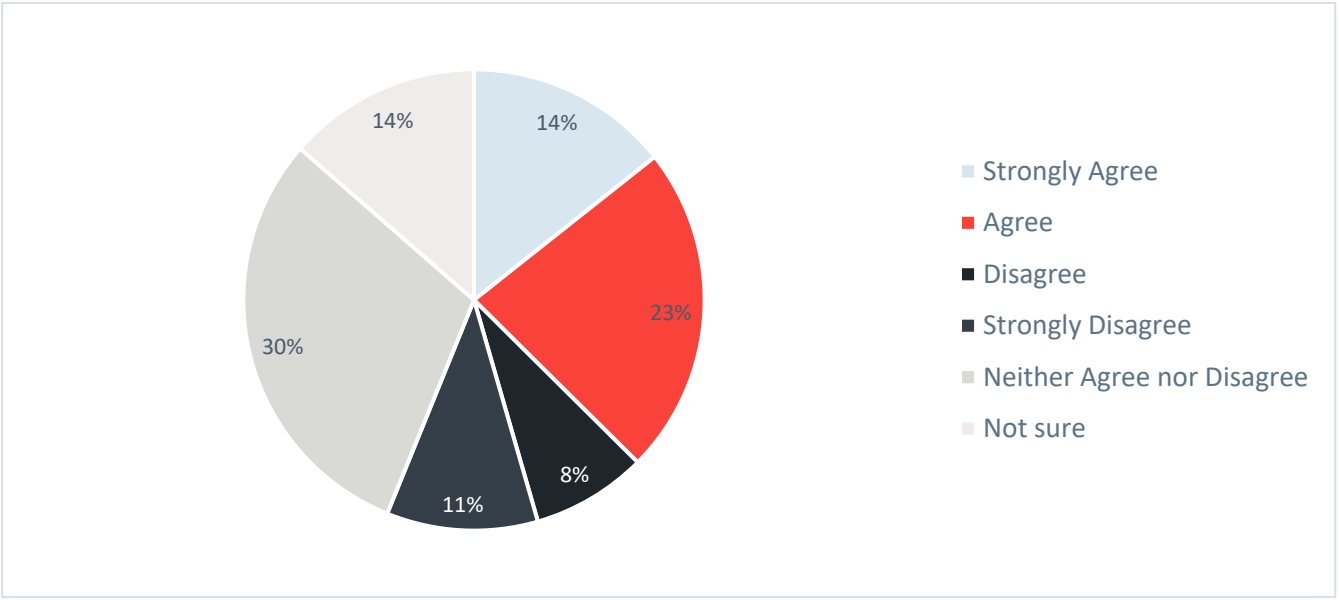
Response	Percentage of respondents
Strongly agree	15%
Agree	24%
Neither Agree nor Disagree	30%
Disagree	7%
Strongly Disagree	7%
Not Sure	17%

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%

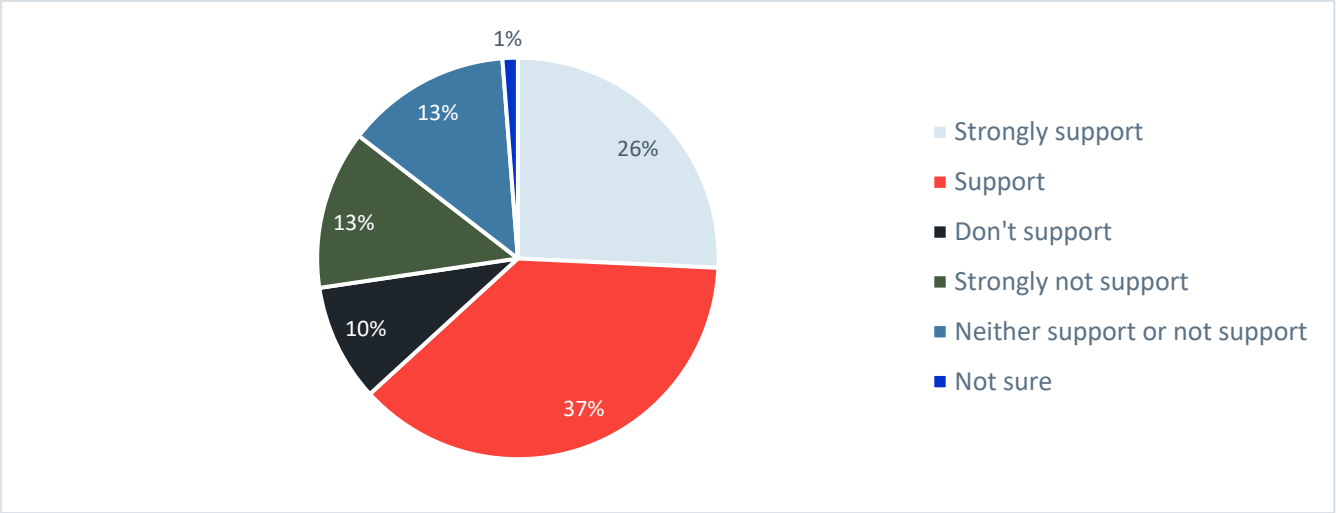
Base: Respondents who identified themselves as living in the Dorset area (n:703).

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?

This is where **your journey begins...**

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...**

Dorset Council

BCP Council

- 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						







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...**





			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

sup

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...**

Dorset Council

BCP Council

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

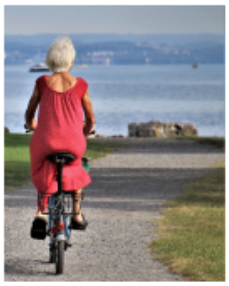
Policy 4: look after plants and animals.



- ☐ 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:







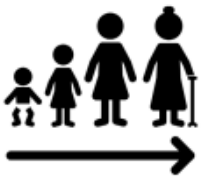




- ☐ walking
- ☐ wheelchair
- ☐ pedal bike
- ☐ electric bike
- ☐ Beryl bike or scooter hire
- ☐ mobility scooter
- ☐ bus
- ☐ train
- ☐ taxi
- ☐ car or van
- ☐ motorcycle or moped
- ☐ other: ☐

Your postcode (just the first part is fine)

DT9



Your age



Do you have a disability or health condition?

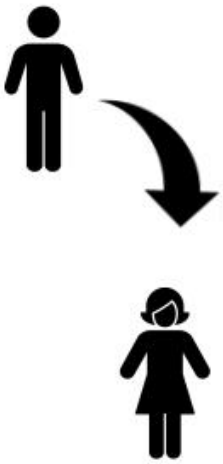
- ☐ yes
- ☐ no

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:



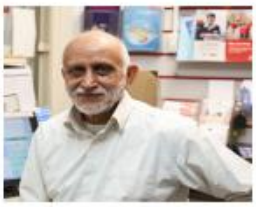
- ☐ opposite sex - "heterosexual"
- ☐ same sex - "gay" or "lesbian"
- ☐ any sex - "bi" or "pan sexual"
- ☐ other: ☐

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	

FULL COUNCIL
MOTION ON NOTICE

Date of Council Meeting: - 16 July 2026

Title of Motion: - Section 170 of the Road Traffic Act 1988

Proposer: - Cllr R Holloway

Seconder: - Cllr D Sowry-House

Supported by:- Cllr K Wheller, Cllr B Ezzard, Cllr R Legg, Cllr B Bolwell, Cllr B Bawden, Cllr J Jeanes, Cllr A Fuhrmann, Cllr R Major, Cllr S Florek, Cllr A Todd, Cllr S Williams, Cllr R Hope, Cllr J Andrews, Cllr J Atwal, Cllr D Morgan, Cllr G Taylor, Cllr S Bartlett, Cllr C Kippax, Cllr L Fry, Cllr H Hobbs-Chell, Cllr S Clifford

Motion Narrative and Action Required

Our beloved Ginger tabby “Pumpkin” was killed earlier this year by a motorist in the early hours who failed to stop and drove off, it was only another passing motorist who found him in the road and took him to the emergency vets where he was found to have suffered a head trauma. My wife and I were unaware that this had happened until mid-morning when the vet contacted us, and we were both devastated that this had happened knowing that someone just left him for dead. Unfortunately, this has happened to many cat owners across the country and leaves many owners devastated.

Currently Section 170 of the Road Traffic Act 1988 only applies to Dogs, Horses, Cattle, Pigs, Sheep & Goats but NOT cats, Since June 2024 all cats in England over 20 weeks old must be legally microchipped as is the same for Dogs. Recently the Government introduced the new Animal Welfare Act 2025 to crack down on pet smuggling, which of course I fully support. But I find it incredible that the Government is not even considering updating the Road Traffic Act. And yet despite multiple petitions and charities saying this must change, currently the Government says and I quote “difficult to enforce” I find that response incredibly hollow.

As the animal loving nation we are I think it’s time that the law should be updated to protect cats and to give cat owners reassurance that motorists should legally stop if they collide with cat.

I ask members across the chamber to please support the following motion to put pressure on Government to change the law by writing to the Secretary of State for Transport.

Motion: -

That this council writes to the Secretary of State for Transport RH Heidi Alexender MP calling for the law to be changed so that cats are protected under section 170 of the Road Traffic Act 1988. Whereby motorists will be legally required to stop if they collide with a cat. And to ask the government to set a timetable for this to be discussed in the current parliamentary term.

FULL COUNCIL
MOTION ON NOTICE

Date of Council Meeting: - 16 July 2026

Title of Motion: - Open Spaces and Common Areas Management Governance Policy

Proposer: - Cllr J Vitali

Seconder: - Cllr L O'Leary

Supported by:- Cllr A Parry, Cllr C Tomes, Cllr R Bryan, Cllr M Parkes, Cllr S Jesperson, Cllr C Monks, Cllr G Suttle, Cllr V Pothecary, Cllr C Jones, Cllr C Lugg, Cllr L Beddow, Cllr N Lacey-Clarke, Cllr S Flower, Cllr T Coombs, Cllr S Gibson, Cllr R Crabb, Cllr S Murcer

Motion: -

That the proposed Open Spaces and Common Areas Management Governance Policy be adopted, subject to Overview Committee oversight.

Appendix – draft Open Spaces and Common Areas Management Governance Policy

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Open Spaces and Common Areas: Management Governance Policy

1. Context

Across England, a growing proportion of new homes are built on estates where shared open spaces – green areas, play areas, roads, and drainage infrastructure – are not adopted by a public authority but instead remain under private ownership and management. Residents are bound by their title deeds to pay charges to these companies, with little transparency, limited accountability, and no meaningful say over costs or the appointment of managers. The Competition and Markets Authority's 2024 housebuilding review found that approximately 80% of new homes sold by major housebuilders were subject to such charges, and identified this as a significant source of consumer detriment.

The Law Commission is considering reform in this area but has not yet reported. The Government has indicated that the most effective remedy is to prevent new private management arrangements from arising in the first place, and that local planning authorities have a critical role to play – but primary legislation enabling mandatory reform has not been enacted.

Dorset Council faces a substantially increased housing delivery requirement under the new Standard Method. With major new residential development anticipated across the county through the emerging Local Plan, there is a clear and immediate need for a policy position on the governance of common spaces – one that protects future residents without waiting for legislation that may be years away.

2. Purpose

The purpose of this policy is to encourage a greater degree of accountability and resident control over the management of open and shared spaces on new housing estates in Dorset.

3. Policy

3.1 Preference for Council adoption

Dorset Council establishes as planning policy that the long-term management and governance of shared open spaces on new residential developments is a material consideration in the determination of planning applications.

The Council's strong and explicit preference is that open space on new development is adopted and managed by Dorset Council – or by the relevant Town or Parish Council – rather than by a private management company. Applicants are expected to demonstrate that public adoption has been actively sought. Where it has not been pursued, or has been declined without evidenced justification, the application will be viewed less favourably.

Where adoption is offered, it will be considered subject to: the land meeting the Council's design, safety and accessibility standards; clear legal title free from encumbrances; and a commuted sum calculated on the basis of annual maintenance cost × 15 years (plus an RPI inflation adjustment from the date of planning permission to the date of adoption), held in a ring-fenced reserve.

3.2 Where private management is unavoidable

Where a public adoption is unachievable, the Council will require, as a condition secured by Section 106 obligation, that residents have meaningful and formalised representation on the financial decisions relating to management of the estate.

For the purposes of this policy, 'financial decisions' means decisions on:

i) the setting of annual service charges;

ii) the approval of annual maintenance budgets;

iii) capital expenditure on shared assets; and

iv) the appointment, renewal or removal of any managing agent.

The minimum requirement is that a residents' association with at least two elected resident representatives is established by the time 25% of units are occupied, and that this committee is formally consulted before any financial decision is taken. For developments of 50 or more dwellings, residents must constitute at least 50% of any management body with financial authority. These arrangements shall be secured in the Section 106 agreement.

4. Relationship to the emerging Local Plan

This policy operates immediately as a material consideration in planning decisions. The Council's intention is to embed the requirements in Sections 2.1–2.2 as explicit Local Plan policies, or as part of any complementary Section 106 or developer contribution policy. In the interim, this policy – once formally adopted by Full Council – carries material weight in the determination of planning applications under the Town and Country Planning Act 1990.

The policy will be reviewed promptly following enactment of any primary legislation arising from the Law Commission's review or the Government's response to the CMA, at which point its requirements will be updated to reflect any new statutory framework.