

Place and Resources Overview Committee

15 July 2025

Active Travel Infrastructure Plan

For Recommendation to Cabinet

Cabinet Member and Portfolio:

Cllr J Andrews, Place Services

Local Councillor(s):

All

Executive Director:

J Britton, Executive Director for Place Services

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

Brief Summary:

The Active Travel Infrastructure Plan (ATIP) sets out the network plans for walking, cycling and wheeling. This consists of a network plan and a prioritised list of improvements. The ATIP forms part of the detailed delivery strategy in support of the emerging Local Transport Plan 4.

Infrastructure improvements for walking, cycling and wheeling assists with delivering the Council Plan objectives, including supporting communities for all, assisting with the delivery of the Climate and Ecological Emergency strategy and will also support the emerging Dorset Council travel plan.

Recommendation:

The Place and Resources Overview Committee recommend to Cabinet that the Active Travel Infrastructure Plan be approved.

Reason for Recommendation:

To enable the Active Travel Infrastructure Plan, to be implemented, helping to improve the network for walking, wheeling and cycling.

1. Previous Committee report

- 1.1. Dorset Council undertook an online public engagement exercise on the development of the ATIP in December 2023 – January 2024. 979 responses to the public engagement exercise were received, including over 1,081 barriers to active travel on the draft plans and 480 additional routes submitted across the whole of Dorset.
- 1.2. The results from the public engagement exercise was presented to the Committee at the meeting held on 21/11/2024.
- 1.3. The recommendation of the Committee was to bring a finalised version back to a future Committee meeting following further discussions with stakeholders.
- 1.4. The following report includes material that was previously presented to the November 2024 Committee meeting.

2. Background

- 2.1. The Active Travel Infrastructure Plan (ATIP) is a strategic document setting out priorities for active travel infrastructure provision in the short, medium and long term.
- 2.2. Developing an ATIP will help Dorset Council:
 - meet its strategic objectives to increase sustainable travel, reduce private motor travel and increase physical activity,
 - help to contribute to a wide range of national and local policies and strategies, including the Climate and Ecological Emergency strategy, Dorset Council travel plan and the emerging Local Transport Plan 4;
 - set out a planned pipeline of active travel schemes ready for funding bids and aligned with future developments; and
 - ensure access to funding from central Government for active travel – dependent upon having a plan in place – is secured in future.

- 2.3. The ATIP development process is set out in technical guidance from the Department for Transport. Most local authorities have already adopted plans, including BCP Council.
- 2.4. The plans set out the future priorities for active travel infrastructure at a strategic scale, with the aim being to focus on resolving the biggest barriers on the primary network for people walking, wheeling or cycling. They are not comprehensive plans for active travel on every road, street or path in the Dorset Council area

3. Network planning for active travel

- 3.1. The plan development involves analysing existing travel patterns, establishing the main trip destinations such as centres of employment, schools and town centres, augmented with background data such as the density of population, density of jobs and other demographic information.
- 3.2. This information is further supported by modelling of the potential for active travel for work and school trips, based on trip length and gradients encountered along the route, helping to inform and quantify which parts of the network are likely to generate the greatest benefit in terms of carbon saved, increased physical activity and car journeys shifted to active travel.
- 3.3. Barriers to active travel – whether physical, or due to hazardous road conditions or other factors are a fundamental part of the analysis and are in part informed by input from stakeholders and residents – see Background Papers setting out the responses from the public engagement.
- 3.4. Key corridors linking neighbourhoods to destinations are then analysed and draft network plans for active travel produced.

4. Prioritised routes and schemes

- 4.1. Prioritisation of the routes and any resulting schemes are based on the following criteria:
 - whether there is new housing proposed in the Local Plan near the route
 - the average deprivation of the area surrounding the route (using the Index of Multiple Deprivation)
 - the potential number of people cycling to work

- the potential number of people cycling to school
 - the population living within 400 metres per km of route
 - the number of jobs within 400 metres per km of route
 - walking and cycling casualties per km of route
 - number of major destinations (town centres, schools, employment areas, significant leisure sites) within 100 metres of the route
- 4.2. 647 sections (718kms) of street, path or prospective route have been identified as part of the plan. Of these 23% are considered low priority, 18% limited, 27% moderate, and 21%/11% high/highest priority.
- 4.3. The plan identified schemes covering 124 sections of street or path, ranging from reduced speed limits to improved crossings, new paths or other infrastructure changes.
- 4.4. The draft ATIP can be found in Appendix 1.

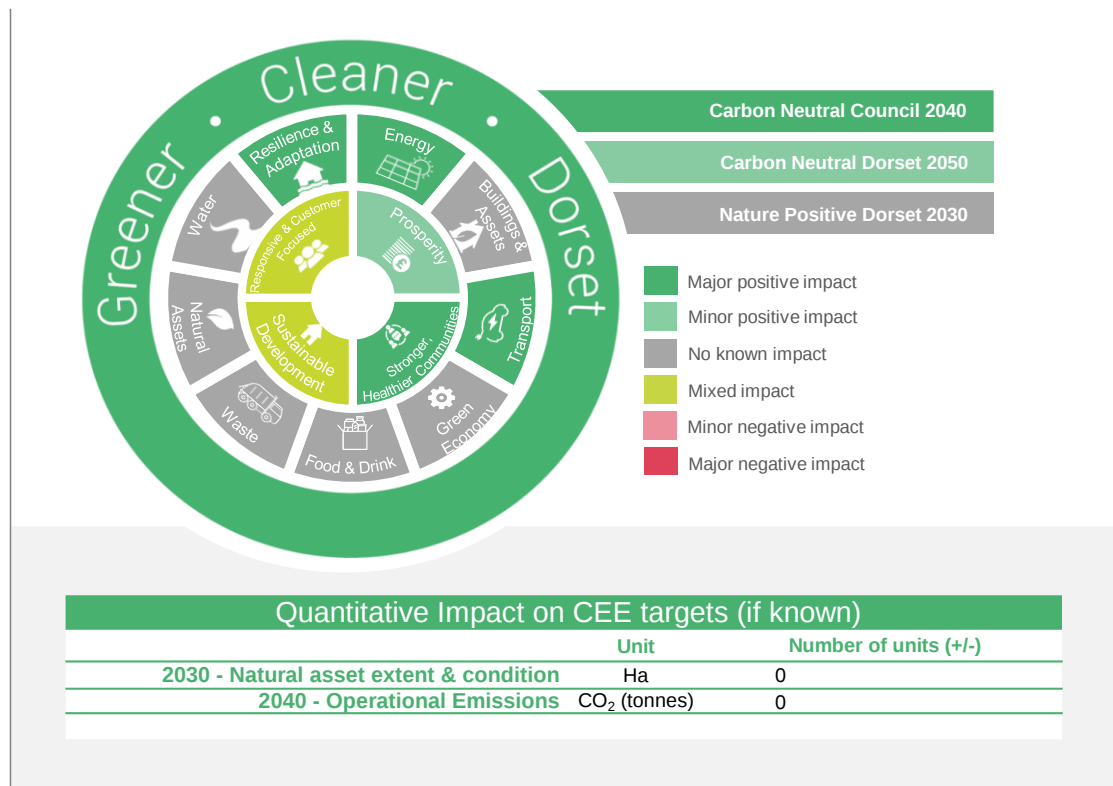
5. **Financial Implications**

- 5.1. Development of the plan has been supported through grant funding specifically for the purpose from Active Travel England, the Government's arms-length authority with responsibility for active travel policy and funding decisions. There is no cost to Dorset Council in producing the plan.
- 5.2. Having an Active Travel Infrastructure Plan in place is necessary to maintain future funding from Active Travel England, which has provided around £3.5m funding to support active travel scheme development in Dorset since its inception.
- 5.3. Improvements to active travel infrastructure can bring savings to the Council by reducing the requirements to provide school transport for pupils within walking distance of a school which are incurred when existing routes are deemed unsafe.
- 5.4. Ensuring an adequate safe active travel infrastructure exists in towns enables older or less able residents to retain independence and meet their local needs without access to a vehicle, helping – marginally – to reduce long term social care needs.
- 5.5. Active travel provision enables a realistic alternative to the many short journeys currently undertaken by private motor transport. This can help

improve the efficient use of highway assets, reduce harmful emissions from travel, improve air quality and reduce the need for capacity improvements, maintenance costs and make more efficient use of parking capacity.

- 5.6. Although the Plan identifies a programme of improvements to the network for walking, wheeling and cycling, in all but a few cases these schemes have no identified funding source and will be subject to further discussions with local communities before options and detailed development will take place. In nearly all cases the schemes will require external funding to be completed.

6. Natural Environment, Climate & Ecology Implications



ACCESSIBLE TABLE SHOWING IMPACTS

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

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

7. Well-being and Health Implications

- 7.1. Improving the network for active travel will enable more residents to choose to walk, wheel or cycle in their neighbourhoods, benefiting from regular physical activity as well as helping to build and maintain social relationships locally.
- 7.2. Reduced motor traffic as a result of any shift to active modes for short journeys in towns also offers the potential to improve safety as well as reducing air and noise pollution.
- 7.3. Higher levels of active travel in communities can also lead to improved community safety through increased natural surveillance.

8. Other Implications

- 8.1. No other implications have been identified.

9. Risk Assessment

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

Current Risk: LOW

Residual Risk: LOW

10. Equalities Impact Assessment

- 10.1. An Equalities Impact Assessment has been developed for the plan, in part informed by the public engagement exercise. Improvements to active travel will be of particular benefit to disabled people and disadvantaged communities.
- 10.2. Over 23,000 households in Dorset do not have access to a vehicle and are therefore likely to be more reliant on active travel both as a means of transport in itself, but also to access public transport. Access to better conditions for active travel is particularly beneficial to disabled people, older people, younger people and other groups who are less likely to have access to a vehicle.

11. Appendices

12. Background Papers

- 12.1. [Minutes of the 21/11/2024 Place and Resources Overview Committee Meeting](#)
- 12.2. [Active Travel Infrastructure Plan Survey Report](#) (previously presented at the Committee Meeting on 21/11/2024)
- 12.3. [Active Travel Infrastructure Plan public engagement survey analysis](#) (previously presented at the Committee Meeting on 21/11/2024)

13. Report Sign Off

- ~~11.1 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)~~