

Place and Resources Overview Committee

15 July 2025

Dorset and BCP joint Local Transport Plan 4

For Decision

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

Local Councillor(s):

All

Executive Director:

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Report Status: Public [Choose an item.](#)

Brief Summary:

The Draft Joint Local Transport Plan 4 (LTP4) will set out a 15-year strategy (2026–2041) to create a safer, healthy, and more inclusive transport system. It focuses on reducing emissions, improving public and active travel, enhancing rural-urban connectivity, and supporting economic growth through a vision-led, place-based approach. Informed by over 3,800 public responses, LTP4 outlines six key objectives and will be delivered through five-year implementation plans and supporting strategies. A public consultation will run from August 2025, aiming to ensure broad engagement and shape the final plan.

Recommendation:

That the Committee reviews and provides feedback on the new vision and objectives of the Draft Joint Local Transport Plan 4 (LTP4) 2026–2041.

That the Committee acknowledge the proposed approach to consultation on the draft LTP4 Strategy and Implementation Plan.

Reason for Recommendation:

To provide the committee with an overview of the council's approach to developing the joint LTP4 and to further engage the committee at the current stage of development.

1. Report

- 1.1 This report introduces the vision and objectives for our new Joint Local Transport Plan 4 (LTP4) which will cover 2026 to 2041, developed collaboratively by Dorset Council and BCP Council.
- 1.2 It builds on the strategic direction endorsed by the Place and Resources Overview Committee in July 2023, which recognised the need for a new transport plan to address evolving challenges such as climate change, digital transformation, and post-pandemic travel behaviours. Cabinet approved delegated authority to the Corporate Director Economic Growth and Infrastructure after consultation with the Portfolio Holder for Highways, Travel and Environment in September 2023.
- 1.3 LTP4 reflects a shift from the traditional 'predict and provide' model to a vision-led, place-based approach, aligning transport planning with spatial development, decarbonisation goals, and inclusive mobility. It sets out a long-term strategy to deliver a safe, sustainable, and accessible transport network that supports economic growth, public health, and environmental resilience.
- 1.4 The development of LTP4 is supported by a detailed evidence base, providing an understanding of the people, places and activities of our area.
- 1.5 This new plan has also been informed by our residents, as well as local businesses and organisations. Over 3,800 people engaged with us to identify key issues and opportunities that the new plan must address. A summary report has been published on the council website. Key messages from the engagement feedback included:
 - (i) There is strong public demand for more frequent, affordable, and accessible public transport, especially in rural areas. Cheaper bus fares have had a positive benefit, and there is support for integrated ticketing and mobility hubs.

- (ii) People want safer, more connected walking, cycling, and wheeling routes. Current infrastructure is seen as inadequate, especially in urban areas, limiting the shift to sustainable travel.
 - (iii) Older adults, disabled people, and non-drivers face significant barriers to travel. There is a call for inclusive design, better access to information, and better transport choices to reduce isolation and improve wellbeing.
 - (iv) Poor connections between towns, villages, and key services are a major concern. Congestion, especially during peak times and tourist seasons, impacts journey reliability and air quality.
 - (v) Residents want transport solutions that reduce emissions and improve safety. There is support for speed reduction in villages, safer roads, and infrastructure that is resilient to environmental threats like flooding.
- 1.6 These insights ensure the LTP4 supports real community needs and that it's targeted, inclusive, and forward-looking.

2. **Our Transport Plan Vision**

- 2.1 The Committee is invited to review the draft vision and objectives and provide feedback. This will be considered alongside the public consultation to inform the next stages of plan finalisation.
- 2.2 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.

- 2.3 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. Our transport plan will help support the delivery of sustainable and well-connected development to meet the housing and employment needs of the area, while protecting the special places in our environment.

- 2.4 Over the next 15 years, the focus will be on increasing transport choices, and improving safety, health, accessibility, connectivity, travel experience, and reducing pollution from transport.
- 2.5 To achieve our vision, our transport plan includes six objectives. Our LTP4 objectives are to: (presented in no particular order):
- a) **Safeguard the climate and environment** - We want to protect nature and help stop climate change by reducing transport-related carbon emissions in line with local and national targets, improving air quality, and reducing noise and light pollution. One of the ways we'll do this is by accelerating the uptake of zero-emission vehicles through the delivery of supporting infrastructure.
 - b) **Improve health and wellbeing** – We aim to make walking, wheeling, and cycling safer and more accessible by delivering a connected, attractive active travel network. This will encourage sustainable travel, particularly for short urban trips, and improve access to services, reducing inequality.
 - c) **Create accessible and prosperous places** - We will enhance access to jobs, education, and key destinations, improving connectivity between rural and urban areas. Sustainable, well-connected development will support housing and employment needs.
 - d) **Enable a safer transportation system** – We will improve safety across the transport network, aiming to reduce casualties and support the Dorset Road Safety Partnership goal of zero road deaths or serious injuries by 2050. Safer routes to school will encourage sustainable travel for children.
 - e) **Provide a resilient and fit for purpose transport network** - Our network will be well-maintained, resilient, and efficiently managed to reduce congestion and improve journey reliability. We will adopt new technologies and materials to cut emissions and enhance performance.
 - f) **Public transport that is inclusive and accessible** - We will improve public transport to offer safe, reliable, and inclusive services. Working with partners, we will enhance frequency, reliability, and connectivity, supported by digital tools to improve the user experience.

- 2.6 The LTP4 Strategy will guide transport planning and investment by aligning with key priorities and providing a clear framework to secure funding, support development, and deliver a reliable, low-carbon transport network for everyone.
- 2.7 The Strategy will be delivered through a series of five-year plans known as Implementation Plans. These will set out how we will put the strategy into action.
- 2.8 The first Implementation Plan will cover the period 2026 to 2031, showing who's doing what and where, and the timing of what will happen when. This will be a 'live' document, formally reviewed and updated every five years.
- 2.9 The LTP will be delivered through supporting strategies and plans, including:
- (i) The Bus Service Improvement Plan (BSIP) sets out our delivery plans to provide better local bus services. The BSIP is required by Government to secure Bus Grant Funding. [Click here to read the Dorset BSIP.](#)
 - (ii) The Active Travel Infrastructure Plan (ATIP) maps out priority routes and improvements to create a network of high-quality active travel infrastructure. This plan is required to secure Active Travel England Funding.
 - (iii) The Electric Vehicle Infrastructure Strategy sets out a planned approach to provide the right charging infrastructure, in the right places to keep pace with increasing demand. Without this strategy we will not be eligible to bid for future funding to enable the installation of the necessary EV charging infrastructure.
 - (iv) The Highways Asset Management Plan (HAMP) sets out how our network assets will be managed. An updated plan will be published to support the new joint LTP.
 - (v) Rights of Way Improvement Plans (RoWIP) prioritise key improvements to develop and improve the network and improve outdoor access. A new RoWIP for 2025 to 2035 is currently in production and will be published next year.
 - (vi) The Dorset Road Safety Partnership strategy which will continue to support the new joint LTP.

- 2.10 Additional plans and strategies will be developed over the lifetime of the LTP to support its delivery.

3. Approach to Consultation

- 3.1 Within the Dorset Council area, the draft LTP4 will be consulted upon alongside the Dorset Local Plan sites consultation. Both plans will shape the future of Dorset and are vital in addressing future growth and infrastructure needs. The consultation will begin on the 18th August 2025.
- 3.2 The consultation will ensure that the views of Dorset residents, businesses and visitors are heard.
- 3.3 A communications campaign will drive awareness and increase participation. Through targeting we are aiming to reach those residents who have been previously underrepresented due to lack of participation, typically those aged between 20 to 45.
- 3.4 The campaign will include:
- (i) Paid for targeted social media ads across the platforms used by our audience – Meta (Instagram), TikTok, Snapchat, LinkedIn
 - (ii) Short-form videos (From main campaign video and vox pops)
 - (iii) YouTube pre-roll ads
 - (iv) Campaign video featuring resident soundbites
 - (v) Posters, pop-ups, and branded materials in key areas to meet our audience where they are
 - (vi) In person drop in events at town and village halls
 - (vii) Use of media releases, newsletters and owned social channels
 - (viii) Webinars focusing on specific local interest groups and businesses
 - (ix) Cllr briefing pack and tool kit
 - (x) Engagement with Town and Parish Councils
 - (xi) Engagement with internal staff via the Intranet

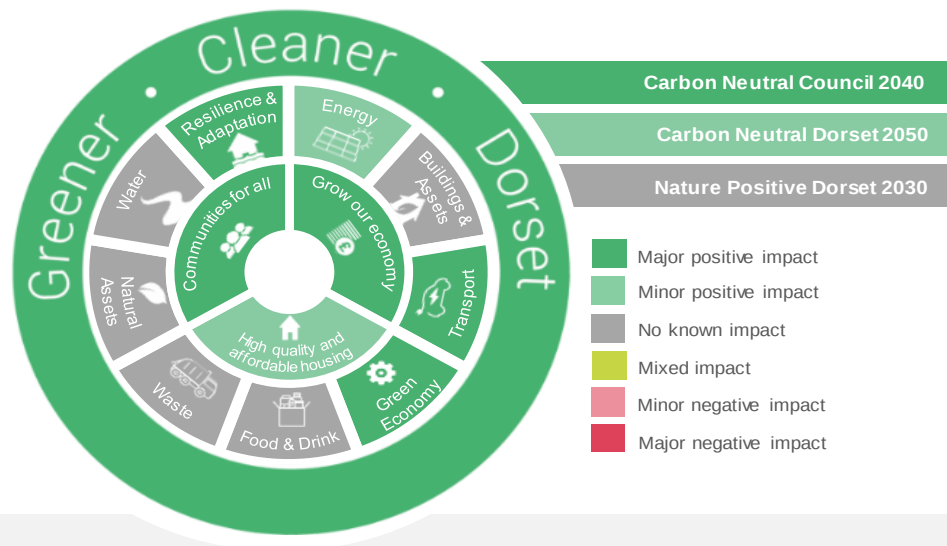
4. Financial Implications

- 4.1 The cost of preparing the new LTP has been met within existing budgets and from a capacity grant provided by government specifically for this purpose. Preparation has involved a balance of officer time supported by external consultants where necessary.
- 4.2 Delivering the Plan will depend on access to funding, including:
- (i) Core Government Funding, provided by Local Transport Grant, has recently been confirmed. This will provide the council with £15.5m of capital funding from 2026/27 to 2029/31. Other sources of government funding, including Bus Grant and Active Travel Fund, are still to be confirmed.
 - (ii) Having a new LTP, which aligns with government policy, will enable Dorset Council to maximise income from external bidding opportunities and partner contributions, including Network Rail (Great British Railways), National Highways, Sustrans, and local bus and rail operators.
 - (iii) Through the Western Gateway Sub National Transport Body to deliver schemes that form part of the regional Strategic Transport Plan and Investment Plan.
 - (iv) Developer contributions from new developments and other non-transport sources of funding.
- 4.3 We will continue to identify and pursue new funding opportunities as they arise to maximise delivery of our plan.

5. **Natural Environment, Climate & Ecology Implications**

- 5.1 The climate emergency decision wheel is presented below. The accessible table of impacts and table of recommendations are presented in Appendix A.

Local Transport Plan 4



Quantitative Impact on CEE targets (if known)		
	Unit	Number of units (+/-)
2030 - Natural asset extent & condition	Ha	0
2040 - Operational Emissions	CO ₂ (tonnes)	

- 5.2 LTP4 commits to reducing transport emissions in line with national and local net zero targets, including the Natural Environment, Climate and Ecology Strategy. We will target increasing active travel and public transport use, alongside the rapid uptake of zero-emission vehicles (ZEVs).
- 5.3 The strategy acknowledges the increasing risks from extreme weather and climate change. It promotes resilient infrastructure design and maintenance practices to ensure the transport network can withstand future environmental challenges.
- 5.4 By bringing together transport with spatial planning, LTP4 supports compact, sustainable development that reduces the need to travel and protects natural landscapes from unnecessary development.
- 5.5 LTP4 adopts a “nature positive” approach, integrating biodiversity enhancement into transport design and maintenance. This includes green infrastructure, sustainable drainage systems, and alignment with local Nature Recovery Strategies.

6. Well-being and Health Implications

- 6.1 The LTP4 strategy places a strong emphasis on improving public health and wellbeing through a more inclusive, active, and sustainable transport system. It recognises that transport is a key determinant of health, influencing physical activity levels, air quality, access to services, and social inclusion.
- 6.2 LTP4 prioritises walking, wheeling, and cycling for short journeys, aiming to meet the Active Travel England target of 50% of urban trips by active modes by 2030. This supports physical activity, reduces sedentary lifestyles, and lowers the risk of chronic diseases.
- 6.3 Overall, LTP4 is expected to deliver significant long-term health benefits by embedding health considerations into transport planning, cutting harmful transport emissions, and enabling healthier lifestyles.

7. Other Implications

- 7.1 NA.

8. Risk Assessment

- 8.1 **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

- 8.2 We will manage the key risks that could prevent us meeting our transport vision and objectives. These include:
 - (i) Cuts to or a lack of available funding
 - (ii) Cost escalation due to inflation or unforeseen circumstances
 - (iii) Changes to the policy framework and political priorities
 - (iv) Lack of political and community support
 - (v) Achieving long-term changes in behaviour
 - (vi) The rapid pace of technological change

(vii) Changes to legislation or regulations

(viii) Delays in implementation

9. **Equalities Impact Assessment**

9.1 Over 3,800 people engaged in the 2024 consultation. Feedback from protected groups informed the strategy, particularly around safety, accessibility, and rural isolation.

9.2 LTP4 is expected to have a positive impact on equality by improving access, safety, and travel choice for all, particularly for those with protected characteristics. Continued engagement and inclusive design will be essential to ensure such positive outcomes.

9.3 This will be achieved by:

- (i) Designing inclusive and safe transport environments and age-friendly infrastructure.
- (ii) Applying inclusive design standards.
- (iii) Ensuring inclusive engagement and consultation practices.
- (iv) Ensuring step-free access and improving lighting, surveillance, and staffing at travel interchanges.

10. **Appendices**

Appendix A - Climate Wheel Accessible Table of Impacts and Table of Recommendations

11. **Background Papers**

11.1 Previous Committee Decisions:

- (i) [Cabinet. 5th September 2023.](#)
- (ii) [Place and Overview Committee. 27th July 2023.](#)

11.2 LTP4 Engagement Reports:

- (i) [Engagement Summary Report](#)
- (ii) [Engagement Survey Analysis Report](#)
- (iii) [Engagement Roadshow Analysis Report](#)

(iv) [Engagement Additional Response Analysis Report](#)

12. Report Sign Off

- 12.1 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)

Appendix A - 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	