

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.

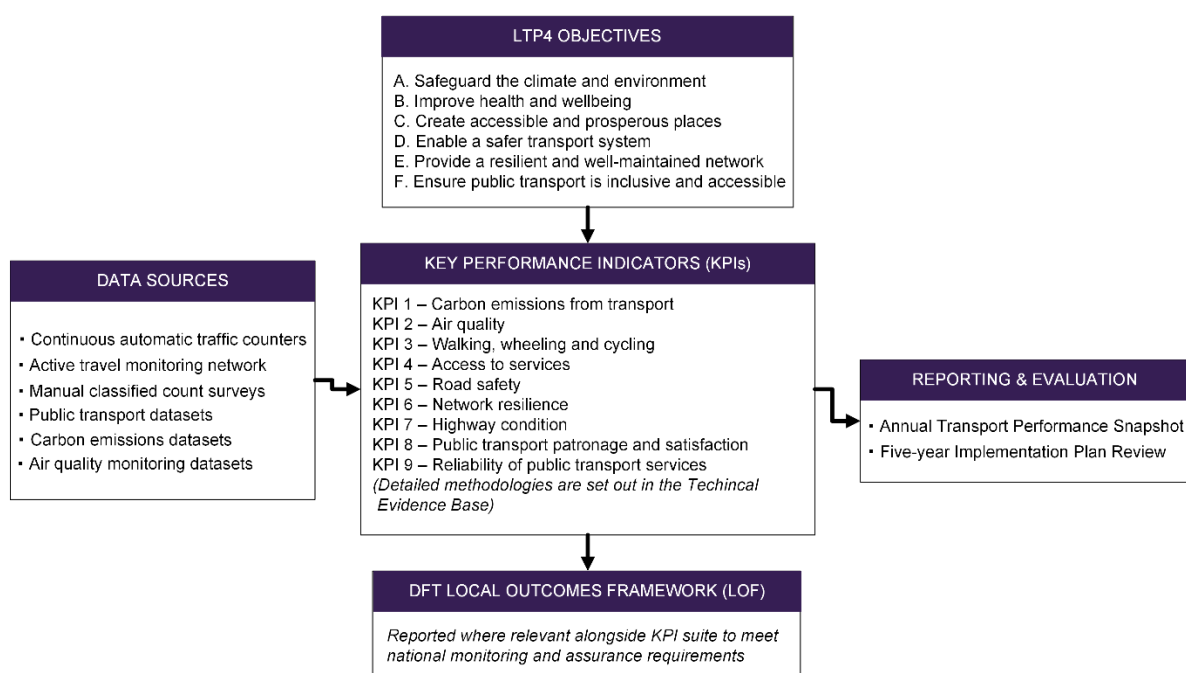
The Strategy therefore provides both a clear accountability framework and a durable evidence base to support decision-making, investment prioritisation and external funding submissions throughout the lifetime of the LTP.

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 ₂ e)	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.