Supplementary Papers for Council

Date: Tuesday, 28 July 2026

6. Cabinet 22 July 2026

To consider the recommendations arising from the Cabinet meeting scheduled for 22 July 2026.

a) **Cabinet 22 July 2026 - Minute No. 26 - BCP Growth Plan** 3 - 66

RECOMMENDED that: -

(a) the BCP Local Growth Plan be adopted;

(b) the expected Dorset Local Enterprise Partnership capital and revenue funding be allocated to support delivery of the BCP Growth Plan priorities; and

(c) the Director of Investment & Development in consultation with the Portfolio Holder for Destination, Leisure and Commercial Operations be delegated authority to work alongside the BCP Business Growth Board and partners to support delivery of the Local Growth Plan interventions.

b) **Cabinet 22 July 2026 - Minute No. 28 - Youth Justice Plan 2026-2027** 67 - 138

RECOMMENDED that the Youth Justice Plan 2026/27 be approved by Full Council.

c) **Cabinet 22 July 2026 - Minute No. 31 - Local Transport Plan** 139 - 580

RECOMMENDED that Council approves adoption of the Local Transport Plan 4 (LTP4) (2026 – 2041).

d) **Cabinet 22 July 2026 - Minute No. 32 - Keeping BCP Moving Safely - Moving Traffic Enforcement** 581 - 600

RECOMMENDED that Council: -

(a) approve the introduction of Moving Traffic Enforcement as a new function;

(b) approve the net income budget allocation of £1.3 million in 2027/28 increasing to £1.5 million in 2029/30 with ongoing reviews to refine forecasts; and

(c) approve use of remaining net income budget from moving traffic enforcement after repayment of total capital investment of £700,000 over 3 years, as investment in car parks maintenance or other allowable investment under Section 55 of the Road Traffic Regulation Act 1984.

Note – resolutions (d), (e) and (f) were resolved matters by the Cabinet

e) **Cabinet 22 July 2026 - Minute No. 33 - Disposal of Land at Cabot Lane, Poole** 601 - 616

RECOMMENDED that Council: -

(a) approves the disposal of land at Cabot Lane, Poole, as shown on the attached plan in Appendix 2, to Wessex Water on the principal terms set out in this report and for the consideration detailed in Confidential Appendix 3;

(b) delegates authority to the Corporate Property Officer (Section 151 Officer), in consultation with the Portfolio holder, Monitoring Officer, to finalise the detailed terms of the disposals and enter into all necessary agreements; and

(c) sets aside 5% of any proceeds of this disposal as a fund to improve water quality across BCP.

[PLEASE NOTE: Should the Council wish to discuss the detail of the confidential appendix at Appendix 3 the meeting will be required to move into Confidential (Exempt) Session].

Published: 22 July 2026

CABINET

Report subject	**BCP Growth Plan**
Meeting date	22nd July 2026
Status	Public Report
Executive summary	This Local Growth Plan (2026-36) sets out the shared ambition of BCP Council and the Business Growth Board who have been engaged in its development. It includes a shared aim and the associated priorities and interventions required to build a strong economy, with thriving people in a vibrant and connected place for our residents, businesses and visitors. The plan outlines a vision for growth across Bournemouth, Christchurch and Poole, supported by defined priorities and action plans. It strengthens readiness for devolution by demonstrating ambition, governance and the ability to deliver outcomes. As devolution progresses, the Growth Plan will guide investment, shape partnerships and ensure BCP is well placed to maximise emerging opportunities. Delivering this ambition will require strong collaboration and sustained investment between local government, the private sector, investors, education and training providers, community and voluntary organisations, and our residents. This Growth Plan is therefore both a commitment and an invitation: a commitment to fostering the conditions for inclusive and sustainable economic growth, and an invitation for partners to collaborate with us to realise this shared ambition. BCP Business Growth Board will help to articulate and drive forward the local economic priorities and the growth agenda for Bournemouth, Christchurch & Poole, through endorsing, co-ordinating and performance managing the new BCP Local Growth Plan.
Recommendations	**It is RECOMMENDED that Cabinet recommends to council that;** **a) The BCP Local Growth Plan be adopted.** **b) The expected Dorset Local Enterprise Partnership capital and revenue funding be allocated to support delivery of the BCP Growth Plan priorities.** **c) The Director of Investment & Development in consultation with the Portfolio Holder for Destination,**

	Leisure and Commercial Operations be delegated authority to work alongside the BCP Business Growth Board and partners to support delivery of the Local Growth Plan interventions.
Reason for recommendations	The BCP Local Growth Plan will support the delivery of our Corporate Strategy Ambitions: 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. The BCP Local Growth Plan also underpins the Council's vision: "Where people, nature, coast and towns come together in sustainable, safe and healthy communities to prosper and promote a sense of place."

Portfolio Holder(s):	Councillor Rich Herrett, Portfolio Holder for Destination, Leisure and Commercial Operations. Councillor Millie Earl, Leader of the Council
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	Amy Orchard – Economic Development Officer, Inward Investment Ruth Spencer – Head of Smart Place & Economic Development
Wards	Council-wide
Classification	***For Recommendation***

Background

1. The BCP Growth Plan provided in appendix 1, is a 10-year strategic plan which is being developed at a time when the Government is giving more powers to local areas through devolution. To benefit from this, places like Bournemouth Christchurch and Poole need to show they are ready, well organised, and have a strong economic vision.
2. The BCP Growth Plan helps do this by setting out clear priorities for how the area should grow and how this will be delivered. It will guide investment, support partnerships, and ensure Bournemouth, Christchurch and Poole is well placed to take advantage of new opportunities.
3. Whilst the BCP Growth Plans defines the ambition of Bournemouth, Christchurch, and Poole, it interlinks existing strategic priorities such as the Housing Strategy (2021-2027), the Joint Health & Wellbeing Strategy (2025) and the Draft Local Transport Plan (LTP) (2026-2041).

4. The emerging BCP Local Plan will allocate land for housing, employment, and infrastructure to support that growth and work will begin later in 2026 on a Spatial Development Strategy to align this across the wider proposed devolved area.

5. The BCP Local Growth Plan compliments the Local Plan and the Spatial Development Strategy. Together they ensure that strategic ambitions, local planning policy and economic priorities align to support sustainable and coherent growth.

6. The BCP Growth Plan also aligns with the UK Government's Modern Industrial Strategy that sets out a priority mission to deliver strong, secure and sustainable economic growth to boost living standards.

7. The BCP Growth Plan sets the scene for Bournemouth, Christchurch and Poole's economy and place with both opportunity and constraints:

    a) A large student population.
    b) Low graduate retention
    c) Significant 60+ and ageing population
    d) Since 1991, the population grew by 23%, however the 50 to 64 age group expanded at double this rate.
    e) The workforce has marginally less workers than the highest levels of qualifications than regional and national averages.
    f) Wide disparities in deprivation – small pockets of severe town centre related deprivation adjacent to affluent areas.
    g) Bournemouth, Christchurch and Poole have a significant and persistent productivity gap with the national average (approximately £7,000 behind by 2023)
    h) 88% of the workforce in Bournemouth, Christchurch and Poole are also residents.
    i) 98% of residents work with Bournemouth, Christchurch and Poole, Dorset, Hampshire, Southampton and Wiltshire.
    j) House prices to earnings ratio is significantly above the level in the South West and England.
    k) Economic activity rates have been overall improving despite a dip in 2024.
    l) Health related economic inactivity has been worsening dramatically since 2013.
    m) Only two sectors are specialised and high growth: Human Health & Social Care work and Accommodation & Food Service.
    n) Financial Services and Insurance is highly specialised but has struggled to grow over the past 10 years.
    o) Quantity of vacated floorspace to occupied floor space has been unstable.

8. The BCP Growth Plan aim is for Bournemouth, Christchurch and Poole to become a better connected, sustainable, productive and inclusive economy, supporting good jobs, skilled people, homes for all and a quality of life shared across communities by 2036. It also supports the Council's overall vision to create safe, healthy and sustainable communities where people and places thrive.

9. Getting this right will mean:

    a) More and better jobs, underpinned by improved skills, progression opportunities and higher wages, enabling residents to access quality employment across priority sectors and places.

b) Increased inward investment, including public and private funding, business investment and strategic partnerships, supporting innovation, business growth and the delivery of priority programmes and projects.
c) Higher productivity and economic output, reflected in sustained growth in Gross Value Added (GVA) through a more competitive, innovative and resilient local economy.
d) Improved quality of life across communities, with growth contributing to improved health and wellbeing; reduced deprivation and the narrower disparities in levels of deprivation recorded across areas of Bournemouth, Christchurch and Poole; and increased economic activity.

10. It focuses on four key themes:

a) A strong economy – helping businesses grow and create good jobs.
b) Thriving people – making sure residents have the skills, support and health they need to work.
c) A vibrant place – ensuring our towns are attractive, with good housing and facilities.
d) Connected places – improving transport, digital links and infrastructure.

11. A BCP Business Growth Board was set up in 2025 to focus on addressing the key challenges and opportunities impacting the Bournemouth, Christchurch and Poole economy and this remit included co-ordinating the creation of the BCP Growth Plan and metrics to measure its success; increase in jobs, regional GVA and Inward investment (public & private sector).
They have been vital in ensuring that the Growth Plan translates both the national and emerging regional industrial strategy priorities into a delivery plan that works for the local economy, focusing on the areas key sectors, skills, and strengths.

12. The Business Growth Board includes representatives from; Universities, BCP Council, Tourism & Hospitality, Port of Poole & Poole Harbour, Advanced Manufacturing and Defence, Digital & Technologies, Business Improvement Districts, Voluntary Sector, Cultural Sector, Dorset Chamber of Commerce & Professional and Business Services, Financial Services, Retail, Health & Life Sciences, Key development sites , Federation of Small Business & Professional and Business Services, Skills sector, Nighttime Economy & Events, Clean Energy Industries, Creative Industries and Bournemouth Airport.

13. The BCP Growth Plan has been shaped through extensive stakeholder engagement working closely with local partners, including businesses, education providers and community organisations through nine Business Growth Board led sector workshops to understand what the current ambition/strategy for growth and investment priorities were. This was followed by visioning surveys, two online themes & priorities workshops and fifteen feedback sessions to discuss the interventions with stakeholders.

14. The result of the engagement is a clear set of robust interventions to support businesses and attract investment, help people gain skills and find work, deliver more homes, improve our towns, improve transport, energy and digital connections.

15. The success will be measured against the metrics agreed by the BCP Business Growth Board: Increase in jobs, regional GVA and Inward investment (public &

private sector). Success would also see improved wellbeing, reduced deprivation, talent attraction and retention increased footfall and a reduction vacancy rate on our high streets.

16. The Business Growth Board will lead on delivering this work with the support of BCP Council to set the priorities, coordinate investments and track the progress. This joined-up approach will help ensure the plan is delivered effectively and makes a real difference and will help ensure that growth is fair, sustainable and felt by everyone across Bournemouth, Christchurch and Poole.

17. On 29 October Cabinet ratified the decision to transfer and accept Dorset Local Enterprise Partnership funds and agreed to ringfence these funds for the benefit of the community. It is expected that £866,951.68 revenue, £2,498,208 capital and £1,275,000 capital loan repayments from the closure of the Dorset Local Enterprise Partnership will be received shortly by BCP Council (Interest continues to be applied until the payment is made to BCP. The figures here include interest up to 31st March 2025).

18. The key outcomes and proposed interventions of the Growth Plan are in line with the Dissolution Agreement (set out in Legal Implications) therefore it is recommended that the funding is allocated to support delivery of the BCP Growth Plan interventions.

19. The Business Growth Board are keen to ensure growth is sustainable and agreed to register to hosts screenings of the People's Emergency Briefing to their staff.

20. To ensure growth is fair and felt by everyone across Bournemouth, Christchurch and Poole we are keen to host public engagement sessions where residents can drop in at accessible venues such as libraries and discuss the Growth Plan and what the interventions and actions mean to them.

Options Appraisal

21. Adopt the BCP Growth Plan to provide an understanding of the opportunities and challenges facing Bournemouth, Christchurch and Poole, and the ambition of the Council and its partners to shape growth that is resilient, inclusive and place-based. BCP Local Growth Plan will influence a Wessex Local Growth Plan as the interventions included have been measured on their impact, deliverability and strategic fit; and provide a clear rationale that can support future funding bids, partnership working and devolution discussions.

22. Do not adopt the BCP Growth Plan and allow the current Economic Development Strategy (2022 – 2026) to end without a replacement plan. There would no clear, agreed framework guiding our economic priorities. Many national and regional funding streams (e.g. UK Shared Prosperity Fund replacement programmes, Levelling Up-type funds, investment partnerships) require clear strategic justification and evidence of pipeline projects aligned to growth objectives. Without a plan, BCP risks being less competitive in funding bids and missing out on external investment opportunities. It will become harder to align our economic development with the corporate priorities, any local plan objectives, and regeneration programmes.

Summary of financial implications

23. The delivery of any of the interventions included within the BCP Local Growth Plan will require its own individual options appraisals, their own business plans, along with securing funding for their delivery.
    Any proposed contribution from the council would be subject to BCP Council financial regulations.

Summary of legal implications

24. The Dorset Local Enterprise Partnership (DLEP) funding resulting from the closure of the DLEP was agreed to be accepted at 29 October Cabinet alongside the agreement to ringfence funds for the benefit of the community and to delegate authority to the Chief Operating Officer, the Chief Financial Officer in consultation with the Portfolio Holder for Portfolio Holder for Destination, Leisure and Commercial Operations to allocate funding in consultation with the BCP Growth Board. Since 29 October 2025 Cabinet, a Dissolution Agreement has been drawn up and agreed by Officers and sets out the purpose of the dissolution payment, the dissolution payment and the use of the dissolution payment. It is awaiting signature of the Leader of Dorset Council as the Accountable Body and Leader of BCP Council, and the fund transfer will take place.

25. The Dissolution Agreement states it, 'must be applied solely for the benefit of the Community and in a manner consistent with the Company's [Dorset Local Enterprise Partnership] asset-lock obligations under the CIC Regulations 2005.' The definition of 'Community' in the Dissolution Agreement is, 'the people and enterprises within the administrative areas of Dorset Council and Bournemouth, Christchurch & Poole Council who are intended to benefit from activities that drive economic and employment growth, improve productivity and skills, and foster innovation and sustainable infrastructure consistent with the Company's stated objectives.'

Summary of human resources implications

26. The Economic Development team is the only resource available to monitor, support delivery and establish initiatives to attract existing and new developers or work with key industries, culture and investors to facilitate, implement and deliver the growth-enabling projects of the BCP Local Growth Plan. Funding is only in place until March 2027 however the Growth Plan extends beyond this to 2036 so there is a risk that without an Economic Development Officer, Inward Investment and an Economic Development Officer, Growth the BCP Growth Plan will not be delivered.

Summary of sustainability impact

27. With the Growth Plan aim for Bournemouth, Christchurch and Poole to become a better-connected, sustainable, productive and inclusive economy, supporting good jobs, skilled people, homes for all and a quality of life shared across communities by 2036.

28. Following the Local Area Energy Plan there is a golden thread of sustainability running through all themes with low-carbon energy, sustainable transport, green skills, environmentally conscious development interventions delivering cleaner growth, better-connected places, skilled people, and a more resilient, sustainable local economy.

Summary of public health implications

29. The ambition of the BCP Growth Plan has a clear intent to deliver inclusive growth that improves opportunity, wellbeing and quality of life for residents. The plan rightly recognises the links between economic participation, skills, inclusion and health, including the relationship between poor health and economic inactivity.

30. The Growth Plan recognises that a successful and growing economy needs a workforce that is skilled, motivated and in good health with agile skills and learning system that responds to the needs of employers and growth sectors while also providing support to residents to move towards employment.
Interventions support the Get Dorset & BCP Working Plan and the Dorset Local Skills Improvement Plan (LSIP) both provide a strong shared evidence base, highlighting both the structural skills challenges facing the area and the opportunities to align people, provision and growth sectors more effectively.

Summary of equality implications

31. (a) Through a Equality Impact Assessment we will have established a broad and cross cutting ideas for investment priorities to include within the Growth Plan which will enable BCP Council and BCP Growth Board to seek investment from both public and private sector to improve the lives of residents to include Increased jobs (skills, jobs and better paid jobs), productivity, quality of life, happiness, well-being and reduced deprivation.

Summary of risk assessment

32. Delivery risk: The Local Growth Plan sets out an ambition and shared narrative of priority projects that will support growth. Some of these priority projects are currently unfunded so delivery will depend on partners working collaboratively to identify and win external funding and deliver projects together that will support the delivery of the agreed Key Performance Indicators (KPIs) set by the Growth Board.

33. Delivery risk: As emphasised under the HR implications, funding is only in place until March 2027 however the Growth Plan extends beyond this to 2036 so there is a risk that without an Economic Development Officer, Inward Investment and an Economic Development Officer, Growth to support the BCP Business Growth Board, the BCP Growth Plan will not be delivered.

Background papers

None

Appendices

Appendix 1 - BCP Growth Plan

Appendix 2 – Equality Impact Assessment BCP Growth Plan

Appendix 3 – Strategies reviewed as part of the BCP Growth Plan process.

Appendix 4 – Stakeholder engagement as part of the BCP Growth Plan process

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Bournemouth, Christchurch and Poole Growth Plan

Stantec

Prepared for:
Bournemouth, Christchurch and Poole (BCP) Council

Date:
8th July 2026

Prepared by:
Stantec

Stantec UK Limited

Revision Record

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
1A	First Draft	AB	12/05/26	GB	12/05/26	GB	12/05/26
1B	Second Draft	AB	11/06/26	GB	11/06/26	SC	11/06/26
1C	Third Draft	AB	22/06/26	GB	22/06/26	SC	22/06/26
1D	Final Draft	AB	01/07/26	GB	01/07/26	SC	01/07/26
1E	Final Draft	GB	08/07/26	SD	08/07/26	SC	08/07/26

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Foreword

Momentum is building across Bournemouth, Christchurch and Poole with our proud heritage, communities and culture showcasing the best of our towns. Home to more than 408,000 residents, over 15 miles of award-winning sandy coastline alongside 26 miles of harbourside landscape. There are 15,500 businesses, three universities, two major hospitals, a premier league football team, award-winning museums, a castle, international conference centre, expanding airport, commercial port, and robust digital infrastructure, this is an area embracing the future and brimming with positive progress.

The Bournemouth, Christchurch and Poole Growth Plan presents a clear and confident framework for building on this foundation. It articulates how Bournemouth, Christchurch and Poole (BCP) Council and its partners will support businesses to innovate, grow and compete; strengthen our workforce and skills base; unlock the potential of our town centres and neighbourhoods; and enable high-quality, climate-resilient development. Our ambition for Bournemouth, Christchurch and Poole is rooted in the wellbeing of all residents, especially children and families. By investing in education, health and inclusive communities, we create the foundations for sustainable economic growth, opportunity and improved quality of life for current and future generations.

Delivering this ambition will require strong collaboration and sustained investment. Success depends on partnership between local government, the private sector, investors, education & training providers, community & voluntary organisations, and our residents. This Growth Plan is therefore both a commitment and an invitation: a commitment to fostering the conditions for inclusive and sustainable economic growth; and an invitation for partners to work with us to realise this shared ambition.

By working together, we can ensure that Bournemouth, Christchurch and Poole continues to support nature recovery, bolster the regions sustainability and be vibrant places where people and nature thrive; where towns and communities are well connected; and where economic success goes hand in hand with improved health, wellbeing, opportunity and quality of life for all.

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1 Executive Summary – The plan at a glance

A distinctive Bournemouth, Christchurch and Poole Growth Plan

This Growth Plan has been developed by Bournemouth, Christchurch and Poole (BCP) Council, working in partnership with businesses, education providers and wider stakeholders, to set out a clear and ambitious roadmap for economic growth and prosperity across the area. The Plan establishes a shared, place-based approach to unlocking growth, building on Bournemouth, Christchurch and Poole's distinctive coastal economy, diverse sector strengths and high quality of place. It aligns closely with the UK Government's Modern Industrial Strategy and supports its core mission to drive sustainable economic growth, alongside wider national priorities to boost productivity, support innovation, deliver net zero and improve living standards.

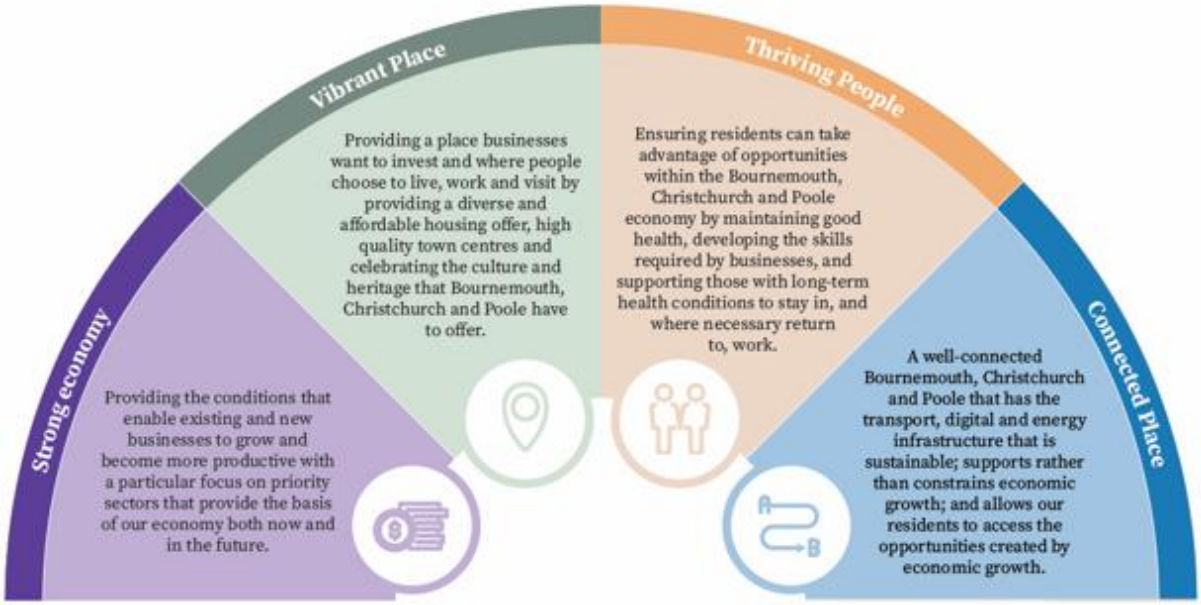
We want to make Bournemouth, Christchurch and Poole a place where people and businesses want to be, because of the vibrancy of our communities, the strengths of our economy, the skills of our people, the wealth of our culture and heritage and the quality of our infrastructure, our environment and quality of life.

Aim of the Growth Plan

The Growth Plan aim is for

Bournemouth, Christchurch and Poole to become a better-connected, sustainable, productive and inclusive economy, supporting good jobs, skilled people, homes for all and a quality of life shared across communities by 2036.

This aim reflects both the opportunities and challenges facing Bournemouth, Christchurch and Poole, and the ambition of the Council and its partners to shape growth that is resilient, inclusive and place-based. The strategy is structured around the following four strategic priority themes:



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2 Purpose of the Bournemouth, Christchurch and Poole Growth Plan

The towns of Bournemouth, Christchurch and Poole within Dorset, sit at the heart of a distinctive and resilient south coast economy. It is the South West's second largest urban area and the homes to over 408,000 people. The area has a diverse economy combining a nationally significant financial and professional services sector; a rich cultural offer; and a thriving creative and digital economy. The area boasts three universities that provide access to a highly skilled workforce as well as leading research and innovation activity in areas such as health and digital. These economic assets are complemented by a strong educational performance amongst school aged children.

Like many other areas, the towns of Bournemouth, Christchurch and Poole face challenges to meeting their growth potential. Productivity levels remain below national benchmarks, reflecting skills shortages, the presence of sectors impacted by seasonality with opportunities to strengthen productivity, and an ageing population and workforce. The area's competitiveness and attractiveness could further be enhanced by delivering schemes at stalled regeneration sites; improvements to transport infrastructure to, and within, the area; addressing the significant housing affordability challenge; enhancing graduate retention; strengthening pathways from education into employment for young people; and balancing economic growth with protection of the area's unique natural assets. In addition, the economic prosperity is not equally benefiting all communities, including some children, young people and families who face barriers to opportunity and progression.

This Growth Plan (2026–36) sets out our shared ambition of Bournemouth, Christchurch and Poole Council and its partners. It establishes a shared aim and associated priorities to build a more productive, inclusive and sustainable local economy that benefits all residents, businesses and visitors, while improving outcomes for children, supporting families and strengthening access to high-quality education, skills and lifelong learning opportunities.

2.1 Building on strategic momentum

This Growth Plan builds on, and compliments, Bournemouth, Christchurch and Poole Council's existing strategic priorities that are brought together in the Council's Corporate Strategy that outlines the following shared vision – *"Where people, nature, coast and towns come together in sustainable, safe and healthy communities"*. The Plan sets out clear actions for the Council, and its partners structured around two clear priorities of Our Place & Environment and Our People & Communities. This Growth Plan supports key ambitions such as providing an inclusive, vibrant and sustainable economy that supports our communities to thrive; employment is available for everyone; skills are continually developed, and people can access lifelong learning; and people and places are connected by sustainable and modern infrastructure. Bournemouth, Christchurch and Poole's natural environment provides the backdrop to everyday life, with access to the stunning coastline of beaches, cliffs and harbours, along with precious nature reserves, chines, parks and green spaces connecting people with green and blue spaces on a daily basis.

Achieving economic growth is central to delivering successful places. This is demonstrated by the interlinkages and complementarity between the priorities in this Plan and existing strategic priorities such as:

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- Making Bournemouth, Christchurch and Poole one of the best coastal places to live by delivering affordable, high-quality homes, as well as safe, secure, and sustainable housing – **Housing Strategy, 2021-27**.
- Recognising that health is a foundational economic asset given the intrinsic link between good health and well-being, inclusive economic growth and successful places by supporting the strategic priorities such as Living & Aging Well and Healthy Neighbourhoods & Communities – **Joint Health and Well-being Strategy, 2025.**
- The ambition to achieve sustainable economic growth in both urban and rural communities by creating accessible and prosperous places driving innovation – **Draft Local Transport Plan (LTP) 2026-2041**.

Our Growth Plan also aligns with the UK Government's Modern Industrial Strategy that sets out a priority mission to deliver strong, secure, and sustainable economic growth to boost living standards for working people in every part of the UK. The Strategy places a clear emphasis on growth being driven by high priority sectors, the same approach adopted in our Growth Plan through the complimentary priority sectors of advanced manufacturing, clean energy, professional services and digital technologies.

2.2 Devolution context and strategic positioning

Our Growth Plan is being developed at a time of significant political and institutional change across England, with devolution firmly at the centre of the Government's reform agenda. In this context, the Plan has been deliberately positioned not as a standalone or competing strategy, but as a core building block within the emerging Wessex economic geography. It reflects BCP's distinctive assets, opportunities and priorities, while aligning with, and intended to inform, the development of wider Wessex-level strategies and future devolution arrangements.

The Government has been explicit in its intention to expand devolution across England during this Parliament, with a phased approach prioritising areas able to demonstrate readiness, strong governance and a coherent economic geography. The BCP Growth Plan responds directly to this, providing a clear, place-based articulation of local priorities that can be aggregated at the Wessex scale. In doing so, it strengthens the overall evidence base for devolution by ensuring that regional ambitions are grounded in robust local insight and delivery-ready propositions.

Crucially, the Growth Plan is not intended to be superseded by future Wessex or devolved strategies. Rather, it is designed to feed into and shape them, acting as a foundational layer that informs regional investment priorities, supports alignment across neighbouring authorities, and ensures that BCP's role within a wider Wessex framework is clearly defined and evidenced.

As devolution arrangements evolve, the Plan will therefore serve a dual role: as a strategic anchor for BCP locally, and as a key input into wider sub-regional decision-making. This will ensure continuity between local ambitions and regional frameworks, helping to secure investment, guide partnership working, and maximise the benefits of devolution for residents and businesses across both BCP and the wider Wessex area.

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3 Setting the Scene: Bournemouth, Christchurch and Poole's Economy and Place

Bournemouth, Christchurch and Poole form a distinctive coastal conurbation with a strong quality of place and numerous strategic and sector based economic assets. However, the evidence shows that these strengths do not always translate into economic growth in line with national benchmarks, particularly in relation to productivity, skills and affordability. Demographic trends such as the area's age profile, rising housing costs and spatial inequalities present further challenges that must be addressed if growth is to be sustainable and inclusive.

By setting out both the opportunities and constraints facing Bournemouth, Christchurch and Poole, this chapter provides the foundation for the Growth Plan's priorities and interventions. It identifies where Bournemouth, Christchurch and Poole perform well, where key indicators lag, and why targeted action is required to unlock higher-value growth, support thriving communities and ensure that the benefits of growth are shared across all parts of the area.

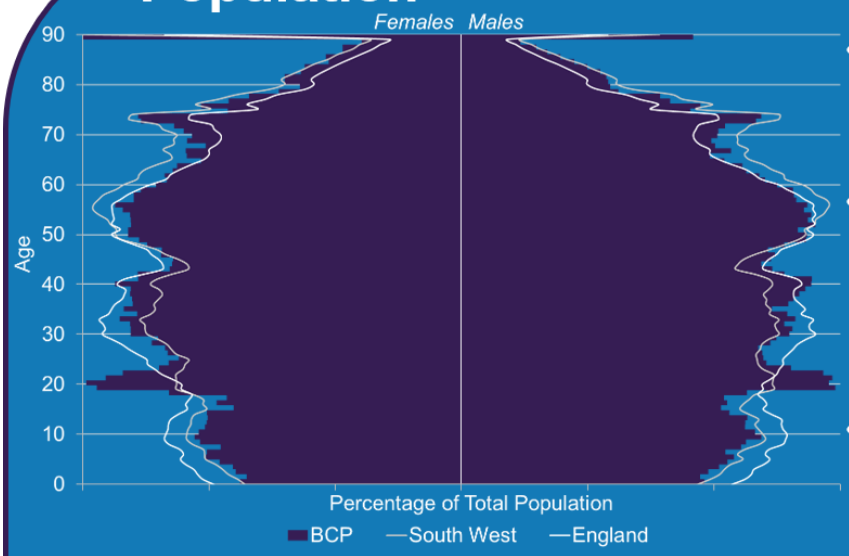
3.1 Economic and Demographic Profile: Key Baseline Indicators

The graphics below present a concise, data-driven overview of Bournemouth, Christchurch and Poole's current economic, demographic and spatial baseline. They highlight key structural characteristics of the area's economy including population trends, labour market dynamics, productivity performance, sector composition, housing affordability and patterns of deprivation providing a visual summary of both the area's strengths and the challenges that constrain growth. Collectively, these indicators illustrate the underlying factors shaping economic performance and reinforce the need for targeted, place-based interventions to improve productivity, support inclusive growth and enhance long-term competitiveness.

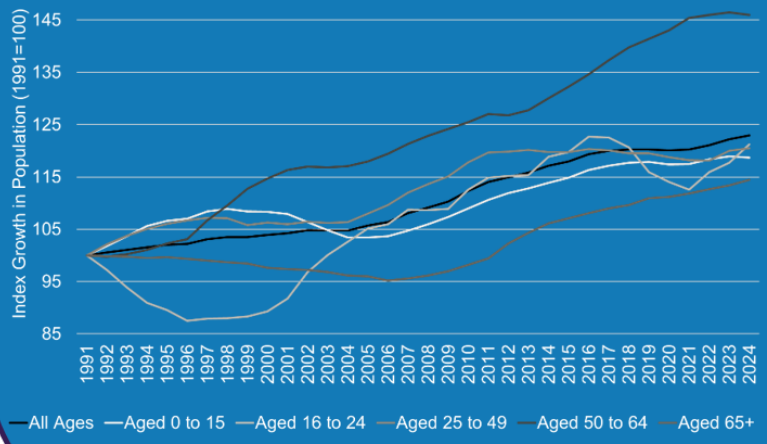
Figure 1: Key baseline indicators

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Population



- A large student population (aged 18-22).
- Underrepresentation of younger working aged population (23-40). Indicating low graduate retention.
- Significant 60+ and aging population.



Demographic Issues

Since 1991, the population grew by 23%, however the 50 to 64 age group expanded at double this rate (46%).

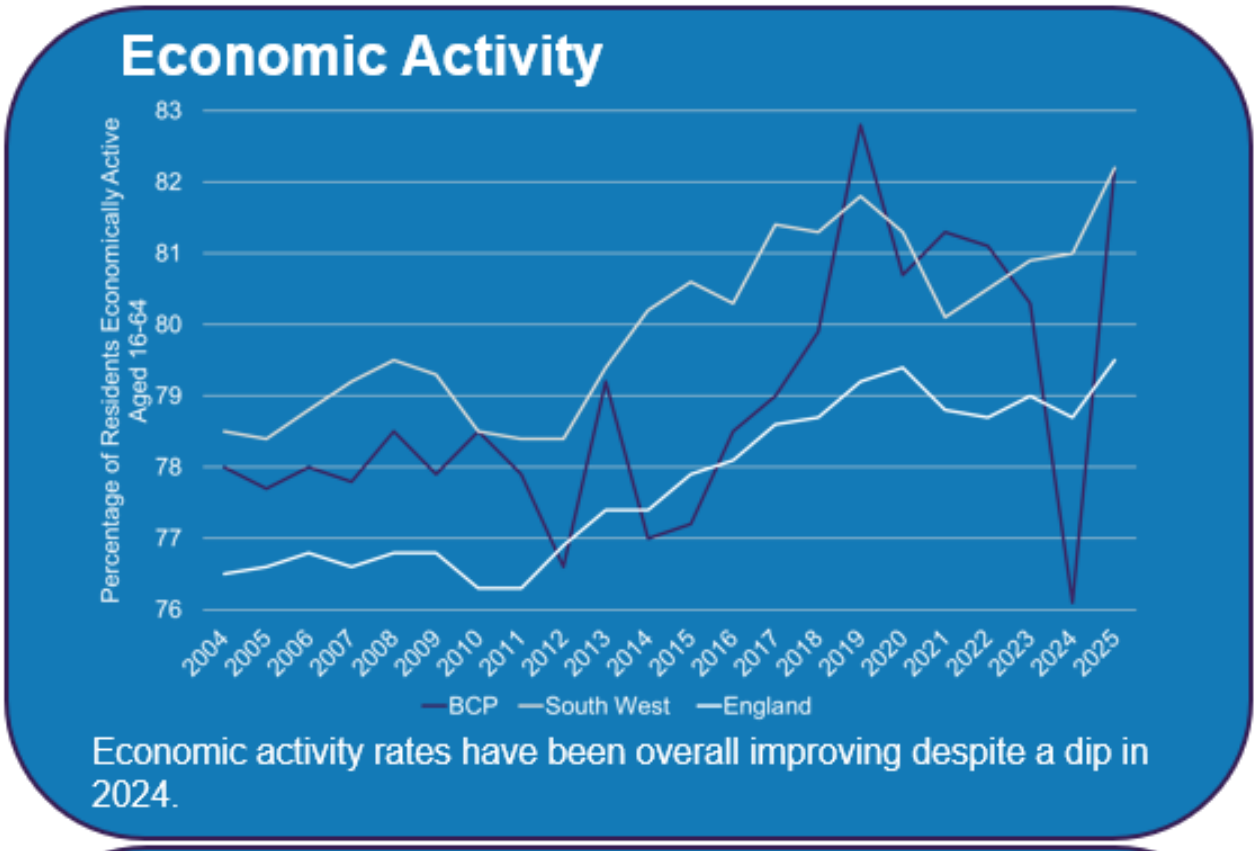
Qualifications

The workforce has marginally less workers with the highest levels of qualifications than regional and national averages.

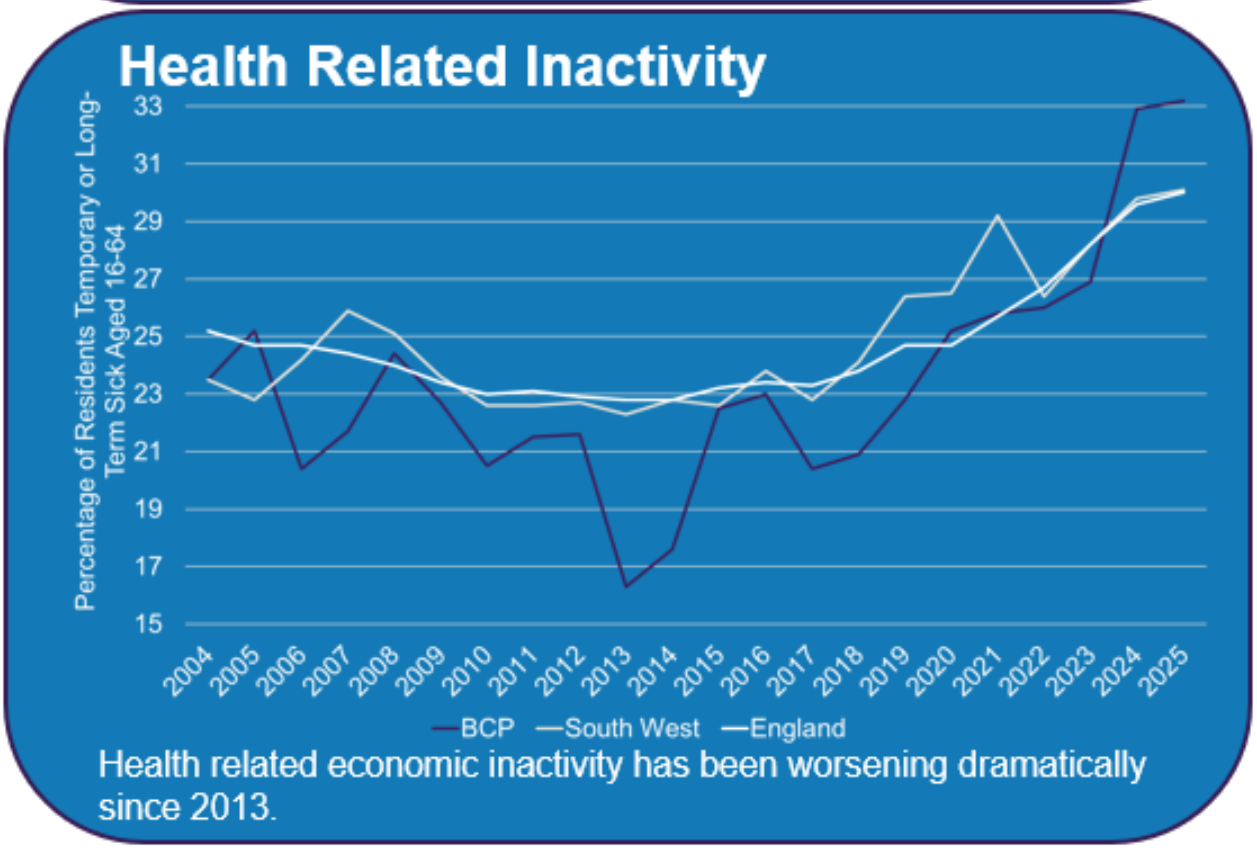
Deprivation

Wide disparities in deprivation - small pockets of severe town centre related deprivation adjacent to affluent areas

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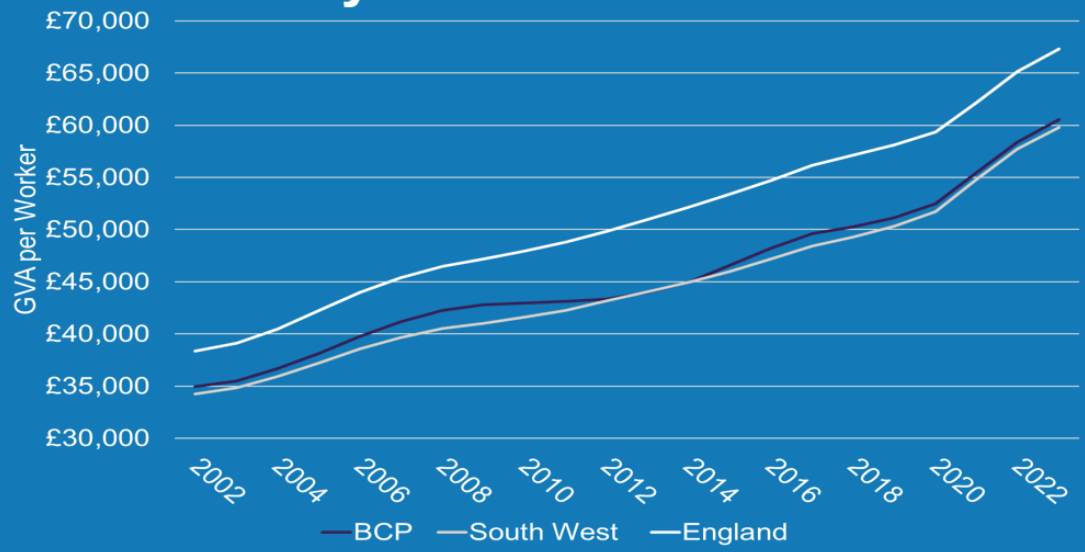
Economic activity rates have been overall improving despite a dip in 2024.



Health related economic inactivity has been worsening dramatically since 2013.

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Productivity

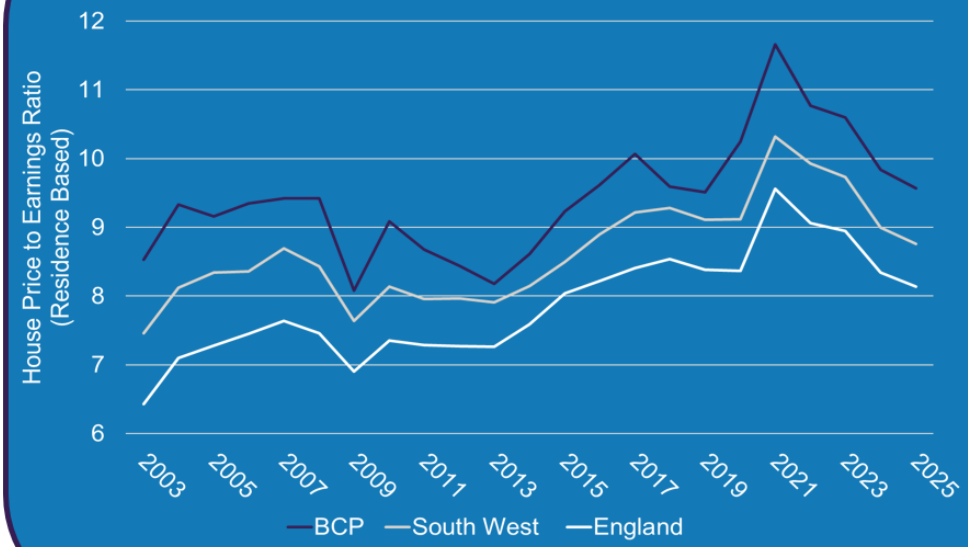


BCP has a significant and persistent productivity gap with the national average (approximately £7,000 behind by 2023).

Commuting Patterns

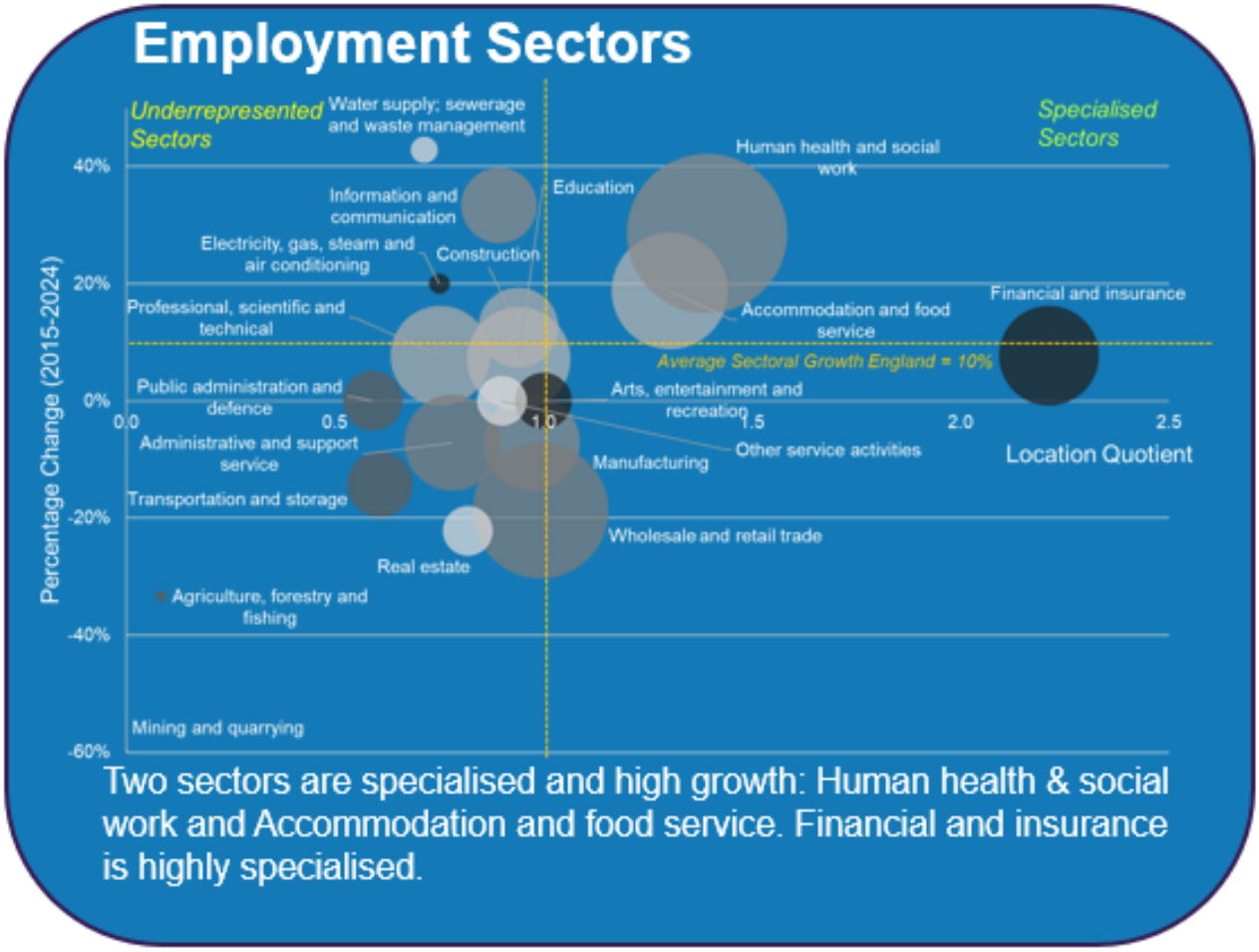
88% of the workforce in Bournemouth, Christchurch & Poole are also residents. 98% of residents work within in Bournemouth, Christchurch & Poole, Dorset, Hampshire, Southampton and Wiltshire.

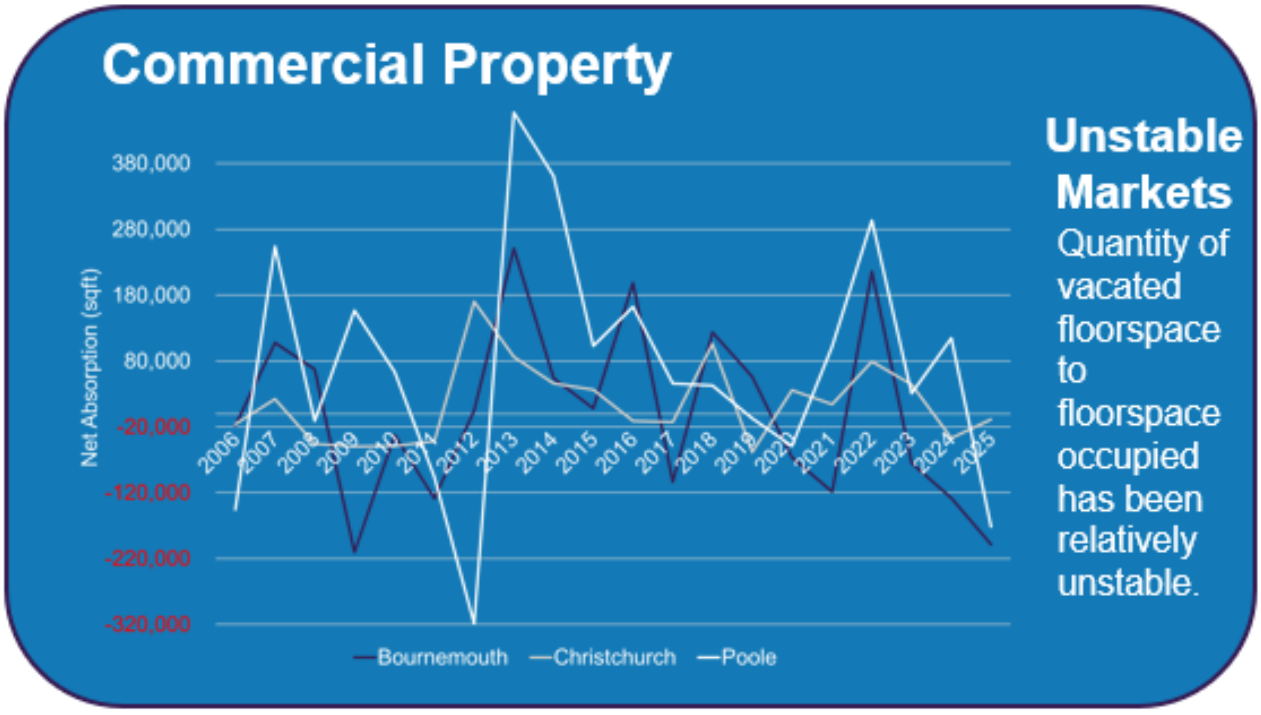
Housing affordability



House Price to Earnings ratio is significantly above the level in South West and England.

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Employment Sectors
Underrepresented Sectors
Specialised Sectors
Water supply; sewerage and waste management
Human health and social work
Education
Information and communication
Electricity, gas, steam and air conditioning
Construction
Professional, scientific and technical
Accommodation and food service
Financial and insurance
Average Sectoral Growth England = 10%
Public administration and defence
Arts, entertainment and recreation
Administrative and support service
Other service activities
Manufacturing
Transportation and storage
Wholesale and retail trade
Real estate
Agriculture, forestry and fishing
Mining and quarrying
Percentage Change (2015-2024)
Location Quotient
40%
20%
0%
-20%
-40%
-60%
0.0
0.5
1.0
1.5
2.0
2.5
Two sectors are specialised and high growth: Human health & social work and Accommodation and food service. Financial and insurance is highly specialised.


Commercial Property
Net Absorption (sqft)
380,000
280,000
180,000
80,000
-20,000
-120,000
-220,000
-320,000
2006
2007
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
2021
2022
2023
2024
2025
Bournemouth
Christchurch
Poole
Unstable Markets
Quantity of vacated floorspace to floorspace occupied has been relatively unstable.

3.2 Key strengths and assets in Bournemouth, Christchurch and Poole

Bournemouth, Christchurch and Poole's key infrastructure and economic assets are presented below, highlighting the strategically important locations including Bournemouth Airport and the Aviation Business Park, the Port of Poole, one of the UK's largest trust ports, and Poole Harbour, the largest natural harbour in Europe. The map also identifies the town centres of Bournemouth, Christchurch and Poole, together with the extensive network of infrastructure, skills providers, heritage and cultural attractions, sporting venues, and environmental assets that support the area's economy and quality of life. It illustrates the strong interconnections between these assets, reinforcing Bournemouth. Christchurch and Poole's role as a strategically significant location on the south coast. In addition, it demonstrates the area's international trade and tourism links, which further enhance its connectivity, economic resilience, and global reach.

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Figure 2: Key assets and strengths in Bournemouth, Christchurch and Poole



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3.3 Sector strengths and growth opportunities

Bournemouth, Christchurch and Poole benefits from a diverse set of sector strengths which provide the foundation for future economic growth. These sectors combine established areas of specialisation with emerging, high-growth activities. Together, they underpin an adaptable economy that is well positioned to respond to national priorities around productivity, innovation and the transition to clean energy and low carbon.

3.3.1 Advanced manufacturing and engineering

Bournemouth, Christchurch and Poole region has a strong and growing advanced manufacturing and engineering sector, building on its marine and maritime heritage alongside strengths in defence and security, aviation, advanced materials, and digital technologies. A network of globally trading firms and specialist SMEs creates a resilient, innovation-led supply chain capable of responding to emerging opportunities in high-value and dual-use markets. The sector is worth £983m in GVA to the local economy employing 13,000 people. The area is home to major employers like Sunseeker, RNLI, Curtiss-Wright, Yunex Traffic, Field International, BAE Systems and LUSH.

Cluster organisations, including the Dorset Engineering and Manufacturing Cluster (DEMC), the South West Regional Defence and Security Cluster (SWRDSC) provide critical support to business collaboration, innovation, skills, and productivity. Strategic assets such as the Port of Poole and Bournemouth Airport enhance national and international connectivity, supporting export-led growth and supply chain integration.

Innovation is underpinned by strong links with Bournemouth University and Arts University Bournemouth, supporting the adoption of advanced manufacturing, digital engineering, and Industry 4.0 technologies. Marine, aviation, and defence-related activity is complimented by growing convergence with digital capabilities, enabling innovation in areas such as autonomous systems and smart manufacturing.

In addition, Bournemouth, Christchurch and Poole forms part of a strong and evolving Wessex defence, security and cyber ecosystem, combining its advanced engineering capability with leading cyber research.

Together, these strengths position Bournemouth, Christchurch and Poole as a competitive and investable location for advanced manufacturing and engineering and security, supporting productivity growth, high-value employment, and the transition to a sustainable, low-carbon economy.

Assets

From the creation of the Plessy barcode, first used by Sainsburys to the invention of the Bath Bomb and Lava lamp, Bournemouth, Christchurch and Poole is home to a thriving and varied manufacturing and engineering sector.

- Bournemouth University - offers advanced capability in AI, autonomous systems, including simulation and testing environments. The Home to Cyber Security Competence Centre Security Research Group it has facilities focusing on cyber resilience and threat detection**,** digital forensics and incident response security systems and AI-enabled solutions.

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- Arts University Bournemouth Innovation Studio - supports prototyping and digital manufacturing, with facilities for 3D printing and immersive design [bcplocal.co.uk]
- Bournemouth Airport & Aviation Business Park - supports aviation, aerospace services, defence-linked activity and freight movement and includes global defence sector employers such as BAE Systems, Draken Europe, Honeywell, Siemens and Curtiss-Wright
- Port of Poole - underpins marine engineering, manufacturing and logistics.
- Proximity to Dorset Innovation Park and Defence BattleLab - provide secure, high-spec facilities for defence and dual-use innovation, with access to 5G, testing space, and engineering workshops.

Impact & Growth Potential

- Digitalisation, Low-carbon innovation, and dual-use technologies present key opportunities by increasing productivity, unlocking new commercial and defence markets, and positioning the area's AEM sector for high-value, sustainable growth.

3.3.2 Clean energy and low carbon

Bournemouth, Christchurch and Poole has an adopted Local Area Energy Plan to support the transition to a low-carbon economy, with established capabilities in marine, aviation, and energy-intensive industries spans multiple stages of businesses from R&D to software and recycling making it a cross-cutting, high growth opportunity. These sectors are increasingly focused on reducing emissions, improving resource efficiency, and developing cleaner technologies and processes.

Businesses are responding to growing demand for sustainable products and operations, supported by cluster organisations such as Dorset Engineering & Manufacturing Cluster which help firms adopt new approaches, improve efficiency, and access emerging low-carbon markets. Strategic locations and infrastructure enable practical deployment and scaling of these solutions, particularly in marine and transport-related activity.

This sector has enormous potential to grow, supported by strong academic institutions and cutting-edge partners, presenting opportunities to unlock the potential to harness our Local Area Energy Plan, working closely with local communities and achieve regional growth plans.

Assets

- Port of Poole – a key asset for marine decarbonisation, supporting low-emission vessels, clean fuels, and sustainable logistics
- Dorset Clean Energy Super Cluster – proximity to this wider Dorset asset enabling large-scale investment in clean energy infrastructure and supply chains, creating opportunities.
- Bournemouth Airport – enabling future opportunities in sustainable aviation fuels and low-carbon technologies

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Impact & Growth Potential

Developing offshore wind, hydrogen and clean port logistics can unlock investment, create skilled jobs, and position Bournemouth, Christchurch and Poole as a hub for low-carbon innovation.

3.3.3 Creative and digital industries

Bournemouth, Christchurch and Poole has a distinctive and fast-growing creative sector, encompassing digital technologies, creative industries, cultural assets, and film and screen production. The sector builds on a strong base of innovative SMEs and global-facing businesses, supported by recognised strengths in areas such as digital design, animation, immersive technologies, and content creation, alongside a vibrant cultural and visitor economy.

The sector comprises 5,500 businesses and employs over 12,300 people. Approximately 50% of the industry's workforce originates from local talent pools like Bournemouth University (home to the National Centre for Computer Animation) and Arts University Bournemouth. The sector forms one of the UK's fastest-growing clusters in areas such as film, animation, gaming and digital content contributing an estimated £823m GVA.

Bournemouth, Christchurch and Poole also has an established and expanding digital technology base, with strengths in cyber security, artificial intelligence, and data-led services. The sector is characterised by a high concentration of innovative businesses, from early-stage firms to scaling companies, contributing to a strong pipeline of new products, services, and technologies.

The area benefits from a well-established talent pipeline and research capability starting with Bournemouth & Poole College supporting the growth of the creative and digital sector by developing a skilled, work-ready workforce. Through provision in areas such as digital media, film production, creative arts, and technical skills, the College supports progression into higher education and employment, while working closely with local employers to align training with industry needs. Its focus on vocational learning, apprenticeships, and industry collaboration helps ensure there is a strong talent pipeline. Bournemouth University and Arts University Bournemouth provide specialist skills in media, film, creative technologies, and digital innovation. For the past 20 years, every Oscar nominated film has had a Bournemouth University Visual FX graduate working on it

Merging creative and digital technologies is driving innovation in areas such as immersive media, gaming, and digital content production, while supporting wider sector transformation across tourism, advanced manufacturing, and the knowledge economy.

Together, these strengths position Bournemouth, Christchurch and Poole as a competitive and investable location for creative and digital industries, supporting high-value employment, business growth, and a vibrant, inclusive and place-based economy.

Assets

Bournemouth, Christchurch and Poole (BCP) has creativity and innovation at its heart. It is where back in the 1890s the father of the wireless communication Guglielmo Marconi set up his wireless station and in the 1970's the founder of the internet Sir Tim Berners-Lee started his career as an engineer for Plessey Telecom in Poole (which later amalgamated into Siemens Communications).

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The areas emerging screen and film activity, cultural venues such as The Lighthouse and Pavilion Dance, and festivals including Arts by the Sea, BFX and Bournemouth Writing Festival contribute to placemaking, attract investment and talent, and strengthen the reputation as a creative hub.

Impact & Growth Potential

Demand in digital, film, immersive media, and the visitor economy with a strong skills provision and creative–digital convergence position Bournemouth, Christchurch and Poole for continued expansion. Having ranked first in the UK for tech start-ups and boasts one of the highest densities of digital agencies

3.3.4 Financial services and FinTech

Bournemouth, Christchurch and Poole host a well-established financial services ecosystem, combining major national and international firms with a growing base of FinTech, data and digital-enabled businesses. This includes head offices, regional HQ, operational, technology and specialist functions supporting banking, insurance, asset management, payments and professional services. Both financial services and FinTech contribute £2.2bn in GVA the area, accounting 16.5% of the areas total GVA and 14,000 people. Whilst JP Morgan employees 5,000+ staff at their Corporate Centre, Other employers include; established financial services Vitality, Nationwide, MSP Capital, Gallaghers and Allianz alongside FinTech firms Iplicit, Spyrosoft, Twenty7sec, Passenger and Caspian One.

Hybrid working and continued rebalancing away from London have reinforced Bournemouth, Christchurch and Poole's role as an attractive location for financial and FinTech firms seeking skilled talent, lower operating costs and high quality of life. This has supported both inward investment and the retention of experienced professionals relocating to the South Coast.

Our Local universities and colleges play a critical role in supplying talent and innovation, particularly in; computer science, data and AI, cyber and digital security, business and finance and professional services

This creates opportunities for firms to collaborate on product innovation, workforce development and applied research, strengthening productivity and supporting the growth of higher-value activity.

Together, these factors position Bournemouth, Christchurch and Poole as a credible, competitive and future-focused location for financial and FinTech growth.

Assets

Bournemouth, Christchurch and Poole is a mature financial services centre, hosting major institutions such as JP Morgan Chase, Bank of New York Mellon, Vitality, Nationwide and LV=, giving it a strong institutional anchor complimenting an emerging FinTech ecosystem with strengths in payment, lending, WealthTech and InsurTech.

Impact & Growth Potential

Bournemouth, Christchurch and Poole has successfully evolved from a traditional financial services base into a hybrid finance and FinTech cluster, which is key for sustained growth.

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A Whitecap report 'Dorset Fintech, Ecosystem Report 2025' confirmed that 78% of the region's FinTech companies are located within the area.

3.3.5 Health, social care and wellbeing

Health, care and wellbeing is the largest employer across the conurbation with approximately 36,000 employees and a GVA contribution of £1.4bn GVA to the local economy. Bournemouth, Christchurch and Poole has a strong and diverse health, care and wellbeing sector, anchored by major healthcare providers, a growing health innovation ecosystem, and a well-established care and wellbeing economy. The sector plays a critical role in supporting population health, inclusive growth, and the resilience of the local economy, while offering significant opportunities to respond to demographic change, rising demand for care, and increasing pressure on health systems.

Assets

The University Hospitals Dorset NHS Foundation Trust, Dorset HealthCare University NHS Foundation Trust have numerous partnerships with a broad network of primary care, social care, and voluntary sector organisations. These are complemented by strong education and research capability at Health Sciences University and Bournemouth University, with strengths in health sciences, digital health, rehabilitation, and ageing, alongside skills provision from Bournemouth & Poole College supporting health, care, and wellbeing pathways.

The Talbot Innovation Quarter will support health and wellbeing growth by creating a world-class innovation district in Bournemouth. It will integrate a state-of-the-art Nuffield Health hospital building on existing collaboration with Bournemouth University's Orthopaedic Research Institute with advanced robotic hip and knee surgery situated alongside dedicated R&D commercial space and accessible green environments.

Impact & Growth Potential

Growth potential lies in responding to demographic change, rising demand for care, and the shift towards prevention, community-based services, and digitally enabled healthcare. Opportunities include health innovation, digital health and data, workforce development, and the integration of health, care and wellbeing with place-based approaches.

Together, these strengthen the position of health and wellbeing a growth opportunity, supporting inclusive employment, improving outcomes for residents, and enabling innovation-led growth that strengthens long-term economic resilience.

3.3.6 Foundation sectors

Retail, hospitality, tourism and leisure are foundation sectors of Bournemouth, Christchurch and Poole's economy. The retail sector employs 18,000 people while a further 19,000 people are employed within food and beverage sector, making the foundation sector a significant employer with Bournemouth, Christchurch and Poole.

The Dorset Destination Management Plan (DMP) 2026-35 highlights the importance of the visitor economy locally. It is a major driver of growth attracting over 22 million visitors annually and generating £1.66bn in direct spend.

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Bournemouth, Christchurch and Poole and its visitor economy benefits from three town centres and 16 districts with high local loyalty and a support for independents, award winning coastline, varied heritage, culture and leisure assets providing experiential events, supporting a wide range of businesses from national brands to independent operators.

The foundation sectors play a key role in supporting employment and inclusive growth, providing opportunities across all skill levels, offering progression, entrepreneurship and local supply chains. It is central to place-making and quality of life, helping to animate town centres and regeneration, support cultural activity, and strengthen Bournemouth, Christchurch and Poole's attractiveness to residents, visitors, students and investors.

Assets

- Blue Flag beaches, seafronts, 2,500 hectares of natural greenspaces and 19 SSI sites,
- Bournemouth, Poole and Christchurch town centres, alongside 16 district centres, all providing a diverse retail, F&B, and leisure offer alongside opportunities for regeneration and placemaking.
- Theatres and music venues, galleries, cinemas, museums, festivals and events that support footfall, evening economy activity and place identity.
- Bournemouth International Centre (BIC) and other venues supporting business tourism, events and large-scale leisure activity.
- Bournemouth Airport, rail links and local transport networks supporting visitor access and workforce connectivity.
- Bournemouth & Poole College and other providers supporting hospitality, catering, retail and leisure skills, apprenticeships and progression routes.
- Bournemouth University is ranked 30th in the world in the QS World University Rankings for Hospitality and Leisure Management.
- Independent retailers, hospitality businesses and leisure operators contributing to diversity, innovation and local character.
- Support for the delivery of the Tourism Strategy for Bournemouth, Christchurch and Poole by BCP Destination Management Board.

Impact & Growth Potential

Combined GVA for retail, hospitality and leisure is over £1.5bn across Bournemouth, Christchurch and Poole. Growth for the foundation sector will depend on in its ability to adapt to changing consumer behaviour and capitalise on the areas distinctive assets. Opportunities include the continued evolution of town centres towards experience-led retail, growth in food, drink and the night-time economy, and the expansion of cultural, leisure and event-based activity that drives footfall and spend throughout the year.

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The strength of the visitor economy provides scope to increase dwell time, diversify the offer, and extend activity beyond peak seasons. Long term visitor economy aspirations in Bournemouth, Christchurch and Poole include new and upgraded all weather visitor attractions; high quality branded and independent accommodation and an integrated transport system that meets the needs of visitors. The current recent DMP also highlights growth opportunities centre on two high-potential year-round markets - nature and culture and the active and mindful segment.

Retail, hospitality and leisure also have an important role in supporting regeneration and placemaking, helping to unlock investment, animate public spaces and support wider economic activity.

3.3.7 Cross-cutting strengths and growth potential

Across these sectors, several common strengths underpin Bournemouth, Christchurch and Poole's growth potential. These include strong links between businesses and education providers, collaboration and innovation, and a set of strategic assets that enable connectivity, trade and investment all of which are underpinned by a high-quality living environment.

The convergence between sectors, particularly the integration of digital technologies within manufacturing, clean energy and financial services, presents further opportunities to increase productivity, develop new markets and support higher-value economic activity. At the same time, the transition to net zero, growth in digital technologies and evolving patterns of work and investment create a clear framework for future intervention.

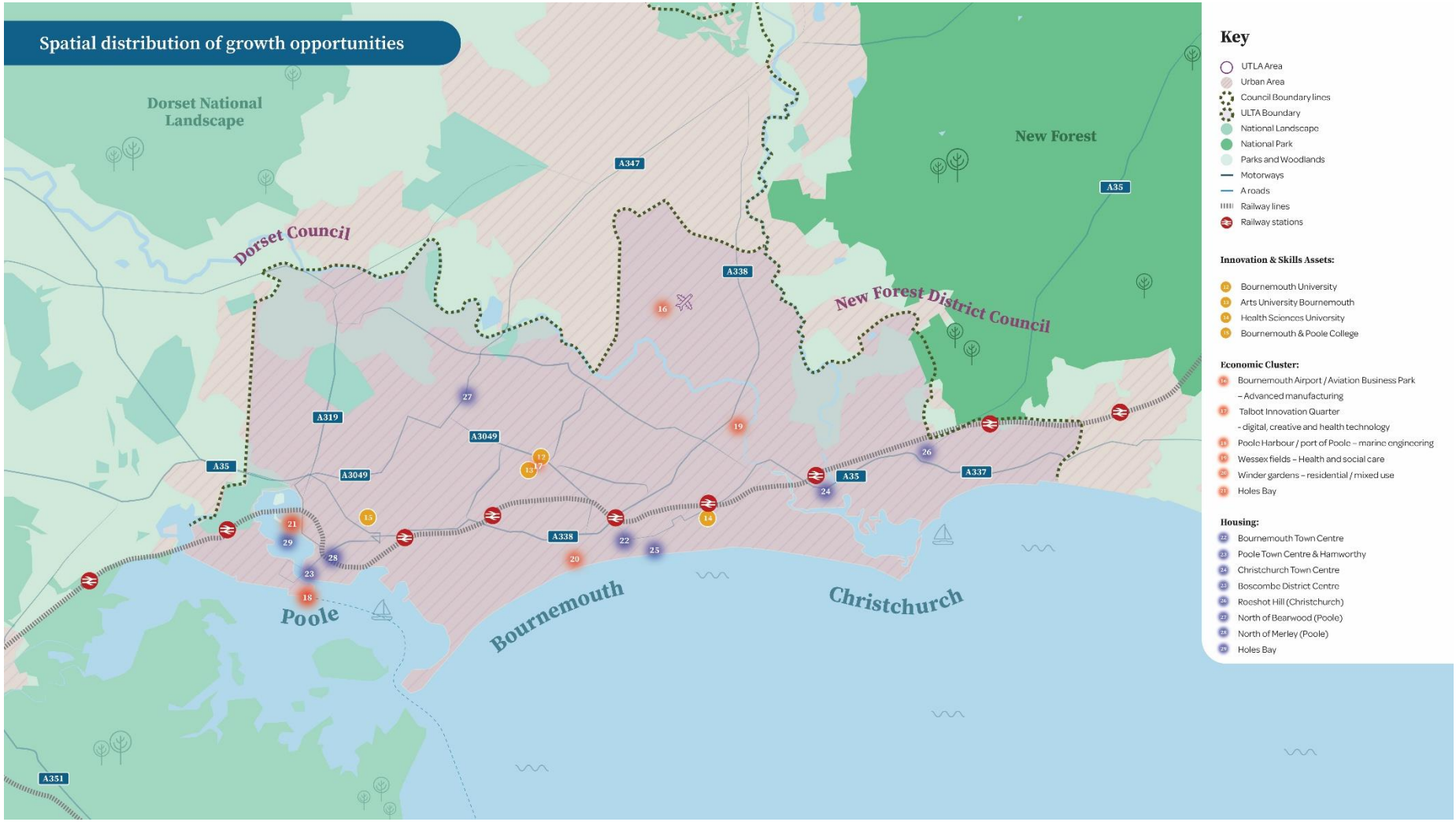
Taken together, these sector strengths provide a clear platform for targeted investment and coordinated action, supporting the Growth Plan's ambition to deliver a more productive, innovative and sustainable local economy.

3.3.8 Spatial distribution of growth opportunities

The figure below presents a spatial overview of Bournemouth, Christchurch and Poole's future growth opportunities, illustrating how key sector clusters, strategic employment locations and major housing allocations are distributed across the area.

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Figure 3: Spatial distribution of growth opportunities



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4 Aim of the Growth Plan

The Growth Plan aim is for:

Bournemouth, Christchurch and Poole to become a better-connected, sustainable, productive and inclusive economy, supporting good jobs, skilled people, homes for all and a quality of life shared across communities by 2036.

This aim reflects both the opportunities and challenges facing Bournemouth, Christchurch and Poole, and the ambition of the Council and its partners to shape growth that is resilient, inclusive and place-based. The strategy is structured around the following four strategic priority themes:

- **Strong economy**: Providing the conditions that enable existing and new businesses to grow and become more productive with a particular focus on priority sectors that provide the basis of our economy both now and in the future.
- **Vibrant Place**: Providing a place where businesses want to invest and where people choose to live, work and visit by providing a diverse and affordable housing offer, high quality town centres and celebrating the culture and heritage that Bournemouth, Christchurch and Poole offer.
- **Thriving People**: Ensuring residents can take advantage of opportunities within the Bournemouth, Christchurch and Poole economy by maintaining good health and access to health and social case, developing the skills required by businesses, and supporting those with long-term health conditions to stay in, and where necessary, return to work.
- **Connected Place**: A well-connected Bournemouth, Christchurch and Poole that has the transport, digital and energy infrastructure that is sustainable; supports rather than constrains economic growth; and allows our residents to access the opportunities created by economic growth.

Inclusivity and environmental sustainability will be embedded as cross-cutting principles across all elements of the Growth Plan, ensuring that economic growth is both equitable and environmentally responsible. This will be achieved by designing policies and interventions that improve access to good jobs, skills, affordable housing, services and infrastructure for all residents, particularly those currently underrepresented or facing barriers to opportunity, while also supporting the transition to a low-carbon economy, enhancing climate resilience, and protecting and enhancing natural assets.

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4.1 A Phased Vision for Change

Our vision will not be achieved overnight or without significant investment and a concerted effort from partners across Bournemouth, Christchurch and Poole. We expect change to be delivered incrementally over the short, medium and long term as outlined below.

Timescale	Vision for Change
By Year 2 – Foundations in Place	Bournemouth, Christchurch and Poole are beginning to see visible momentum, with strengthened governance, clear delivery structures and a coordinated pipeline of investment and projects underway. Early interventions are improving business support, skills provision and connectivity, while key partnerships between the public sector, businesses, education providers and communities are firmly established. Confidence in the area is growing, with Bournemouth, Christchurch and Poole increasingly recognised as a proactive, investable and collaborative place.
By Year 5 – Tangible Transformation	Bournemouth, Christchurch and Poole are demonstrating clear, measurable progress, with new jobs created, investment secured and key regeneration and infrastructure projects delivered or advancing at pace. Town centres and growth locations are evolving into more vibrant, mixed-use places, and residents are benefiting from improved access to employment, skills and housing. The local economy is becoming more productive and diverse, with priority sectors gaining traction and stronger links between businesses, talent and innovation assets.
By Year 10 – A Step Change in Performance and Place	Bournemouth, Christchurch and Poole have been transformed into a well-connected, high-performing coastal economy, recognised for its strong business base, skilled workforce and exceptional quality of place. Economic growth is both productive and inclusive, with higher wages, improved living standards and reduced inequalities across communities. The area has established a clear identity as a leading location for investment, innovation and sustainable growth, with thriving towns, resilient infrastructure and opportunities accessible to all.

4.2 Headline outcomes

Our Growth Plan aims to deliver a clear set of long-term outcomes for Bournemouth, Christchurch and Poole, ensuring that growth is productive, inclusive and sustainable. By 2036, the Growth Plan seeks to achieve the following outcomes:

- **More and better jobs**, underpinned by improved skills, progression opportunities and higher wages, enabling residents to access quality employment across priority sectors and places.
- **Increased inward investment**, including public and private funding, business investment and strategic partnerships, supporting innovation, business growth and the delivery of priority programmes and projects.
- **Higher productivity and economic output**, reflected in sustained growth in Gross Value Added (GVA) through a more competitive, innovative and resilient local economy.
- **Improved quality of life across communities**, with growth contributing to improved health and wellbeing; reduced deprivation and the narrower disparities in levels of deprivation recorded across areas of Bournemouth, Christchurch and Poole; and increased economic activity.

Together, these outcomes provide a framework for measuring success, recognising that economic growth must translate into tangible benefits for people, places and communities.

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5 Delivering the Growth Plan aim

The key actions identified by partners to deliver our Growth Plan aim are outlined below. They are grouped into four delivery themes of: a strong economy; thriving people, vibrant places; and, connected places to provide a coordinated programme of interventions. Collectively, they provide an opportunity to deliver sustainable, inclusive and long-term economic change across Bournemouth, Christchurch and Poole.

5.1 A strong economy

A strong and resilient economy is central to delivering Bournemouth, Christchurch and Poole's long-term growth ambitions. Supporting business growth, increasing productivity and attracting investment will be critical to improving living standards, creating high-quality jobs and strengthening the area's competitiveness.

Bournemouth, Christchurch and Poole benefits from a diverse economic base, with strengths in sectors such as financial & professional services, digital & creative industries, health and care sector and advanced manufacturing. The visitor economy adds to this diversity building of the area's natural and heritage assets. The area's strong business base, particularly its concentration of small and medium-sized enterprises, combined with a high quality of life and attractive natural environment, provides an attractive offer for businesses, investors and entrepreneurs.

There are also significant opportunities to build on emerging and high-growth sectors, capitalise on innovation assets, and strengthen links between businesses, skills providers and research institutions. However, these strengths are not yet fully translated into productivity and wage growth, and several structural challenges persist:

- Relatively low productivity levels, with output per worker behind national benchmarks.
- A high prevalence of lower value and seasonal employment, particularly within parts of the visitor economy.
- Barriers to business growth and scale-up, including access to finance, workspace and support.
- Skills mismatches and labour market constraints, limiting the ability of firms to grow and innovate.
- Competition for investment, requiring a clear and compelling economic proposition to attract and retain businesses.

Addressing these challenges requires a coordinated approach that supports businesses to start, invest grow and innovate. By building on its sector strengths and enabling higher-value economic activity, it will lead to a more resilient, inclusive and competitive economy in Bournemouth, Christchurch and Poole.

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5.1.1 Our priorities for growth

Bournemouth, Christchurch and Poole is well positioned to strengthen its economic performance by building on its high quality of place, strong sectoral base and growing innovation assets. By focusing on supporting business growth, attracting investment and enabling higher-value activity, the area can boost productivity, create better-paid jobs and diversify its economic base. This will help to unlock new opportunities for residents and businesses, enhance competitiveness and ensure that growth is both sustainable and inclusive.

The priorities for Strong Economy are presented below. These will be overseen by a **streamline and refocused Bournemouth, Christchurch and Poole Business Growth Board** providing strategic oversight of the actions within this Growth Plan.

- **Establish dedicated Inward Investment support for Bournemouth, Christchurch and Poole -** Establish dedicated Bournemouth, Christchurch and Poole Inward Investment support to proactively attract, secure and retain high value domestic and international investment, modelled on best practice such as Invest in Manchester. This would provide a single, coordinated front door for investors, offering tailored site-finding, links to existing business support, sector propositions and aftercare services. It would work closely with the Council, Chamber of Commerce, universities and the private sector to promote the area's key sector strengths and investment opportunities.

- **Bournemouth, Christchurch and Poole Advanced Manufacturing Hub / Industrial Park -** A flagship advanced manufacturing hub will be developed as a modern, high-quality industrial campus designed to attract inward investment and support the growth of high-value firms. The hub will co-locate advanced manufacturing and engineering businesses within a well-planned, amenity-rich environment, providing shared facilities such as workspace, meeting and innovation spaces, alongside supporting amenities including cafés, childcare provision, fitness facilities, green space, and park-and-ride connectivity.

- **Screen Production Centre of Excellence -** A shared facility and industry-led training programme from Further Education to Higher Education into employment to position Bournemouth, Christchurch and Poole as a nationally recognisable production destination with a strong, collaborative ecosystem and talent retention programme. The Centre of Excellence would build on the strengths such as Arts University Bournemouth's (AUB) Film School; Bournemouth University's (BU) Film and TV Production assets; and Bournemouth and Poole College's (BPC) Creative Media Production and Tech Media Pathway programme. The Centre of Excellence will provide studio infrastructure, specialist labs, pathways and business incubation into a unified offer supporting film, TV, VFX, postproduction, virtual production and emerging creative technologies. A coordinated Screen Production Accelerator will support graduate startups, scale ups and microbusinesses while a skills pipeline provides placements, live briefs, apprenticeships and continuing professional development.

- **Creative Cluster Development, Finance and Investor Readiness -** A programme to develop an internationally recognised Creative & Tech Cluster in Bournemouth, Christchurch and Poole. It will combine access to finance with world class workspace, community and scaling support. It includes microgrants (£5k–£10k), investor readiness labs, pitch training and quarterly showcases linked with Creative UK/Innovate UK activity. A flagship component is a new, high

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profile Creative Tech Accelerator, potentially in a town centre location (repurposing a high street space), at Talbot Innovation Quarter or a HEI hub. It provides a “go to place” for start-ups, scale-ups and spin-outs bringing interdisciplinary strengths of health and creativity together particularly supporting research commercialisation and deepening university collaboration.

- **High Level Investor and Leadership Engagement Network -** An invitation-only network of senior leaders from the public and private sectors will be established to support the delivery of the Growth Plan. The partnership will focus on unlocking investment, accelerating priority projects and providing strategic oversight to ensure delivery momentum is maintained. Members will play an active role in championing key interventions, aligning resources and leveraging private capital to support implementation. The group will also strengthen external positioning and investor confidence, helping to raise the profile of Bournemouth, Christchurch and Poole as a credible, delivery-focused location for investment and growth.

- **Artificial Intelligence (AI) Sector Opportunity Exploration and Enablement -** Explore and enable growth opportunities in the AI sector within Bournemouth, Christchurch and Poole, building on local strengths in digital, creative, financial and data driven industries. Working closely with university partners to keep pace with change, it would identify priority AI applications and market niches relevant to the local economy, assess research, skills and business capabilities, and map opportunities for collaboration between firms, universities and public services. It would support the development of a clear AI sector proposition, pilot use cases, and pathways for start-ups and SMEs to scale. It would also support businesses in growth sectors to develop the digital skills required to exploit the potential of AI.

- **Corporate Social Responsibility (CSR) investment co-ordination to maximise the social value benefit of CSR in Bournemouth, Christchurch and Poole -** Building on BCP Council's Social Value Statement, develop a pipeline of Corporate Social Responsibility (CSR) projects aligned with BCP Council's social value priorities that are investment-ready for local organisations looking to invest, and develop clear pitches for bidding applications to local organisation CSR schemes.

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5.2 Vibrant Place

Vibrant and quality places are central to the identity, attractiveness and achievement of our Growth Plan ambition. Bournemouth, Christchurch and Poole benefits from a unique combination of coastal assets, a high-quality natural environment, vibrant town centres and a diverse cultural, heritage and visitor offer. The area's three principal centres each serve different roles and markets, providing a complementary and resilient offer. Alongside this, a significant pipeline of brownfield sites presents opportunities to deliver new homes, employment space and regeneration at scale. However, these strengths are not yet fully realised with over 7,000 homes consented but yet to start construction and another 1,000 started but not completed across Bournemouth, Christchurch and Poole.

The Council's regeneration strategy will be central to unlocking these sites and delivering vibrant places. A constrained funding environment and increased cost of borrowing limits market enabling activity in Bournemouth, Christchurch and Poole. Partnerships are increasingly important vehicles to fund and deliver infrastructure and regeneration projects in this environment, underpinned by the public sector creating the conditions to enable good growth. This approach promotes a pipeline of sites based on deliverability promoted as place-based, site-specific or partnership-led opportunities. This approach has already enabled Muse to commit funding to the Bournemouth Development Company (BDC). BDC brings together landowners and funders on stalled sites and influences Homes England to invest in sites including the former power station site and has encouraged other landowners to work with us to build an investment case for the area.

Several interrelated challenges constrain Bournemouth, Christchurch and Poole's ability to maximise its potential, attract investment and support inclusive growth including:

- Housing affordability pressures and a need to increase the supply of affordable housing to address limited access to housing for residents and constrain labour market mobility and talent retention.
- Stalled or underutilised development sites, particularly brownfield land that requires coordinated intervention to unlock delivery.
- The need to strengthen town centres, adapting to changing retail and leisure markets while creating more diverse, experience-led destinations.
- Reduce deprivation and the spatial inequalities across Bournemouth, Christchurch and Poole.
- Opportunities to maximise regeneration around key gateways, including rail stations and strategic sites, to support higher-density, well-connected development.
- Revitalise town centres so they meet the needs of residents, businesses and visitors.
- The need for stronger place promotion and identity, capitalising on the area's natural, cultural and economic assets to attract investment, visitors and businesses.

Addressing these challenges requires a coordinated, place-based approach to regeneration, housing delivery and placemaking. By aligning investment, planning and delivery across partners, Bournemouth, Christchurch and Poole can create vibrant, inclusive and resilient places that support economic growth while enhancing quality of life.

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5.2.1 Our priorities for growth

Bournemouth, Christchurch and Poole is well positioned to enhance its quality of place by building on its distinctive coastal setting, vibrant centres and strong pipeline of regeneration opportunities. By focusing on delivering high-quality development, revitalising town centres and creating inclusive, well-connected communities, the area can strengthen its attractiveness to residents, businesses and visitors. This will help to support investment, improve wellbeing and ensure that growth is sustainable and enhances the character and vitality of Bournemouth, Christchurch and Poole's places.

The priorities for Vibrant Place are presented below:

- **Delivering an ambitious Local Plan for Sustainable Growth -** Preparing a robust, up to date Local Plan that provides a clear framework for sustainable growth across Bournemouth, Christchurch and Poole is crucial. It will establish a strong evidence base to guide decisions on housing, employment land, infrastructure and environmental protection, ensuring alignment with national planning policy and local economic priorities.

- **Strategic Regeneration and Investment Framework for Bournemouth, Christchurch and Poole -** A strategic regeneration framework would provide a clear spatial, investment and delivery framework for priority growth locations including Bournemouth Airport and the Northern Aviation Business Park, Winter Gardens, Talbot Innovation Quarter, Wessex Fields, the Port of Poole, Holes Bay, West Quays, Poole Town Centre North, key railway station gateways, corridors and town centres. The framework will align land use, infrastructure, placemaking, skills, innovation and net zero objectives, ensuring that major employment locations, transport nodes and regeneration areas are planned and delivered in a coordinated way.

- **Strategic Housing and Infrastructure Delivery Programme -** Establish a coordinated programme to accelerate housing and employment growth through targeted infrastructure investment in areas experiencing the greatest affordability and at stalled sites. The programme would see delivery of mix tenure housing, including affordable rent and home ownership utilising the Social and Affordable Homes Programme and potential devolution asks such as a Housing Investment Fund. These interventions would address housing affordability pressures by increasing housing supply thereby supporting residents to benefit from growth and ensure it supports existing and new communities. The programme should be supported by a devolution ask for consolidated housing and infrastructure funding and implementing delivery structure such as Development Corporations.

- **Unlock Bournemouth Airport as a strategic growth and employment location -** Bring forward and promote Bournemouth Airport and its surrounding employment land as a priority location for high-value business growth, inward investment and sector clustering, particularly in aviation, advanced manufacturing, engineering and logistics.

- **Deliver the Poole Marine Centre Regeneration Project -** Bring forward the Poole Marine Centre Regeneration Project to capitalise on strong demand within the marine leisure sector, expanding marina capacity and creating a high-quality waterfront destination that supports marine innovation, clean energy development, skills provision and sustainable maritime growth.

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- **Visitor levy for ring-fenced reinvestment in the visitor economy -** Subject to the confirmation of devolution arrangements, explore and implement a visitor levy on overnight stays to generate a sustainable funding stream that is ring-fenced for reinvestment in the visitor economy. Funding could improve visitor experiences through events and festivals, improvements to public realm and gateway infrastructure, community safety initiatives, destination management, and the development of cultural attractions across Bournemouth, Christchurch and Poole. Delivered in partnership with the tourism and hospitality sector, including the Local Visitor Economy Partnership (LVEP), Destination Management Board and Business Improvement Districts, the levy would help increase footfall, extend visitor dwell time, support local businesses, strengthen the resilience of the visitor economy, and reinforce Bournemouth, Christchurch and Poole's position as a high-quality, vibrant coastal destination welcoming more than 10 million visitors each year.

- **Deliver Culture-Led Town Centre Activation and Regeneration -** Deliver a coordinated programme of cultural activity and meanwhile uses across Bournemouth, Christchurch and Poole town centres, embedding culture within regeneration schemes and activating vacant and underused spaces.

- **Bournemouth, Christchurch and Poole Positioning and Place Narrative Programme -** Development of a strong, economic identity for Bournemouth, Christchurch and Poole, focused on investment, talent attraction and business growth rather than tourism alone. This should draw together the unique assets of each of the area's three settlements. It will articulate a clear proposition around: Innovation & creativity, Coastal quality of life, Skills strengths and Sustainable growth. It will support investor engagement, workforce attraction and civic pride, while complementing (not duplicating) tourism activity.

- **Integrated Coastal Resilience and Flood Defence Programme -** Develop and deliver a long-term, place-based programme of flood resilience and coastal defence improvements across Christchurch Harbour and the wider bay, combining targeted defence upgrades (e.g. quay walls, embankments and beach nourishment) with property-level resilience measures and nature-based solutions such as saltmarsh restoration.

- **Develop the Stour Valley Way -** Provide a continuous 64 mile countryside route along the River Stour that connects Merley to Millhams Mead to Hengistbury Head in line with the Stour Valley Strategy. This is likely to include improving the route, footpath quality, river crossings and cycleway connections to enable year-long access and a stronger relationship with the course of the river.

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5.3 Thriving people

Bournemouth, Christchurch and Poole's people are essential to achieving our Growth Plan vision. A successful and growing economy needs a workforce that is skilled, motivated and in good health. It also requires an agile skills and learning system that responds to the needs of key sectors while also providing support to residents to move towards employment.

We benefit from a strong learning and skills infrastructure. Bournemouth and Poole College is the largest provider in Dorset, offering diverse provision, strong links to employers and academic strengths aligned to our key sectors focused on construction, engineering, health, and business services. Critically, we also benefit from a diverse university offer from three institutions offering high quality teaching, research strengths and links to local businesses in healthcare & health sciences, art & design, environmental sciences and computer sciences. In addition, we also have a strong adult education provision to support our residents to gain new skills, move towards work and improve their confidence.

The Get Dorset & Bournemouth, Christchurch and Poole Working Plan and the Dorset Local Skills Improvement Plan (LSIP) provide a strong shared evidence base, highlighting both the structural skills challenges facing the area and the opportunities to align people, provision and growth sectors more effectively. The challenges and opportunities include:

- Strong educational performance at Key stage 4 (GCSE) compared to the national and regional average providing a strong basis for growth.
- An aging population with over 40% of residents aged over 50 and more than one-in-five over retirement age, providing challenges in terms of the size of our future workforce.
- High levels of economic inactivity driven by poor health (30% of inactive residents are long term sick) that restricts our resident's ability to take advantage of economic opportunity.
- Graduate retention from our universities is low and around half the level of major UK cities such as Birmingham and Manchester. This is a complex issue likely driven by high house prices and limited graduate employment opportunities compared to major cities. Increasing graduate retention would provide a higher skilled workforce and add resilience to our economy.
- Reported mismatches between the demands of employers and the skills available in the local labour market.
- Ensuring our residents are healthy, skilled and have access to affordable housing and transport so they can take advantage of opportunities in emerging in growth sectors.

5.3.1 Our priorities for growth

Bournemouth, Christchurch and Poole is well positioned to support its residents to thrive by building on its strong quality of place, diverse employment base and access to education and skills provision. By focusing on improving learning and skills, supporting access to good quality jobs and reducing barriers to opportunity, the area can enable more people to participate in and benefit from economic growth. This will help to raise incomes, improve health and wellbeing and ensure that growth is inclusive and felt across all communities.

The priorities for Thriving People are presented below:

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- **Bournemouth Christchurch and Poole Talent Pipeline, Placements and Retention Programme -** A programme that tackles persistent challenges in attracting, developing and retaining early career talent across the area's priority sectors (creative & digital, financial & fintech, engineering, health, cyber and business services) and supporting older people to remain in work or volunteering. It will create a single, coordinated talent pipeline linking schools, colleges, universities and employers, so young people encounter meaningful industry engagement earlier through outreach, taster days, live briefs and employability support. A cross institution Higher Education/Further Education platform and brokerage team will provide a "single front door" for employers, integrating paid year-long placements, micro placements, innovation challenges and multi-employer work experience pathways. A digital portal and annual early careers fair will improve visibility and coordination whilst an intern/graduate Talent Retention Fund will help SMEs co-fund first year salaries and training, reduce graduate leakage and support local business growth, alongside expanded entrepreneurship pathways across all three universities.

- **Employment support -** Embedding the coordinated employment and skills approach set out in the Get Dorset & Bournemouth, Christchurch and Poole Working Plan and LSIP to create a more accessible and locally responsive support system. It will establish a "no wrong door" model, supported by universal triage and clear signposting, ensuring residents and employers can seamlessly access the support they need to enter or stay in work, including provision to address health-related barriers to work. Targeted delivery will prioritise communities with the greatest need, including basic skills support, and improve access to support and learning by addressing barriers such as travel cost and time. To maximise impact, the programme will be supported by a strong devolution ask, including the pooling of government employment support funding to enable a more integrated local system, greater flexibility in funding models to reflect delivery in disadvantaged areas, and the ability to fund part-time training in trades and technical skills. Collectively, this will enable a more responsive, inclusive and effective employment and skills system across Bournemouth, Christchurch and Poole.

- **Use Culture to Strengthen Identity, Inclusion and Community Cohesion -** Develop and deliver an inclusive cultural programme that celebrates the area's diverse communities, heritage and distinct identities, ensuring widespread participation and access across all neighbourhoods.

- **Green Retrofit Skills Programme -** BCP will establish a Green Retrofit Skills Programme to address local workforce gaps and support net zero delivery. An initial Green Skills Audit will identify current capabilities and future demand linked to retrofit pipelines. Working with local businesses, Bournemouth University, and Bournemouth & Poole College, partners will co-design and deliver targeted training, apprenticeships, and upskilling in key retrofit areas (e.g. insulation, low-carbon heating). This will align provision with employer demand, create clear pathways into green jobs, and build a strong, locally retained talent pool to support a growing retrofit market.

- **Green Skills, Sustainability and Construction Centre of Excellence -** Unifying a Sustainability Innovation Hub with a new Further Education led Construction Centre of Excellence to address urgent skills shortages in retrofit, MMC, Electric Vehicle systems, green engineering and construction. It provides high quality modern training facilities, employer designed pathways and applied research demonstrators. It will enable curriculum alignment

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across school, Further Education and Higher Education with specialist progression routes into surveying, engineering, environmental technology and project management.

- **Health, Wellbeing & Creative Ageing Innovation Cluster -** This cluster builds on the Dorset Innovation Hub model to establish a cross-sector health, wellbeing and creative ageing innovation ecosystem. Anchored around the Talbot Innovation Quarter, adjacent to Bournemouth University and Arts University Bournemouth, the cluster will leverage co-location with the Nuffield Hospital and linked R&D activity (including ORI and robotic surgery) to drive collaboration between academia, healthcare providers and industry. The cluster will support community living labs for real-world testing, accelerate research commercialisation, and develop scalable health and wellbeing products and services. It will also deliver targeted skills development and training, strengthening the local workforce and creating clear pathways into high-value health and innovation roles.

5.4 Connected places

Bournemouth, Christchurch and Poole benefits from a strategic coastal location, proximity to key economic centres in the South West and South East, and a range of transport assets, including rail links, ports and Bournemouth Airport. The conurbation's compact urban form also presents opportunities to support active travel and sustainable transport choices, particularly for local journeys. These assets provide a strong foundation from which to build a more integrated and resilient transport system. However, several challenges constrain connectivity and limit the area's ability to fully realise its growth ambitions. These challenges also present opportunities for targeted intervention:

- Congestion and network constraints, particularly on key arterial routes, which affect journey reliability and business efficiency.
- Public transport connectivity and integration, including the need to improve frequency, reliability and coverage to better serve residents and employment locations.
- Barriers to sustainable travel, including gaps in walking & cycling infrastructure and challenges in enabling modal shift.
- Connectivity to key growth locations, including town centres, employment sites and strategic development areas.
- Wider regional and national connectivity, including rail journey times and links to major economic centres, which influence investment and labour market catchments.

Addressing these challenges will require a coordinated approach to transport planning, infrastructure investment and behaviour change. By enhancing connectivity across all modes, Bournemouth, Christchurch and Poole can improve accessibility, reduce congestion, support net zero objectives and create the conditions for sustainable economic growth.

5.4.1 Our priorities for growth

Bournemouth, Christchurch and Poole is well positioned to build on its strong quality of place and strategic infrastructure assets to support sustainable, inclusive and low-carbon growth. By focusing on improving transport connectivity, enabling the transition to net zero, and ensuring infrastructure supports future development, Bournemouth, Christchurch and Poole can strengthen access to opportunity, unlock growth locations and enhance everyday connectivity for residents, businesses and visitors.

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- **Alternative Fuels and Low-Carbon Energy -** This intervention will accelerate the deployment of alternative fuels and low-carbon energy, building on local strengths to support Net Zero. Solar offers strong near-term potential and there is also scope to scale alternative fuels, including biomethane from the Hurn AD facility to support HGV decarbonisation, and green hydrogen from Canford Renewable Energy (Dorset Green H2), with potential to expand production and integrate supply across transport, industry, and regional hydrogen networks.

- **Supporting the development of district heat networks -** Alternative option to electrifying household and commercial heating (e.g. heaters and heat pumps), making use of local heat sources.

- **Low Carbon / Clean Energy Investment Prospectus -** Use of an 'investment prospectus' to encourage private investment channelled into locally specific needs to grow low carbon / clean energy infrastructure.

- **Enhance grid capacity -** Increased grid capacity will support the electrification of fleets, including public transport (e.g. buses), and enable marine vessel charging at the Port of Poole. It will also provide critical infrastructure to support the growth and decarbonisation of local engineering and manufacturing businesses, enabling expansion, adoption of advanced technologies, and transition to more energy-intensive low-carbon production processes.

- **Strategic Road Improvement Package –** A coordinated package of transport improvements. It will combine capacity and safety enhancements on the A31 with sustainable access and connectivity improvements linking the A338 to Wessex Fields, Bournemouth Airport and the Aviation Business Park. Measures will include targeted junction upgrades, improved traffic management, and enhanced provision for walking, cycling and public transport.

- **Bournemouth, Christchurch and Poole Town Centres Sustainable Access and Connectivity Programme -** Delivery of a coordinated package of sustainable transport and public realm improvements across Bournemouth, Christchurch and Poole town centres. Building on existing investment and town centre movement strategies, the programme will prioritise walking, cycling and public transport through the creation of high-quality sustainable transport corridors, improved links between rail stations and town centres, and enhanced access to seafront and visitor destinations. Interventions will include mobility hubs, bus priority measures, active travel infrastructure, new pedestrian and cycle crossings, traffic management measures and reconfigured junctions and roundabouts at key pinch points.

- **Strategic Cross Boundary Active and Sustainable Travel Network -** Improving connectivity across the conurbation with surrounding authorities in South East Dorset and Hampshire. It will develop a series of high-quality regional active travel routes, complemented by targeted bus corridor improvements, to link regional gateways, major centres of population, employment and education. Priority corridors include Wareham–Poole town centre, Ferndown–Bournemouth town centre, Wimborne–Poole town centre, and Wimborne–Bournemouth Airport and Aviation Park. There are also wider opportunities to deliver green Connectivity Corridors and Cycle Freeways across Bournemouth, Christchurch and Poole.

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- **Enhance Connectivity and Enable Sustainable Growth at Bournemouth Airport -** Improve surface access and supporting infrastructure to Bournemouth Airport while supporting the transition to low-carbon and sustainable aviation, ensuring the airport can grow in a way that is accessible, competitive and aligned with net zero objectives. This includes enhanced public transport links between the airport and town centres to priories sustainable transport links and reduce car journeys.

- **Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements -** To facilitate goods movements to/from the Port of Poole by rail and to support expansion. The scheme will provide infrastructure to restart regular freight traffic along the Hamworthy Branch Line to Poole Port and provide a cargo/freight handling facility. In addition, the scheme will create space within the port footprint to enable an uplift in goods and passenger movements in/out of the Port (increased Rail Freight handling and a new passenger/cruise terminal). The scheme includes access improvements on the local road network to make travel to the Port more sustainable and will support Local Plan housing and economic growth ambitions.

- **Bournemouth, Christchurch and Poole Mass Transit -** Delivery of a light rail/ultra-light rail system across the Bournemouth, Christchurch and Poole conurbation to support the delivery of housing and employment growth, improve intra-conurbation travel and deliver inclusive growth, enabling access to high quality green spaces and wider choices of where residents live and work, recreate and spend time.

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6 Delivery, Governance and Partnerships

Delivering our Growth Plan will require strong leadership, governance and partnership working. The Growth Plan cannot be delivered by the Council alone. It will depend on aligning investment, policy and delivery activity across partners, alongside a shared commitment to sustainable and inclusive growth.

The Bournemouth, Christchurch and Poole Business Growth Board will act as the primary governance structure to guide delivery of the Growth Plan's ambitions. The Business Growth Board is an advisory body established by BCP Council to represent local enterprises, universities and the voluntary sector to shape the sub-region's economy. It acts as a critical link between the public sector and the local business community and has strategic oversight of the Growth Plan.

6.1 Making the case for investment

A rigorous, evidence-led approach will underpin all investment decisions. BCP Council will develop strong, transparent business cases that articulate the economic, financial, environmental and social benefits of proposed interventions. This will be critical in securing the scale of public and private investment required to deliver transformational change.

Public funding will play a key enabling role in delivery, particularly in addressing infrastructure constraints, site viability, energy capacity and skills provision. This funding will be used to unlock development, attract private capital and ensure that growth delivers tangible benefits for communities across Bournemouth, Christchurch and Poole.

6.2 Partnership working

Partnership working will be fundamental to delivery. BCP Council and the BCP Business Growth Board will collaborate closely with:

- Businesses and investors, to co-invest, innovate and drive sector growth.
- Universities, colleges and skills providers, to align talent pipelines with economic opportunity.
- Neighbouring authorities and regional bodies, to strengthen cross-boundary growth and connectivity.
- Health, social care, voluntary and community organisations, to support inclusive growth and social value.

Both BCP Council and BCP Business Growth Board will also strengthen engagement with the private sector through active promotion of investment opportunities, investor engagement events and ongoing dialogue to co-design viable and deliverable schemes.

6.3 Funding and delivery approach

Delivering the Growth Plan will require funding across a wide spectrum from skills and business support to infrastructure, housing and employment space. BCP Council and the BCP Business Growth Board will pursue a coordinated approach to funding, aligning local resources with regional and national programmes, while actively seeking private sector co-investment.

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Innovative funding and delivery mechanisms, including partnerships, delivery vehicles and revolving investment models, will be explored to unlock complex sites and accelerate regeneration. Investment propositions will be framed to demonstrate clear returns, both financial and strategic, supporting investor confidence and long-term engagement.

6.4 Working with Government and strategic partners

Together BCP Council, BCP Business Growth Board and other partners will maintain strong engagement with Government and national agencies to align local priorities with national policy and funding opportunities. This includes making a clear case for investment in critical infrastructure, such as energy networks and transport connectivity, which are essential to unlocking growth and supporting the transition to a low-carbon economy and are a critical part of this plan.

Through this integrated approach combining strong governance, evidence-led investment, and deep partnership working we will create the conditions for sustained economic growth, increased investment and long-term prosperity for residents and businesses in our area.

As devolution arrangements continue to develop, this Growth Plan will also act as both a strategic anchor and a practical delivery tool, shaping investment decisions and guiding partnership working across Wessex, and regionally with the South West and neighbours to the east.

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7 Our ask of Government

The scale of the challenges facing Bournemouth, Christchurch and Poole should not be underestimated. Addressing long-standing issues around productivity, connectivity, housing affordability and inclusive growth will require sustained and coordinated action. The Growth Plan sets out an ambitious vision and a clear set of priorities to respond to these challenges, supported by innovative approaches to delivery and partnership working. Our ask of Government is that it supports our plan and helps delivery happen by using all the levers, funding and capacity it can, as soon as it can.

7.1 Unlocking Bournemouth, Christchurch and Poole's full potential

Bournemouth, Christchurch and Poole have the assets required to drive significant economic transformation and make a greater contribution to UK productivity. However, many of the key levers needed to accelerate growth including infrastructure funding, transport investment, skills policy and regulatory frameworks sit with UK Government. With the right support, Bournemouth, Christchurch and Poole can unlock a more productive, resilient and inclusive economy, supporting the transition to a low-carbon future while creating opportunities for residents and businesses.

7.2 Our offer to Government

The Bournemouth, Christchurch and Poole Growth Plan sets out a clear and deliverable pipeline of interventions that align strongly with national priorities to drive economic growth, increase productivity and support net zero. With Government support, delivery of the Plan will generate significant local and national benefits, including:

- **Growth of priority sectors**, including digital & creative industries, financial & professional services, advanced manufacturing and emerging low-carbon sectors, supporting the UK's long-term industrial strategy ambitions.
- **Accelerated regeneration of town centres and unlocked strategic sites**, unlocking housing and employment growth, attracting investment and supporting more vibrant, inclusive and connected communities.
- **Improved connectivity and infrastructure**, enhancing access to jobs, supporting business productivity and enabling sustainable growth across the South Coast and wider region.
- **Progress towards net zero and environmental resilience**, through investment in low-carbon energy, sustainable transport and nature-based solutions.
- **A stronger, more inclusive local economy**, creating higher-quality jobs, improving living standards and ensuring that the benefits of growth are shared across communities.

Through a collaborative approach with UK Government, aligned to shared objectives and supported by targeted investment and greater local flexibility, Bournemouth, Christchurch and Poole can play a key role in driving sustainable growth on the South Coast and contributing to national economic priorities.

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8 Monitoring & Evaluating Progress and Impact

The investments and activities delivered through this Growth Plan are wide-ranging and central to achieving inclusive and sustainable economic growth across the Bournemouth, Christchurch and Poole area. Effective monitoring and evaluation will therefore be critical to guide progress and identify the impact of this Growth Plan. Monitoring and evaluation activity will be structured around two inter-related workstreams, as outlined below. Taken together, these workstreams will generate evidence-based lessons to strengthen future decision-making and maximise the impact of Growth Plan activity.

8.1 Monitoring & Evaluation Framework

A robust evidence base will be developed to capture the difference the Growth Plan is making for businesses, people and places across Bournemouth, Christchurch and Poole. This will be structured around the Growth Plan's headline indicators that will be tracked throughout the lifetime of the Growth Plan to provide quantitative evidence of progress made. This will be combined with qualitative evidence drawn from a range of stakeholders, enabling an understanding of how, and to what extent, Growth Plan interventions have contributed to change.

The table below sets out the proposed monitoring and evaluation framework for the BCP Growth Plan, identifying a core set of indicators to track progress against each of the headline outcomes. These metrics have been selected to provide a balanced view of economic performance, investment, productivity and inclusive growth, combining high-level outcome indicators with supporting measures that help explain underlying trends and drivers of change. Together, they will enable BCP Council, BCP Business Growth Board and its partners to assess whether the Growth Plan is delivering its intended impacts over time, support evidence-based decision making, and inform ongoing refinement of priorities, programmes and interventions.

Headline Outcomes	Indicators
More and better jobs	• Employment rate • Employee jobs • Median earnings • Employment rate in priority/target groups
Increased inward investment	• Total investment secured (£) • Number of inward investment projects • Private sector leverage ratio • Number/value of successful funding awards • Strategic projects progressed/delivered
Higher productivity and output	• GVA • GVA per hour / per job • Business density • Scale-up or survival rates
Improved quality of life	• Employment rate in deprived areas • Healthy life expectancy • Deprivation gap measures • Access to opportunity/services • Child poverty rates • Educational attainment and attendance

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8.2 Reporting and Evaluation Timetable

An annual monitoring report will set out delivery against actions and milestones, alongside progress towards the headline outcomes and indicators. Formal evaluation activity will take place at key stages across the lifetime of the Growth Plan, including:

- Process evaluation - approximately one year after adoption.
- Interim evaluation (circa 2028–2032) – assessing progress towards headline outcomes and identify early impacts.
- Final evaluation (2035) – providing a comprehensive assessment of the overall impact, effectiveness and value for money of the Growth Plan's interventions.

This evaluation activity will help to guide and shape future versions of local economic strategy for the area.

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Appendix A Action Plan

The Action Plan sets out how the ambitions of the Bournemouth, Christchurch and Poole Growth Plan will be translated into delivery. It provides a clear, structured framework for implementing priority interventions, identifying the actions required, the organisations responsible for delivery, and the expected outcomes. Together, these actions will ensure that the vision and strategic priorities are progressed in a coordinated, timely and measurable way.

The Action Plan adopts a practical, delivery-focused approach. It prioritises interventions that are achievable, scalable and aligned with available funding and delivery capacity, while maintaining flexibility to respond to emerging opportunities and changing economic conditions. Actions are grouped around the Growth Plan themes and are supported by defined timescales, delivery partners and indicative resourcing requirements.

Table 1: Action Plan

Theme	Project	Timescale	Proposed Lead Partners	Estimated Impact	Deliverability
Strong Economy	Establish dedicated Inward Investment support for Bournemouth, Christchurch and Poole	Short–Medium term (1–5 years)	BCP Council; BCP Business Growth Board; Private sector partners	High	High
Strong Economy	Bournemouth, Christchurch and Poole Advanced Manufacturing Hub / Industrial Park	Long term (5–10 years)	BCP Council; Developers; Homes England; Private sector investors	High	Medium
Strong Economy	Screen Production Centre of Excellence	Medium term (3–5 years)	Bournemouth University; Arts University Bournemouth; Bournemouth & Poole College; BCP Council	Medium	Low
Strong Economy	Creative Cluster Development, Finance & Investor Readiness	Short–Medium term (1–5 years)	BCP Council; Creative UK; Innovate UK; Universities; Private investors	Medium	Medium
Strong Economy	High Level Investor & Leadership Engagement Network	Short term (1–2 years)	BCP Council; BCP Business Growth Board; Private sector leaders	Low	Medium
Strong Economy	Artificial Intelligence (AI) Sector Opportunity Exploration and Enablement	Short–Medium term (1–5 years)	BCP Council; Universities; Digital sector businesses; Innovation agencies	Medium	Medium
Strong Economy	Corporate Social Responsibility (CSR) investment co-ordination to maximise the social value benefit of CSR in Bournemouth, Christchurch and Poole	Short term (1–2 years)	BCP Council; Anchor institutions; Public sector partners	Low	High
Vibrant Place	Delivering an ambitious Local Plan for Sustainable Growth	Medium term (3–5 yrs)	BCP Council; Developers	Medium	High
Vibrant Place	Strategic Regeneration and Investment Framework for Bournemouth, Christchurch and Poole	Medium term (3–5 yrs)	BCP Council; Homes England,	High	High
Vibrant Place	Strategic Housing and Infrastructure Delivery Programme	Medium–Long term (3–10 yrs)	BCP Council; Developers	High	Medium
Vibrant Place	Unlock Bournemouth Airport as a strategic growth and employment location	Medium–Long term (3–10 yrs)	BCP Council; Airport operator, DMB	High	Medium
Vibrant Place	Deliver the Poole Marine Centre Regeneration Project	Medium term (3–5 yrs)	BCP Council; Private sector,	High	Medium
Vibrant Place	Visitor levy for re-investment in and improved visitor experience	Short–Medium term (1–3 yrs)	BCP Council; DMB	Medium	Medium

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Theme	Project	Timescale	Proposed Lead Partners	Estimated Impact	Deliverability
Vibrant Place	Deliver Culture-Led Town Centre Activation and Regeneration	Short–Medium term (1–5 yrs)	BCP Council; Cultural Compact, DMB	Medium	Medium
Vibrant Place	Bournemouth, Christchurch and Poole Positioning and Place Narrative Programme	Short term (1–2 yrs)	BCP Council; Marketing partners, DMB, Cultural Compact	Medium	High
Vibrant Place	Integrated Coastal Resilience and Flood Defence Programme	Short–Medium term (1–5 yrs)	BCP Council; Environment Agency;	Medium	Medium
Vibrant Place	Develop the Stour Valley Way into a continuous route with year-long access.	Medium–Long term (3–10 yrs)	Stour Valley Partnership (BCP Council, Dorset Council and National Trust)	Low	Medium
Thriving People	Bournemouth Christchurch and Poole Talent Pipeline, Placements and Retention Programme	Short–Medium term (1–5 yrs)	BCP Council; Universities; Colleges/FE providers, Employers	Medium	Medium
Thriving People	Employment support - Get Dorset & Bournemouth, Christchurch and Poole Working Plan	Short–Medium term (1–5 yrs)	BCP Council; DWP, Third Sector, Charities	High	High
Thriving People	Use Culture to Strengthen Identity, Inclusion and Community Cohesion	Short–Medium term (1–5 yrs)	BCP Council; Community organisations	Low	High
Thriving People	Green Skills Audit	Short term (1–2 yrs)	BCP Council; Skills providers	Low	High
Thriving People	Green Skills, Sustainability and Construction Centre of Excellence	Medium term (3–5 yrs)	FE providers; Industry	Medium	Medium
Thriving People	Health, Wellbeing & Creative Ageing Innovation Cluster	Medium term (3–5 yrs)	BCP Council; NHS; Universities, Talbot Village Trust	High	High
Connecting Places	Alternative Fuels and Low-Carbon Energy	Short-medium term (1–5 yrs)	BCP Council; Energy sector	Medium	Low
Connecting Places	Supporting the development of district heat networks	Long term (5–10 yrs)	BCP Council; Developers	Low	Medium
Connecting Places	Low Carbon / Clean Energy Investment Prospectus	Short term (1–2 yrs)	BCP Council; Investors	Low	High
Connecting Places	Enhance grid capacity	Long term (5–10 yrs)	National Grid; Energy providers	High	Medium
Connecting Places	Strategic Road Improvement Package	Long term (5–10 yrs)	National Highways; BCP Council	High	Medium
Connecting Places	Bournemouth, Christchurch and Poole Town Centres Sustainable Access and Connectivity Programme	Long term (5–10 yrs)	BCP Council; Bus operators	High	Medium

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Theme	Project	Timescale	Proposed Lead Partners	Estimated Impact	Deliverability
Connecting Places	Strategic Cross Boundary Active and Sustainable Travel Network	Long term (5–10 yrs)	BCP Council; ATE	High	Medium
Connecting Places	Enhance Connectivity and Enable Sustainable Growth at Bournemouth Airport including enhanced public transport links.	Medium–Long term (3–10 yrs)	BCP Council; Airport operator	High	Medium
Connecting Places	Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements	Short term (1–2 yrs)	Port Authority; Network Rail	High	Medium
Connecting Places	Bournemouth, Christchurch and Poole Mass Transit	Long term (10+ yrs)	BCP Council; DfT	High	Low

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Table 2: Action Plan ranked by timescales of intervention

Theme	Project	Timescale	Proposed Lead Partners	Estimated Impact	Deliverability
Strong Economy	High Level Investor & Leadership Engagement Network	Short term (1–2 years)	BCP Council; BCP Business Growth Board; Private sector leaders	Low	Medium
Strong Economy	Corporate Social Responsibility (CSR) investment co-ordination to maximise the social value benefit of CSR in Bournemouth, Christchurch and Poole	Short term (1–2 years)	BCP Council; Anchor institutions; Public sector partners	Low	High
Vibrant Place	Bournemouth, Christchurch and Poole Positioning and Place Narrative Programme	Short term (1–2 yrs)	BCP Council; Marketing partners, DMB, Cultural Compact	Medium	Medium
Thriving People	Green Skills Audit	Short term (1–2 yrs)	BCP Council; Skills providers	Low	High
Connecting Places	Low Carbon / Clean Energy Investment Prospectus	Short term (1–2 yrs)	BCP Council; Investors	Low	High
Connecting Places	Port of Poole Expansion, reopening of Hamworthy Branch Line and supporting access improvements	Short term (1–2 yrs)	Port Authority; Network Rail	High	Medium
Strong Economy	Establish dedicated Inward Investment support for Bournemouth, Christchurch and Poole	Short–Medium term (1–5 years)	BCP Council; BCP Business Growth Board; Private sector partners	High	High
Strong Economy	Creative Cluster Development, Finance & Investor Readiness	Short–Medium term (1–5 years)	BCP Council; Creative UK; Innovate UK; Universities; Private investors	Medium	Medium
Strong Economy	Artificial Intelligence (AI) Sector Opportunity Exploration and Enablement	Short–Medium term (1–5 years)	BCP Council; Universities; Digital sector businesses; Innovation agencies	Medium	Medium
Vibrant Place	Visitor levy for re-investment in and improved visitor experience	Short–Medium term (1–3 yrs)	BCP Council; DMB	Medium	Medium
Vibrant Place	Deliver Culture-Led Town Centre Activation and Regeneration	Short–Medium term (1–5 yrs)	BCP Council; Cultural Compact, DMB	Medium	Medium
Thriving People	Bournemouth Christchurch and Poole Talent Pipeline, Placements and Retention Programme	Short–Medium term (1–5 yrs)	BCP Council; Universities; Colleges/FE providers, Employers	Medium	Medium
Thriving People	Employment support - Get Dorset & Bournemouth, Christchurch and Poole Working Plan	Short–Medium term (1–5 yrs)	BCP Council; DWP, Third Sector, Charities	High	High
Thriving People	Use Culture to Strengthen Identity, Inclusion and Community Cohesion	Short–Medium term (1–5 yrs)	BCP Council; Community organisations	Low	High

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Theme	Project	Timescale	Proposed Lead Partners	Estimated Impact	Deliverability
Vibrant Place	Integrated Coastal Resilience and Flood Defence Programme	Short–Medium term (1–5 yrs)	BCP Council; Environment Agency;	Medium	Medium
Connecting Places	Alternative Fuels and Low-Carbon Energy	Short-medium term (1–5 yrs)	BCP Council; Energy sector	Medium	Low
Strong Economy	Screen Production Centre of Excellence	Medium term (3–5 years)	Bournemouth University; Arts University Bournemouth; Bournemouth & Poole College; BCP Council	Medium	Low
Vibrant Place	Delivering an ambitious Local Plan for Sustainable Growth	Medium term (3–5 yrs)	BCP Council; Developers	Medium	High
Vibrant Place	Strategic Regeneration and Investment Framework for Bournemouth, Christchurch and Poole	Medium term (3–5 yrs)	BCP Council; Homes England,	High	High
Vibrant Place	Deliver the Poole Marine Centre Regeneration Project	Medium term (3–5 yrs)	BCP Council; Private sector,	High	High
Thriving People	Green Skills, Sustainability and Construction Centre of Excellence	Medium term (3–5 yrs)	FE providers; Industry	Medium	Medium
Thriving People	Health, Wellbeing & Creative Ageing Innovation Cluster	Medium term (3–5 yrs)	BCP Council; NHS; Universities, Talbot Village Trust	High	High
Vibrant Place	Strategic Housing and Infrastructure Delivery Programme	Medium–Long term (3–10 yrs)	BCP Council; Developers	High	Medium
Vibrant Place	Unlock Bournemouth Airport as a strategic growth and employment location	Medium–Long term (3–10 yrs)	BCP Council; Airport operator, DMB	High	High
Vibrant Place	Develop the Stour Valley Way into a continuous route with year-long access.	Medium–Long term (3–10 yrs)	Stour Valley Partnership (BCP Council, Dorset Council and National Trust)	Low	Medium
Connecting Places	Enhance Connectivity and Enable Sustainable Growth at Bournemouth Airport including enhanced public transport links.	Medium–Long term (3–10 yrs)	BCP Council; Airport operator	High	Medium
Strong Economy	Bournemouth, Christchurch and Poole Advanced Manufacturing Hub / Industrial Park	Long term (5–10 years)	BCP Council; Developers; Homes England; Private sector investors	High	Medium
Connecting Places	Supporting the development of district heat networks	Long term (5–10 yrs)	BCP Council; Developers	Low	Medium
Connecting Places	Enhance grid capacity	Long term (5–10 yrs)	National Grid; Energy providers	High	Medium

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Theme	Project	Timescale	Proposed Lead Partners	Estimated Impact	Deliverability
Connecting Places	Strategic Road Improvement Package	Long term (5–10 yrs)	National Highways; BCP Council	High	Medium
Connecting Places	Bournemouth, Christchurch and Poole Town Centres Sustainable Access and Connectivity Programme	Long term (5–10 yrs)	BCP Council; Bus operators	High	Medium
Connecting Places	Strategic Cross Boundary Active and Sustainable Travel Network	Long term (5–10 yrs)	BCP Council; ATE	High	Medium
Connecting Places	Bournemouth, Christchurch and Poole Mass Transit	Long term (10+ yrs)	BCP Council; DfT	High	Low

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Equality Impact Assessment: Conversation Screening Tool

The Council is legally required by the Equality Act 2010 to evidence how it has considered its equality duties in its decision-making process.
The Council must have due regard to the need to -

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to -

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

A link to the full text of s149 of the Equality Act 2010 which must be considered when making decisions.

1	**What is being reviewed?**	A BCP Growth Plan is being developed which will replace the Economic Development Strategy 2021-2026. A growth plan under government guidelines set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places.
2	**What changes are being made?**	Creating a BCP Growth Plan
3	**Service Unit:**	Investment & Development
4	**Participants in the conversation:**	Economic Development, Planning, Transport, ASC, Skills & Education, Housing, Communities, BCP Business Growth Board representatives including Leader of the Council, CEO, Portfolio Holder for Destination, Leisure & Commercial Operations and Director for Investment & Development and business sector representatives along with businesses across – Engineering & Manufacturing, Creative Digital, Finance, Fintech, Retail, Hospitality & Leisure, Professional Business Services, Culture and the 3rd Sector. Bournemouth Development Company, Business Improvement Districts. Christchurch Town Council, Business Growth Dorset – Growth Hub.
5	**Conversation date/s:**	14/07/2025 - 30/09/2025 - 03/10/2025 - 20/11/2025 - weekly internal meetings – 13/01/2026 - investment priority workshops with businesses between 02/02/2026 and 05/03/2026. 30/03/2026 – 09/04/2026. 14/04/2026,16/04/2026 – 30/04/2026 19/05/2026, 26/05/2026, 05/06/2026, 08/06/2026
6	**Do you know your current or potential client base? Who are the key stakeholders?**	Residents, Micro, SME and large businesses, higher education, further education, 3rd sector, council officers, councilors. UK Government.

7	**Do different groups have different needs or experiences?** age (young/old), disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, members of the armed forces community, any other factors/groups e.g. socio-economic status, carers, human rights.	We must ensure that the different needs are considered when enaging stakeholder and gathering feedback as well as communicating the Growth Plan to ensure inclusion amongst all residents. When developing the Growth Plan our Business Growth Board agreed on KPI's which would measure growth within the BCP area these include jobs Age (young/old), Disability, Socio-economic status, Armed Forces community and Experienced Young People
8	**Will this change affect any service users?**	No
9		
10	**What are the benefits or positive equality impacts of the change on current or potential users?**	There are no equality impacts from the development of the BCP Growth Plan
11	**What are the negative impacts of the change on current or potential users?**	None
12	**Will the change affect employees?**	No
13	**Will the change affect the wider community?**	The Growth Plan will bring investment into Bournemouth, Christchurch and Poole enabling a positive impact on residents and businesses within the area.
14	**What mitigating actions are planned or already in place for those negatively affected by this change?**	Stakeholder engagement, which includes building strong evidence through workshops and direct conversations, to ensure opinions and suggestions for investment priorities are shared.
15	**Summary of Equality Implications:**	We will have established a broad and cross cutting ideas for investment priorities to include within the Growth Plan which will enable BCP Council and BCP Growth Board to seek investment from both public and private sector to improve the lives of residents to include Increased jobs (skills, jobs and better paid jobs), productivity, quality of life, happiness, well-being and reduced deprivation.

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Strategies that have been reviewed as part of the BCP Growth Plan process

- Dorset and BCP Councils - Local Transport Plan Implementation Plan 2026 – 2031
- BCP Seafront Strategy 2024
- BCP Skills Plan 2022-2026
- 2050 Urban Forest Strategy
- Bournemouth & Poole Sports Facilities Strategy and Action Plan
- Tourism Strategy: 2023 – 2027
- Bus Service Improvement Plan (BSIP)
- A shared vision for Bournemouth, Christchurch and Poole – 2024 - 2028
- Council Newbuild Housing & AcquisitionsStrategy2021 – 2026 (CNHAS)
- BCP Council Digital Strategy
- BCP Futures – Economic Development Strategy (EDS) for Bournemouth, Christchurch and Poole
- Get Dorset and BCP Working Plan
- Green Infrastructure Strategy 2022-2031
- High Streets and District Centres Strategy
- Housing Strategy: Our commitment to our communities
- Bournemouth, Christchurch & Poole Local Area Energy Plan
- BCP Council Local Cycling and Walking Infrastructure Plan
- National Bus Strategy- Enhanced Partnership Plan and Scheme
- BCP Council People and Culture Strategy
- BCP Council Public Electric Vehicle Infrastructure Strategy 2024 to 2030
- Smart Place Strategy 2022
- UK Town of Culture 2028 Competition Expression of Interest
- Skills to Build Dorset: Dorset Local Skills Improvement Plan 2
- Dorset Destination Management Plan 2026-2035
- A Cultural Strategy for Bournemouth, Christchurch and Poole 2023-32
- Bridging the Academic Industry Gap
- BCP Smart Place Investment Plan
- Supported and specialist housing Strategy
- Homelessness and Rough Sleeping Strategy 2026 – 2031
- Bournemouth, Christchurch and Poole's Health and Wellbeing Strategy 2025 - 2030
- Draft Local Transport Plan 4 (LTP 4)

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External Stakeholders engaged as part of the BCP Growth Plan process

South East Net Zero Hub	Field International	JP Morgan	Salad Creative Limited
Canford Renewable Energy	Sunseeker International	Golden Sands Capital	Digital Butter
Eco Sustainable Solutions	Motion Control Products	Leadtree Global	Agitate
Green Wing Energy Solutions	Groveley Engineering	FinTech West	A J Emery
Melville Investing & Consulting	RNLI	Mazars	BIMA (British Interactive Media Association)
Poole Harbour Commissioners	CT Production	Dorset Business Angels	SiSo (Silicon South)
University Hospitals Dorset, NHS	Reid Steel	Barclays Eagle Labs	Interpin
Ridgewater Energy	KDC Group	Evolve Advisory	AHRCH (Arts & Humanities Research Council)
SSEN	Rivencore Global Solutions	Baggette and Co	Ace High Sports
BU (Bournemouth University)	BPC (Bournemouth & Poole College)	AUB (Arts University Bournemouth)	Spyrosoft
(HSU) Health Sciences University	Federation of Small Businesses (FSB)	Pavilion Dance	Treehouse Digital
BCP Culture Compact	Lighthouse Poole	Russell Cotes Museum	Palace Court Theatre
Diverse Abilities	Bournemouth Foodbank	The HealthBus	Antony Batty & Co
Dorset Chamber of Trade & Commerce	Dorset Innovation HuB	NHS Dorset	Talbot Village Trust

Tricuro	Agincare	Community Action Network	Thought Crew
Partners in Care	Voluntary & Community Care Sector Assembly	Liz Lean PR	Deep South Media
Lester Aldridge	Vail Williams	Savills	Tru Talent
Brown and Brown	Poole BID	Christchurch BID	BH Area Hospitality Association (BAHA)
Captains Club	Dolphin Shopping Centre	Bournemouth BID	Coastal BID
South Coast Events Forum	Marriott Hotel	Fired Up Collective	Castlepoint
Bobby's	Eighteen Restaurant & Bar	From The Fields	Destination Management Board (DMB)
Marsham Court Hotel	Christchurch Town Council	Muse/BDC	Arts Council

Internal Stakeholders engaged as part of the BCP Growth Plan process

Transport	Planning	Public Health	Housing
Communities	Skills & Learning	Adult Social Care	Sustainability
Economic Development	Investment & Development	Leisure & Events	Marketing
Policy	Communications	People & Culture	Children's Services

CABINET

Report subject	**Youth Justice Plan 2026-2027**
Meeting date	22 July 2026
Status	Public Report
Executive summary	The Crime and Disorder Act (1998) places a statutory requirement on local authority youth offending teams to publish an annual Youth Justice Plan which must provide specified information about the local provision of youth justice services. This report summarises the Youth Justice Plan for 2026/27, with a copy of the Plan appended. The Youth Justice Plan needs to be approved by the full Council. The Youth Justice Plan shows strong performance by the service. Achievements include diverting children from the justice system, avoiding the use of custody for children, and the quality of work to reduce the likelihood of reoffending and to repair the harm caused to victims. Priorities for the year ahead are to respond to national and local reform programmes, enhancing 'Child First' practice, developing work with victims, reducing the over-representation of some groups of children in the justice system, and making best use of available resources.
Recommendations	**It is RECOMMENDED that:** **The Cabinet recommend approval of the Youth Justice Plan 2026/27 to Full Council.**
Reason for recommendations	Youth Justice Services are required to publish an annual Youth Justice Plan which should be approved by the Local Authority for that Youth Justice Service. Dorset Combined Youth Justice Service works across both Bournemouth, Christchurch and Poole Council and Dorset Council. Approval is therefore sought from both Bournemouth, Christchurch and Poole Council and from Dorset Council.

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Portfolio Holder(s):	Councillor Richard Burton, Portfolio Holder for Children &Young People, Education and Skills
Corporate Director	Cathi Hadley, Corporate Director, Children's Services
Report Authors	David Webb, Head of Service, Dorset Combined Youth Justice Service
Wards	Council-wide
Classification	For Recommendation

Background

1. The Crime and Disorder Act (1998) requires Youth Offending Teams (now known as Youth Justice Services) to publish an annual Youth Justice Plan. The Youth Justice Board sets out detailed and prescriptive guidance about what must be included in the Plan, making it a lengthy document. The draft Youth Justice Plan for the Dorset Combined Youth Justice Service is attached at Appendix One. A brief summary of the Youth Justice Plan is provided in this report.

Summary of the Youth Justice Plan 2026-27

2. The Youth Justice Plan provides information on the resourcing, structure, governance, partnership arrangements and performance of the Dorset Combined Youth Justice Service. The Plan also describes the national and local youth justice context for 2026/27 and sets out our priorities for this year.

3. Dorset Combined Youth Justice Service was rated 'Good' in its most recent inspection report, which was published in January 2023. Dorset Combined Youth Justice Service (DCYJS) was also inspected, in February 2025, as part of a national thematic inspection of work with children on 'Out of Court Disposals'. The report from this inspection was published in October 2025. The inspection report refers to good practice in Dorset in the partnership work between DCYJS and Dorset Police, in the work to engage victims and to provide restorative justice, and in YJS Speech and Language work.

4. The Youth Justice Board continues to publish data for three 'key performance indicators' for youth justice. National performance data is published as a combined figure for the two local authorities within the Dorset Combined Youth Justice Service partnership.

5. The first indicator relates to the rate of young people entering the justice system for the first time. Overall local performance in this area, across both local authorities, has improved significantly in recent years. In the year before the pandemic, 2019/20, 104 BCP Council children entered the justice system. In the past year, 2025/26, 56 BCP Council children entered the justice system. Pages 11-18 of the Youth Justice Plan provide more data and analysis about the children entering the justice system and about local work to divert children from the justice system.

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6. The second indicator relates to the rate and frequency of reoffending. The national reoffending rate fluctuates, partly because of the counting rules for this measure. Analysis of local data, summarised on pp18-21 of the Youth Justice Plan, provides more insight into how many children are reoffending and the characteristics of those who reoffend.

7. The third national performance indicator looks at the number and rate of children receiving a custodial sentence. There continue to be low numbers of BCP Council children who receive a custodial sentence. Analysis on pp 21-22 of the Youth Justice Plan shows some of the common characteristics of children who are sentenced to custody. It is notable that these children have difficulties across the range of social care, education and health issues.

8. The Youth Justice Board promotes a good practice approach to youth justice work, known as 'Child First'. The Youth Justice Plan shows how the principles of Child First practice are applied in the work of the Dorset Combined Youth Justice Service.

9. Dorset Combined Youth Justice Service continues to face resourcing pressures. Section 5.2 of the Youth Justice Plan explains the funding outlook for DCYJS. Making best use of available resources is a service priority for the year ahead.

10. The government published new Knife Crime Guidance in February 2026, for implementation from April 2026. Section 5.6 of the Plan shows how DCYJS and Dorset Police will ensure compliance with the new guidance.

11. It is recognised nationally that some groups of children are over-represented in the youth justice system. Children from minority ethnicities have not been over-represented in the BCP Council area, but data in the second half of 2025-26 shows that the numbers have now exceeded the proportion in the population. A small change in numbers would bring the proportions back in line with the local population; the YJS will continue to monitor this data in 2026/27 to identify if remedial actions are required. Children in Care and children with an EHCP continue to be over-represented. There is also evidence to show that almost all children in contact with the youth justice system have speech, language and communication needs, which are almost always identified for the first time when an assessment is completed by a YJS Speech and Language Therapist. The Youth Justice Plan provides more information about which groups of children are over-represented in the justice system and about actions being taken in response.

12. YJS work with victims, and work with children to help them to repair the harm from their offences, is described in 6.6 of the Plan. This work will be one of the service priorities in the year ahead.

13. In addition to the Knife Crime Guidance mentioned in paragraph 4.10, the government is also initiating other youth justice reforms during 2026. Responding to these reforms, and to other reform programmes in children's services and health services, forms another priority for the YJS in the year ahead.

14. The DCYJS Strategic Partnership Priorities for 2026/27 are:

    - Respond to national and local reforms in youth justice and children's services
    - Enhance Child First Practice
    - Develop YJS and Partnership work with victims
    - Reduce the Over-Representation of some groups of children in the justice system

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- Make best use of available resources.

Options Appraisal

15. It is a statutory requirement to publish a Youth Justice Plan, and the Youth Justice Plan must adhere to the Youth Justice Board's Guidance document. Locally, the Youth Justice Service Partnership Board oversees the contents of the Youth Justice Plan and the selection of service priorities. The draft Youth Justice Plan was approved by the YJS Partnership Board on 16 April 2026.

Summary of financial implications

16. Section 5.2, and Appendix Two, of the Youth Justice Plan shows the resourcing of the Youth Justice Service. Local authority funding contributions remain frozen at 2022/23 levels. The Ministry of Justice announced in February 2026 that the national Youth Justice Grant will be frozen at 2025/26 levels until at least 2029. The Youth Justice Service achieves a balanced budget through a combination of staffing reductions and additional fixed-term funding streams.

Summary of legal implications

17. The Crime and Disorder Act (1998) sets out legal requirements for a multi-agency 'Youth Offending Team' in each local authority area and for the publication of an annual Youth Justice Plan. The Youth Justice Plan for 2026/27 shows how Dorset Council fulfils the requirements of the Crime and Disorder Act.

Summary of human resources implications

18. No Human Resources implications have been identified. Local Authority YJS staff members are employees of Bournemouth, Christchurch and Poole council, including those team members who work in the Dorset Council area. The YJS also includes employees of the partner agencies who have been seconded to work in the team and who remain employed by the partner agency. The Crime and Disorder Act 1998 contains statutory requirements for the staffing composition of youth offending services. The Youth Justice Plan shows how Dorset Combined Youth Justice Service meets these requirements.

Summary of sustainability impact

19. No adverse environmental impact has been identified. The Covid-19 pandemic, and subsequent reduction of office space, led to an increase in YJS staff members working from home, with a consequent reduction in staff travel. YJS work with children includes some activities in the natural environment, such as the 'Discover You' project at Upton Country Park, which is described on pp 44-46 of the Youth Justice Plan.

Summary of public health implications

20. Young people in contact with youth justice services are known to be more likely than other young people to have unmet or unidentified health needs. The Youth Justice Service includes seconded health workers who work directly with young people and who facilitate their engagement with community health services. The Youth Justice

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Plan includes an update on health provision for children in the justice system (see pages 46-50).

Summary of equality implications

21. The Youth Justice Plan does not relate to a new strategy, policy or function so an Equalities Impact Assessment has not been undertaken. Some information about equalities issues is included in the report. No adverse equalities impacts have been identified.

22. It is recognised nationally that young people with diverse heritage, and young people in the care of the local authority, are over-represented in the youth justice system and particularly in the youth custodial population. It is also recognised that young people known to the YJS may experience learning difficulties or disabilities, including in respect of speech, language and communication needs. Information from Dorset Combined Youth Justice Service records, summarised in the Youth Justice Plan, shows that some of these issues of over-representation also apply in our area. Actions have been identified in the Youth Justice Plan to address these issues.

Summary of risk assessment

23. The Youth Justice Plan sets out local priorities and actions to prevent and reduce offending by young people. These priorities and actions have been developed in response to identified risks and concerns. The recommendation for councillors to endorse the Youth Justice Plan is intended to support the Youth Justice Service to reduce the risks associated with youth offending. No specific risks have been identified as arising from this recommendation.

Background papers

None

Appendices

Appendix 1 – Dorset Combined Youth Justice Service Youth Justice Plan 2026/27.

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DORSET
COMBINED
Youth Justice Service

YOUTH JUSTICE PLAN 2026/27

Service	Dorset Combined Youth Justice Service
Head of Service	David Webb
Chair of YJS Board	Paul Dempsey

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Youth Justice Plan 2026/27

1 Executive Summary

Dorset Combined Youth Justice Service (DCYJS) works across the Dorset Council and BCP Council areas in a multi-agency partnership between the local authorities, Dorset Police, NHS Dorset and the Probation Service.

DCYJS helps children to make positive changes, keeping them safe, keeping other people safe, and repairing the harm caused to victims. When possible, we do this work outside the formal justice system, to avoid criminalising the child.

During the past year, DCYJS has made progress on the priorities set out in last year's Plan:

Continue to divert children from the formal justice system: the number of children across Dorset and BCP who received a first caution or court order dropped to 104 in 2025/26. This is the 6th consecutive year which has seen a significant reduction on the previous year.

Reducing over-representation of minority groups in the youth justice system: there was a small reduction in the proportion of children in care on the YJS caseload by March 2026. No children with Black, Asian or Mixed Heritage ethnicity were sentenced to custody in 2025/26.

Improve education outcomes for children in the justice system: DCYJS expanded its Discover You project at Upton Country Park, supporting young people to become ready for college or employment. Outcomes from this project are listed in section 6.4 of this document.

Earlier identification of speech, language and communication needs for children at risk of school exclusion: 152 children have now been referred to the Re-Engage project from 26 schools across both local authorities. From 90 completed assessments, 78% of children have been found to have communication needs.

Increasing public awareness and confidence in work undertaken by children to repair the harm from their offence: the YJS 'repairing the harm' team now works with an increased number of community projects. Over £2,000 was raised from the sale of items made by children as part of their work to repair the harm from their offence. This money is donated to charities and local community organisations.

The DCYJS Partnership Strategic Priorities for 2026/27 are*:*

- Respond to national and local reforms in youth justice and children's services
- Enhance Child First Practice
- Develop YJS and Partnership work with victims
- Reduce the Over-Representation of some groups of children in the justice system
- Make best use of available resources.

These priorities sit alongside ongoing commitments to help children in the youth justice system to achieve positive outcomes and to repair the harm caused to victims.

2 Introduction, vision, strategy, and local context

2.1 Foreword

This document is the Youth Justice Strategic Plan for the Dorset Combined Youth Justice Service (DCYJS) for 2026/27. It sets out the key priorities and targets for the service for the next 12 months as required by the Crime & Disorder Act 1998. This Plan adheres to the Youth Justice Board's document 'Youth Justice Plans: Guidance for Youth Justice Services'.

This Plan has been developed under the direction and oversight of the DCYJS Partnership Board, alongside consultation with DCYJS staff and feedback from children, parents and victims working with DCYJS.

The Youth Justice Strategic Plan:

- summarises the DCYJS structure, governance and partnership arrangements.
- outlines the resources available to the DCYJS.
- reviews achievements and developments during 2025/26.
- identifies emerging issues and describes the partnership's priorities.
- sets out our priorities and actions for improving youth justice outcomes this year.

Paul Dempsey, Executive Director People – Children, Dorset Council
Chair, Dorset Combined Youth Justice Service Partnership Board.

2.2 Dorset Combined Youth Justice Service Statement of Purpose

Dorset Combined Youth Justice Service works with children in the local youth justice system. Our purpose is to help those children to make positive changes, to keep them safe, to keep other people safe, and to repair the harm caused to victims.

We support the national Youth Justice Board Vision for a 'child first' youth justice system:

A youth justice system that sees children as children, treats them fairly and helps them to build on their strengths so they can make a constructive contribution to society. This will prevent offending and create safer communities with fewer victims.

2.3 Who We Are and What We Do

Dorset Combined Youth Justice Service (DCYJS) is a statutory partnership between Bournemouth, Christchurch and Poole Council, Dorset Council, Dorset Police, The Probation Service (Dorset) and NHS Dorset Integrated Care Board.

We are a multi-disciplinary team which includes youth justice officers, restorative justice specialists, parenting workers, education and employment workers, police officers, a probation officer, mental health nurses, a psychologist, speech and language therapists and a volunteers and activities coordinator.

More information about the Youth Justice Service (YJS) partnership and the members of the YJS team is provided later in this document.

The team works with children who have committed criminal offences to help them make positive changes and to keep them safe and to keep other people safe. We also work with parents and carers to help them support their children to make changes.

We contact all victims of crimes committed by the children we work with. We offer those victims the chance to take part in restorative justice processes so we can help to repair the harm they have experienced. We also seek other ways to provide support to victims, particularly victims who are children.

The organisations in the YJS partnership also work together to prevent children entering the youth justice system, to improve the quality of our local youth justice system and to ensure that young people who work with the YJS can access the specialist support they need for their care, health and education.

The combination of direct work with children, parents and victims, and work to improve our local youth justice and children's services systems, enables us to meet our strategic objectives to:

- Reduce the number of children in the youth justice system.
- Reduce reoffending by children in the youth justice system.
- Improve the safety and well-being of children in the youth justice system.
- Reduce and repair the harm caused to victims and the community.
- Improve outcomes for children in the youth justice system.

2.4 Local Context

Dorset Combined Youth Justice Service (DCYJS) is a partnership working across two local authorities: Dorset Council and Bournemouth, Christchurch and Poole Council.

Dorset Council covers a large geographical, predominantly rural area with market towns and a larger urban area in Weymouth and Portland. Dorset Council has a population of about 389,947 (ONS 2024 mid-year estimates).

Bournemouth, Christchurch and Poole together form a conurbation with a population of 408,967 (ONS 2024 mid-year estimates).

Other members of the DCYJS Partnership, such as Dorset Police, the Office of the Police and Crime Commissioner, NHS Dorset, Dorset HealthCare Trust and the Probation Service (Dorset) also work across both local authorities.

The following table provides comparative demographic information about young people in both local authorities at the start of 2026. Fuller versions of this data, including data source information, can be found in Appendix 3:

Population Age 10-17	**Bournemouth, Christchurch and Poole**	**Dorset**
Number of Children[1]	35,978	34,575
Male[1]	51.3%	51.0%
Female[1]	48.7%	49.0%
Pupils eligible for Free School Meals[2]	21.6%	22.3%
Pupils with SEN Support[2]	15.9%	14.7%
Pupils with an EHC Plan[2]	5.7%	7.1%
Pupils from Non-white Minority Ethnic groups[3]	17.8%	6.3%
Children living in Poverty after housing costs	27%	25.70%

Safeguarding Age 10-17		
Number of Children in Need[5]	385	582
Male[5]	53.2%	53%
Female[5]	46.8%	47%
Number of Children with a Child Protection Plan[7]	179	132
Number of Children in Care[6]	388	341
Male[6]	54.9%	60%
Female[6]	44.8%	40%
Indeterminate[6]	0.3%	
Number of children and young people at risk of exploitation		
High Risk/Significant	43[8]	19[7]
Medium Risk/Moderate	54[8]	46[7]
Low Risk/Emerging or Reducing	118[8]	43[7]

Although the two local authorities differ in geographical size and demography, they have similar population sizes for 10-17 year-olds. Dorset Council has slightly higher rates of children eligible for free school meals and slightly lower rates of children living in poverty after housing costs.

The proportion of 10-17 year-olds identifying as being from non-white ethnicities is higher in BCP Council (17.8%) than in Dorset Council (6.3%).

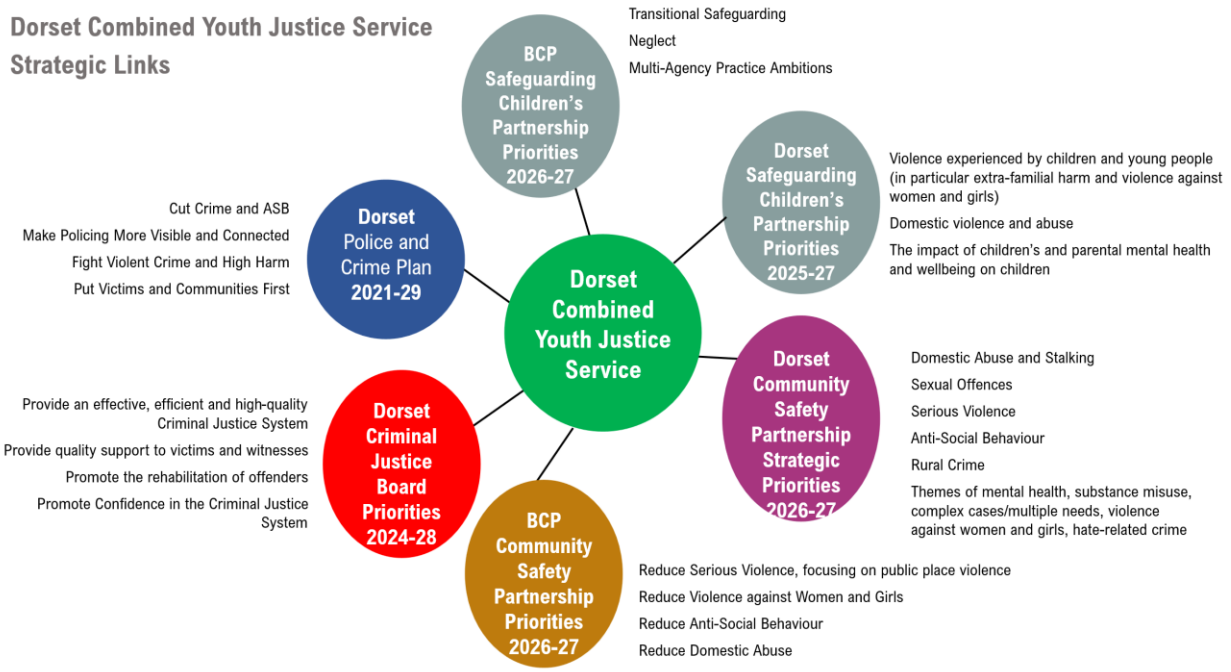
3 Governance, leadership, and partnership arrangements

The work of the Dorset Combined Youth Justice Service is managed strategically by a Partnership Board. The Partnership Board consists of senior representatives of the statutory partner organisations, together with other relevant local partners.

Membership:

- Dorset Council (chair)
- Bournemouth, Christchurch and Poole Council (vice-chair)
- Dorset Police
- The Probation Service (Dorset)
- NHS Dorset Integrated Care Board
- Public Health Dorset
- Dorset Healthcare University Foundation Trust
- Dorset Magistrates' Youth Panel
- Youth Justice Board for England and Wales
- Office of the Police and Crime Commissioner.

The Partnership Board oversees the development of the Youth Justice Plan. Board members and the DCYJS Head of Service sit on other strategic partnerships, helping to ensure that the Youth Justice Plan and other local strategic plans and priorities are integrated and that other plans consider the needs of children and victims in the local youth justice system. The links between DCYJS and local strategic groups, and their overlapping strategic priorities, are illustrated below:



Representation by senior leaders from the key partners enables the DCYJS Head of Service to resolve any difficulties in multi-agency working at a senior level and supports effective links at managerial and practitioner levels.

The DCYJS participates in local multi-agency agreements for information sharing, for safeguarding and for the escalation of concerns. The DCYJS Partnership Data Sharing Agreement underpins local multi-agency work to prevent offending and to reduce reoffending.

The DCYJS Partnership Board oversees activities by partner agencies which contribute to the key youth justice outcomes, particularly in respect of the prevention of offending.

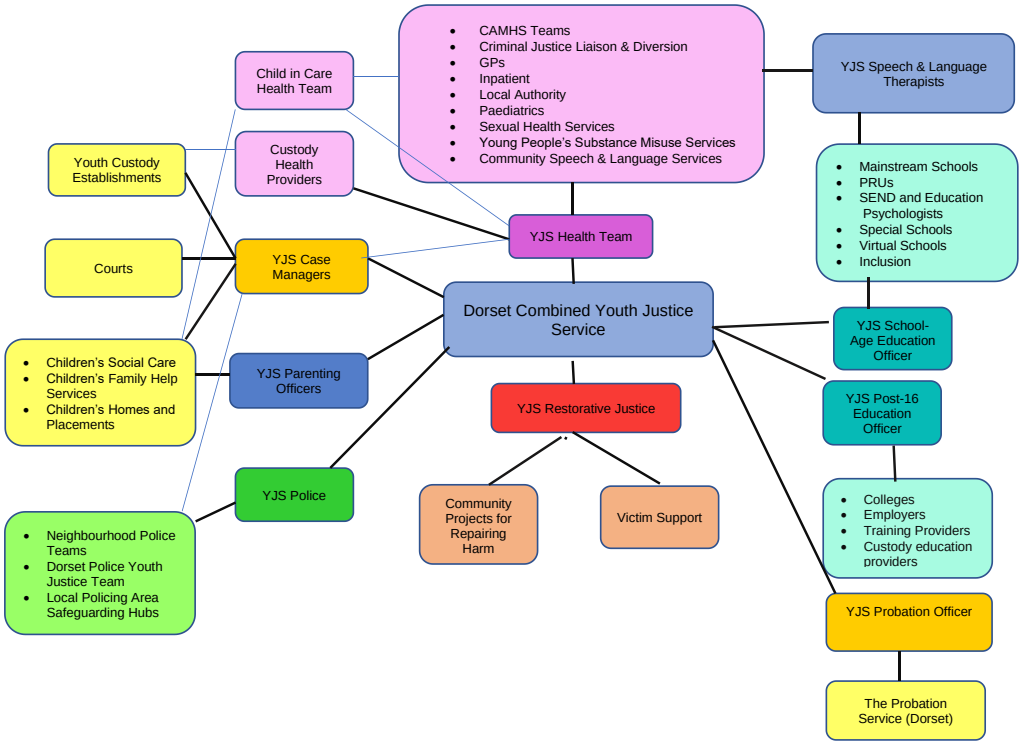
The Partnership Board also provides oversight and governance for local multi-agency protocols in respect of the criminalisation of children in care and the detention of children in police custody. The DCYJS Manager chairs multi-agency operational groups for each protocol and reports on progress to the DCYJS Partnership Board.

DCYJS is hosted by Bournemouth, Christchurch and Poole Council. The Head of Service is a Tier 3 Manager, reporting to the Director of Children's Social Care. The Head of Service also reports to the Corporate Director for Care and Protection in Dorset Council.

Appendix 1 includes the structure chart for DCYJS and structure charts showing where the YJS sits in each local authority.

DCYJS meets the statutory staffing requirements for youth justice services, set out in the Crime and Disorder Act 1998. Specialist staff members are seconded into the service by Dorset Police, the Probation Service and Dorset HealthCare University Foundation Trust. These workers have line managers in both the YJS and their employing organisation. They have direct access to their own organisation's case management systems, to enable the prompt and proportionate sharing of information. More details about the staffing and financial contributions from YJS partners are provided in Appendix 2.

The YJS multi-disciplinary team also includes education specialists, parenting workers and restorative justice practitioners. The team works closely with other local services, as illustrated below:



4 Update on the previous year

4.1 Progress on priorities in last year's plan

The following section gives a brief summary of progress made against our strategic priorities for 2025-26:

Continue to divert children from the formal justice system:

- The rate of first-time entrants in 2025 was 7.6% lower than in 2024, and 58% lower than the rate in 2018, showing the progress that has been made in the past year and over a longer period.
- The Ministry of Justice Turnaround programme grant was used to fund an additional YJS worker, a Restorative Justice Practitioner and a Speech and Language Therapist to strengthen the offer to children on the cusp of the justice system.
- The Turnaround programme has enabled local implementation and consolidation of the police crime disposal option 'Outcome 22' for children with low level offences, as an alternative to a formal justice outcome.
- The YJS Speech and Language team's 'Re-Engage' programme provided speech and language assessments and support for children at risk of school exclusion. Funding was extended for a third year, to July 2027.
- Plans to establish local diversion options for children with motoring offences have not yet been finalised. 12% of First-Time Entrants in 2025/26 had motoring offences only.

Reducing over-representation of minority groups in the youth justice system:

- YJS performance data reporting is broken down by disadvantaged groups to check for any over-representation.
- Children in Care continue to be over-represented in our local youth justice system, in both local authorities. The proportion of Children in Care on the YJS caseload in March 2026 was 18.5% (compared to 22% in September 2025). Good practice in multi-agency work with Children in Care in the justice system has been identified and is being shared to ensure that it is applied consistently.

- Children from minority ethnicities are under-represented in the youth justice system in the Dorset Council area.
- In the second half of the past year, the percentage of children from minority ethnicities in the youth justice system in the BCP Council area has exceeded the percentage in the population (based on 2026 school census data). This data is being analysed and monitored to understand if this is a temporary issue and to look for possible reasons.
- Children from minority ethnicities are no longer over-represented among local children receiving custodial sentences.
- Amongst children remanded in custody, 1 out of 5 had mixed ethnicity and another had White European ethnicity.
- The DCYJS Head of Service represents DCYJS and other local YJS Managers in the Local Criminal Justice Boards' 'Wessex Disproportionality Group'.
- Dorset Police report annually to the YJS Partnership Board on the local use of stop and search and of strip search for children.
- Analysis of YJS Speech and Language assessments, explained later in this document, has improved understanding and responses to children's specific communication needs.
- Although girls are not over-represented in the justice system, they have specific needs which require tailored support. The YJS successfully ran its first 'Girls Group' in 2025, with more groups planned for 2026.

Improve education outcomes for children in the youth justice system:

- During the past year we have expanded the Discover You project at Upton Country Park. The project supports children and young people who are not in employment, education or training. Young people have worked on Maths and English qualifications, prepared for their CSCS card assessments, gained AQA awards, developed an allotment area, and worked on conservation.
- The use of AQA awards to certificate learning by young people during YJS activities has continued to develop, with the award moderation process now established.
- YJS Education Officers, and their line manager, now meet regularly with the allocated worker for all YJS children to review the child's education, training or employment and to take actions as required.
- The weekly ETE Allocations meeting enables a swift response to emerging issues, such as the risk of exclusion.

Earlier identification of speech, language and communication needs for children at risk of school exclusion:

- The 'Re-Engage' project offers speech and language assessments, alongside an offer of coaching and training for school staff, for children at risk of school exclusion, before they are known to the YJS.
- 152 children have been referred to the project, from 26 schools across both local authorities, by the end of March 2026.
- 90 assessments had been completed by March 2026. 78% of the children assessed were identified as having communication needs. These needs had not previously been identified.
- 29% were identified as having significant communication needs, such as Developmental Language Disorder.
- Support and training had been provided to 24 schools.
- 48 children had received additional coaching, delivered jointly with a member of the school's teaching staff.

Increasing public awareness and confidence in work undertaken by children to repair the harm from their offence

- The YJS Community Resources team have increased the number of local community projects and settings where children undertake activities to repair the harm from their offence
- We now work with 12 community organisations across the BCP Council and Dorset Council areas
- Over £2,000 was raised from the sales of items made by children as part of their repairing the harm work in 2025. Donations will be made to charities and organisations to benefit our communities, directed when possible by the victims of the children's offences.
- Community projects and children have given positive feedback about their experience with our repairing the harm activities.

4.2 Performance

DCYJS was inspected in late 2022 under the HMI Probation 'Full Joint Inspection' framework. The inspection report was published in January 2023, rating the service as 'Good'. The inspection report can be found at this link: A joint inspection of youth offending services in Dorset (justiceinspectorates.gov.uk).

DCYJS was also inspected in February 2025 as part of a national thematic inspection of work with children on 'Out of Court Disposals'. The inspection report, published in October 2025, highlighted good practice in Dorset in respect of partnership work between Dorset Police and DCYJS, local evaluation of Out of Court Disposal, work to engage victims, and support for children's speech, language and communication needs.

The three primary key performance indicators for youth justice partnerships are:

- The rate of first time entrants to the criminal justice system.
- The rate and frequency of reoffending by children in the criminal justice system.
- The use of custodial sentences.

The YJB publish quarterly performance data for youth justice services, compiled nationally, in relation to these three indicators. The information reported below is drawn from the data published in March 2026 for the period ending December 2025.

First Time Entrants

A 'First-Time Entrant' is a child receiving a formal criminal justice outcome for the first time. A Youth Caution, a Youth Conditional Caution or a court outcome all count as a formal criminal justice outcome.

Dorset Police and DCYJS look for opportunities to divert children from the justice system, by using informal justice outcomes, which do not make the child a First-Time Entrant. It is recognised that receiving a formal justice outcome is in itself detrimental for children.

Dorset Police, DCYJS and other children's services work closely together to decide the appropriate outcome for a child who has committed a criminal offence. Whenever possible we seek to use an informal option which does not criminalise the child.

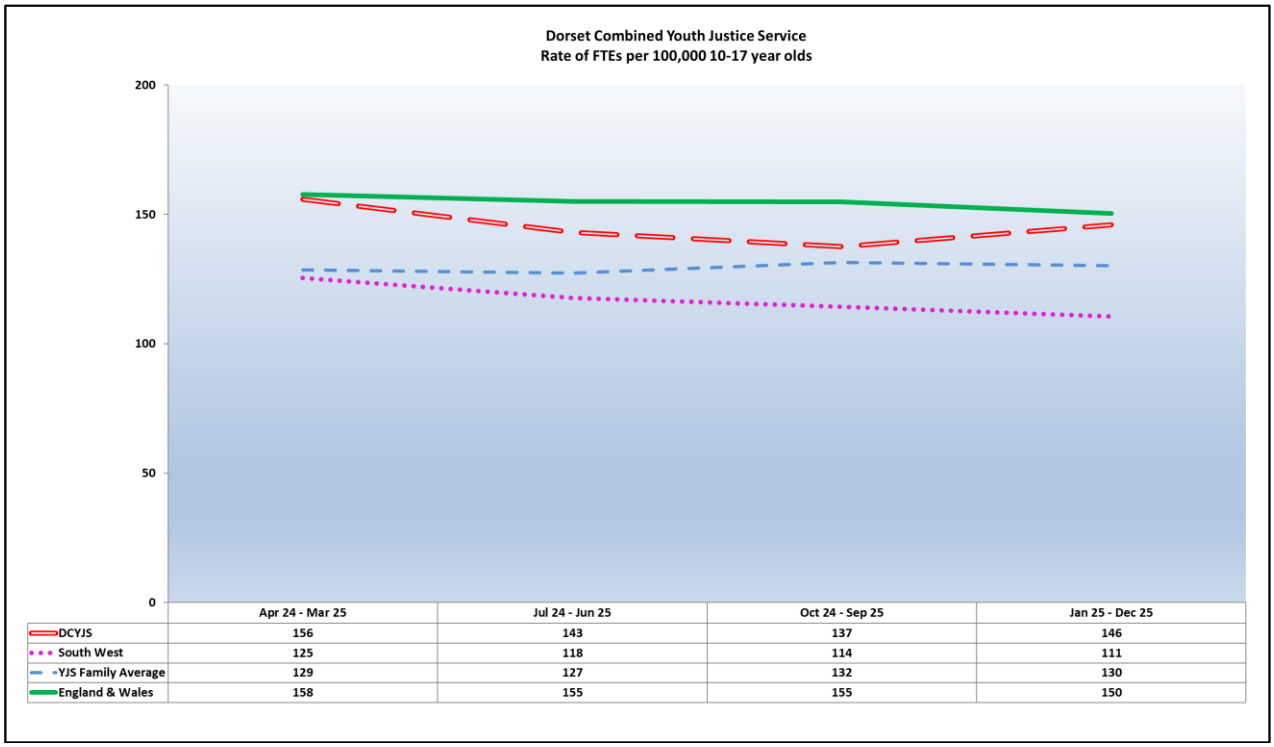
HMI Probation published an Effective Practice Guide in October 2025, as part of their thematic inspection of work with children on Out of Court Disposals. The Effective Practice Guide identified our local joint-decision making arrangements as an example of good practice. The Guide stated that the Dorset decision-making model "*provided a consistent, auditable, and child-centred approach to OoCDs, balancing the needs of the child, the victim, and public safety*".

National Performance Data

National performance data for First-Time Entrants is drawn from the YJB's uploads of information from YJS case management systems.

In the past, DCYJS had a noticeably higher rate of First-Time Entrants than the national and regional averages. In recent years there has been a consistent and sustained reduction in local First Time Entrants, with DCYJS now having a lower rate than the national average.

The following chart shows the last four quarters of national First-Time Entrants data, with a consistent rate of around 145 First-Time Entrants per 100,000 10-17 year-olds. This compares to a rate of 234 First-Time Entrants per 100,000 10-17 year-olds in the year to December 2022.



	Apr 24 - Mar 25	Jul 24 - Jun 25	Oct 24 - Sep 25	Jan 25 - Dec 25
DCYJS	156	143	137	146
South West	125	118	114	111
YJS Family Average	129	127	132	130
England & Wales	158	155	155	150

Local Performance Data

DCYJS tracks data on its own case management system to monitor the number and characteristics of children entering the justice system. Local data shows a significant reduction in the number of children entering the justice system compared to the year before the pandemic:

Year	BCP First Time Entrants	Dorset First Time Entrants	Total DCYJS First Time Entrants	% Difference from previous year
2019-20	104	78	**182**	
2020-21	78	48	**126**	-30.8%
2021-22	77	47	**124**	-1.6%
2022-23	79	39	**118**	-4.8%
2023-24	52	56	**108**	-8.5%
2024-25	58	49	**107**	-0.9%
2025-26	56	48	**104**	-2.8%

The overall trend of reducing numbers of First-Time Entrants continued in 2025/26, though there may be limited scope for further reductions.

There was a notable reduction in First-Time Entrants in BCP in 2023-24, which has been sustained since then.

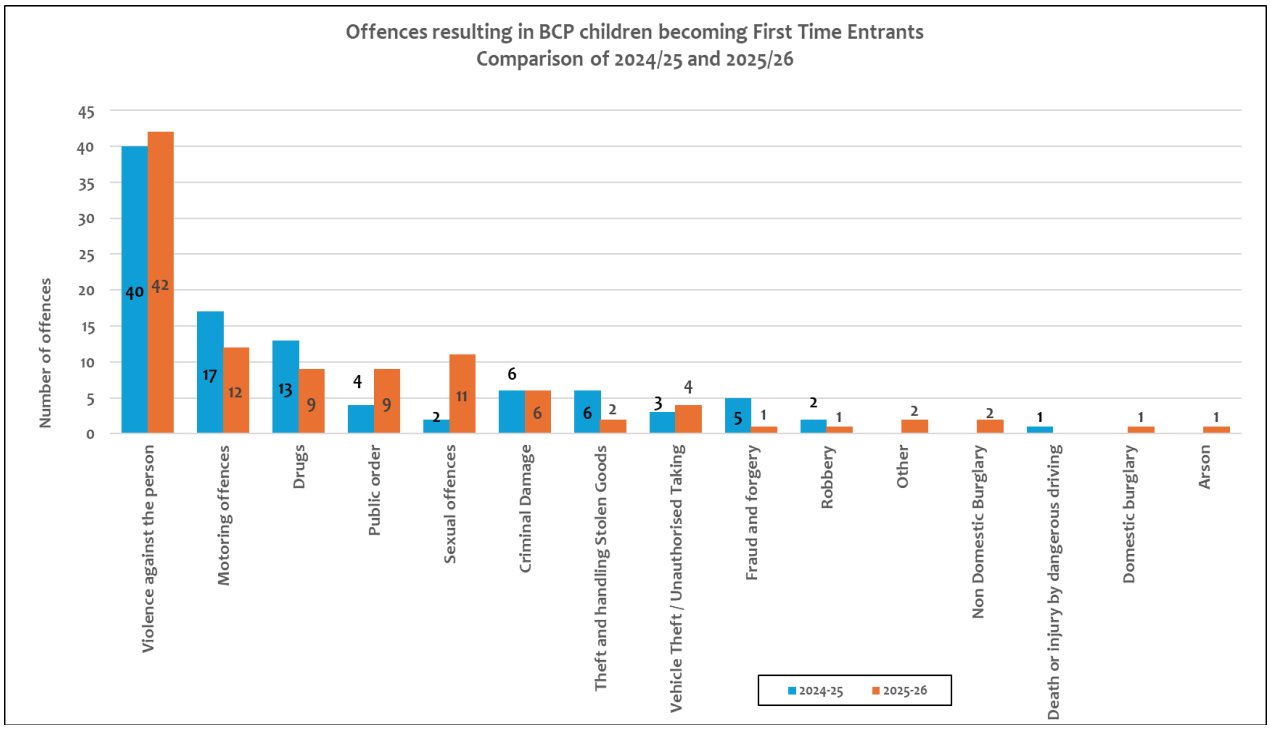
The increase in Dorset First-Time Entrants in 2023-24 reflected delays in the previous year in dealing with some older offences. Numbers of First-Time Entrants have been stable in Dorset since a significant reduction in 2020/21.

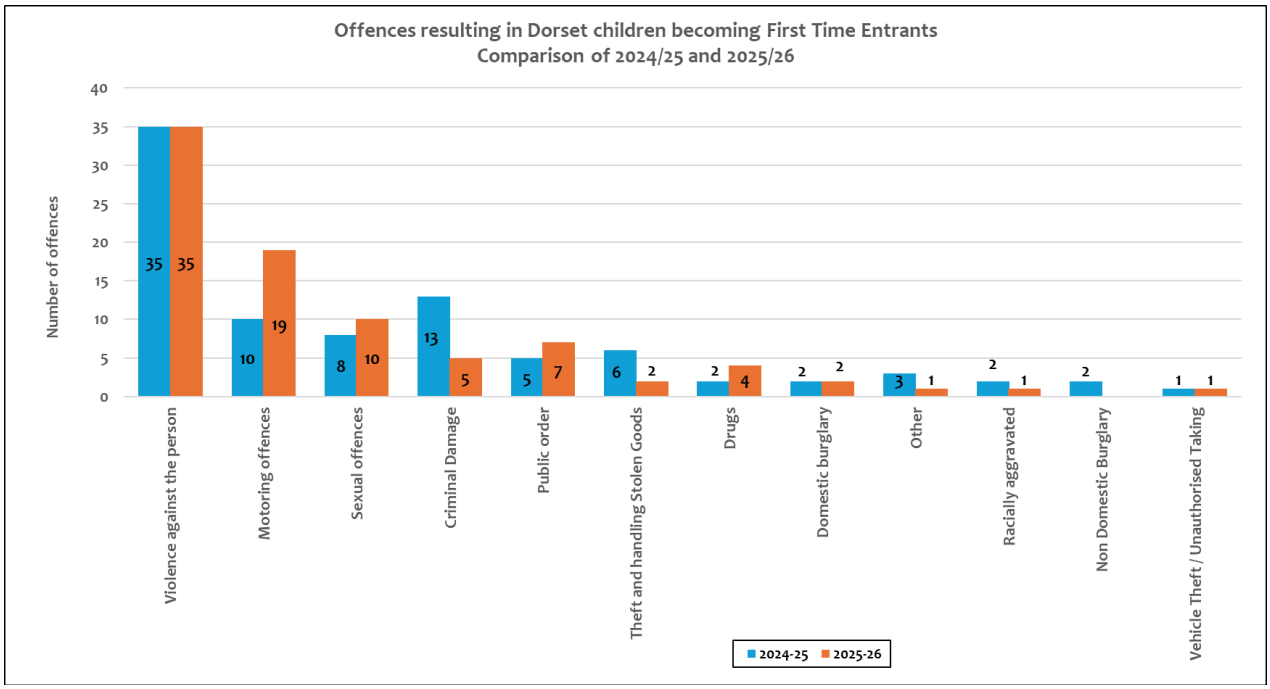
Offences Leading to Children Entering the Justice System

Decisions about whether to offer a diversion option, instead of a caution or court appearance, depend to some extent on the type of offence committed by the child.

If a child is found in possession of a weapon they will receive a formal outcome in almost every instance, unless significantly exceptional circumstances apply. The new Knife Crime Guidance which applies from April 2026 requires almost all children with a knife possession offence to receive either a Youth Conditional Caution or a court outcome. In practice this does not represent a significant change of policy in Dorset, whereas some other areas have been using diversion options for knife offences. Those areas are likely to see an increase in their First-Time Entrants rate from April 2026.

The following charts shows the offences which led to children in each local authority becoming First-Time Entrants during the past year. The number of offences exceeds the number of children because some children committed multiple offences.





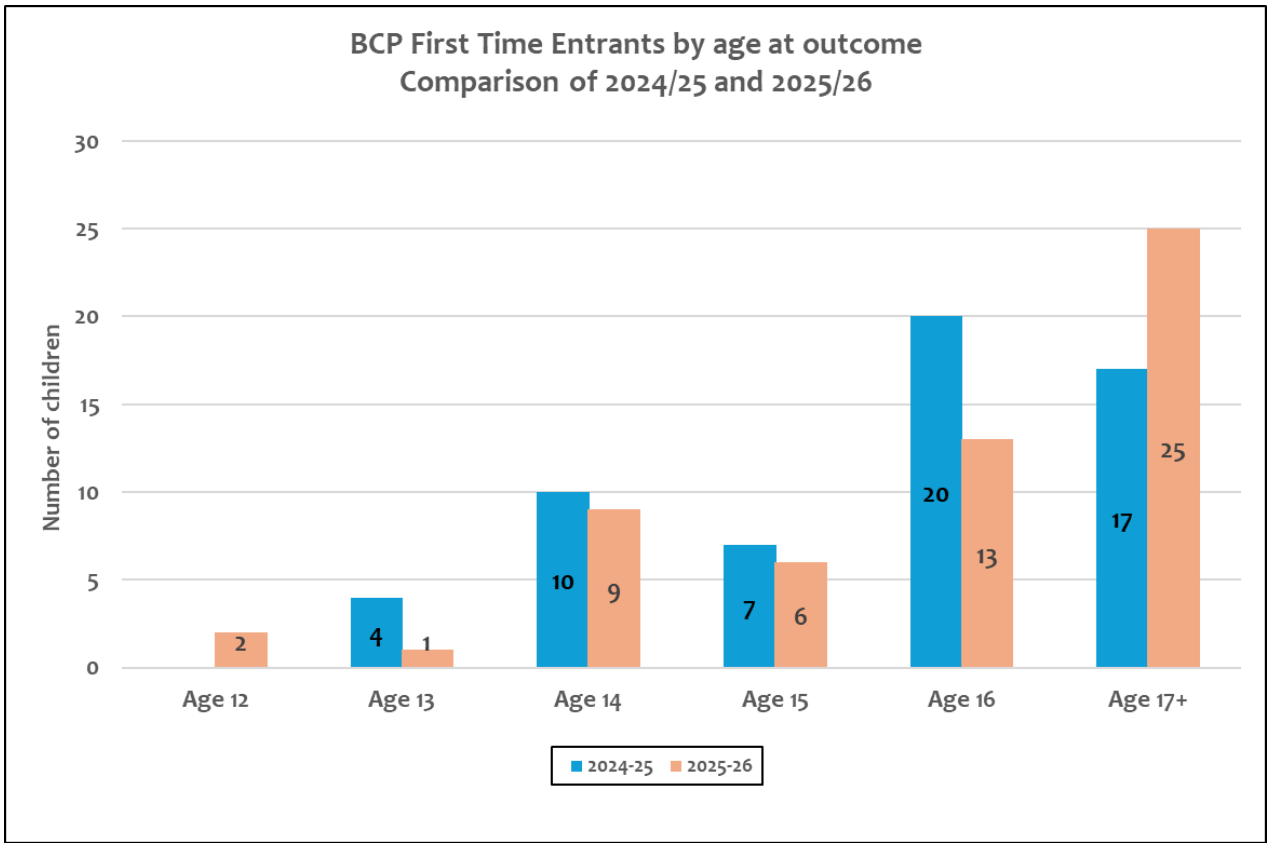
Offences involving possession or use of a weapon, or assaults on emergency workers, are included in the 'Violence against the Person' category and in almost all cases result in a caution or court disposal. Diversion options for these offence types are only considered in exceptional circumstances. The numbers of Violence against the Person offences leading to children becoming First-Time Entrants has remained stable in both local authorities over the past two years, after a notable reduction compared to 2023/24.

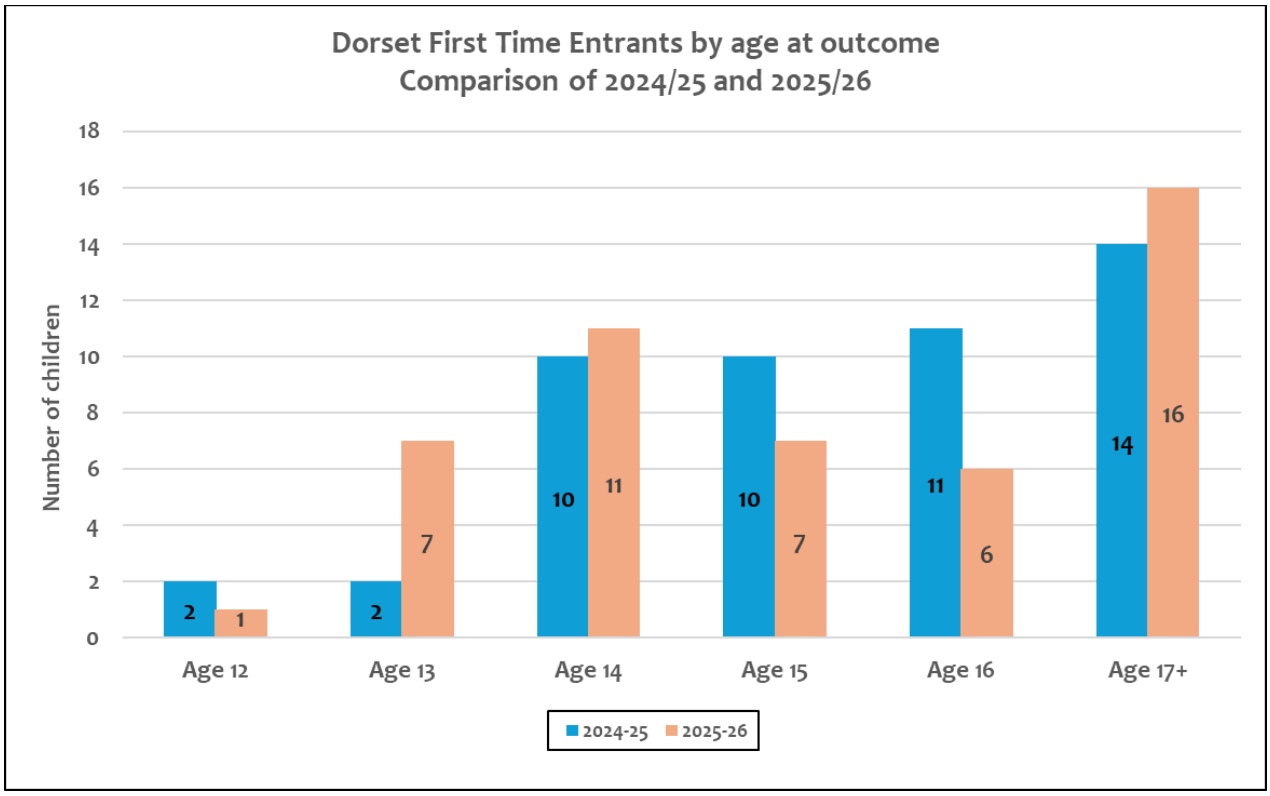
There was an increase in sexual offences in 2025/26. 6 children committed a total of 21 offences across both local authorities. 3 of the children committed contact sexual offences, the other 3 committed offences involving indecent images.

Some children are counted as entering the justice system for motoring offences which result in a court appearance for points to be added to the young person's driver's licence. DCYJS and Dorset Police are working locally and regionally, with support from the Youth Justice Board, to agree diversion options for young people with motoring offences.

Age of Children Entering the Justice System

The following charts show the ages of First-Time Entrants in each local authority in the past two years. There has been a shift in recent years in that the age of First-Time Entrants in the BCP Council area has been rising, so that 68% of BCP First-Time Entrants are now aged 16 or 17. Conversely, the age for First-Time Entrants in Dorset has been falling, so that 46% are aged 16 or 17, and 40% are aged 14 or under.

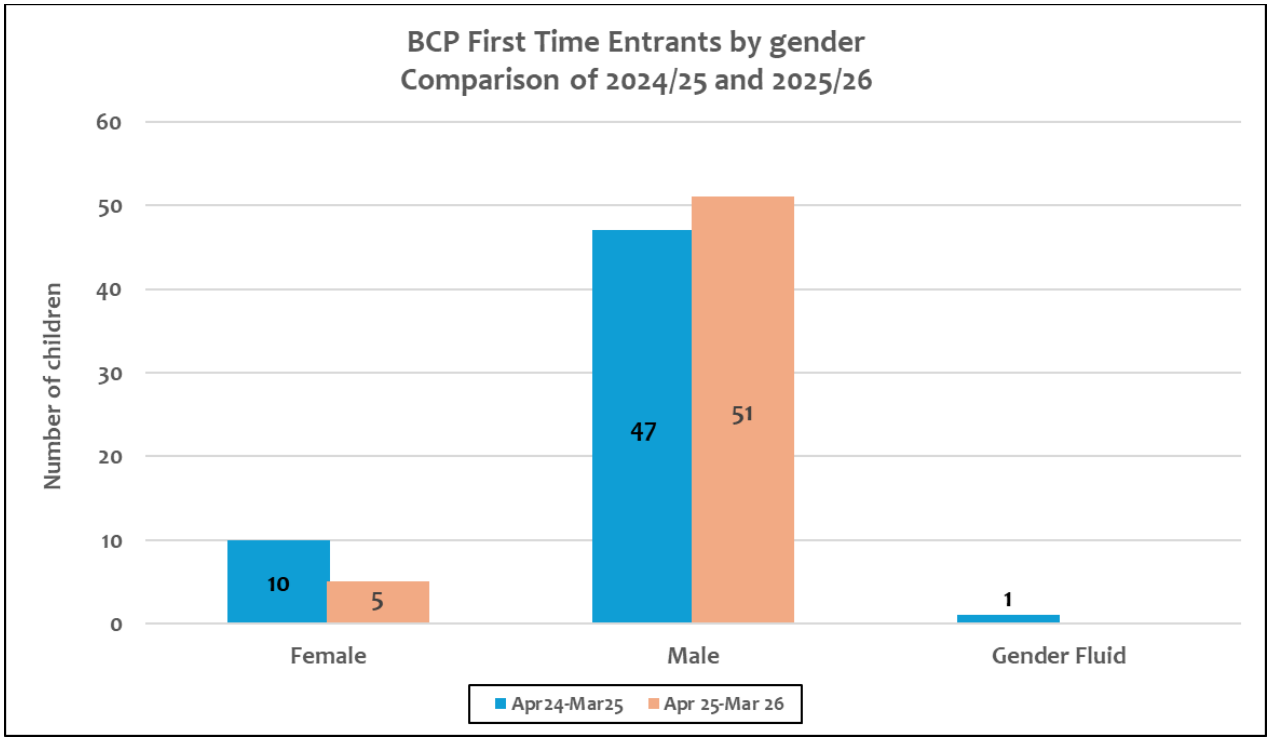


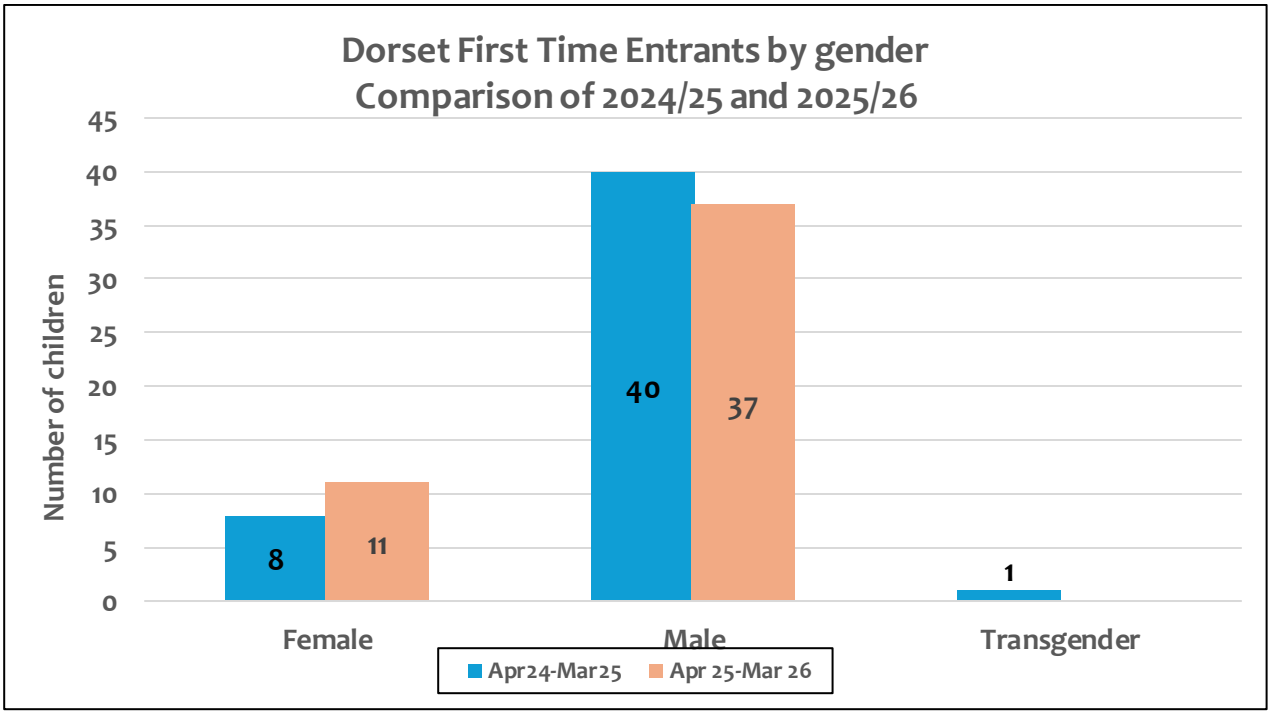


Previous analysis has shown that children who enter the justice system before the age of 14 are likely to have complex needs and may go on to commit further, more serious offences. During 2024-25, a total of 8 children under the age of 14 entered the justice system across our two local authorities. This year, 2025-26, saw a total of 11 children under the age of 14 who entered the justice system, with a notable increase in young First-Time Entrants in the Dorset Council area.

Gender of Children Entering the Justice System

The following charts show the gender of First-Time Entrants in each local authority over the past two years.

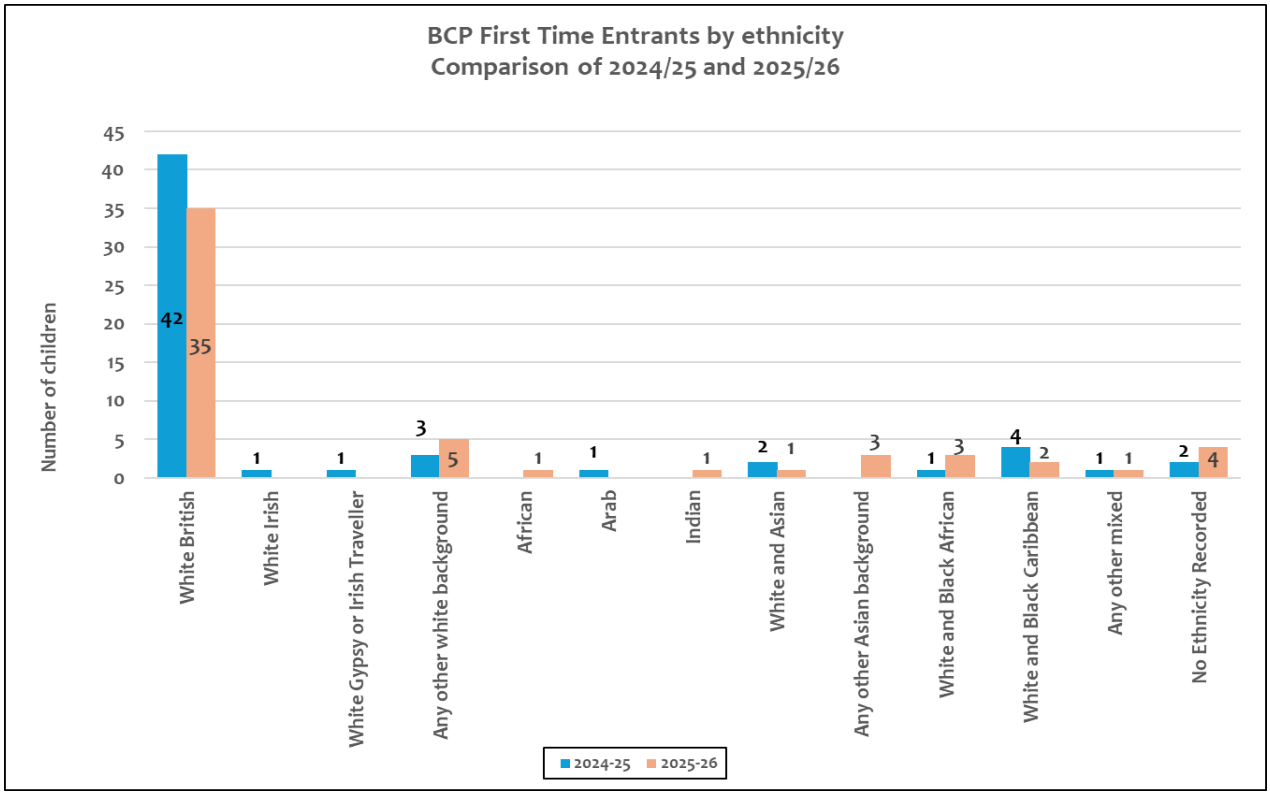




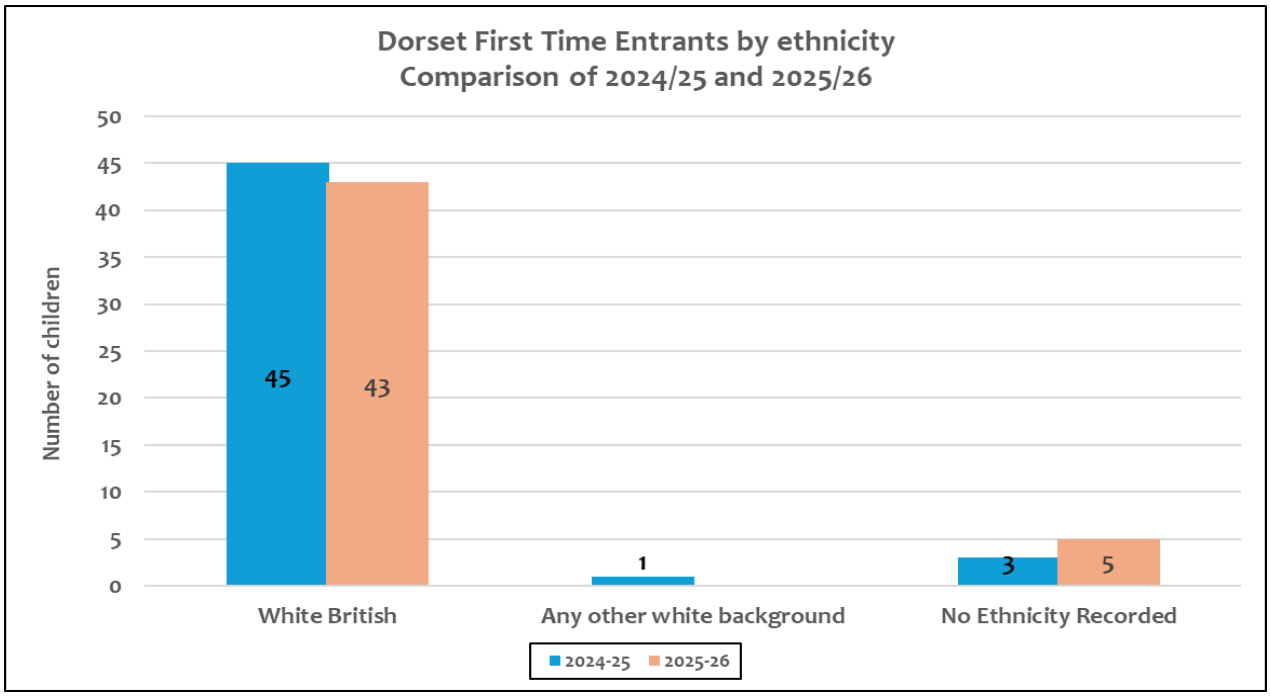
The proportion of girls on the YJS caseload is usually around 18-20%. The low numbers of First-Time Entrants mean that small shifts in numbers can disproportionately affect the percentage figures. The charts show that there has been a drop in the numbers and proportion of girls among BCP Council First-Time Entrants, making up 9% of the total in the past year. There has been an increase in the numbers and proportion of girls among Dorset Council First-Time Entrants, making up 23% of the total in the past year.

Ethnicity of Children Entering the Justice System

The following charts show the recorded ethnicity of children entering the justice system. Ethnicity recording is taken from the child's self-definition. In some instances the YJS has no contact with the child, such as when a child is taken to court for a motoring offence and receives a fine or a discharge. In this situation, ethnicity is based either on information from the Police or is described as No Ethnicity Recorded.



The proportion of First-Time Entrants with Black, Asian or mixed ethnicity has risen in the BCP Council area from 16% in 2024/25 to 21% in 2025/26, an increase from 8 to 11 children. Data from the January 2026 school census shows that 17.8% of BCP children are from 'non-white backgrounds'. There is therefore now a slight over-representation of these children amongst those entering the justice system. Section 6.1 of this document provides more analysis of the ethnicity of children on the YJS caseload.



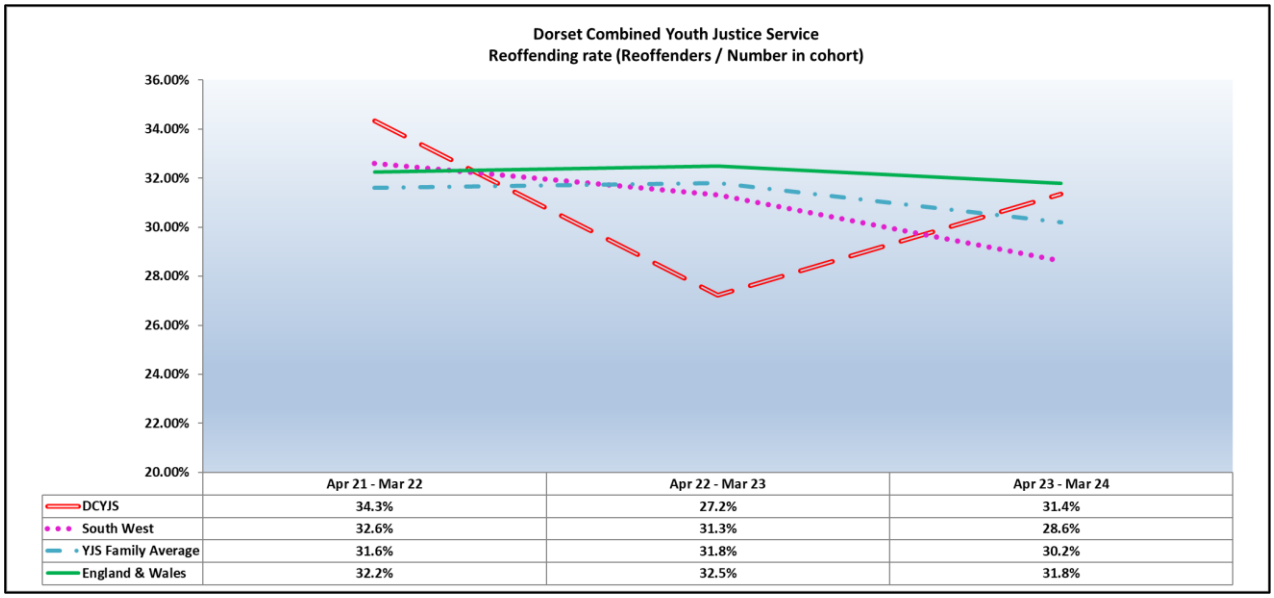
In the Dorset Council area, the January 2026 school census shows that 6.3% of children are from 'non-white backgrounds'. This compares to 100% of Dorset First-Time Entrants either identifying as White British or having No Ethnicity Recorded.

Rate of Proven Reoffending

National re-offending data is published in two formats: the 'binary' rate shows the proportion of children in the cohort who go on to be convicted for subsequent offences in the 12 months after their previous justice outcome; the 'frequency' rate shows the average number of offences per reoffender.

Reoffending data is necessarily delayed in order to allow time to see if the child is reconvicted and for that later outcome to be recorded. The following data therefore relates to children with whom the service worked up to March 2024.

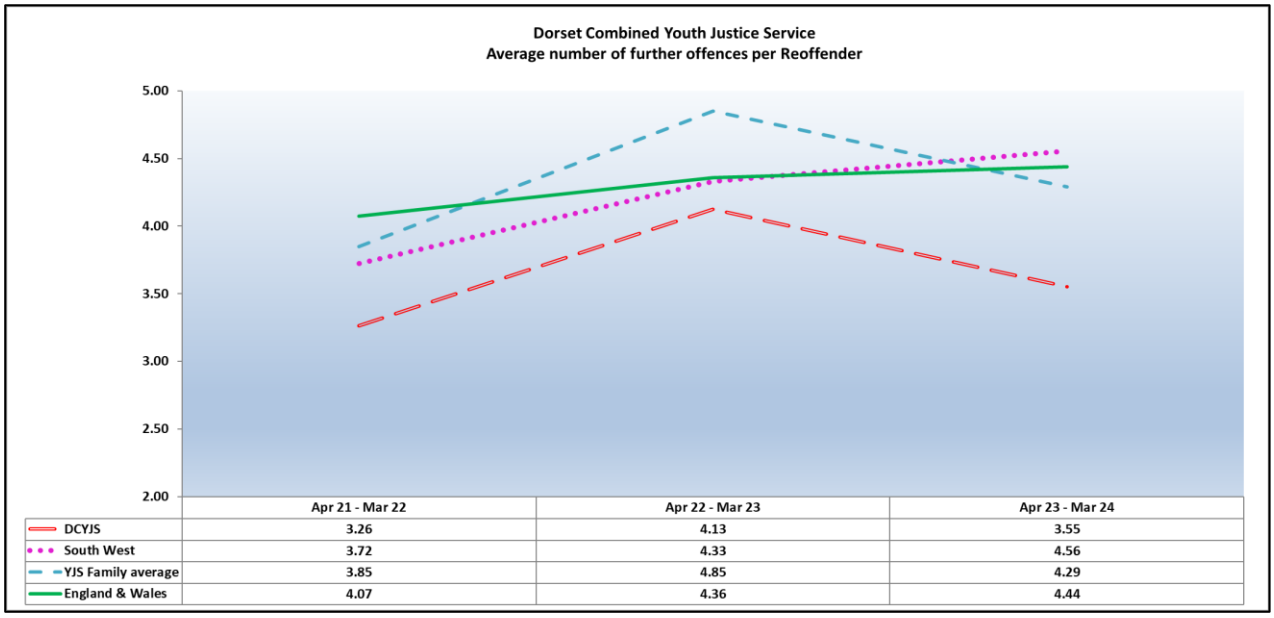
Reoffending rate (Reoffenders/Number in cohort)



	Apr 21 - Mar 22	Apr 22 - Mar 23	Apr 23 - Mar 24
DCYJS	34.3%	27.2%	31.4%
South West	32.6%	31.3%	28.6%
YJS Family Average	31.6%	31.8%	30.2%
England & Wales	32.2%	32.5%	31.8%

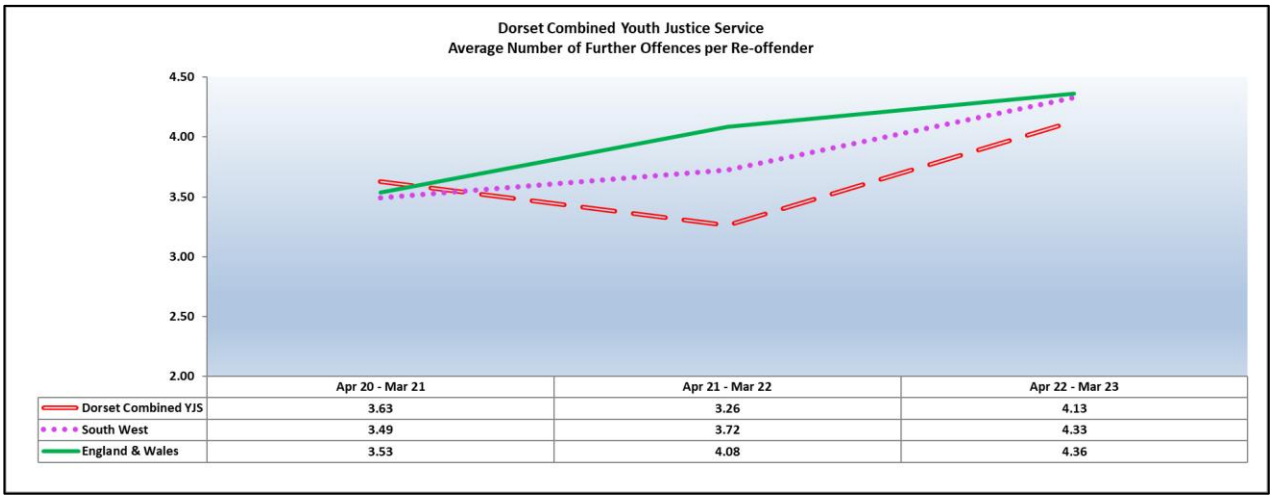
The binary reoffending rate for the most recent year, to March 2024, shows an increase on the previous year, reflecting the fluctuations in this data measure. DCYJS performance sits between the regional, national and 'YJS Family' averages.

Reoffences/Reoffenders



	Apr 21 - Mar 22	Apr 22 - Mar 23	Apr 23 - Mar 24
DCYJS	3.26	4.13	3.55
South West	3.72	4.33	4.56
YJS Family average	3.85	4.85	4.29
England & Wales	4.07	4.36	4.44

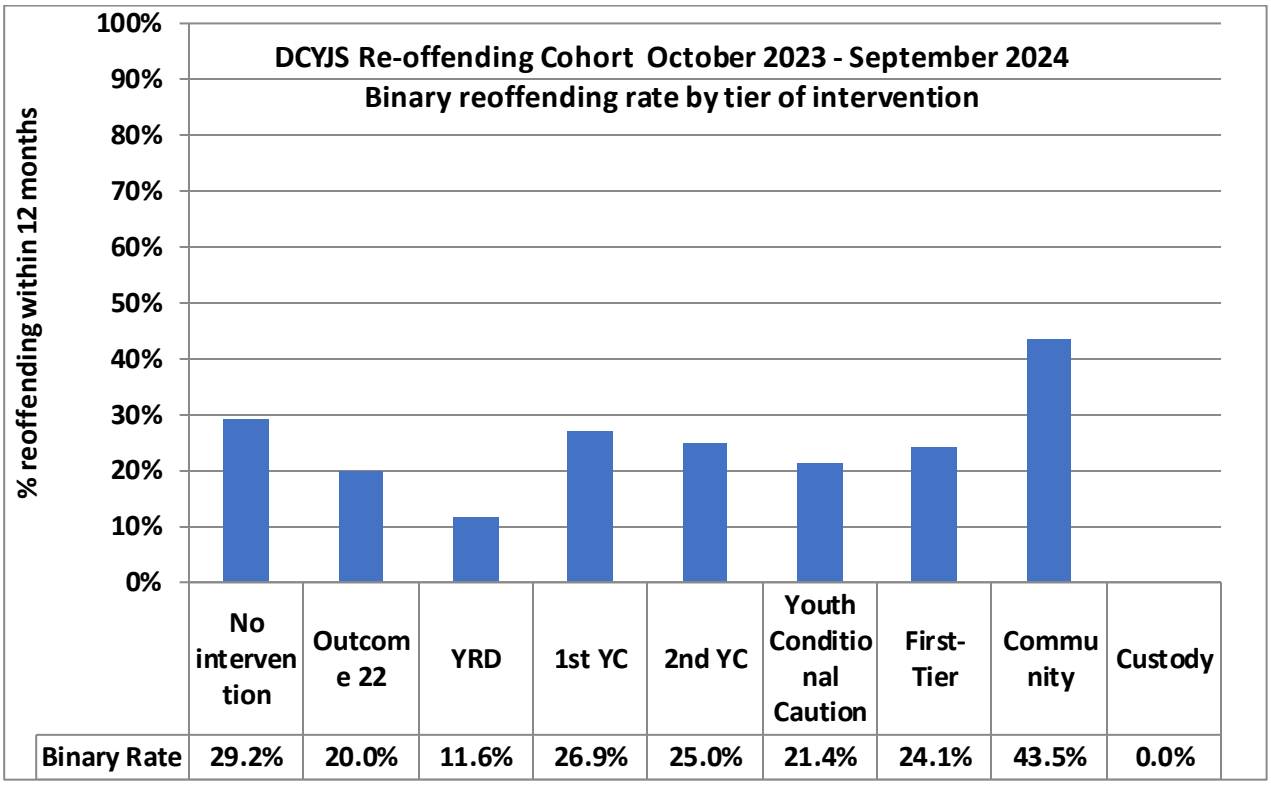
There has been a reduction in the average number of offences per reoffender. DCYJS has remains below the regional, national and YJS Family averages for this measure.



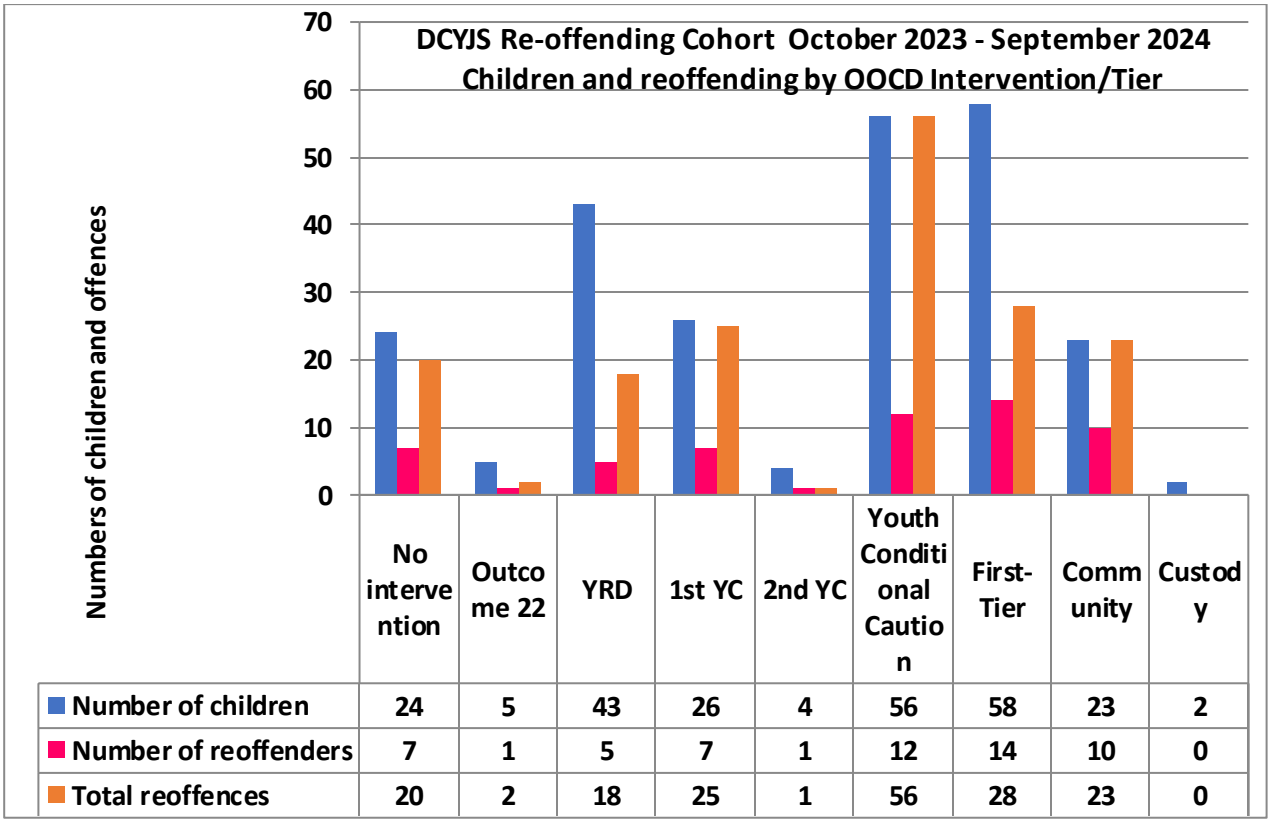
	Apr 20 - Mar 21	Apr 21 - Mar 22	Apr 22 - Mar 23
Dorset Combined YJS	3.63	3.26	4.13
South West	3.49	3.72	4.33
England & Wales	3.53	4.08	4.36

Local data, stored on the DCYJS case management system, can also be scrutinised to show information about reoffending. Our latest analysis, in March 2026, looked at children on the DCYJS caseload between October 2023 and September 2024, giving us a more detailed understanding of reoffending by local children and showing outcomes for children who have had more recent contact with the justice system.

Analysis of reoffending by disposal type, on the following charts, shows that informal, diversion options have the lowest rate of reoffending (nb 'Outcome 22' is a police recording code, showing that no further action was taken but the child received an intervention to prevent future offending; 'YRD' refers to a Youth Restorative Disposal, the local name for a Community Resolution, which is also known as Outcome 8). It should be noted, however, that diversion options may be more likely for children with a lower risk of reoffending.



	No intervention	Outcome 22	YRD	1st YC	2nd YC	Youth Conditional Caution	First-Tier	Community	Custody
Binary Rate	29.2%	20.0%	11.6%	26.9%	25.0%	21.4%	24.1%	43.5%	0.0%



	No intervention	Outcome 22	YRD	1st YC	2nd YC	Youth Conditional Caution	First-Tier	Community	Custody
Number of children	24	5	43	26	4	56	58	23	2
Number of reoffenders	7	1	5	7	1	12	14	10	0
Total reoffences	20	2	18	25	1	56	28	23	0

Local reoffending data in March 2026 also shows that:

- 10-14 year-olds are more likely to reoffend than other age groups. The rate of reoffending drops each year as children get older.
- Boys are more likely to reoffend than girls (26.9% of boys reoffended, compared to 7.5% of girls).

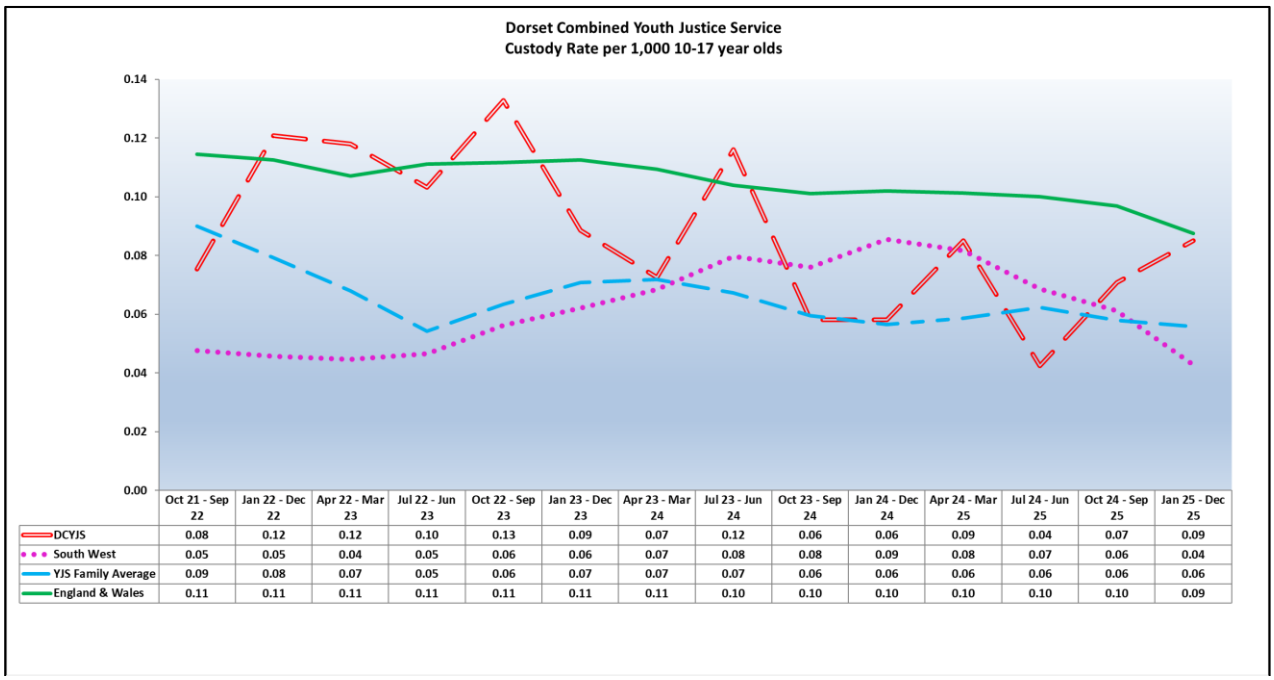
- Although fewer girls reoffend, the average number of further offences per reoffender is higher for girls (5.67 further offences) than for boys (2.89 further offences)
- Black and mixed heritage children show a lower reoffending rate and frequency than white children, but the numbers of black and mixed heritage children are low, meaning each child has a greater impact on the percentage rates.
- Children in the Dorset Council area had a higher reoffending rate and frequency than children in the BCP Council area.
- Children who were currently or previously in care were more likely to reoffend (44%) than children who had never been in care (19%).
- Children who committed criminal damage, non-dwelling burglary, robbery, or theft offences had higher rates of reoffending than children who committed other types of offence.
- Children who committed violence against the person offences had the lowest rates of reoffending amongst offence types that saw further offending
- 39% of reoffenders committed less serious further offences, 28% committed offences of the same seriousness and 33% committed more serious offences.

Analysis of local reoffending data helps the YJS to focus its work and to identify groups who may need additional attention.

Use of Custodial Sentences

DCYJS continues to see low numbers of children sentenced to custody.

The latest national data is copied below. The context of this data is a large reduction over recent years in the number of children in custody in England and Wales. This means that small changes in numbers can have a noticeable effect on the local and national rates.



	Oct 21 - Sep 22	Jan 22 - Dec 22	Apr 22 - Mar 23	Jul 22 - Jun 23	Oct 22 - Sep 23	Jan 23 - Dec 23	Apr 23 - Mar 24	Jul 23 - Jun 24	Oct 23 - Sep 24	Jan 24 - Dec 24	Apr 24 - Mar 25	Jul 24 - Jun 25	Oct 24 - Sep 25	Jan 25 - Dec 25
DCYJS	0.08	0.12	0.12	0.10	0.13	0.09	0.07	0.12	0.06	0.06	0.09	0.04	0.07	0.09
South West	0.05	0.05	0.04	0.05	0.06	0.06	0.07	0.08	0.08	0.09	0.08	0.07	0.06	0.04
YJS Family Average	0.09	0.08	0.07	0.05	0.06	0.07	0.07	0.07	0.06	0.06	0.06	0.06	0.06	0.06
England & Wales	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.10	0.10	0.10	0.10	0.10	0.10	0.09

The above chart shows the latest available national data. Our own YJS data shows that a total of 7 children and young people received custodial sentences during 2025/26 (5 from BCP Council, 2 from Dorset Council).

The trauma-informed approach to youth justice work encourages us to ask “what happened to you?” rather than “what’s wrong with you?”. In this context, it is interesting to look at some of the common experiences of these 7 children and young people, illustrated in the following table.

Characteristics of children sentenced to custody during 2025/26

Gender	Ethnicity	Age at sentence	Remand in custody pre-sentence	Age at 1st justice disposal	Number of past justice disposals	Social care status pre-sentence	CE status	SLCN	SEND status	Perm Exclusion	CAMHS contact pre-sentence	Substance use	Local authority
M	White British	18	Y	15	5	CiC	Sig	Y	EHCP	Y	Y	Y	Dorset
M	White British	17	N	14	8	CiC	Sig	Y	EHCP	Y	Y	Y	Dorset
M	White British	17	Y	14	6	CP	Sig	Y	EHCP	Y	Y	Y	BCP
M	White British	17	N	13	5	CiC	Sig	Y	SEN support	Y	N	Y	BCP
M	White British	15	N	11	10	CP	Sig	Y	EHCP	Y	Y	Y	BCP
M	White British	18	Y	12	5	CiC	Sig	Y	EHCP	Y	Y	Y	BCP
M	White Other	18	Y	14	1	CiC	Mod	Y	EHCP	Y	Y	Y	BCP

CE = Child Exploitation
SLCN = Speech, Language and Communication Needs
SEND = Special Educational Needs and Disabilities
CAMHS = Child and Adolescent Mental Health Service
CiC – Child in Care
CP = Child Protection
EHCP = Education, Health and Care Plan

This table shows clearly that children receiving custodial sentences are boys who have experienced harm in their earlier lives, who have special educational needs and communication needs, leading to permanent exclusion from school, mental health difficulties, substance use, experiencing harm outside the home and recurring youth justice involvement from a young age. The combination of multiple disadvantages, alongside the absence of protective factors, increases the chances of children experiencing negative outcomes such as spending time in custody. This information also helps the YJS and its partners to direct their work and resources for children at earlier stages of YJS involvement, and perhaps before YJS involvement.

Section 6.1 of this document provides further analysis of the over-representation of some groups of childre in the local youth justice system, and actions being taken.

New Youth Justice Key Performance Indicators

The Youth Justice Board introduced a new set of Key Performance Indicators (KPIs) to be collected from April 2023. The following measures are reported:

- Accommodation – the percentage of children in suitable accommodation.
- Education, training and employment (ETE) – the percentage of children attending a suitable ETE arrangement.
- SEND – the percentage of children with SEND who are in suitable ETE with a current, formal learning plan in place.
- Mental healthcare and emotional wellbeing – the percentage of children identified as needing an intervention to improve their mental health or emotional wellbeing and the percentage being offered and attending interventions.
- Substance Use – the percentage of children identified as needing an intervention to address subtance misuse and the percentage being offered and attending interventions.
- Out of Court Disposals – the percentage of out of court disposals that are completed or not completed.
- Management Board attendance – the attendance of senior representatives from partner agencies and if partners contribute data from their services to identify ethnic and racial disproportionality.

- Wider services – the percentage of YJS children who are currently on an Early Help plan, on a Child Protection Plan, classified as a Child in Need or a Child in Care.
- Serious Violence – the rates of children convicted for a serious violence offence on the YJS caseload.
- Victims – the percentage of victims who consent to be contacted by the YJS; of those, the percentage who are engaged with about restorative justice opportunities, asked their views prior to out of court disposal decision-making and planning for statutory court orders, provided with information about the progress of the child's case (when requested) and provided with information on appropriate support services (when requested).

The new KPIs have required significant additional work to adapt recording systems and to adjust recording practices. The consistency, accuracy and usefulness of this data remains a work in progress. The YJB stated in March 2025 that the data collected nationally in 2023/24 and 2024/25 is 'low quality and cannot be used for analysis, reporting, and decision-making'. The data from 2025/26 remains problematic in respect of accuracy, consistency and usefulness. It is hoped that usable data will eventually become available.

4.3 Risks and issues

Like other youth justice services, DCYJS operates in a context of system challenges and resource pressures.

Current issues and future risks being faced by DCYJS include the following:

Issue/risk facing DCYJS	Actions being taken in response
Resource pressures – YJ Grant frozen for 4 years to 2029, local authority contributions frozen, costs rising.	Seek staffing reductions when posts become vacant. Look for savings on non-staffing budgets. Seek additional income sources.
Adverse changes to YJB data recording requirements and removal of YJB 'YDS' data reports. Case management system changes which lead to reduced system agility and increased cost.	Use links with the YJB to promote better decision-making on data recording and reporting. Review system procurement. Implement local mitigations to protect against deficits caused by YJB and supplier decisions.
Flawed YJB instructions regarding the use of national assessment tools, conflicting guidance on risk and safety between the two tools, no ability to pull assessments through from one assessment tool to the other.	Decide local approach to selection of which assessment tool to use. Implement local guidance for consistency and defensibility of risk and safety assessments. Stick with same assessment tool for the child rather than swapping when justice disposal changes.
Children on bail/RUI during lengthy police investigations for complex offences, such as weapon offences and sexual offences.	Use Serious Violence Duty funding to add resources, to enable work with children during the investigation phase for weapon, violent or sexual offences. Use Bridges project to complete speech and language assessments alongside this work.
White Paper on Youth Justice Reforms leads to setbacks on the progress made in youth justice in recent years.	Support and contribute to advice to ministers from the Association of YOT Managers. Make early plans for implementation of reforms, working with local partners in criminal justice and children's services.

5 Plans for the year ahead

5.1 'Child First' practice

DCYJS applies 'Child First' practice principles to underpin its work. The Child First approach is embedded in the YJB national guidance documents 'Standards for Children in the Youth Justice System' and 'Case Management Guidance'. These documents direct the work of youth justice services.

The Child First approach is built on evidence demonstrating its effectiveness to prevent offending by children who are at risk of entering the justice system and to reduce offending by the small number of children who do enter the youth justice system. The research evidence is summarised in this document: https://www.lboro.ac.uk/subjects/social-policy-studies/research/child-first-justice/.

DCYJS supports these principles and promotes them in its own work and in its interactions with local partners in children's services and the youth justice system.

The Child First approach has four tenets, listed below.

The ABCD of Child First practice	Examples of how DCYJS implements this in our work
As children: recognise how children are developmentally different from adults and require different support.	*DCYJS interactions with children are adapted to each child, based on the child's developmental stage and communication needs, using trauma formulations and Speech and Language assessments.*
Building pro-social identity: promote children's individual strengths and capacities to develop a pro-social identity, focusing on positive child outcomes rather than just trying to manage offending.	*During the past year, the DCYJS Activities Coordinator has helped the service to expand the range of positive activities available for children in the YJS and to build links with community organisations.* *DCYJS provides the 'Discover You' project at Upton Country Park, aimed at building children's skills, confidence and employability.* *The DCYJS 'Repairing the Harm' team has increased the number of community projects, such as the Big Yellow Bus Garden Project in Shillingstone, for children to feel valued for making a positive contribution to their community. One child said "It was fun to build something I thought I wouldn't be able to build".*
Collaborating with children: involve children meaningfully to encourage their investment, engagement and social inclusion.	*During the past year, the team has been working on how to involve the child meaningfully in shaping the plan for our work with them. A new Girls Group was started in 2025, designed with the girls who attended the group. Children identified that the YJS rooms at the East Howe Community Centre needed an overhaul. YJS workers and children jointly designed and decorated the rooms to create a child-friendly space.*
Diverting from stigma: promote supportive diversion from the criminal justice system where possible, or minimising stigma within	*The 'Turnaround' programme has helped us to embed the use of Outcome 22 to divert children from formal justice outcomes.*

it, as we know that stigma causes further offending	*YJS Speech and Language assessments are written on Dorset HealthCare documentation, without reference to the YJS, to avoid stigmatising the child.* *YJS AQA awards for children are registered under 'Dorset Understand Achieve Succeed'.*

The YJS is holding whole service workshops in April 2026 to review our progress in implementing Child First practice and to agree our next steps.

Appraisals objectives for YJS practitioners and managers for 2026/27 will be structured around the four tenets of Child First practice, to help to further embed these principles in our day-to-day work.

One of this Plan's strategic priorities for 2026/27 is to enhance Child First practice in our YJS partnership.

Voice of the child

DCYJS works collaboratively with children to hear their voice during their contact with our service. Case records are addressed to the child and quote their words, to ensure the child's voice is prominent.

The team's Speech and Language Therapists offer assessments of each child's communication needs, to help YJS workers to the child's voice and to adapt their work. The Speech and Language Therapists also advise colleagues in the YJS about how to work with each child.

'Talking Mats' are one of the resources which the Speech and Language team provides for YJS colleagues. Below is an example of a Talking Mat for good sleep habits:



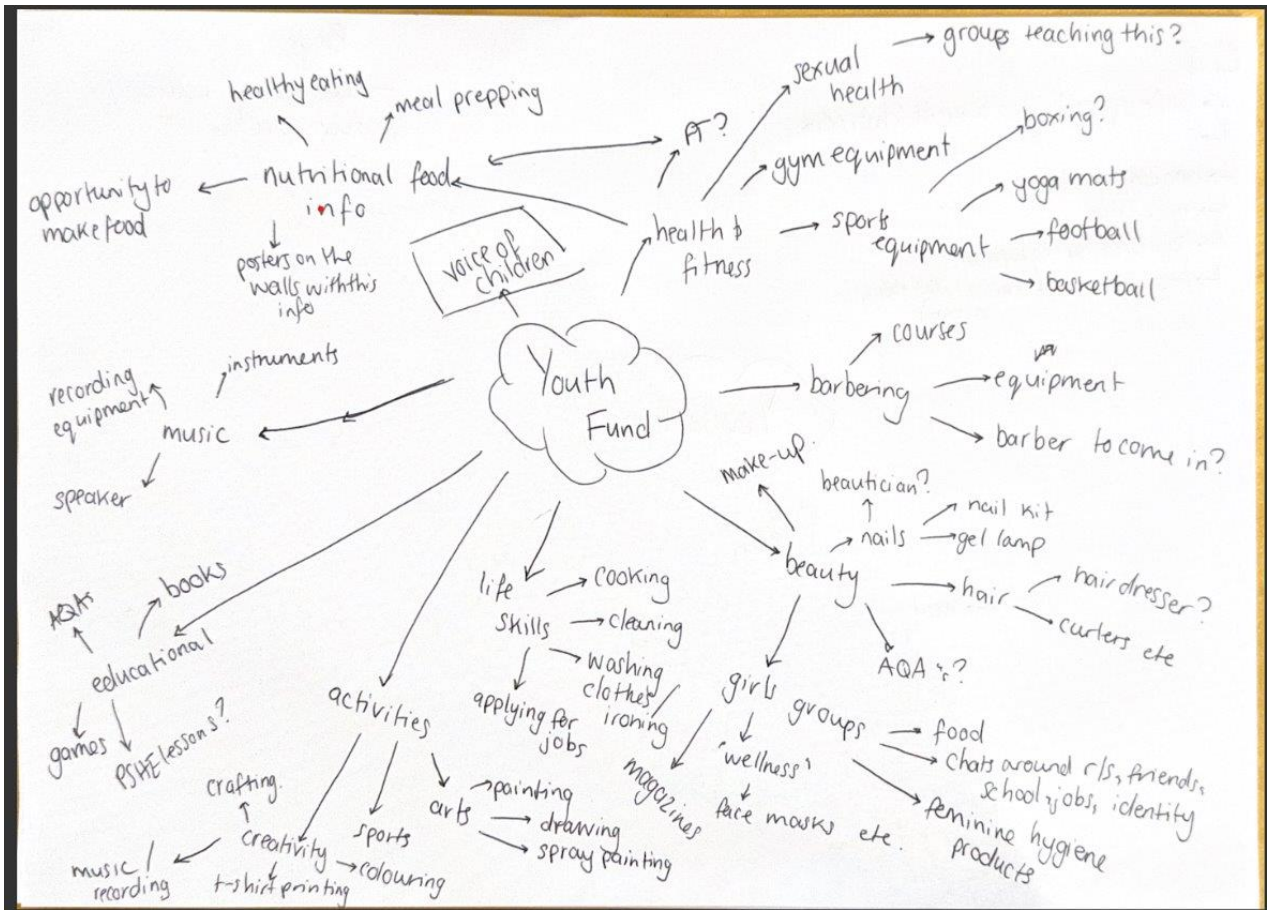
The following extracts from case records show how the use of Talking Mats can help to elicit information and reflections from children:

We discussed your sleep – you reported that you always have problems sleeping and often wake up before your alarm. You completed a good sleeping habits talking mat – sorting the options between 'I do this' , 'I don't do this', 'sometimes/not sure' and 'I can try'. A photo of this completed talking mat is saved in your file. You were quite willing to put a few things in the I can try section – such as physical activity and avoiding blue light in the evening. It seemed that you would be happy to give these things a try to help your sleep. We gave you a sleep hygiene tips handout which you took home with you.

I'd brought out a Talking Mat about communication, and I showed you the different cards and asked if you would give it a go. You didn't want to hold the cards yourself and said for me to read them out which I did. Many of the cards you said you found easy i.e. Talking to family, Remembering things and Talking to a teacher. You said you were able to ask questions at Innovate if you didn't understand something. The things you said were more difficult were: Telling someone how I feel, understanding how other people are feeling, and paying attention for longer periods of time.

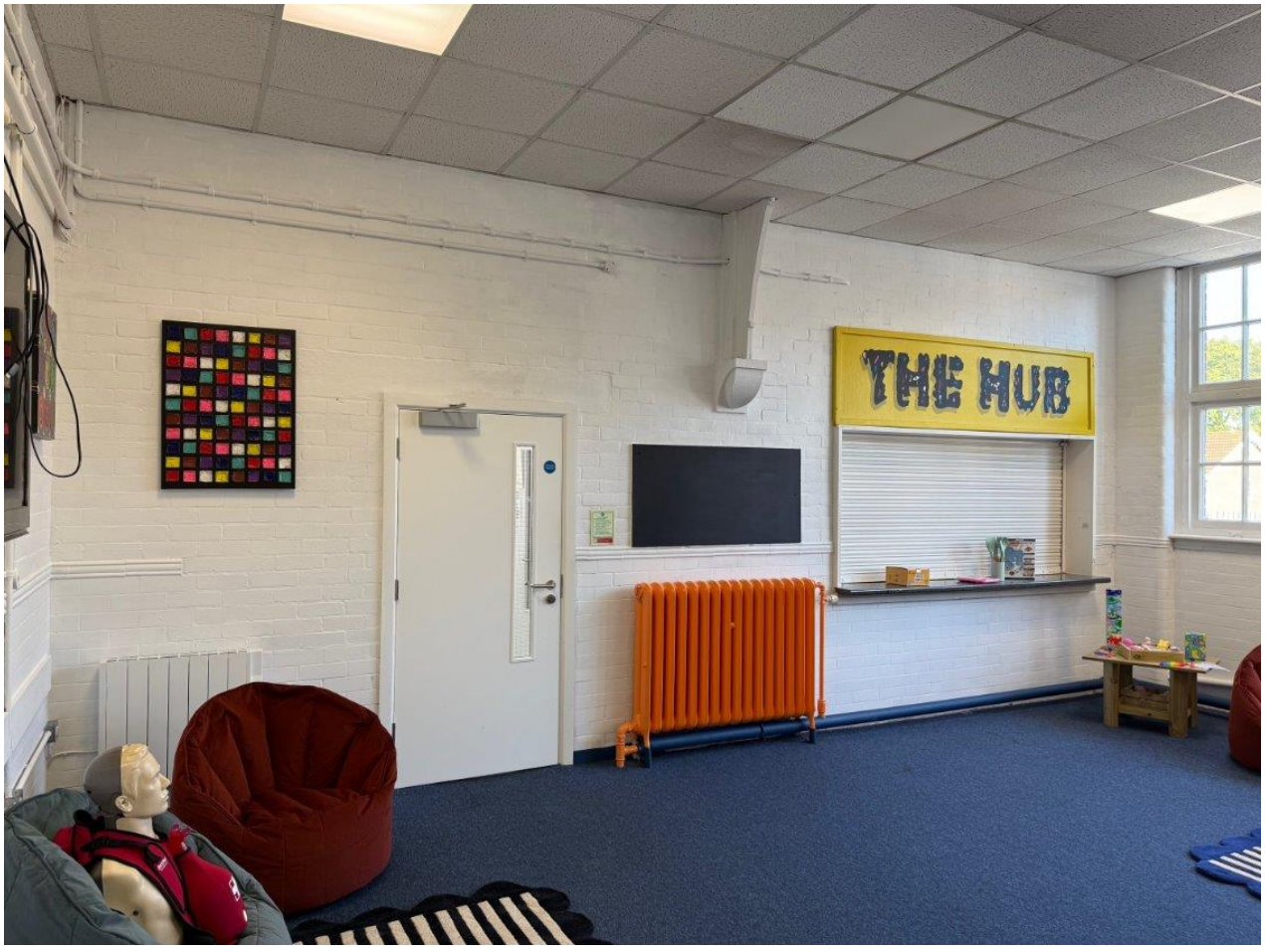
Over the past year, the YJS has also been developing its collaboration with children to design our projects and spaces. These developments will be continued in 2026/27.

Two team members set up a new Girls Group, starting with a joint session with the girls to plan the group. This image captures the ideas generated by the girls, which formed the basis of the group's sessions:

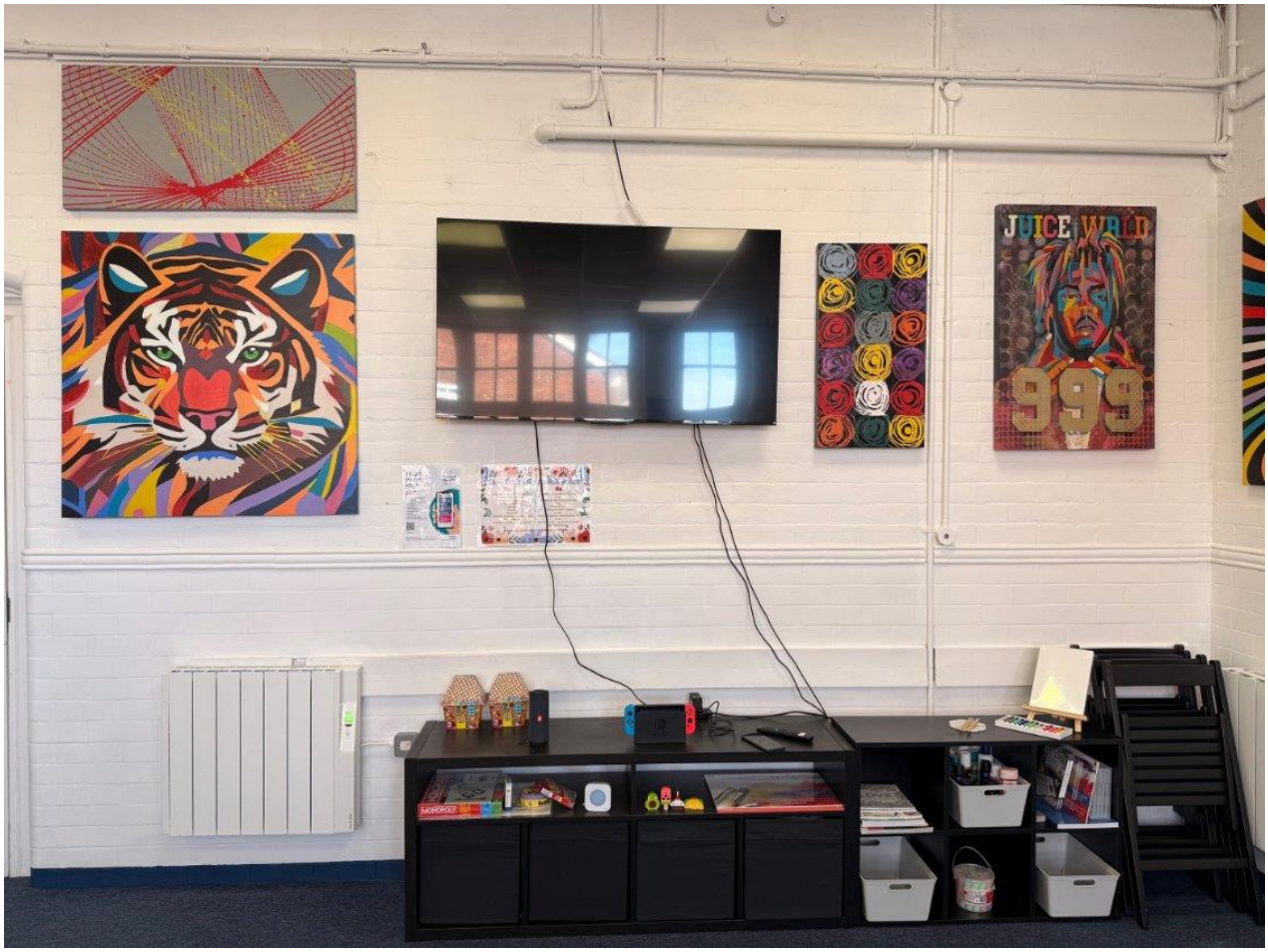


Children working with the YJS also helped us to transform one of our bases into a welcoming space for children, illustrated in these 'before and after' pictures:


DREAM DINER


THE HUB





As well as hearing the child's voice in the team's day to day practice, YJS workers also gather the views of children and other service users about their experience of the service's work.

Spontaneous comments from service users about their experience of our service are recorded and analysed, using a data report from our case management system.

Examples of recent comments from service users include:

YJ involvement is obviously not something we envisaged. When X was first arrested and referred to his worker, L, we were in a very bad place. He was out all the time, using Ketamine regularly, and it was all getting rapidly worse. He was becoming very unwell. To start with, the benefits of L's involvement were probably limited because of X's addiction: it was stronger than anything else. However, despite this L quickly built a very good rapport with X from her very first visit. She is approachable, easy to understand, and is excellent at presenting information in a way that is simplified but not at all patronising. X knew he had to see her, and he understood the process well thanks to her explanations. Things ramped up when our house was raided by police at 5am one day and X was taken into custody. L was at the end of the phone at 7:30am to explain things to me and calm me down! This was the day X stopped taking drugs - the day in custody was much-needed and perhaps even life-saving, such was his Ketamine use. So L's involvement was thankfully extended. She was there for X, but her involvement benefited me too. I think her major strength is communication, being approachable (informal clothes, demeanour and language) but with a steely focus on the facts and the legal process. A fine balance! She is compassionate, kind, fair, straight-talking and genuinely wants the best for the kids she works with. Ongoing, if we enter hard times again, L is the first person I would call for some advice. I hope I won't need to.

Today I made a second planter. I enjoyed making things with wood again and completed it thoroughly and with care. I enjoyed talking with A about things and working physically with my hands.

Another YJS have thanked us for a plan that was "out of the box" and gave something different for them to focus on. They liked how it clearly matched with the child's strengths and likes, and the plan had been tailored to using these strengths for things like reparation but also building on positive activities.

Built a flower box for the school. I learned how to use a drill and had a lot of fun. Making me change my mind and I want do woodwork for the future.

Each year the YJS undertakes a case audit on a priority area of YJS work. In 2025 the audit focused on our work with children in care. As part of the audit, we talked with some of the children in the audit sample.

When asked about joint work by YJS workers and social workers, one child commented that:

They work together and try to help me as best they can…I feel like they are good people, most of them, who care and want to help. Good people in a bad system".

A YJS nurse spoke with another child to gain his views. She recorded their conversation as follows:
I didn't ask you for a rating, but you decided to give one. You rated 3/5 but you weren't sure why. I asked what people supporting you should do differently to make this a 4 or a 5 to which you said, "don't push your luck, that's a good score".

5.2 Resources and Services

The funding contributions to the DCYJS partnership budget in 2026/27 are listed in Appendix Two. Local authority contributions remain frozen at the 2022/23 levels. The Ministry of Justice announced in February 2026 that Youth Justice Grant allocation and the Turnaround Grant allocation for DCYJS for the following 3 years, to March 2029, will remain frozen at the allocations for 2025/26.

93% of the DCYJS budget is allocated to staffing costs. Annual cost of living pay awards add to the staffing costs each year, without a corresponding increase in partner contributions.

All local authority staff in DCYJS are employed by Bournemouth, Christchurch and Poole Council. Other DCYJS staff are employed by Dorset Police, the Probation Service (Dorset) and Dorset HealthCare University NHS Foundation Trust. A DCYJS Structure Chart is included in Appendix

One, showing the posts provided through our partnership resources. DCYJS has a strong multi-agency and multi-disciplinary identity, meeting the staffing requirements of the Crime and Disorder Act (1998).

Like all public services, DCYJS operates in a context of reducing resources. Ensuring value for money and making best use of resources is a high priority for the service. The combined service, working across Dorset's local authorities since 2015, has enabled the YJS to maintain high practice standards while managing real terms budget reductions over that period.

One of this Plan's strategic priorities for 2026/27 is to make best use of the resources available to our YJS partnership.

The Youth Justice Board Grant is paid subject to terms and conditions relating to its use. The Grant supports the front-line delivery of essential youth justice services for children. The Grant may only be used towards the achievement of the following outcomes:

- Reduce the number of children in the youth justice system;
- Reduce reoffending by children in the youth justice system;
- Improve the safety and wellbeing of children in the youth justice system; and
- Improve outcomes for children in the youth justice system.

The conditions of the Grant also refer to the services that must be provided and the duty to comply with data reporting requirements.

The Youth Justice Grant contributes to the Partnership's resources for employing practitioners who work with children to prevent and reduce offending and to keep children and other members of the community safe from harm. Resources from the Youth Justice Grant are also used to provide restorative justice and reparative activities, to promote pro-social activities for children building on their strengths and to improve the education, training and employment opportunities of young people in the local youth justice system. The Youth Justice Grant contributes to the performance achievements described in section 4.2, reducing the number of children entering the justice system, reducing reoffending by those who do enter the justice system, and maintaining low numbers of children being sentenced to custody.

In addition to the service outcomes listed above, the Youth Justice Grant and other Partnership resources are used to achieve the strategic priorities set out later in this Plan. Progress against those priorities is reported to the DCYJS Partnership Board, with oversight also provided by the relevant scrutiny committees of the two local authorities.

5.3 YJS Partnership Board Development

HMI Probation's Joint Inspection of Dorset Combined Youth Justice Service was published in January 2023. The inspection included scrutiny of the Board's work. The inspection report rated the service's Governance and Leadership as 'Good'.

HMI Probation also met with members of the DCYJS Partnership Board in February 2025 as part of their thematic inspection of work with children on Out of Court Disposals. Inspectors identified a strategic commitment to diverting children from the justice system wherever possible.

The YJS Partnership Board has an established cycle of performance review, strategic oversight and forward planning. During the past year, the Board has scrutinised topics including:

- Learning and actions from the thematic inspection of work with children on out of court resolutions
- Delays to investigations – impact on children and victims, support options for children on bail or released under investigation

- Developing YJS work with victims, including the wider partnership response to the needs of victims
- Integration of the Dorset Integrated Non-Custodial Service with the YJS health offer and other local health provision for children in contact with the justice system
- Child in Care over-representation and actions to address this
- New Focused Deterrence programme, with OPCC funding, to reduce the risk of weapon offences
- Education, Training and Employment offers and outcomes for YJS children.

The YJS Partnership Board's plans for 2026-27 include further oversight of the local offer for victims, and alignment of YJS service developments with reform programmes such as Families First Partnerships, SEND reforms, the national Youth Strategy, and local plans for CAMHS Transformation. The YJS Board will consider whether more work is needed to coordinate the different sub-groups and activities which support and oversee the operational work of the YJS Partnership. The YJS Board will also ensure its alignment with the new inspection criteria for Leadership and Governance in youth justice services.

5.4 Workforce Development

The YJS is committed to good practice, using staff supervision, peer support, team workshops and external training courses to develop the skills, knowledge and confidence of our workers.

Informal feedback from HMI Probation, after their 2025 inspection of our work with children on Out of Court Disposals, noted that *"YJS staff are skilled, knowledgeable, and feel well supported. There is a strong capacity for reflection at all levels of the service."*

The DCYJS Workforce Development Policy identifies core training for different roles in the team. As well as refresher training in child safeguarding, extra-familial harm and information governance, team members are also trained in Motivational Interviewing, AIM3 Harmful Sexual Behaviour assessments, and Restorative Justice with complex and sensitive cases.

Team members will continue to attend training and development activities in these approaches in 2026/27.

A Motivational Interviewing Development Group was established in 2024, facilitated by an expert external trainer. This will continue in 2026/27.

The team's work with children showing Harmful Sexual Behaviour is supported by a quarterly YJS HSB Practitioner's Group, which sometimes includes contributions from external speakers.

A quarterly YJS Weapons Offences Practitioner's Group is now well-established, enabling team members to hear about and share evidence-based interventions to reduce weapon-based offending.

In recent years the YJS has been embedding and developing its application of the Child First approach to youth justice work. Whole service workshops are scheduled in April 2026 to review our progress with Child First practice, and to agree our next steps.

Volunteers play an important role in the work of the YJS, especially as Referral Order community panel members. We appreciate their engagement during 2025/26 in training sessions and whole service meetings. Our volunteers are included in the YJS whole service Child First workshops.

DCYJS also supports individual career progression plans for team members, service resilience and succession planning. Plans for 2026/27 include:

- a Youth Justice Worker completing his social work qualification through the Social Work Apprenticeship with BCP Council and Solent University.
- A Practice Manager studying for the ILM Level 5 Certificate in Leadership and Management through the Association of YOT Managers
- A Youth Justice Worker studying for the Level 5 Youth Justice Practitioner Apprenticeship.
- A Business Support Manager starting a Level 3 apprenticeship in Data and Insights for Business Decisions
- A Youth Justice Officer working towards her Practice Educator qualification
- Two Youth Justice Officers working towards the Placement Supervisor qualification.

DCYJS also hosts student placements for students studying for social work qualifications and for trainee Speech and Language Therapists.

5.5 Knife Possession Guidance

The government published new guidance on Child Knife Possession Offences in February 2026, for implementation from April 2026 (child knife possession offences). The new guidance brings in some changes for responding to children who are found in possession of a knife, including:

- In almost every case, the child must either receive a Youth Conditional Caution or be taken to court
- In very exceptional cases, which the National Police Chiefs Council will only apply for 10-15 year-olds, a Deferred Prosecution can be applied
- Police must notify the YJS within 1 working day of a child being found with a knife
- When the police investigation is complete, with evidence to support prosecution, the YJS must assess the child and set out an intervention plan within 4 weeks
- Interventions with children for knife crime offences must fit with the evidence base compiled by the Youth Endowment Fund
- A new multi-agency scrutiny panel should oversee the local application of the guidance for Child Knife Possession Offences.

Dorset Police and DCYJS worked together during March 2026 to agree an implementation plan for the new guidance. The implementation plan sets out: how Police will introduce the option of Deferred Prosecution in Dorset; how Deferred Prosecutions will be managed between Dorset Police and DCYJS; a process for Dorset Police to notify DCYJS of children being found in possession of a knife, using the seconded YJS police officers; the decision-making process to select the appropriate disposal for a child found in possession of a knife; the selection of appropriate interventions; arrangements for scrutiny and oversight, including the creation of a new knife crime scrutiny panel and its links to the YJS Partnership Board. The scrutiny panel will oversee adherence to the knife crime guidance, including any instances when the guidance has not been followed

DCYJS submitted successful bids for Serious Violence Duty funding in the BCP Council and Dorset Council areas. These bids will enable DCYJS to make immediate contact with a child after they have been found in possession of a knife, without waiting for completion of the police investigation. The focus of YJS work during the investigation phase will be to complete an assessment of the child's strengths and needs, to develop a plan with the child to engage them in positive activities, to complete a speech and language assessment with the child, and to use YJS multi-disciplinary workers to help the child to access appropriate education and health provision.

DCYJS developed a structured response to knife crime in 2025/26, forming the basis for its work under the new knife crime guidance. Our response to knife crime includes:

- Guidance for YJS workers on assessing and managing knife crime risks
- DCYJS weapon-offences group for practitioners to find out about and share evidence of effective practice
- Focused Deterrence work with children assessed as posing the highest risk of harm to others through weapon offences (more information in section 6.7)

- First Aid sessions with YJS nurses
- Restorative Justice activities including the option of a meeting with a representative of the local knife crime charity, Changes Are Made
- Repairing the harm activities at local hospitals.

5.6 Evidence-based practice, innovation and evaluation

Evidence shows that the best predictor for positive change is a pro-social relationship with a trusted adult. The primary focus for effective practice in DCYJS is therefore the quality of workers' relationships with children, alongside positive relationships within the team and with other professionals. The emphasis on relational practice also reflects feedback from children on the DCYJS caseload about what is most important to them in their experience of the service.

YJS practice developments during the past year include establishing a Girls Group, expanding the range and accessibility of positive activities for children, and offering First Aid sessions run by YJS nurses for children who have committed weapon offences. More information about these initiatives is provided in section 6.

The YJS now provides two innovative Speech and Language projects.

Early identification of speech and language needs for children at risk of school exclusion

Around 90% of children in the youth justice system have speech, language and communication needs. Most of these children have experienced permanent or fixed-term exclusions from school. The communication needs of these children have only been identified when they have contact with the YJS and they receive a structured speech and language assessment.

The DCYJS Partnership Board allocated funding for a three-year project, known as 'Re-Engage', to identify and support the speech, language and communication needs of children at risk of school exclusion.

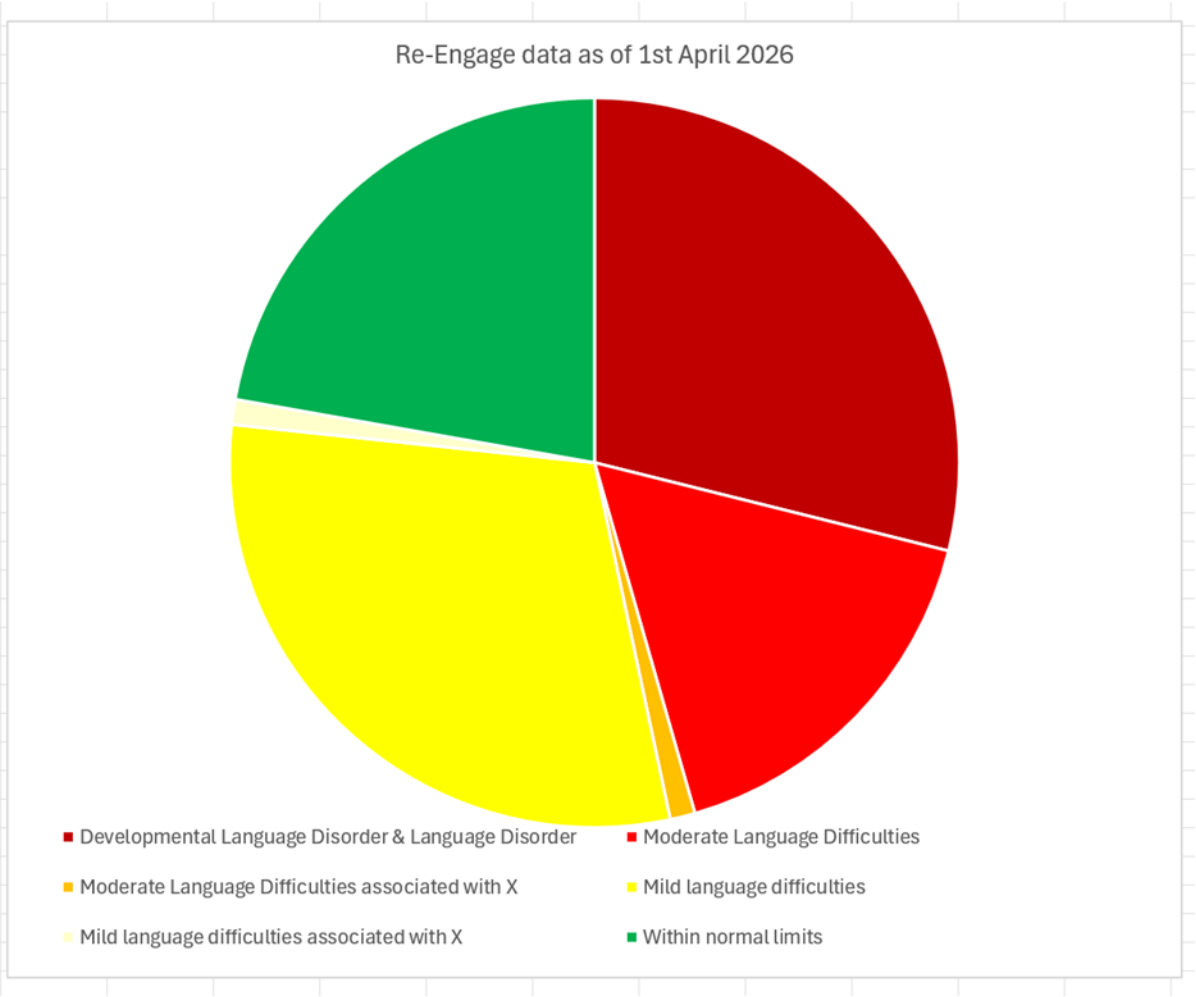
The Re-Engage project works with schools to focus on children in Key Stage 3 who are at risk of permanent exclusion and whose behaviour indicates a risk of future offending. The aim is to identify the child's communication needs at an earlier stage, to prevent school exclusion and future offending.

The project is staffed by a Speech and Language Therapist and a Speech and Language Associate Practitioner. Their roles are to assess the communication needs of children who are at risk of school exclusion and to support schools to respond to the child's specific needs. Training sessions are also offered to schools as part of their staff development.

The Re-Engage project was cited by HMI Probation as an example of good practice in the Effective Practice Guide which was published as part of the thematic inspection of work with children on Out of Court Disposals: "*This proactive, school-based model aimed to prevent children from entering the YJS altogether".*

By the start of April 2026, the project had received 152 referrals from 27 schools across BCP and Dorset. Speech and Language assessments had been completed for 90 children, uncovering significant levels of previously unidentified communication needs.

Language Profiles of 90 children with completed reports:
Developmental Language Disorder & Language disorder – 26
Moderate Language difficulties – 15
Moderate Language difficulties associated with another diagnosis - 1
Mild language difficulties – 27
Mild language difficulties associated with another diagnosis - 1
Within normal limits – 20.



The Re-Engage team also provide training and coaching to schools and to other services, such as the Child in Care health team, to raise awareness and confidence in responding to children's communication needs.

Expanding speech and language support in the justice system

NHS England has partnered with DCYJS for a 'Proof of Concept' project to spread speech and language expertise beyond the Youth Justice Service. The 'Bridges' project commenced in late 2025, with the flow of work developing from March 2026. The Bridges team consists of two part-time Speech and Language Therapists and a Speech and Language Associate Practitioner

The project will provide speech and language assessments for children who are under investigation for serious offences, before they reach the YJS. The project will also work with children who have been referred to the Dorset Police Safer Schools and Communities Team by local schools, and with children who have been identified as being at risk of 'extra-familial harm' and possible offending. A support offer is also being developed for children who are victims of offences committed by the children who are working with the YJS.

The Bridges project is also working with the Probation Service in Dorset to support their work with young adults aged 18-25. As well as the offer of speech and language assessments for individual young adults, the Bridges team can assist in making the service more communication-friendly. Examples of this work would include the creation of Easy Read versions of post-custody licence conditions, to help young adults to understand what they can and cannot do while subject to post-custody supervision.

Evaluation of this project is an integral part of the project design with NHS England.

5.7 Standards for work with children in the youth justice system

All Youth Justice Services are required to comply with the Youth Justice Board's 'Standards for work with children in the youth justice system' (2019). The Youth Justice Board has previously overseen a programme of self-assessments to monitor compliance. Responsibility for oversight of YJS compliance may transfer to the Ministry of Justice during 2026/27, as part of the overhaul of the role of the YJB.

The last YJB self-assessment exercise took place in 2023, when all services were directed to audit their work under 'Standard 2: Work in Court'. The YJB provided an audit tool, comprising 22 questions. The DCYJS self-assessment rated our work in court as Good, with most of the audit questions being rated Good or Outstanding. The quality of YJS court work reflects the strong partnership between DCYJS and our local youth courts. The chair of the Dorset Magistrates Youth Panel sits on the DCYJS Partnership Board, enabling other partners to hear the views of magistrates.

The YJB did not require Youth Justice Services to complete a National Standards audit in 2024/25 or 2025/26. The YJB has indicated that there will also be no requirement for a National Standards audit in 2026/27.

5.8 Response to inspections, reviews and audits.

Inspection reports, learning reviews and case audits all contribute to our service planning.

The most recent full inspection of our service was published in January 2023, rating the service as 'Good'. The inspectors made 6 recommendations, which were followed up through an action plan, overseen by the YJS Partnership Board. Actions have been completed for all of the recommendations.

Dorset Police and DCYJS were jointly inspected in February 2025 as part of a national thematic inspection of work with children on Out of Court Disposals. This thematic inspection was conducted by HMI Probation and HMI Constabulary, Fire and Rescue Services. The report was published in October 2025, alongside an Effective Practice Guide.

The two inspectorates identified examples of good practice by Dorset Police and by DCYJS, including the strength of the partnership between our two services. The inspection report noted that our joint decision-making model "*provided a more consistent, fair, and effective approach to decision-making"* than the examples which they saw in other Police forces.

The Effective Practice Guide for the OOCD inspection also cited good practice in our Speech and Language work and in our Restorative Justice activities and our engagement with victims.

The thematic inspection report made 18 recommendations, for the Home Office, the Ministry of Justice, the Youth Justice Board, the National Police Chief's Council, Chief Constables, Youth Justice Partnership Boards and Youth Justice Services. The DCYJS Head of Service is a member of the national steering group which oversees the implementation of these recommendations.

There were no new Child Safeguarding Practice Reviews in the past year involving DCYJS.

The YJS initiated two local learning reviews during 2025 in respect of young adults who entered custody shortly after turning 18. Actions taken from these reviews included the provision of guidance notes to colleagues in Children's Social Care about the care status and entitlements of children who are remanded to secure accommodation, and the YJS health team has strengthened its links with custody healthcare providers.

YJS learning from local CSPRs and multi-agency learning reviews is included in the team's development plans, and is reported annually to the YJS Partnership Board.

DCYJS undertakes thematic case audits, linked to the service's priorities. The focus in 2025 was on our local multi-agency work with Children in Care. National and local evidence shows that Children in Care are over-represented in the justice system and are likely to progress further into the justice system.

DCYJS coordinated a multi-agency audit of work with 16 Children in Care (8 from each local authority) who started youth justice interventions between September 2024 and March 2025. One of the themes emerging from the audits was that there were notable examples of good practice and good joint working between YJS workers and social workers, as well as health and education professionals, but this good practice was not embedded consistently across the whole audit. An action plan has been devised which includes steps to make good multi-agency working more consistent and less dependent on individual practitioners and managers.

Audit plans for 2026/27 include a case audit to apply the new casework inspection criteria, an updated review of work with Children in Care, and completion of the 'Section 11' audits for the Safeguarding Children Partnerships in each local authority.

6 Local and National Priorities for 2026/27

This section of the Plan reviews issues of local and national priority for youth justice which contribute to our service priorities for 2026/27.

6.1 Over-representation

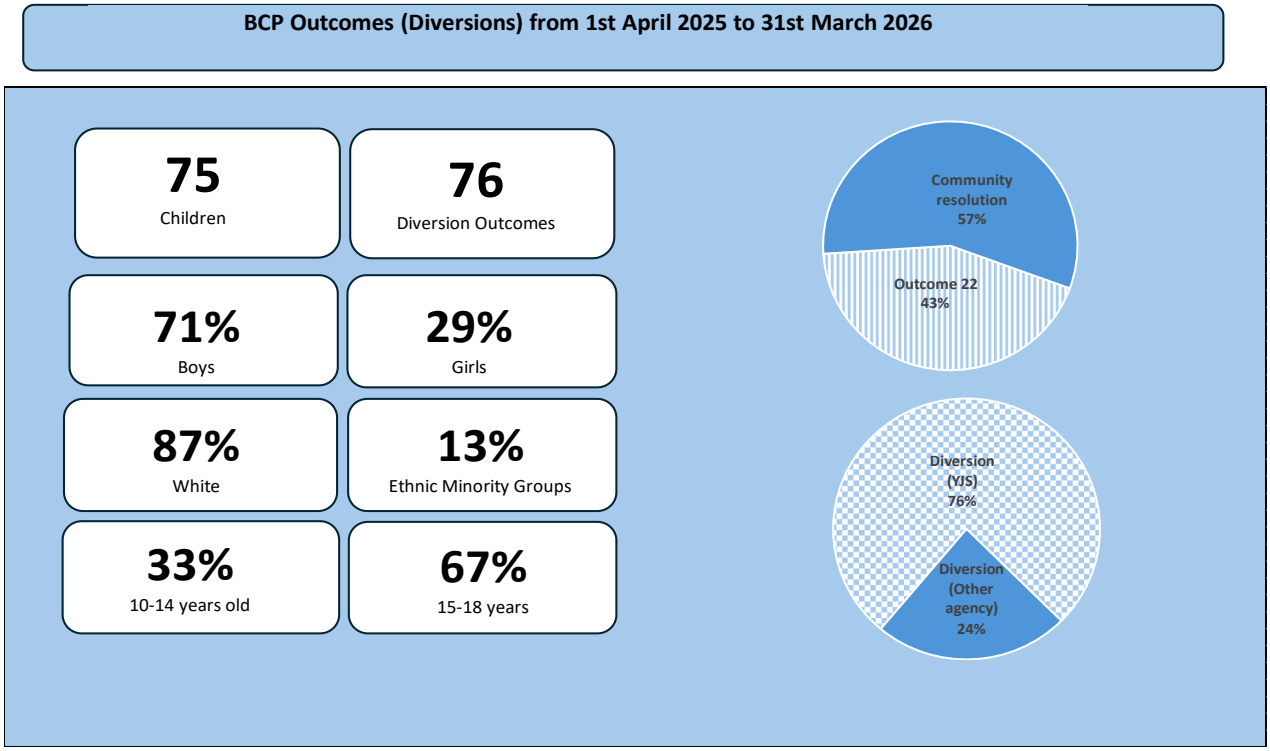
National data shows that some groups of children, such as those with diverse ethnic heritage, children in care and children with Special Educational Needs are over-represented in the youth justice system. DCYJS monitors caseload information for children from minority and disadvantaged groups to identify over-representation and actions that may be needed. It is also recognised that some children experience multiple disadvantages, exemplified by the common characteristics of boys receiving a custodial sentence, as shown in section 4.2.

Ethnic Disparity

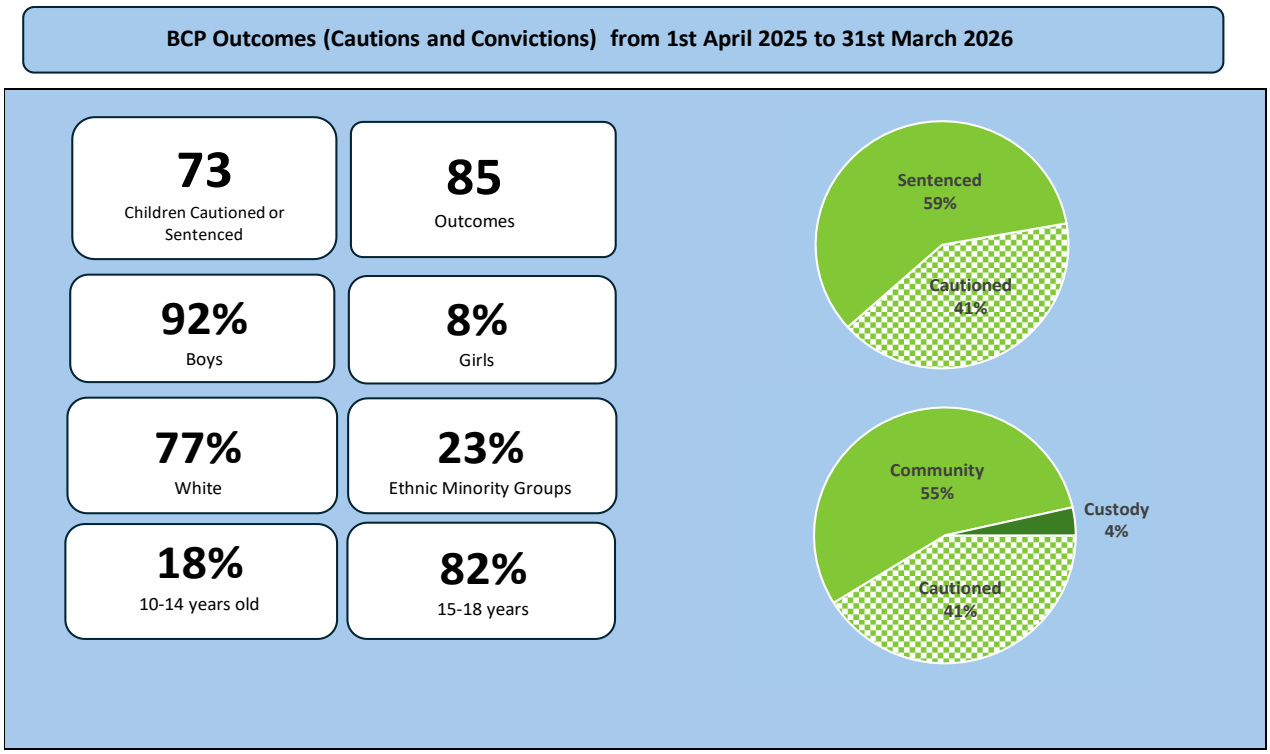
Data from the January 2026 School Census shows that 17.8% of 10-17 year-olds at schools in the BCP Council area identify as not having a white ethnicity. The equivalent figure for schools in the Dorset Council area is 6.3%. This data helps us compare the rate of children on our caseload from different ethnicities with proportions in the local population.

The following charts provide information about the children in the youth justice system in each local authority, separating them by children who were diverted and children who were cautioned or sentenced.

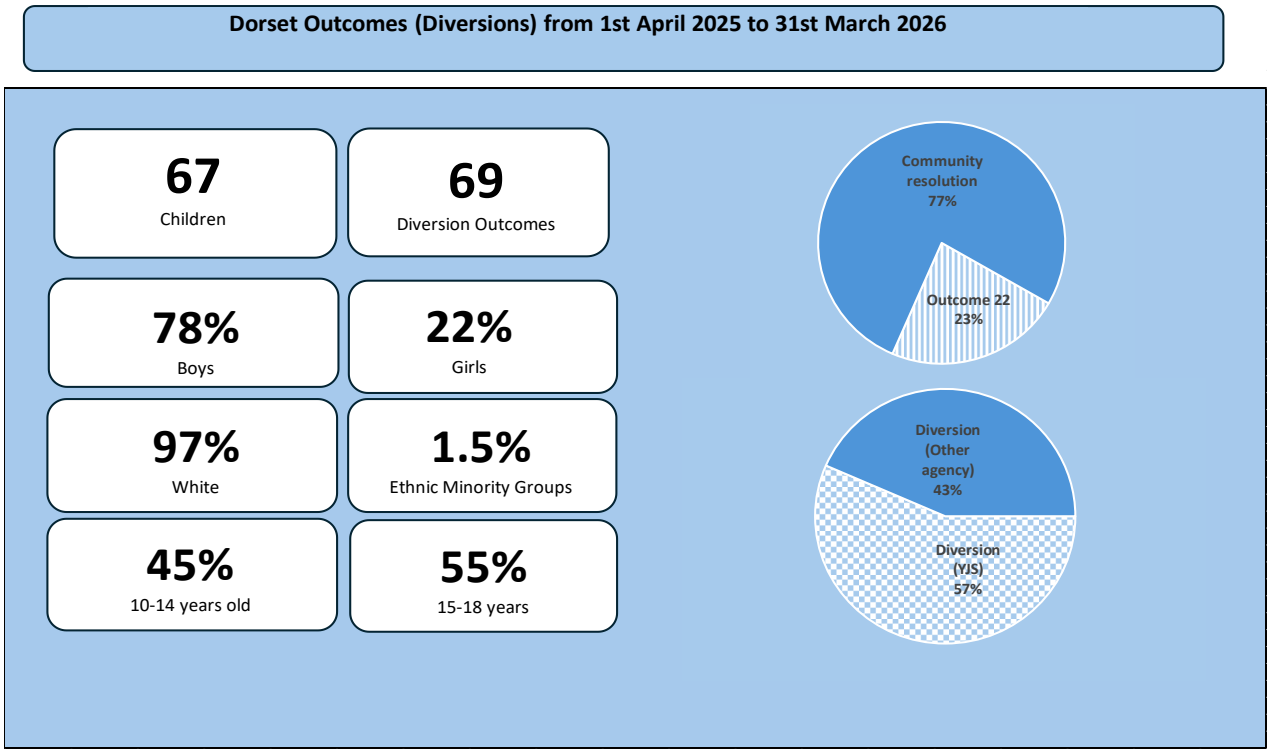
BCP Council children who were diverted from the justice system in 2025/26



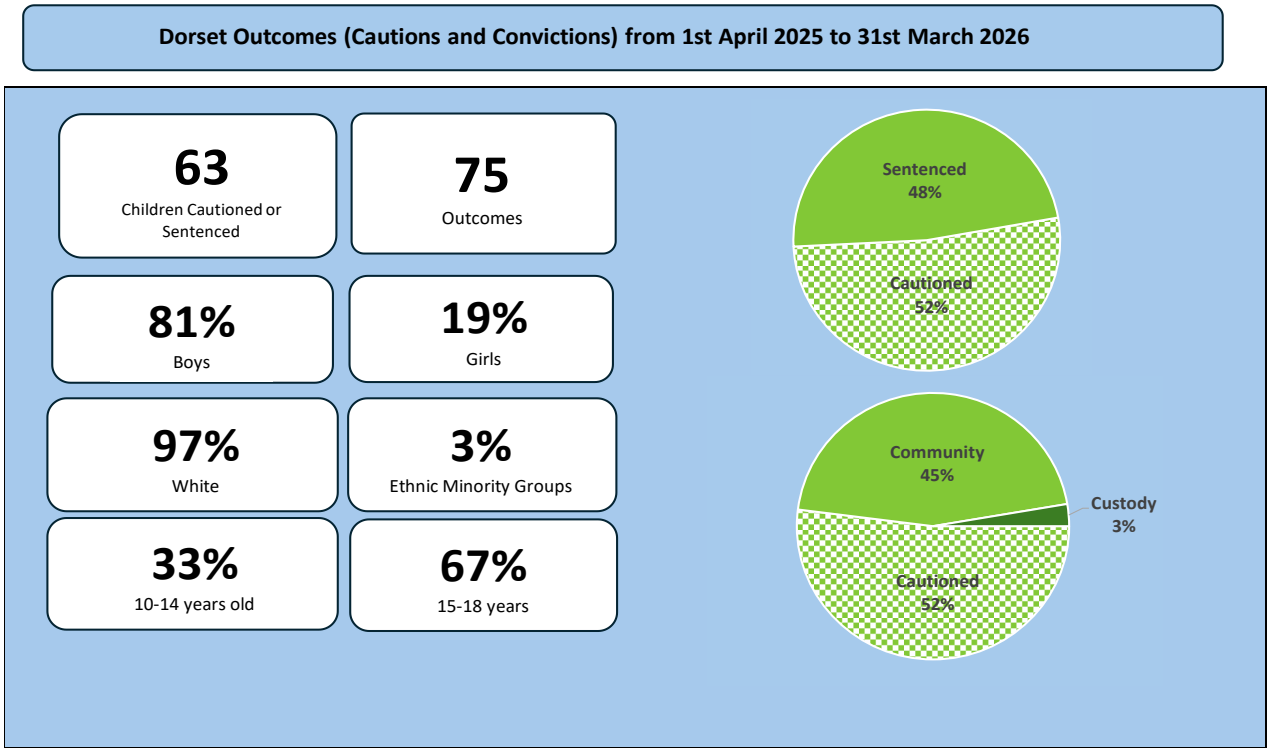
BCP Council children who were cautioned or sentenced in 2025/26



Dorset Council children who were diverted from the justice system in 2025/26



Dorset Council children who were cautioned or sentenced in 2025/26



Comparison of these charts shows that:

- There is a notably higher proportion of girls among the children diverted from the justice system compared to the proportion of girls in the groups who were cautioned or sentenced.
- The proportion of children with non-white ethnicity is lower among the children who were diverted than among the children who were cautioned or sentenced, with a more significant difference in the BCP Council area.

- Children who do not identify as white are not over-represented in Dorset, or among children in BCP who are diverted, but they are over-represented among children sentenced or cautioned in BCP.
- In both local authorities, there is a higher proportion of younger children among those who were diverted.
- There is a higher proportion of younger children in contact with the YJS in Dorset than in BCP.

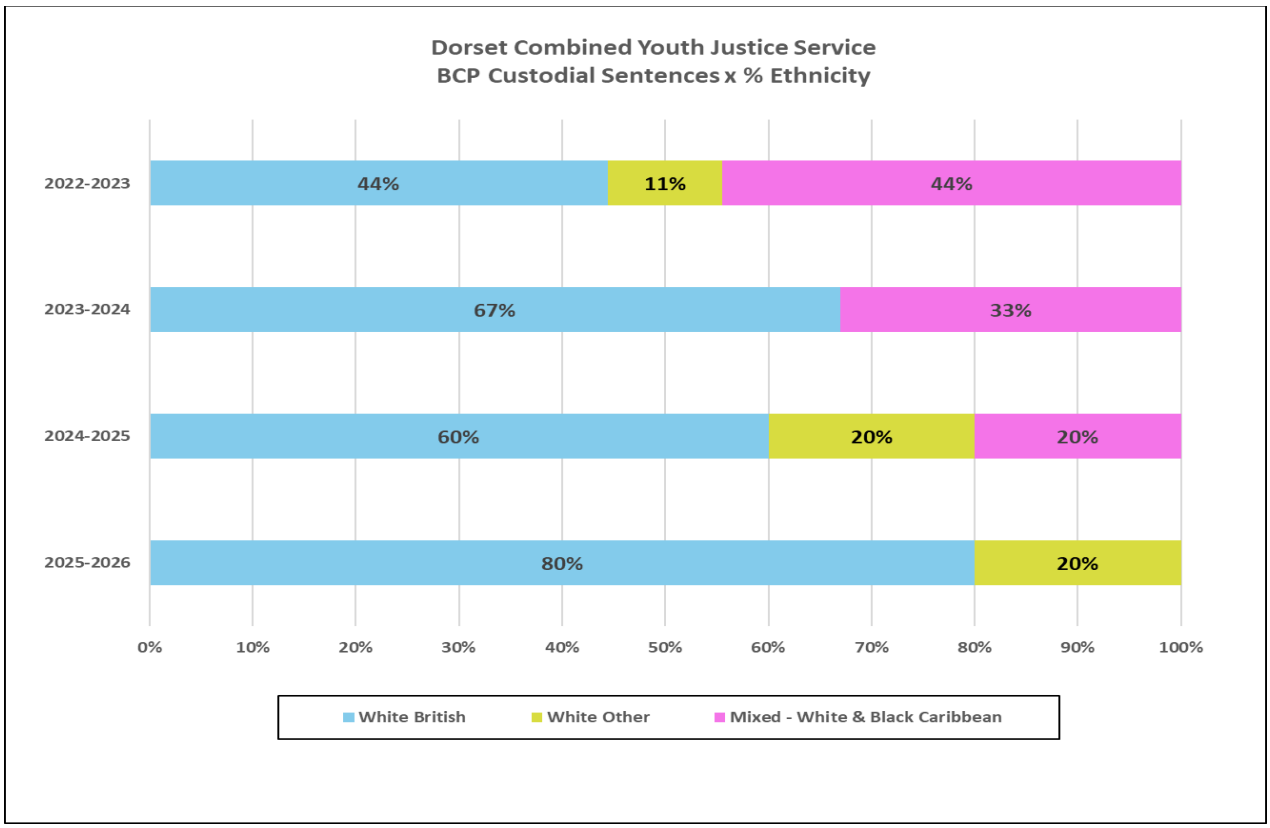
Information about the ethnicity, gender and age of First-Time Entrants is presented and analysed earlier in this document, in section 4.2.

As well as monitoring possible over-representation among First-Time Entrants, we also track how far children 'progress' into the youth justice system.

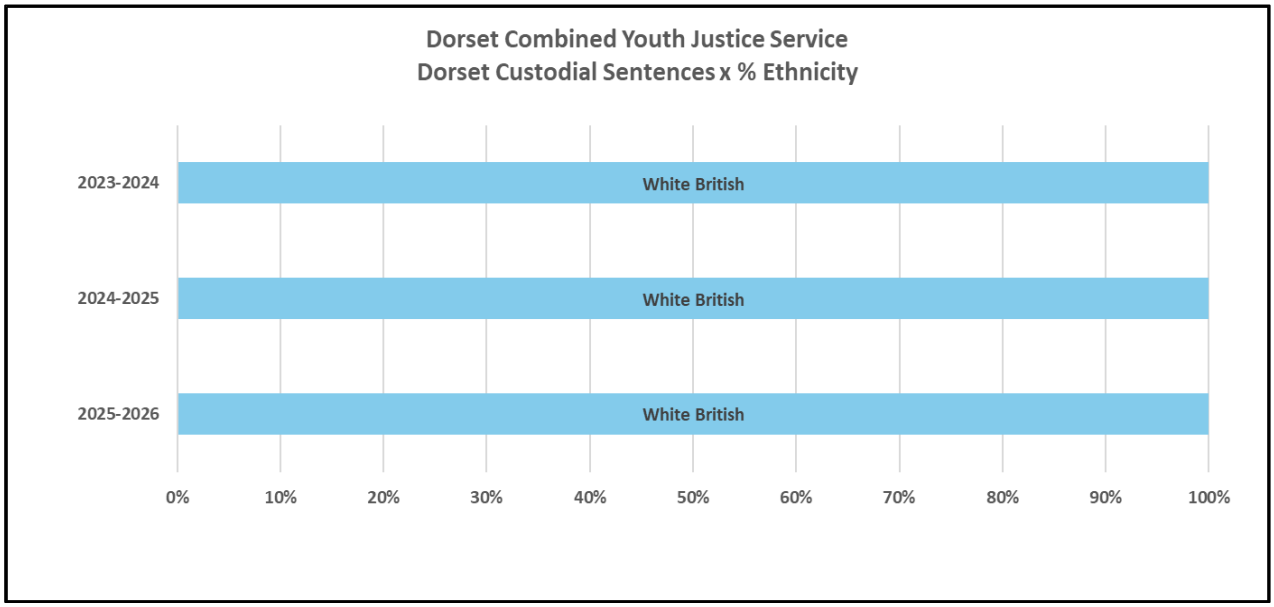
The charts showing the numbers of children cautioned or sentenced in 2025/26 indicate that children from ethnic minority groups in the BCP Council area are over-represented amongst those receiving a caution or court order. The reasons for this over-representation, and the response to it, are likely to spread beyond the justice system, noting that DCYJS and Dorset Police also work with Dorset Council children, where children from ethnic minority groups are not over-represented.

Ethnicity of children sentenced to custody

At a national level there are enduring concerns about the over-representation of Black and mixed heritage boys amongst children in custody. Low numbers of local children being sentenced to custody make it hard to analyse data based on percentages. The following charts show custodial sentences by ethnicity in each local authority in recent years.



There has been a welcome reduction in recent years in the over-representation of black and mixed heritage children in BCP receiving custodial sentences. No children from these ethnic groups in BCP received custodial sentences in 2025/26.



In the past three years, a total of 6 Dorset children have been sentenced to custody (8 custodial sentences). All of them define their ethnicity as White British.

In summary, there is a nuanced and varied picture locally for over-representation by ethnicity. Overall, looking at the service as a whole, local children from global majority ethnicities are not more likely to be criminalised and are not over-represented. There are some subtleties to the data though, such as how children from different groups progress through the justice system, and differences between BCP Council and Dorset Council, which require further attention.

Gender

We also monitor the gender breakdown of our caseload and the distribution by gender at different stages of the youth justice system. There is a higher proportion of girls among children who are diverted from a formal outcome, with lower proportions of girls amongst those who receive a community or custodial sentence.

At a national and local level there is evidence that boys are significantly over-represented among children in custody. This is also the case locally, where no girls have been remanded or sentenced to custody in the past 9 years.

The proportion of girls on the DCYJS caseload fluctuates but usually stays within a range of about 15%-20% of the total caseload, consistent with national rates. Girls accounted for 15% of our First Time Entrants in 2025/26, down from 17% in both 2024/25 and 2023/24.

It is recognised that girls can have different needs and experiences from boys, requiring differentiated responses from YJS workers. Worker allocation decisions are taken carefully to be sensitive to each girl's needs.

YJS workers set up a new Girls Group in 2025. The aim was to create a safe space for girls, to support them to build confidence, positive self-identity and behaviours. The group also enabled them to think about what they look for in healthy relationships, in the context of concerns about Violence Against Women and Girls.

One of the girls who attended the Girls Group provided this feedback:

- *It was fun*
- *You get to build bonds with people*
- *You get to enjoy yourself*
- *You feel free*

- *You don't have to go there glammed up – no one will judge you*
- *We get to make meals.*

Children in Care

Local data shows that Children in Care are over-represented in our youth justice system. Numbers fluctuated a little during 2025/26, but the proportion of Children in Care on the YJS caseload was usually around 20%.

Analysis commissioned by the YJS Partnership Board for its meeting in October 2024 identified some common features of Children in Care in the youth justice system, leading to a multi-agency audit in 2025 of joint work with 16 Children in Care who started youth justice interventions between September 2024 and March 2025.

The multi-agency audit identified examples of good practice involving YJS workers, social workers, Virtual School staff, YJS nurses and Speech and Language Therapists, and the Child in Care health team. This good practice was not consistent in the work with all the children in the audit sample. Actions have been agreed to make the quality of work more consistent, including:

- Complete a written agreement between the YJS worker and the social worker for joint working arrangements at the start of YJS work with a Child in Care
- YJS and social work plans for each child to specify the work being done by other professionals
- Review joint working between the YJS and the Virtual Schools
- Maintain close links between YJS nurses and Child in Care nurses
- Include the Virtual School in consent process for sharing YJS speech and language assessments
- YJS transitions work to adult services to include the social worker/PA for care experienced young people
- Complete a follow-up review in autumn 2026 to check on progress.

SEND

DCYJS caseload information shows that children in the local youth justice system are likely to have Special Educational Needs and Disabilities. In March 2026, 22.5% of school-age children on the caseload had an Education, Health and Care Plan and a further 19.7% had the status of 'SEN Support'. This means that 42.2% of school-age children were identified as having Special Educational Needs and Disabilities, compared to about 21.6% in the local populations for their age group (see section 2, 'Local Context' data).

It should be noted that the YJS was still collecting SEND information for some of these children, and there are others who are likely to have unidentified needs, meaning that the figure of 42% is probably an under-estimate of the level of SEND. These concerns fit with evidence collected by the DCYJS Speech and Language Therapists, showing high levels of communication needs amongst children in our local youth justice system and indicating the need for YJS workers to adapt their work to the needs of each child.

The YJS has worked with our two local authorities to establish a reliable process for each child's EHCP to be shared with the YJS, to enable the YJS to apply the advice in the EHCP when working with the child.

6.2 Prevention

The rate of children entering the justice system is influenced by the effectiveness of local prevention and diversion activities. 'Prevention' refers to work with children who have been identified as being at risk of going on to commit offences in future if they do not receive additional

help. 'Diversion' describes the response to children who have committed an offence but who can be diverted from the justice system.

DCYJS does not directly undertake prevention work, focusing its activities on children who have committed a criminal offence. As described in section 5.5, however, the YJS is currently providing a three-year prevention project, known as Re-Engage, to identify the speech, language and communication needs of children in Key Stage 3 who are at risk of permanent exclusion from mainstream school.

Each of our local authorities provides early help services, working with other local organisations like schools, the Dorset Police Safer Schools and Communities Team and the voluntary sector.

In the Dorset Council area oversight of prevention activities sits with the Strategic Alliance for Children and Young People, supported by more detailed work at locality level. The DCYJS Head of Service is a member of the Strategic Alliance and team members participate in locality meetings to identify and respond to children at risk. 'The Harbour' is a Dorset Council multi-disciplinary service which works with children who need additional support to prevent negative outcomes such as being taken into care or entering the justice system. DCYJS and The Harbour have close links, including joint work with children who have entered the justice system.

In the Bournemouth, Christchurch and Poole Council area, preventative work occurs within the Community Safety Partnership (CSP) and Early Help. Both services use local data to determine the needs in the area and to then provide preventative services to meet those needs. Governance for the Community Safety work sits with the Community Safety Partnership Executive Board. The Board's role includes scrutiny of the work undertaken. It can also agree to commission further services. The YJS Head of Service sits on the CSP Executive board. Targeted early help services are overseen by the Early Help Partnership Board (a multi-agency partnership which also incorporates Family Hubs). The Board agrees what services may be needed and which to provide/ commission. Services are provided based on the *Continuum of need,* with clear pathways in relation to how to access the support and services. Performance monitoring for the Early Help Partnership Board includes data on the rate of first-time entrants to the youth justice system.

6.3 Diversion

As mentioned above, DCYJS and Dorset Police were inspected in February 2025 as part of the joint national thematic inspection of work with children on Out of Court Disposals. The inspectors noted, in their informal inspection feedback, that *"There is a clear focus and shared commitment across the partnership both strategically and operationally to divert children from the criminal justice system wherever this is possible."*

Diversion work is undertaken locally on a partnership basis. Dorset Police, DCYJS and local authority Early Help services meet weekly as an Out of Court Disposal Panel to decide the appropriate youth justice outcome for children who have committed criminal offences. The panel looks for opportunities to divert chldren from a formal justice outcome when possible. This fits with the local priority to reduce First Time Entrants, described above in section 4.2.

Diversion activities usually involve additional support for the child and, when appropriate, some form of restorative response in respect of the criminal offence. The Dorset Police Safer Schools and Communities Team, DCYJS, Early Help Services, and Children's Social Care Services each provide support at the diversion stage. The appropriate service for each child is decided on the basis of the child's needs, risks and existing relationships with professionals.

During 2025/26 a total of 142 children received diversion options for a criminal offence, rather than a formal justice outcome. 95 of them received interventions from the Youth Justice Service. 48 received interventions from other services, principally the police Safer Schools and Communities Team.

Since 2022/23 the Ministry of Justice has funded the 'Turnaround' programme, aimed at 'children on the cusp of the youth justice system'. Locally we used this programme to divert children from the justice system and to reduce our rate of First Time Entrants. With the benefit of Turnaround funding, our partnership has established the use of 'Outcome 22', a Police recording code which indicates no further police action, provided that the YJS offers support to the child.

Turnaround funding is now used to employ an additional Youth Justice Worker, an additional Restorative Justice Practitioner and a half-time Speech and Language Therapist. Each child on the Turnaround programme is allocated to a Youth Justice Worker who works with the child and their family to agree a support plan to help them avoid further offending. The Restorative Juatice Practitioner contacts the victim to identity their needs and to promote Restorative Justice options. The Turnaround Speech and Language Therapist assesses the child's communication needs and provides advice for the child, their family and professionals about the child's individual needs and how best to respond to them.

The local Turnaround programme is overseen by the Youth Justice Service Partnership Board. The Ministry of Justice sets targets for the number of children successfully completing Turnaround interventions each year. DCYJS exceeded its completions target in 2025/26.

Funding for the Turnaround programme has now been confirmed until 2028/29, albeit frozen at a reduced level compared to the original allocation.

6.4 Education, Training and Employment

Children in the youth justice system are less likely to stay in mainstream schools, to achieve good educational outcomes and to access education, employment or training after Year 11.

In March 2026, 22.5% of school-age children on the caseload had an Education, Health and Care Plan and a further 19.7% had the status of 'SEN Support'. There are also likely to be other children whose additional needs have not been identified or who would have been categorised as needing SEN Support if they were on roll at a mainstream school.

Most children in contact with the justice system have communication needs which have not previously been identified (see sections 5.5 and 6.4 for more details on YJS Speech and Language work). The YJS shares information about a child's Speech and Language needs with schools, PRUs, mentors, tutors and other education professionals. This helps to ensure that the child's individual needs are understood and met, supporting their engagement in education.

In recent years DCYJS has worked with local authority colleagues to improve the accuracy of the recording and reporting of school exclusions experienced by children on the caseload. In March 2026, 13 out of 71 school-age children on the caseload had been permanently excluded from school in the past 2.5 academic years, and 31 of the 71 children had experienced at least one fixed-term exclusion during that period.

Improving education provision and outcomes for children in the youth justice system is a service priority.

Each local authority's Director of Education is a member of the DCYJS Partnership Board. The headteachers of the BCP Council Virtual School and College and the Dorset Council Virtual School are also members of the DCYJS Partnership Board.

DCYJS employs two Education Officers, one focusing on school-age children and one supporting the post-16 age group. They provide advice to DCYJS case managers and work directly with young people to understand their needs and to support their attendance and engagement. They also work with schools and local authorities to increase the suitability of provision, maintaining strong links with colleagues in the local authority Virtual Schools, the SEND teams and Inclusion services.

When a child is remanded or sentenced to custody, the appropriate YJS Education Officer is allocated to ensure that the child's education needs are understood and met during and after the period in custody. It is a requirement of the SEND Code of Practice, for children in custody with an EHCP, that an up to date EHCP is shared with the custody education provider to enable the child's specific educational needs to be met. The YJS Education Officers liaise with custody education providers and local authority colleagues to ensure that all relevant information is shared.

Each local authority has a multi-agency group which monitors and acts on inclusion in education for the school-age children causing most concern in respect of their access to education. The DCYJS Education Officer attends these groups and represents the needs of children who are open to the YJS.

DCYJS occasionally works with children who are receiving Elective Home Education. The YJS Education Officer follows up each case where a child receives Elective Home Education to review the adequacy and safety of the arrangement and to offer more support if needed.

In March 2026, 34.5% of YJS children in the post-16 age group were recorded as being not in employment, education or training (NEET). This reflects the limited opportunities for YJS young people, who can lack the necessary attainment levels to access the available provision.

The YJS runs the Discover You project at Upton Country Park to improve young people's self-esteem, practical skills and employability, to increase their chances of accessing employment and training.

31 young people attended the project between September 2025 and March 2026. Some of the positive outcomes for these young people included:

- Support towards Maths and English Functional Skills – one young person has completed his English Level 2 qualification. A number of other young people will be sitting their exams before the end of the academic year
- Other Support towards qualifications - CSCS Practice and completing exams – 7 young people have completed their Level 1 Health and Safety in the Construction Environment Award. They are now preparing for the second stage – the CITB Health, Safety and Environment Test, which they will complete in the coming weeks. Upon passing both, they will be eligible to obtain the Labourers Green Card, opening the door to employment and apprenticeship opportunities within the construction sector.
- AQA Certificated Learning –most young people complete around 5-10 awards, depending on how long they attend and what they engage in. Awards include Team Building, Employment and Training, Practical Tasks, Communication Skills, Health and Safety and Gardening.
- ETE and Careers – Careers Information Advice and Guidance – Career Action Planning, CV work, Applications for College and Jobs, Interview Skills.
- Work Experience options around Upton Country Park within the Welcome Centre and Café, opportunities also available for young people to help at open events.
- Conservation Volunteering Activities – Working with the Ranger Team onsite to complete practical activities around the site like planting trees, taking out hedgerows, coppicing, painting, creating woodwork items, filling potholes, putting up a stag beetle loggery (different things available at different times of the year).
- Team Building – different opportunities like den building and orienteering available.
- Life skills – budgeting/managing money, dealing with bills, communication skills.
- Raising money for local charities by making items to sell at Upton Country Park, e.g. Halloween items, Christmas items, nature-themed items and outdoor objects such as planters, bird boxes, bug hotels, bird feeders.
- Developing an Allotment Area – young people have helped to create an allotment space, designing and constructing a wooden greenhouse and raised bedding/planters to support growth of plants, fruit and vegetables. Young people are enjoying being able to learn and develop further through tasks like planting a variety of seeds and building knowledge around looking after them and seeing them grow. Some vegetables that were grown last summer were donated to a project that supports families in need.

- Development into mentoring opportunities for young people who continue to volunteer at Upton Country Park after attending the Discover You project. One young person is now part of the Upton Country Park Volunteer Team.
- Practical tasks for Upton Country Park – Since January 2026 the project has been tasked with working on a refurbishment of a dedicated picnic area at Upton Country Park, creating an improved, welcoming space for families and visitors to enjoy. This is planned to be completed ahead of the summer season. Young people are enjoying the process of starting the task from planning stages, to working out a schedule, through to looking at materials needed and costings, to then actually building, creating and finishing items.
- Support has also been given to a small number of young people that were school age for a period of time, to help engage them in learning and practical tasks whilst more permanent education was being arranged. This helped build structure and routine and get them ready for their new education provision.

The Discover You Project successfully applied for funding from the BCP Youth Fund in summer 2025 to help meet the cost of exams/qualification, new tools and equipment and gardening materials.

Young people who attended Discover You in 2025/26 shared these views on the project:

Being able to use the project has allowed me to gain qualifications to help me progress.

Everyone sees the mistakes, but here they see the potential.

Out here no one is judging you, it is just you, the work and what you create and build.

Before this I had never built anything, now I know I can and I am proud of that achievement.

The project gives me structure and is helping me to build/develop and that is what I need.

Getting my CSCS card means I have options.

6.5 Health and Communication Needs of Children in the youth justice system

Evidence shows that children who have contact with the justice system are likely to have significant health needs, including difficulties with mental health, physical health and substance use. DCYJS has a strong health team, reflecting the commitment of NHS Dorset and Dorset HealthCare to meeting the health needs of children in the youth justice system. The DCYJS health team comprises 2.8 full-time equivalent CAMHS nurses, a 0.8 Clinical Psychologist and 1.4 Speech and Language Therapists.

Health professionals in the YJS work directly with children and provide consultation and advice to YJS colleagues and other professionals. The YJS nurses meet regularly with colleagues in the Child in Care health team and the Dorset Integrated Non-Custodial Service (previously called the Criminal Justice Liaison and Diversion Service) to ensure the integration of healthcare support for children in the youth justice system.

The specialist skills and knowledge of the YJS nurses and psychologist underpin the DCYJS commitment to trauma-informed practice through the Trauma Recovery Model. Children who will be under YJS supervision for more than 6 months are considered for the Enhanced Case Management (ECM) multi-agency formulation model, led by the YJS Psychologist.

During 2025/26, the YJS nurses launched First Aid sessions for children who have committed weapon offences, as part of the YJS response to knife crime. The sessions focus on urgent action which the child can take in the event of witnessing a weapon injury or other health emergency. As well as providing important information to children, these sessions also enable reflection about the

impact of weapon injuries. The child's contact with the nurse can also give them confidence to meet again with the nurse for support with their own emotional or physical health needs.

The First Aid sessions include an activity on resuscitation, using a model which lights up when enough pressure is applied, as illustrated in this picture:



A YJS nurse is allocated to all children who are remanded or sentenced to custody. The aim is to ensure the continuity and effectiveness of health care for the child as they move into custody, during the custodial period and as part of their post-release planning. The YJS nurses liaise with the healthcare provider in the custodial establishment to resolve issues such as continuity of access to prescribed medication for children in custody. The YJS health team has strengthened links with custody healthcare providers in Feltham, Oakhill and Parc over the past year.

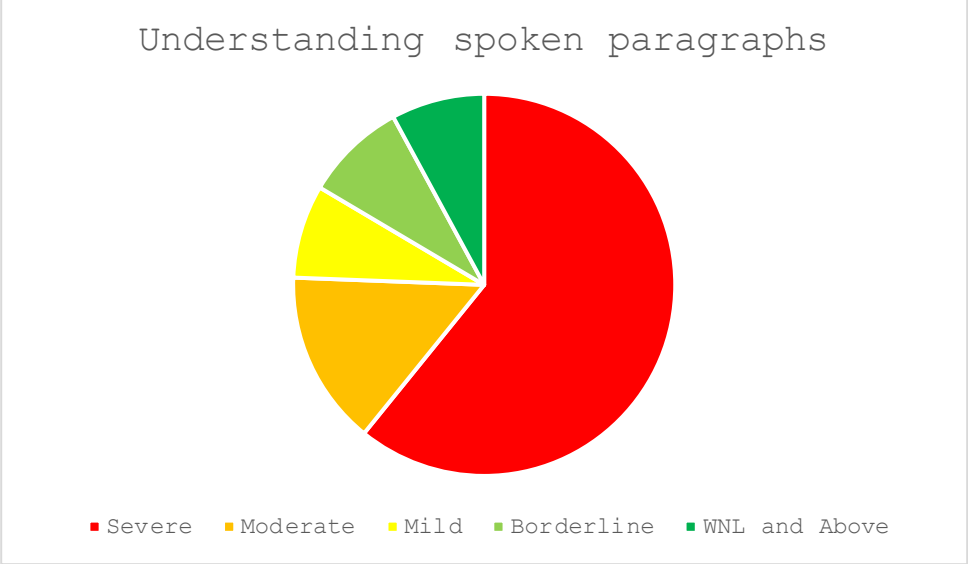
Speech and Language Therapists have been based in the YJS since 2018. Data has been reported in previous Youth Justice Plans to show that around 90% of children in contact with the justice system locally have speech, language and communication needs (SLCN).

YJS Speech and Language Therapists contributed to an MSc Dissertation in 2025 by a Masters student at Health Sciences University on 'Missed diagnosis of Developmental Language Disorder in youth offenders'. One of the comments in the dissertation noted that "*The children we work with…are really accurately able to tell us exactly what they find hard with communication but nobody's asked them that question before in a way that they can access".*

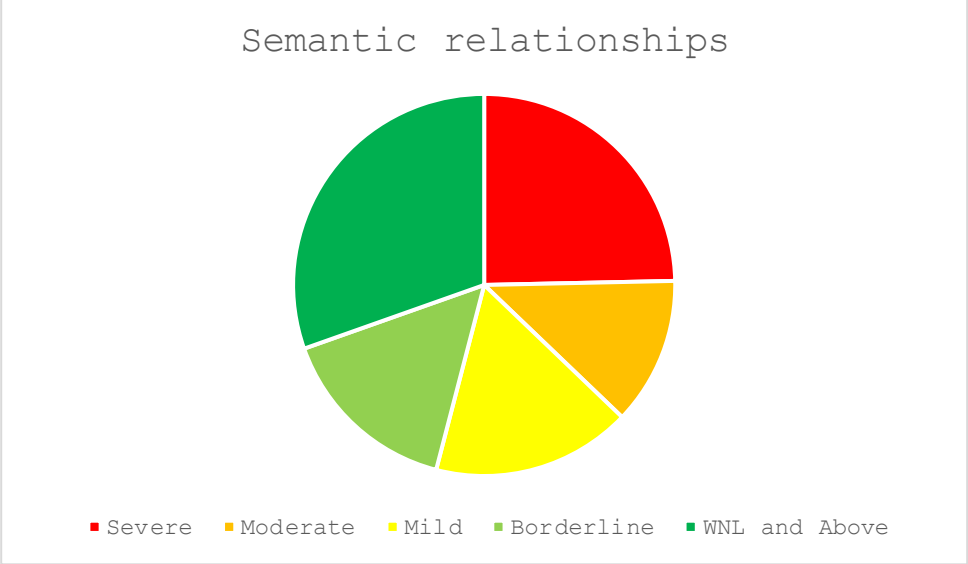
The YJS Speech and Language Therapists use the formal language assessment 'Clinical Evaluation of Language Fundamentals – v5' (CELF) as part of their assessments, alongside assessment of Language for Behaviour and Emotions. Each assessment involves several sub-tests, to investigate different aspects of communication.

The YJS Speech and Language team collates and analyses the results of all assessments of children known to the YJS in recent years. This data shows specific patterns of need among children in the youth justice system. Almost all the children struggle to understand spoken language. This has important implications for the way that professionals should interact with these children, moving away from talking-based contacts to using visual resources such as Talking Mats.

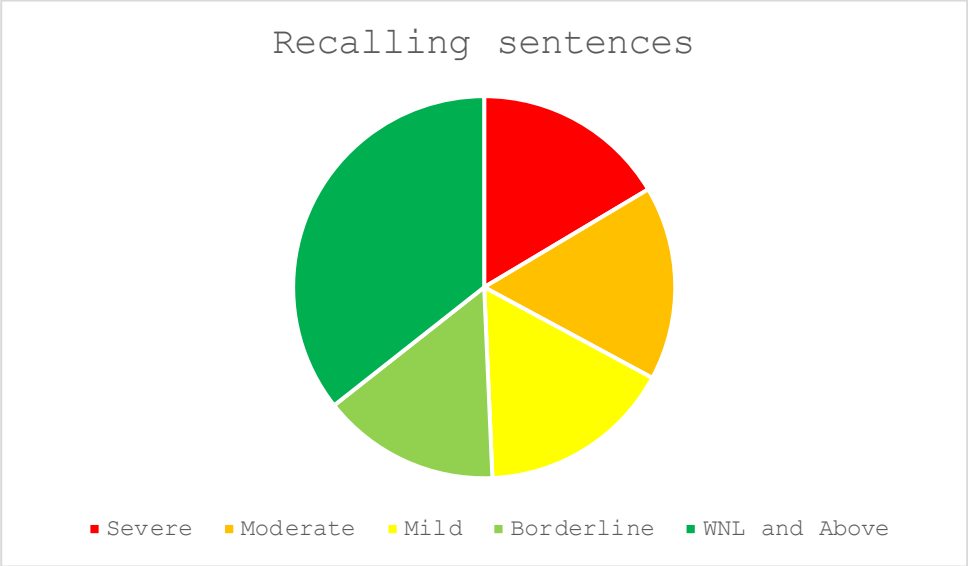
A total of 296 assessments had been completed by the end of March 2026, providing a robust sample size. The following charts show the aggregated results for each sub-test in the CELF assessment (NB 'WNL' = Within Normal Limits).



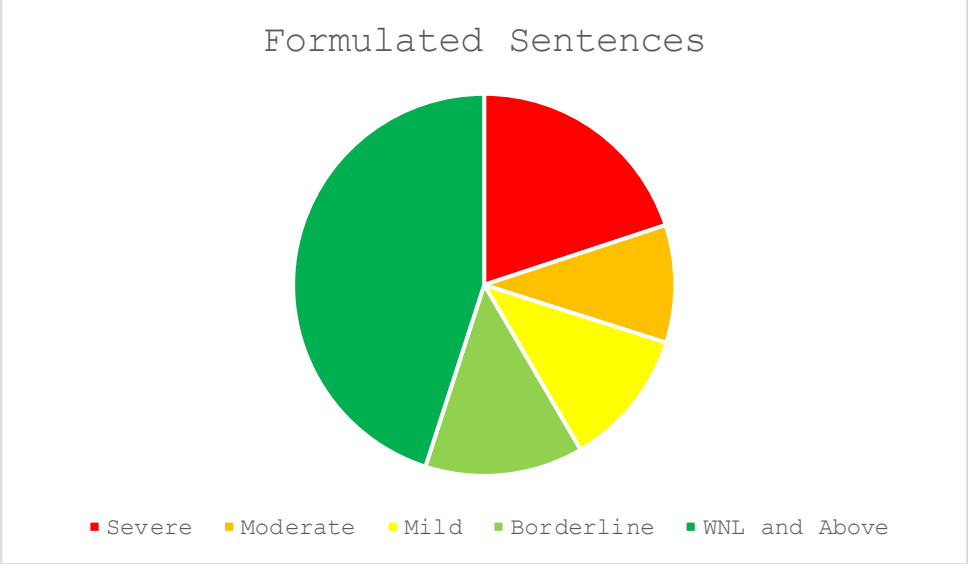
Only 8% of children were rated within normal limits for this test. 61% of children were rated to have severe needs in this area. Children with low scores are likely to have difficulty understanding inputs in lessons or meetings with professionals, understanding and remembering longer explanations/instructions, following stories in conversation, understanding when there is a lot of information, such as in court or in Referral Order panel meetings.



70% of children have some level of difficulty understanding sentences that express a relationship. Children with low scores in this subtest are likely to have difficulty with understanding information about where, when and what order things are in (all of which can be needed when being interviewed about a suspected offence). Children will also find it hard to understand passive sentences ('the bag was found by the police' instead of 'the police found the bag').



64% of the children had some level of difficulty in recalling sentences. Children with low scores in this subtest are likely to have difficulty with sentence structure; vocabulary; recalling spoken information accurately.



55% of children were not rated within normal limits for this sub-test. Children with low scores in this subtest are likely to have difficulty with communicating thoughts and opinions clearly; explaining more complicated things; keeping up in conversation/ responding quickly.

It is worth noting that these tests are carried out in a safe environment by a skilled practitioner. A child's communication abilities will deteriorate in more stressful situations such as police interviews or court hearings.

The receptive language skills of children in the justice system tend not to be as strong as their expressive language skills. This may partly explain why these children's communication needs are not identified until they enter the justice system and they receive a structured assessment from a YJS Speech and Language Therapist.

After completing a Speech and Language assessment for a child in the YJS, the Speech and Language Therapist writes up a one-page 'Communications Passport' for the child, along with a full written assessment report. The Communicatons Passport is shared with Dorset Police, to help them communicate effectively with the child in the event that they have further contact with the

child. The child is asked to consent for their full assessment report to be shared with other professionals such as social workers and education providers.

6.6 Restorative Justice and Victims

Alongside the 'Child First' approach, Restorative Justice is a core principle underpinning the work of DCYJS.

Whenever DCYJS works with a child whose offence harmed a victim, the DCYJS Restorative Justice Practitioners contact the victim to find out about the impact of the offence, to explain the opportunities for Restorative Justice activities, and to ask about any vulnerabilities for which the victim might need support. This work helps us to meet our obligations under the Victims Code.

Delays in the youth justice system, which are more common in cases that go to court, make it harder to engage victims in activity to repair the harm they have experienced. Contacting the victim many months after the offence requires tact and sensitivity, emphasising the victim's choice in whether or how much they engage with our service.

HMI Probation cited DCYJS work with victims in the Effective Practice Guide which they published in October 2025 alongside their thematic inspection report on work with children who received OOCDs. The inspectors commented that '*In DCYJS, a structured and victim-centred approach to restorative justice was embedded within the delivery of OoCDs'*.

Restorative Justice can take different forms, and it is not always possible to bring the child and their victim together for a restorative meeting. When such meetings do take place, they can be beneficial for both the victim and the child. The following example from 2025 illustrates the benefits of Restorative Justice meetings and the flexibility that can be required to achieve a successful meeting:
We completed an RJ Conference with one of the Heathland Mitigation Rangers for BCP with a young person who had committed Arson, albeit it seemed accidental.

We held a session with a presentation delivered by the Ranger, where we looked at the effects of fire on the heathland and the future impact it can have on the whole ecosystem of that area. This was held in a classroom environment, and we then followed it up with a visit to the scene of the incident. Whilst walking around Talbot Heath we held an RJ conference between them.

The young person said that he found the session informative, and he had learnt more about the heathlands near him. The Ranger felt that everything went well and he would like the opportunity to work with us again in the future.

During the past year, YJS work with victims has expanded to identify and respond to the victim's needs. Examples include support to take part in positive activities and the provision of speech and language assessments for child victims. One of our Restorative Justice Practitioners provided this example of support for a child who has been the victim of an offence:

I worked with a young victim who had been assaulted, which knocked her self-confidence and affected her wellbeing. Through our conversations I discovered she loved horses and had attended a Horse Therapy session in the past which she found beneficial for her mental health, which she had struggled with. I spoke with the YJS Activities Coordinator and we were able to source and fund 3 Horse Therapy sessions which gave her the boost she needed. Her parents, having seen the difference in her, have agreed to continue the sessions privately.
Her mum was very grateful for all that we had done for her and her daughter.

YJS victim work in 2026/27 will continue to strengthen our offer to child victims and will develop our use of data to provide insights and direction for our victim work.

Another aspect of the team's Restorative Justice work is undertaking 'repairing the harm' activities with children, to help them make amends for their offence.

The YJS has now established regular 'repairing the harm' catch-up meetings which were recognised by HMI Probation in their OOCD inspection Effective Practice Guide:
"A key strength of the DCYJS model was the 'repairing harm meeting', held in every case. This brought together the case manager (who gave the child's views), the reparation coordinator; and the restorative justice practitioner (who gave the victim's views), to co-design meaningful interventions linked to the harm caused by the offence. Activities were risk-assessed and tailored; for example, knife-related offences may involve hospital-based sessions. Where direct reparation was not requested, community impact work was undertaken, such as fundraising for emergency services charities."

YJS priorities for the past year included a focus on strengthening links between our communities and children working with the YJS. There are currently 12 community projects where we undertake repairing the harm activities. This feedback from a community centre in BCP shows the mutual benefits of these projects:
"Angie brings a young person to the Centre every so often to help with litter / leaf clearing in the garden and car park at the Community Centre. They sometimes also do some gardening, weeding, & have helped clear the patio of weeds. This partnership works well for us, they always do a fantastic job for which we are very grateful, and we often get to have a little chat and catch up with Angie & the young person, allowing us to thank them for their hard work and show our appreciation.

The wooden planters, decorations, boxes etc that the young people make are sold at our annual craft fair & follow on orders have been made. We were very grateful to receive a donation to the Community Centre following the sale."

These sessions also benefit the children, as shown in this comment:
"I've worked with drills and screws to make something that may benefit the Community. I enjoyed the sessions as I've learnt some new skills."

From January to December 2025 the YJS reparation team successfully held stalls in the community, to sell items made by children, raising a total of over £2,000. The money is donated to charities and community organisations, chosen by victims, as a further way to repair the harm caused by children's offences, and to raise the profile of the good work being completed by children working with the YJS. Donations this year include £300 to the Blue Light Foundation, for offences of Assault Emergency Worker, and £250 to a local charity tackling knife crime, Changes Are Made.



Stall at County Hall in Dorchester

6.7 Serious Violence and Extra-Familial Harm

Tackling extra-familial harm and reducing serious violence are priorities for strategic partnerships in both our local authority areas (as described in section 2 of this Plan).

DCYJS uses the 'Trauma Recovery Model' in its work. One of the benefits of this approach is to understand and respond to the issues which may underlie a child's exploitation or their use of violent behaviour. As described in section 6.5, the YJS Psychologist leads multi-agency formulations under the 'Enhanced Case Management' approach for children showing the highest levels of trauma and concerns for the safety of them and others.

The Police, Crime, Sentencing and Courts Act 2021 introduced a Serious Violence Duty for specifed authorities, including youth justice services, to work together to share data and knowledge, allowing them to target their interventions to prevent serious violence. The specified authorities in Dorset and BCP agreed to use our two Community Safety Partnerships to lead this work. DCYJS contributes to the Serious Violence Needs Assessment in each local authority, and to the subsequent action planning.

The Dorset Police and Crime Commissioner's 'Head of Violence Reduction and Prevention' is a member of the YJS Partnership Board and works actively with YJS managers and practitioners to ensure that the YJS is integrated into local initiatives to reduce and prevent violence.

In August 2025 the Office of the Police and Crime Commissioner (OPCC) started funding 'Focused Deterrence' work in the YJS. This approach is summarised by the Youth Endowment Fund as being 'a strategy that combines communicating the consequences of violence with support for developing positive routes away from it'. The Youth Endowment Fund rates Focused Deterrence as having High impact for preventing violence: Focused deterrence | YEF Toolkit.

The additional funding from the OPCC has been used to enhance the YJS response to children with weapon offences who are assessed as posing a high risk of serious harm to others. Work with these children now includes engagement in positive activities on additional YJS sessions, Restorative Justice inputs and First Aid sessions on the consequences of weapon injuries. This approach is provided in partnership with Dorset Police, who provide pro-active policing to these children.

Serious Violence Duty funding has been secured for 2026/27 to enable the YJS to work pro-actively with children who have been found in possession of a knife, while the investigation is ongoing, rather than waiting for the investigation to be completed before commencing YJS involvement. The Police will notify the YJS within one day of the child being found with a knife and the YJS will make immediate contact with the child.

Extra-familial harm occurs across the pan-Dorset area, with DCYJS seeing instances of exploitation and National Referral Mechanism (NRM) referrals for children in both local authorities. DCYJS plays an active role in the partnership arrangements in both local authority areas to address child exploitation, participating in strategic and tactical groups as well as other multi-agency initiatives such as the 'Missing, Exploited, Trafficked' (MET) Panel in BCP Council and the Dorset Council Extra-Familial Risk of Harm (EFRH) panels.

Although it is rare for children to become radicalised or involved in violent extremism, the harms from such behaviours are significant for individuals and for the community. The YJS Head of Service is a standing member of the 'Channel Panel' in each local authority. The YJS also engages actively as a member of the local Prevent Partnership. The new YJS Speech and Language project, 'Bridges', is working with the National Security Division of the Probation Service to identify and meet the communication needs of young adults with Terrorism Act offences.

6.8 Policing and Detention of children in police custody

DCYJS and Dorset Police work together closely on issues affecting children in the justice system. As well as the seconded police officers in the YJS, there is active police representation on the DCYJS Partnership Board. At an operational level there is daily contact between YJS Team Managers and the Sergeant in the police Youth Justice team.

Dorset Police has developed a Child Centred Policing Delivery Plan, adhering to the 9 areas of focus in the 2024 national Children and Young People's Strategy. Dorset Police hold a monthly internal meeting, chaired by a Superintendent, to focus on their work with children and young people. A benchmarking exercise against the 9 areas of focus will take place in 2026.

A 'Voice of the Child Scrutiny Panel' oversees the operational implementation of the strategy. The YJS Head of Service is a member of this panel, along with police leads from across the force.

Dorset Police is committed to reducing the numbers of children who are detained in police custody, as part of its Child-Centred Policing Strategy. A multi-agency 'Child Custody Detentions' group, led by the DCYJS Head of Service, monitors and addresses the use of police custody for children. The aim of the group is to reduce the number of children being arrested and, when an arrest is appropriate, to reduce the time the child stays in custody.

Data on child arrests is also reported to the YJS Partnership Board. The following table shows the child arrests in Bournemouth, Weymouth and Poole during 2025/26, with the corresponding information below for 2024/25.

2025/26	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Auth Detention	42	38	34	39	21	21	14	26	24	31	26	37
Det Not Auth	5	3	3	3	9	2	1	1	1	2	2	1
10-13 Y/O	1	1	2	2	1	2	2	0	2	2	2	0
Overnight	20	14	21	14	7	5	2	4	11	15	15	19
ches / Clothing Changes	4 / 3	1 / 0	3 / 0	3 / 3	0 / 1	0 / 3	0 / 0	0 / 5	0 / 4	3 / 1	5 / 1	3/1
Remand/warrant	2 / 1	2 / 0	5 / 0	1 / 2	0 / 0	0 / 1	0 / 0	1 / 0	0 / 0	0 / 1	1 / 1	1
C114 requested	2	2	3	3	0	0	0	1	0	0	1	1

2024/25	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Auth Detention	21	27	19	29	35	25	39	24	17	13	29	28
Det Not Auth	4	2	1	1	6	2	4	2	1	3	4	1
10-13 Y/O	0	0	0	1	2	3	1	2	0	0	2	1
Overnight	9	8	6	10	11	7	22	11	7	5	15	17
Strip searches / Clothing Changes	3/0	1 / 0	3 / 1	4 / 5	4 / 3	2/3	2 / 0	3 / 3	1 / 2	0 / 1	5 / 0	2 / 1
Remand/warrant	0/4	0 / 0	0 / 0	0 / 0	2 / 2	1/4	0 / 1	0 / 2	0 / 0	0 / 0	5 / 0	0 / 1
C114 requested	0	0	0	0	3	1	0	1	0	0	5	0

The number of child arrests in Dorset has declined in the past 4 years, from a total of 501 arrests in 2021/22 to a total of 329 arrests in 2025/26.

These figures show the success of Dorset Police's active work to reduce the numbers of children being arrested locally. Custody managers have strengthened the challenge on whether the detention is justified, evidenced by the monthly figures showing the number of 'Detentions not Authorised'. This means a child has been brought to the custody suite but the custody sergeant has refused to authorise the detention.

Dorset Police have changed their approach to custody arrivals during the evening to reduce the numbers that are detained overnight. The numbers of children detained overnight has dropped from 242 in 201/22 to 147 in 2025/26.

The Child Custody Detentions group previously identified a number of factors which can prolong a child's detention in police custody, including the availability of Appropriate Adults (AAs) and the

time of day when the child arrives in the custody suite. The timeliness of Appropriate Adult attendance has improved overall since 2021, when the service was commissioned externally from 'The Appropriate Adult Service' (TAAS). In recent months there have been some delays in the provision of Appropriate Adults by TAAS, linked to staffing shortages and absences. Contract monitoring processes have been used to address these issues, with assurance from TAAS that additional recruitment and reduced staff absences have addressed this issue.

When the police remand a child, ie charge them with an offence and refuse to grant the child bail, there is a legal requirement (under the Police and Criminal Evidence Act 1984) to transfer the child to local authority accommodation until their appearance at the next available court. A child arrested on a warrant or for breaching bail must remain in police custody.

The Child Custody Detentions group reviews every instance of a child being remanded, to check that the procedures and decision-making were correctly applied. The table above shows that there were only 13 instances of a child being remanded in 2025/26 across all local custody suites. There were 8 instances of a child being remanded in 2024/25.

6.9 Transitions to Probation

The seconded Probation Officer post in DCYJS was vacant from September 2024 until September 2025. The Probation Officer plays an important role in supporting transitions for young people who are moving from the YJS to Probation. Improvements to local transition arrangements in recent years include:

- New process for Probation to request YJS information for young adults committing new offences who were previously known to the YJS.
- Extending the transition process for young people transferring from YJS to Probation, with additional joint meetings.
- Training sessions delivered by YJS Speech and Language Therapists to Probation staff to help them respond to the communication needs of young adults.
- YJS attendance at MAPPA Level 2 or 3 meetings for new cases aged 18-21 when the YJS previously supervised the young person.

The remit of the new 'Bridges' Speech and Language project includes support for the Probation Service's work with young adults on Probation. The Bridges team provided training to the Dorset Probation Service in March 2026. Plans for 2026/27 include the offer of speech and language assessments for 18-25 year-olds on Probation and support for Probation colleagues to develop communication-friendly practice. This is likely to include producing Easy Read versions of documents such as post-release licence conditions.

6.10 Remands

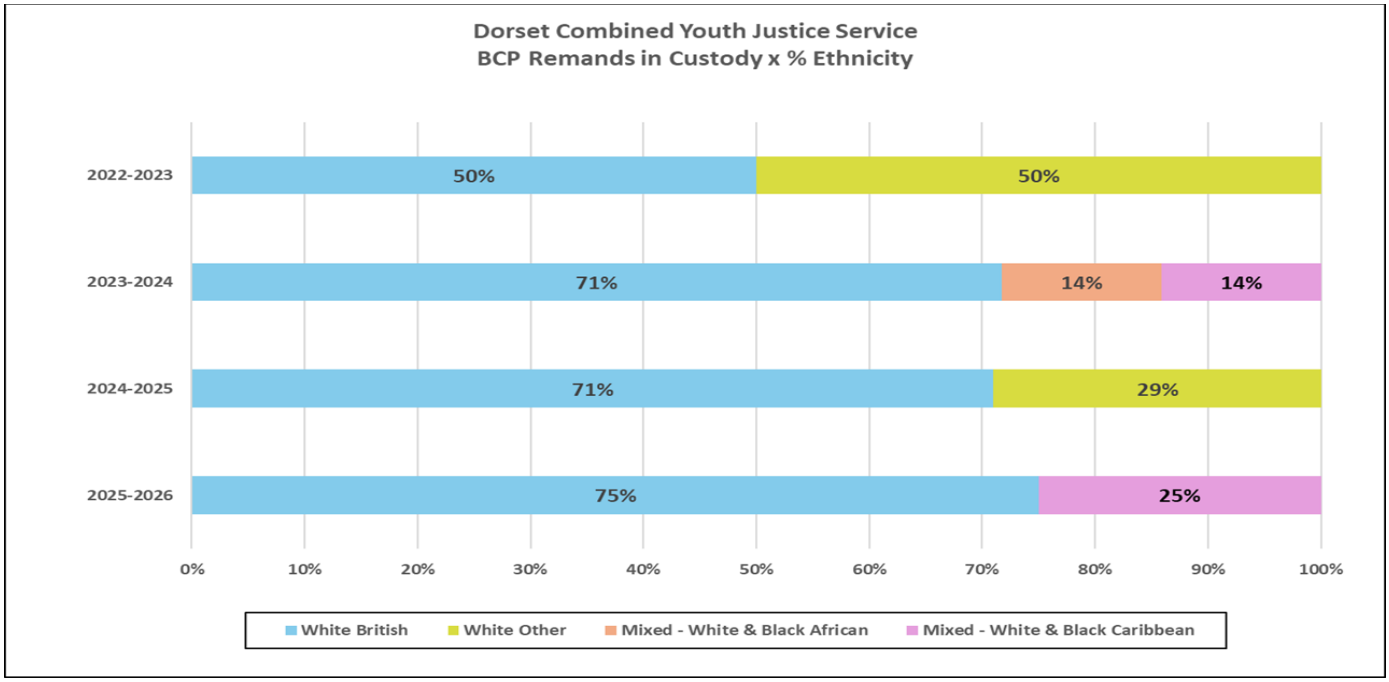
Six children were remanded in custody during 2025/26, compared to seven children in each of the two previous years. Four of the six children were from BCP Council, two were from Dorset Council.

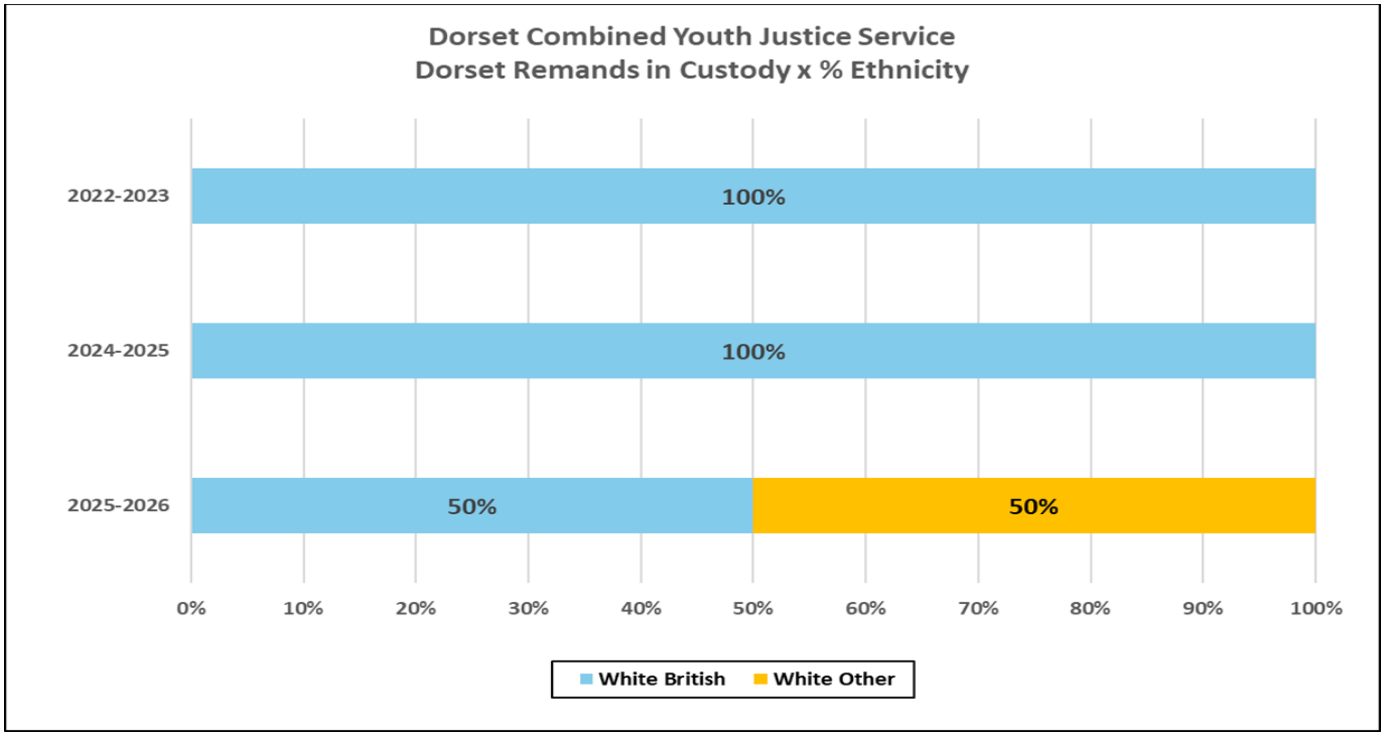
All six children were male.

Children who are remanded in custody gain 'child in care' status if they are not already a child in care. Two of the six children were already a child in care before being remanded into custody.

One of the children was aged 15 when he was remanded into custody; the other five were all aged 17.

Four of the children defined their ethnicity as White British, one defined his ethnicity as White Other and one defined his ethnicity as Mixed – White and Black Caribbean. The following charts show the ethnicity of children remanded in custody in recent years.





Low numbers of children remanded into custody means that each child has a significant impact on the percentage figures.

One of the children was remanded in custody in 2025 after a successful appeal against his previous conviction and custodial sentence, pending a re-trial. After nearly 6 months on remand, and a few days before the scheduled re-trial, the CPS decided to offer no evidence and the child was acquitted.

Two of the children who were remanded in custody did not go on to receive a custodial sentence, including the child mentioned in the previous paragraph whose re-trial did not go ahead.

Each remand in custody is reviewed in team meetings to consider if alternative options could have been taken. In most cases the remand decision reflects the seriousness of the alleged offence, and may also reflect patterns of offending and previous non-compliance with court orders and bail conditions.

The Ministry of Justice invited bids in March 2026 for regional remand partnerships. Local authorities in the south-west region decided not to submit a bid. There is still scope, though, to strengthen local partnerships across criminal justice agencies and childrens services to ensure that remands to custody are avoided whenever possible.

6.11 Custodial Sentences and Resettlement

Seven local children received custodial sentences during 2025/26 (compared to six in each of the two previous years). Information about custodial sentences and analysis of the young people is included in section 4.2 of this document. Information about the support for the health needs and education needs of children in custody is included in sections 6.4 and 6.5.

In recent years very few children have been released from custody before their 18th birthday. Of the seven children sentenced to custody in 2025/26, five of them will turn 18 before being released. The Probation Service takes over case responsibility if a young person turns 18 while serving a custodial sentence.

Finding suitable accommodation for children leaving custody can be challenging. DCYJS contributes to local authority care planning processes, promoting the early identification of the child's release address. The DCYJS Manager reports to the DCYJS Partnership Board on the timeliness of accommodation being confirmed for children being released from custodial sentences. This measure is also included in the new youth justice Key Performance Indicators. The release address for children leaving custody is sometimes not confirmed until the last few days before release. The final release address may be in another local authority area. As well as causing the child a lot of anxiety and distress, late confirmation of release address and local authority area makes it difficult to plan the child's resettlement, affecting access to education, health care and constructive activities.

With low numbers going into custody, and most of them becoming adults before they are released, the approach to resettlement for each child is planned individually.

6.12 Working with Families

DCYJS parenting staff provide support to the parents and carers of children on the YJS caseload. Support can be provided under a Parenting Order but in practice it is always achievable on a voluntary basis. Most contact is provided on a one to one basis, focusing on communications, relationships, setting boundaries and applying consequences. The workers remain alert to risk and safeguarding issues, attending multi-agency meetings, and supporting parents in their interactions with other services.

When appropriate, separate parenting workers can be allocated to a child's father and mother, in order to enable engagement with both parents.

Plans for 2026/27 include re-launching the YJS Living With Parents workshops to strengthen relationships and to reduce conflict between the parent and child; developing other ways to facilitate joint work with children and parents, with support from other YJS workers; and establishing an internal process to review all new child allocations for possible parenting referrals.

6.13 National Youth Justice Reforms 2026

The Ministry of Justice is engaged in an active programme of youth justice reform during 2026. Announcements have been made, or are expected, for the following areas:

- Knife Crime Guidance
- A Modern Youth Justice System
- Regional Remand Partnerships
- Preventing the drivers of youth custody
- Youth Justice White Paper (expected in May 2026).

National and local reform programmes in the wider YJS partnership include:

- Families First Partnerships
- SEND reforms
- Youth Strategy
- Violence Against Women and Girls strategy
- CAMHS Transformation (local reform programme).

DCYJS planning for 2026/27 will include taking action to align and develop our work in line with these diverse reform programmes.

6.14 DCYJS Priorities and Plans for 2026/27

This document shows the range and scope of YJS activities. The YJS will continue to seek improvements in all areas of its work. During 2026/27 the following strategic priorities will receive additional focus:

- Respond to national and local reforms in youth justice and children's services
- Enhance Child First Practice
- Develop YJS and Partnership work with victims
- Reduce the Over-Representation of some groups of children in the justice system
- Make best use of available resources.

The following table shows the priorities and plans for DCYJS in 2026/27. This is a dynamic plan which will continue to be updated, recognising that other priorities will arise during the year.

DCYJS Partnership Priority or Risk	Area for Development	Partners and Staff Providing Support	Benefits
Respond to national and local reform programmes	Implement Knife Crime Guidance from April 2026	Dorset Police DCYJS managers and practitioners Local authority children's services	Reduction in knife crime
Respond to national and local reform programmes	Start working with children while they are under investigation for weapon offences	DCYJS managers and practitioners Dorset Police	Earlier intervention leads to reduced weapon offending and other offending
Respond to national and local reform programmes	Advise on, seek to influence and prepare for national Youth Justice reforms	DCYJS Head of Service DCYJS Board	Workable and beneficial reforms are put in place
Respond to national and local reform programmes	Align YJS, and needs of YJS children/victims, with local implementation of Families First	DCYJS Head of Service BCP Council and Dorset Council	Effective joint work to meet the care and education needs of children in the YJS

	Partnerships and SEND reforms	Children's Services senior leaders	
Respond to national and local reform programmes	Ensure YJS mental health team is well-located to work effectively after local CAMHS Transformation	DCYJS Head of Service Dorset HealthCare Trust	Effective joint work to meet the health needs of children in the YJS
Respond to national and local reform programmes	Explore options for partnership work locally to reduce remands to custody	YJS Head of Service Dorset Police CPS HM Courts BCP and Dorset Children's Services	Fewer children are remanded into custody
Enhance Child First Practice	Whole YJS workshops to review Child First practice and agree further improvements	DCYJS managers, staff and volunteers	Enhancement of Child First practice to achieve better outcomes for children
Enhance Child First Practice (Diverting from stigma)	Continue to work with Dorset Police to develop alternative non-court options for motoring offences	Dorset Police DCYJS HoS, DCYJS Team Managers	Avoid first-time entrants for motoring offences such as speeding
Enhance Child First Practice (Diverting from stigma)	Monitor the lower age of First-Time Entrants in the Dorset Council area and identify remedial actions	DCYJS managers Dorset Police Dorset Council	Preventing or delaying entry to the justice system
Enhance Child First Practice (Building pro-social identity)	Continue to expand range and access to positive activities for children, including nature-based projects	DCYJS Activities Coordinator	Children build pro-social identity and build links with their community
Enhance Child First Practice (Collaborating with Children)	Develop new ways to engage children in contributing to service design	DCYJS managers DCYJS Activities Coordinator	Build children's positive identity, improve YJS service delivery
Child First Practice (Building pro-social identity)	Build team members' knowledge and confidence to work with children on the impact of their online experiences and identity	DCYJS practitioners and managers	Children's online activity supports positive identity and reduces harm arising from online activity.
Reducing over-representation	Investigate and agree actions in response to black or mixed heritage children being over-represented in the BCP Council area	DCYJS practitioners and managers BCP Children's Services	Reduce the over-representation of black or mixed heritage children from BCP in the justice system
Reducing over-representation	Further analysis of children receiving custodial sentences, to enhance YJS and partner offer to children entering the justice system under age 15 with multiple needs	DCYJS managers Local authority Children's Social Care and Education Services	Fewer of these children progress through the justice system and reach custody

Reducing over-representation	Complete the actions arising from the audit of work with Children in Care and review progress	DCYJS managers and practitioners Local authority children's services and Virtual Schools Child in Care health team	Reduction in the numbers of children in care entering the justice system or reoffending
Develop YJS and partnership work with victims	Continue work to identify and respond to victim vulnerabilities, especially child victims	DCYJS managers and RJ practitioners YJS partnership services	Children who have been the victims of crime receive support to address their vulnerabilities
Develop YJS and partnership work with victims	Improve YJS victim data recording and reporting to support service improvement	DCYJS Managers, Performance and Information Manager, RJ practitioners	More accurate and comprehensive data for YJS victim work helps to identify areas needing more resource or improvement
Make best use of available resources	Agree plans to balance budget through increase income and/or reduced costs	DCYJS Head of Service DCYJS Board BCP Children's Services Management Accountant	YJS delivers high-quality work while coping with budget reductions
Make best use of available resources	Streamline data recording processes to reduce duplication. Improve data reporting to show areas for targeting limited resources, such as children with multiple forms of disadvantage/need.	DCYJS managers DCYJS Business Support Officers and practitioners	YJS gathers and uses accurate data to help direct the use of limited service resources

7 Sign off, submission and approval

This Youth Justice Plan has been approved by the YJS Partnership Board in April 2026.

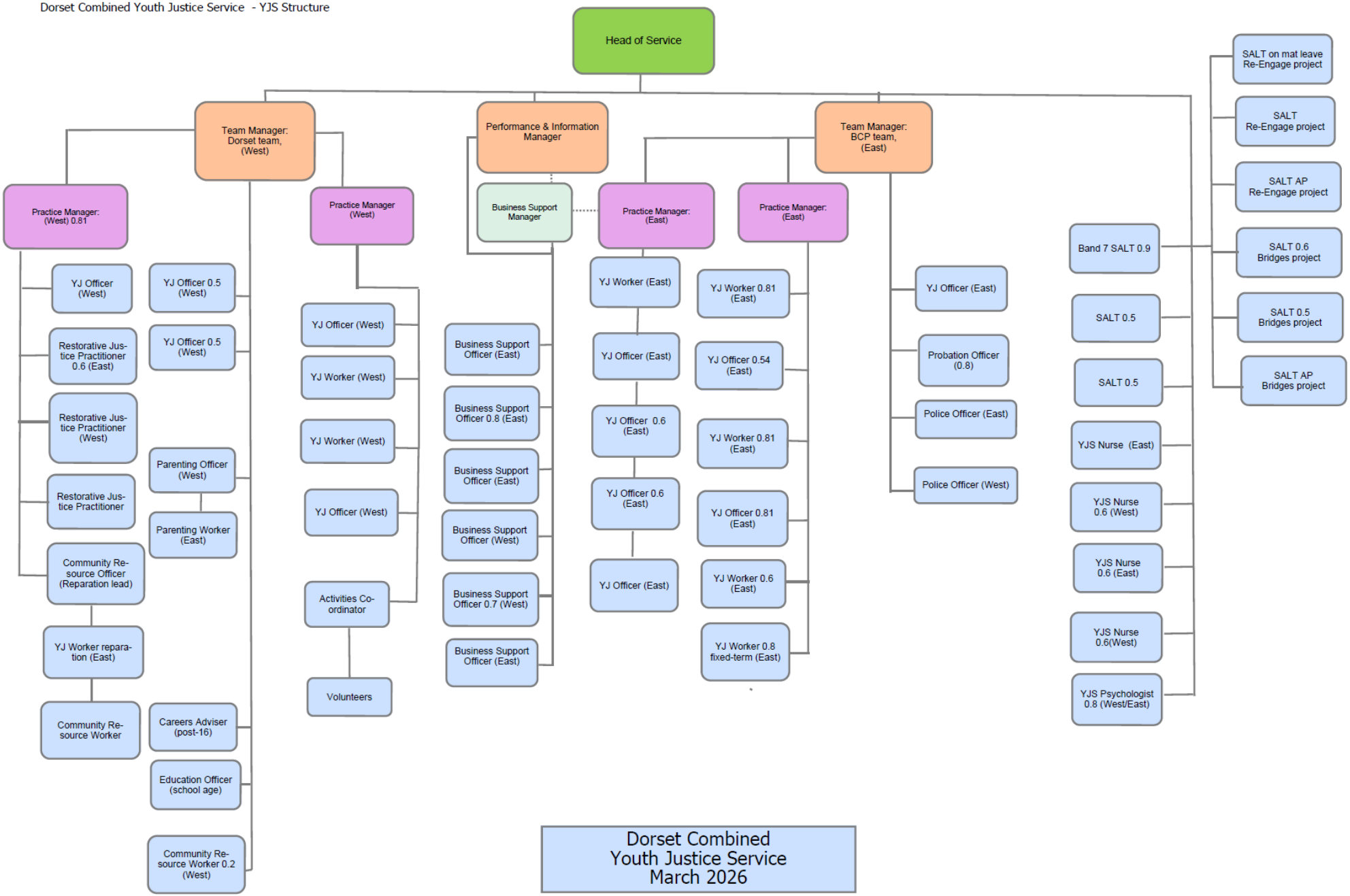
In accordance with 'Regulation 4 of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000', Youth Justice Plans must be approved by the full council of the local authority. This Youth Justice Plan is subject to the scrutiny and approval processes of our two local authorities. It will be considered for approval by the full council of Dorset Council in July 2026 and by the full council of Bournemouth, Christchurch and Poole Council in July 2026.

Chair of YJS Board - name	Paul Dempsey
Signature	
Date	

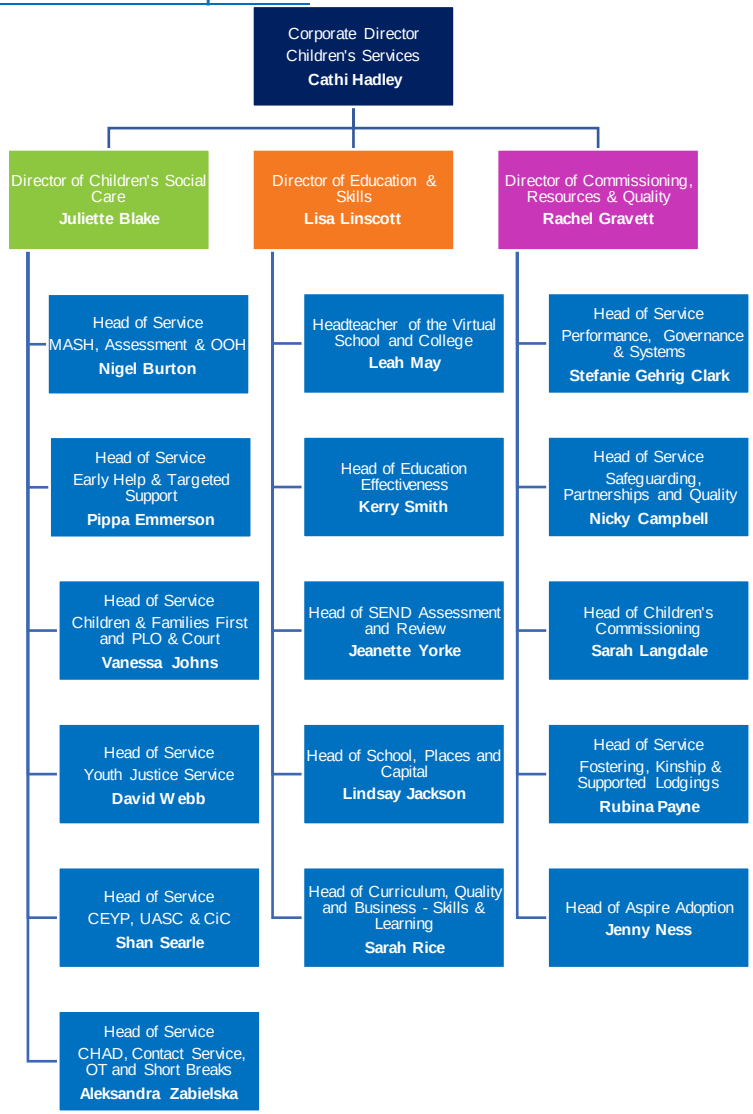
8 Appendix 1 – Service Structure Chart

The following structure charts show the staffing structure of Dorset Combined Youth Justice Service and where the service sits in the two local authorities.

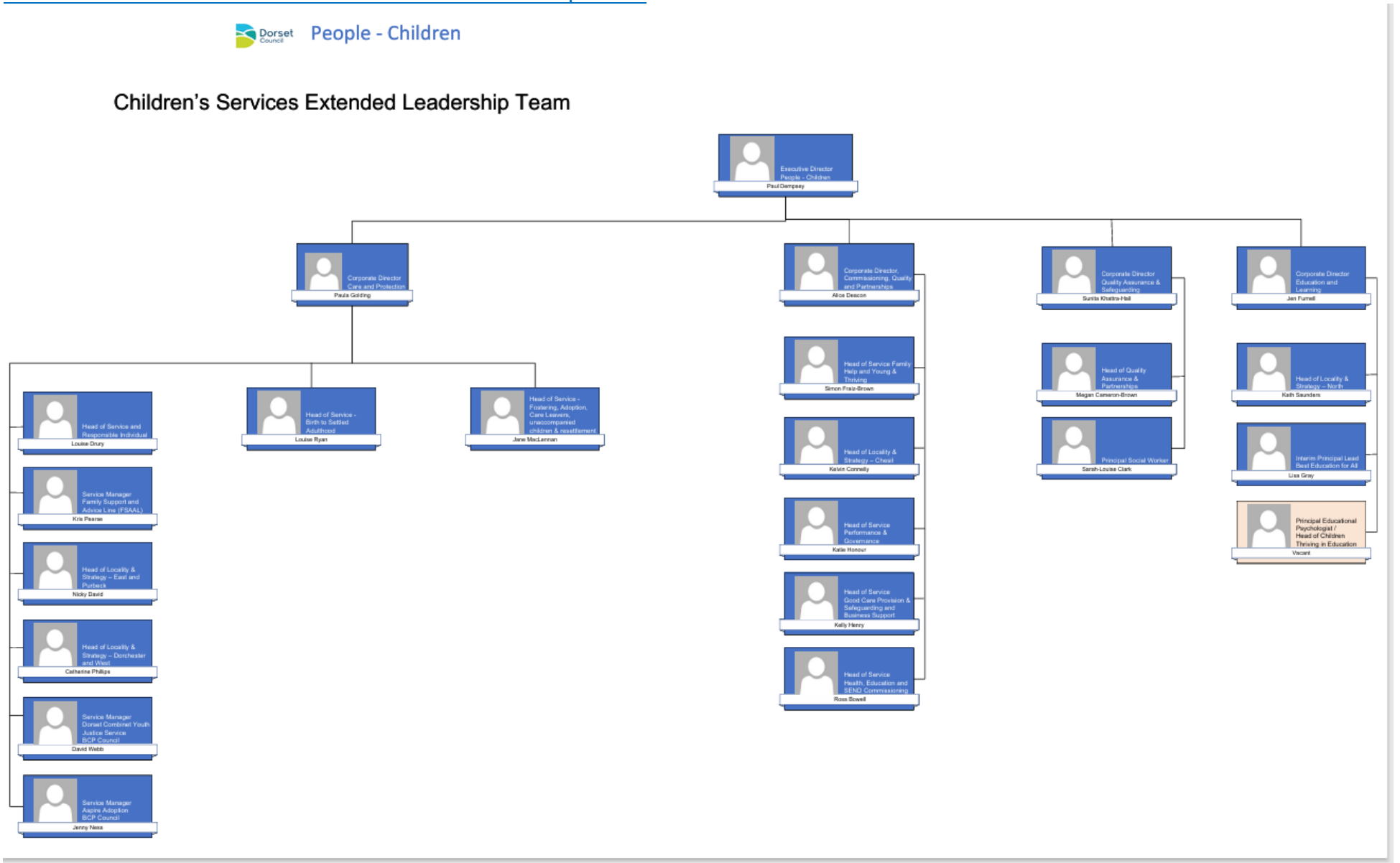
Dorset Combined Youth Justice Service - YJS Structure



BCP Council Children's Services Extended Leadership Team



Dorset Council Children's Services Extended Leadership Team



DCYJS Staff and Volunteers:

The following table shows the gender, ethnicity and disability status of DCYJS staff members and volunteers:

DCYJS Staff 25 March 2026 Ethnicity	F	M	Grand Total
White	47	9	56
White Irish		1	1
White Other	1		1
Mixed	2		2
Prefer not to say	2	1	3
Grand Total	**52**	**11**	**63**

Five staff members in DCYJS are recorded as having a disability.

Insert volunteers info

9 Appendix 2 – Budget Contributions 2026/27

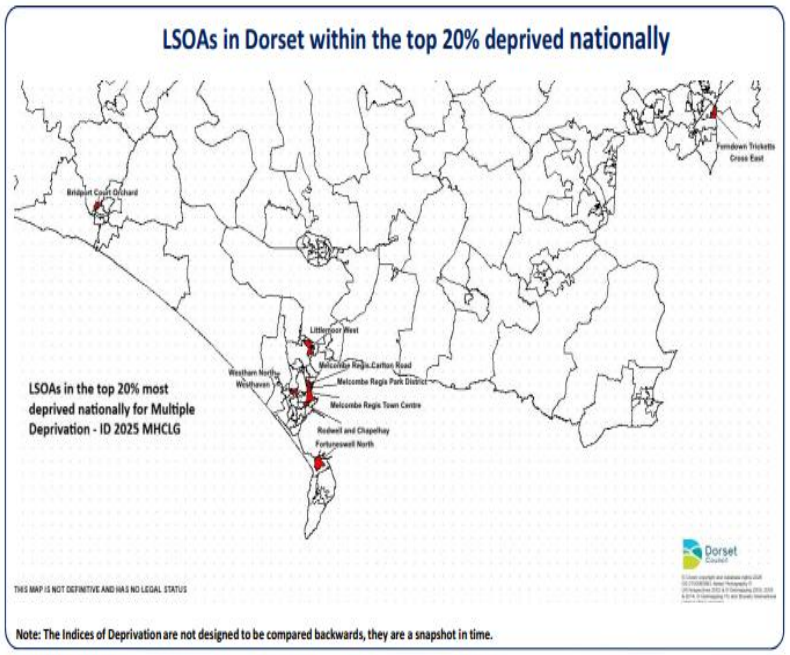
Partner Agency	25/26 Revenue (excluding recharges)	Staff
Dorset Council	£536,164	
Bournemouth, Christchurch and Poole Council	£628,622	
Dorset Police and Crime Commissioner	£84,794	2.0 Police Officers
The Probation Service (Dorset)	£5,000	0.8 Probation Officer 0.3 Probation Service Officer
NHS Dorset Clinical Commissioning Group	£22,487	2.8 FTE Nurses, 0.8 Psychologist, 1.4 Speech and Language Therapists
Youth Justice Grant	£767,922	
Turnaround Grant	£123,184	
Total	**£2,179,302**	

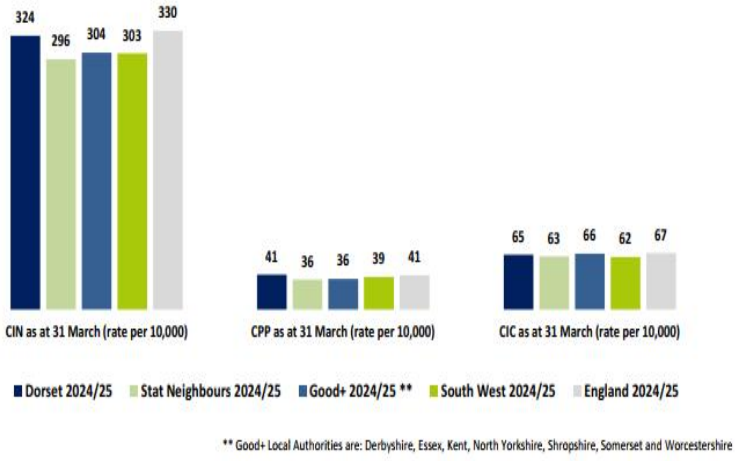
10 Appendix 3 – Local Authority Demographic Information

Population	Age 10-17
Number of Children[1]	34,575
Male[1]	51%
Female[1]	49%
Pupils eligible for Free School Meals[2]	22.3%
Pupils with SEN Support[2]	14.7%
Pupils with an EHC Plan[2]	7.1%
Pupils from Non-white Minority Ethnic groups[3]	6.3%
25.7% children living in Poverty after housing costs[4]	

Safeguarding	Age 10-17
Number of Children in Need[5]	582
Male[5]	53%
Female[5]	47%
Number of Children with a Child Protection Plan[7]	286
Number of Children in Care[6]	341
Male[6]	60%
Female[6]	40%
Number of children and young people at risk of exploitation[7]	
Significant	19
Moderate	46
Emerging/Reducing	43

1. Dorset mid-year 2024 population estimates (published September 2025).
2. October 2025 School Census (includes all pupils at a Dorset School aged 10-17: ages as at 31 August 2025).
3. January 2025 School Census (all non-white pupils at a Dorset School, excluding 'Refused' and 'Information not yet obtained').
4. Based on the DWP/HMRC statistics "Children in low income families: local area statistics" (March 2024).
5. From MOSAIC, as at 28 February 2026. Excluding CP and CIC. Recorded by Sex, not Gender
6. From MOSAIC, as at 28 February 2026. Recorded by Sex, not Gender
7. From MOSAIC as at 28 February 2026. Includes CCE, CSE, Modern Slavery, Peer to Peer Abuse, Radicalisation and Youth Violence





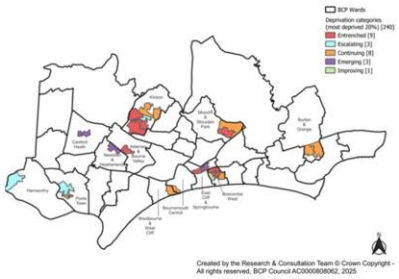
** Good+ Local Authorities are: Derbyshire, Essex, Kent, North Yorkshire, Shropshire, Somerset and Worcestershire

Bournemouth, Christchurch and Poole

Population[1]:	Age 10-17
Number of Children[1]	35,978
Male[1]	51.3%
Female[1]	48.7%
Pupils Eligible for Free School Meals[2]	21.6%
Pupils with SEN Support[2]	15.9%
Pupils with an EHC Plan[2]	5.7%
Pupils from Non-white Minority Ethnic groups[3]	17.8%
27% children living in poverty after housing costs[4]	
Safeguarding	Age 10-17
Number of Children in Need [5]	385
Male [5]	53.2%
Female [5]	46.8%
Number of Children with a Child Protection Plan[7]	179
Number of Children in Care[6]	388
Male[6]	54.9%
Female[6]	44.8%
Indeterminate[6]	0.3%
Number of children and young people at risk of exploitation[8]	
High Risk[8]	43
Medium Risk[8]	54
Low Risk[8]	118

1. Bournemouth, Christchurch and Poole population estimates (published July 2025)
2. January 2026 School Census (includes all pupils at a BCP School aged 10-17: ages as at 31st August 2025)
3. January 2026 School Census (all non-white pupils at a BCP School, excluding 'Refused' and 'Information not yet obtained')
4. Local child poverty indicators 2022/23. From DWP "Children in low income families: local area statistics" (March 2024).
5. From MOSAIC, as at 28 February 2026. Excluding CP, CIC, CEYP, PF, Open to Assessment. Gender figures exclude Unknown.
6. From MOSAIC, as at 28 February 2026. Gender figures exclude Unknown.
7. From MOSAIC, as at 28 February 2026.
8. From MOSAIC, as at 28 February 2026.

Which BCP areas are most deprived – IMD 2025



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Deprivation categories:

Entrenched – LSOAs whose ranking has remained in the most deprived 10% in England, in 2019 and 2025

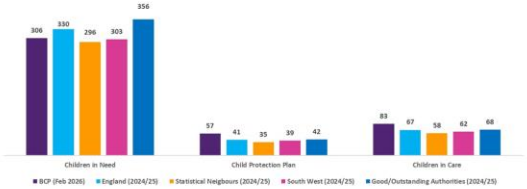
Escalating – LSOAs whose ranking has deteriorated and moved in the most deprived 10% in 2025

Continuing – LSOAs in the most deprived 11-20% nationally in both 2019 and 2025

Emerging – LSOAs whose ranking has moved them in the most deprived 11-20% in 2025

Improving – LSOAs moving from the 10% most deprived to decile 2 (11-20%)

Need comparison (rate per 10,000 0-17 year olds)



11 Common youth justice terms – national glossary

ACE	Adverse Childhood Experience. Events in the child's life that can have negative, long-lasting impact on the child's health and life outcomes
AIM 3	Assessment, Intervention and Moving on; an assessment tool and framework for children who have instigated harmful sexual behaviour
ASB	Anti-social behaviour
AssetPlus	Assessment tool to be used for children who have been involved in offending behaviour
CAMHS	Child and adolescent mental health services
CCE	Child Criminal exploitation, where a child is coerced, through threats of violence, or induced to take part in criminal activity
Children	We define a child as anyone who has not yet reached their 18th birthday. This is in line with the United Nations Convention on the Rights of the Child and civil legislation in England and Wales. The fact that a child has reached 16 years of age, is living independently or is in further education, is a member of the armed forces, is in hospital or in custody in the secure estate, does not change their status or entitlements to services or protection.
Child First	A system wide approach to working with children in the youth justice system.
Child in Care	Child in Care; where a child is looked after by the local authority
CME	Child Missing Education
Constructive resettlement	The principle of encouraging and supporting a child's positive identity development from pro-offending to pro-social after release from custody
Contextual safeguarding	An approach to safeguarding children which considers the wider community and peer influences on a child's safety
Community resolution	An informal disposal, administered by the police, for low level offending where there has been an admission of guilt
EHCP	Education Health and Care plan; a plan outlining the education, health and social care needs of a child with additional needs
ETE	Education, training or employment
EHE	Electively home educated; children who are formally recorded as being educated at home and do not attend school
EOTAS	Education other than at school; children who receive their education away from a mainstream school setting

FTE	First-Time Entrant. A child who receives a statutory criminal justice outcome for the first time (youth caution, youth conditional caution, or court disposal)
HMIP	Her Majesty Inspectorate of Probation. An independent arms-length body who inspect Youth Justice services and probation services
HSB	Harmful sexual behaviour, developmentally inappropriate sexual behaviour by children, which is harmful to another child or adult, or themselves
JAC	Junior Attendance Centre
MAPPA	Multi agency public protection arrangements
MFH	Missing from Home
NRM	National Referral Mechanism. The national framework for identifying and referring potential victims of modern slavery in order to gain help to support and protect them
OOCR	Out-of-court resolution. All recorded disposals where a crime is recorded, an outcome delivered but the matter is not sent to court
Outcome 22/21	An informal disposal, available where the child does not admit the offence, but they undertake intervention to build strengths to minimise the possibility of further offending
Over-represented children	Appearing in higher numbers than the local or national average
RHI	Return home Interviews. These are interviews completed after a child has been reported missing
SLCN	Speech, Language and communication needs
STC	Secure training centre
SCH	Secure children's home
Young adult	We define a young adult as someone who is 18 or over. For example, when a young adult is transferring to the adult probation service.
YJS	Youth Justice Service. This is now the preferred title for services working with children in the youth justice system. This reflects the move to a child first approach
YOI	Young offender institution

CABINET

Report subject	**Local Transport Plan**
Meeting date	22 July 2026
Status	Public Report
Executive summary	This report presents the proposed (joint with Dorset) Local Transport Plan 4 (LTP4) for the BCP and Dorset areas for the period 2026 to 2041. The document has been informed by engagement and consultation with key stakeholders, residents and the LTP4 Cross Party Working Group. The supporting Implementation Plan identifies the projects which are recommended to be progressed over the next five years (subject to necessary funding, consultation and approvals). A Monitoring and Evaluation Strategy accompanies the plan setting out how progress will be measured and assessed.
Recommendations	**It is RECOMMENDED that Cabinet recommends to Council:** **(a) Adoption of the Local Transport Plan 4 (LTP4) (2026 – 2041)**
Reason for recommendations	Under Section 108 of the Transport Act 2000, local authorities are statutorily required to prepare a Local Transport Plan which sets out their policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and their proposals for the implementation of those policies. The current Local Transport Plan (LTP 3) runs from 2011 to 2026. Adoption of an updated LTP is now required to ensure the council meets its statutory requirements under the act. The Department for Transport (DfT) published updated LTP guidance in April 2026 which states that Local Transport Authorities should set out how their LTPs are aligned with the government's national priorities, including 'Better Connected: a strategy for integrated transport'.
Portfolio Holder(s):	Councillor Andy Hadley, Cabinet Member for Cabinet Member for Climate Response, Environment and Energy Councillor Richard Herrett, Cabinet for Destination, Leisure and Commercial Operations
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	Richard Pincroft, Head of Transport & Sustainable Travel Alexis Edwards, Transport Development Management & Policy Manager

	Amy Beasley, Transport Policy Team Leader
Wards	Council-wide
Classification	For Recommendation

Background

1. Local Transport Authorities (LTAs) have a statutory duty under the Transport Act 2000 (as amended by Local Transport Act 2008) to prepare a Local Transport Plan (LTP). The typical form of these LTPs is a strategy document setting out the vision and policies for the plan period and an implementation plan(s) for delivering the strategy.

2. The current Joint Local Transport Plan 3 (LTP3) was adopted in April 2011 by the predecessor highway authorities of Bournemouth Borough Council, Poole Borough Council and Dorset County Council. The LTP3 plan area covers the ceremonial county of Dorset.

3. The Department for Transport (DfT) has indicated that local authorities that do not have a compliant Local Transport Plan may not be eligible for funding for transport investment from central government funding sources. Any authority that does not have an up-to-date Local Transport Plan embodying current guidance could be at a competitive disadvantage against other authorities that do.

4. As set out in the paper to Cabinet in March 2026, the DfT has consolidated funding for local transport and is placing increasing emphasis on monitoring the outcomes of LTPs. Having an up-to-date LTP in place will, therefore, be increasingly important for securing funding for scheme delivery and demonstrating best practice.

LTP4 Development

5. In March 2023, the council approved the development of a new LTP in partnership with Dorset Council. Work was undertaken to review the existing LTP3 against current national policy. The existing LTP3, was found to broadly align with current policy, however, due to a lack of investment overall many of the listed strategic schemes had not been developed/delivered.

6. To complement this review, between January and March 2024 a public engagement was undertaken to understand the transport-related issues and opportunities which the LTP would seek to address. The development of the engagement included input from the BCP LTP Cross-Party Working Group (see Governance section below). Following this engagement, a new draft LTP and Implementation Plan covering the first 5 years of the plan period was drafted.

7. In August 2025 a public consultation on the draft new LTP and Implementation Plan was launched and ran until October 2025. During this period members of the public and stakeholders were encouraged to share their views on the draft proposals.

8. Feedback gathered during the consultation, which is detailed below, alongside input from the Cross-Party Working Group was used to amend the LTP documents. This also included consideration of a petition presented at council from the BCP and Dorset Motorists Group that was referred to the Cross-Party Working Group. The final draft version of the LTP is now presented for consideration and adoption. Note: adoption is taking place concurrently by Dorset and BCP Councils. A copy of the LTP Strategy and Implementation Plan covering the first 5 years of the plan period can be found at Appendix 1 and 2 respectively.

9. In April 2026 the DfT published new LTP Guidance which set out how local transport authorities should prepare statutory LTPs. Work has been undertaken at pace to

review the guidance and ensure the final version of the LTP conforms and aligns with the new guidance.

10. A new integrated national transport strategy, 'Better Connected: A Strategy for Integrated Transport' was also published in April 2026. The Strategy sets out the government's long-term vision for the transport system in England. Again, work has been undertaken to review the strategy and ensure the final version reflects and is complementary to the objectives and priorities set out in the document.

11. If approved, work will be undertaken to progress the projects as identified in the first Implementation Plan. Further Implementation Plans will be produced over the lifetime of the LTP as projects progress.

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

Governance

13. To support the development of the LTP, a governance framework was developed and a joint Officer Working Group established across the two councils to liaise on a day-to-day basis. A Senior Officer Group, comprising representatives from both Dorset and BCP councils was established to provide oversight and guidance to the project team.

14. A BCP Council Cross-Party Working Group representing was also established to ensure a broad range of views could input to and shape the development of the strategy. The group, with representatives from all political groups in BCP, met throughout the process and provided invaluable feedback and insights as development of the LTP progressed. The Cross-Party Working Group provided recommendations to the responsible portfolio holders, and this feedback has been used to shape the documents.

Consultation

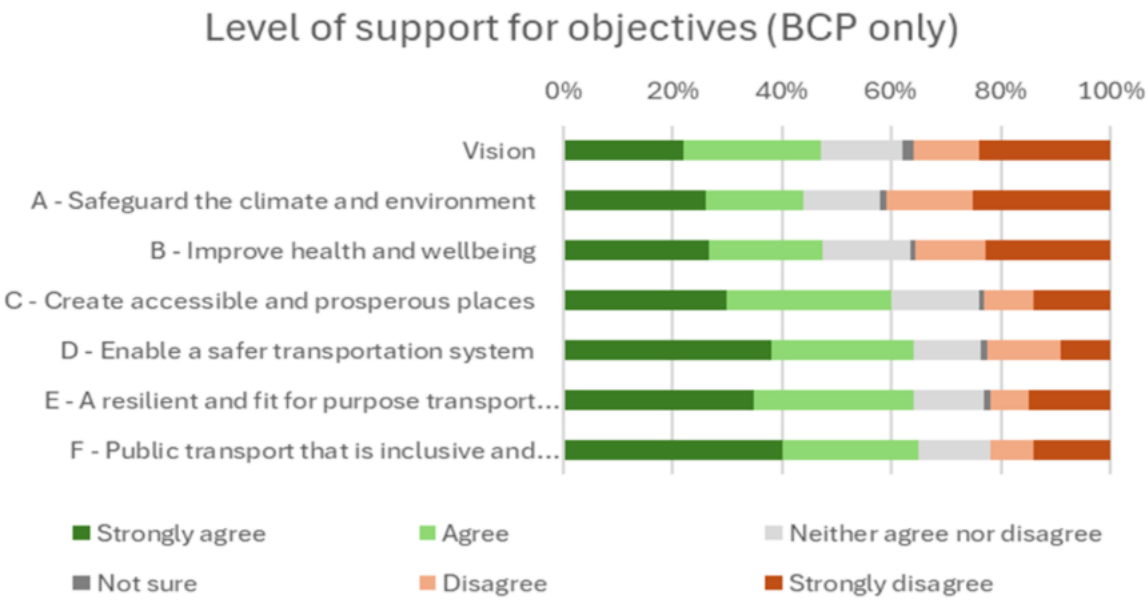
15. Under the Local Transport Act 2008, and in the new LTP Guidance, formal public consultation on a draft LTP is required prior to its adoption.

16. The consultation was open from Monday 18 August to Monday 20 October 2025. The consultation platform was an interactive website that allowed respondents, including individuals, businesses and other organisations, to provide their comments and suggestions on measures proposed in the plan.

17. The consultation was promoted via social media posts and a news articles sent to residents via the Weekly News which generated over 77,000 views. Paper copies of the survey and draft LTP were made available in BCP libraries, and information on the consultation was sent to all schools in BCP.

18. The consultation platform received a total of 1397 responses (excluding respondents non-resident either to BCP Council or Dorset Council, or those who did not supply an answer).

19. Most respondents 'agreed or strongly agreed' with the vision for LTP4 and the objectives. Objectives relating to public transport and road/travel safety were the most strongly supported. See extract from LTP consultation report below:



20. There was also broad support for the individual LTP4 policies with strongest support for those policies relating to bus services and road safety.

21. The feedback for the schemes / interventions outlined in the Implementation Plan for the BCP area highlighted that the majority responded that they 'neither agree nor disagree' with the content, followed by 'agree / strongly agree'. Analysis of the qualitative responses suggested that this was due to a lack of confidence or certainty that schemes were deliverable within the current funding constraints.

22. Alongside the survey, a series of open public consultation events were also held across BCP. The drop in events provided an opportunity for residents and stakeholders to provide their feedback and ask questions directly to the project team.

    The following events were held:

Location	Date
Bournemouth Travel Interchange	Thursday 18th September 2025
Poole Scaplen's Court	Saturday 20th September 2025
Christchurch Library	Monday 29th September 2025

23. During the drop-in events the following themes and issues were raised:

- The importance of maintaining the network of council-supported bus services
- The importance of safe journeys to school covering a wider area than just the immediate surrounding of a school
- Concerns over the impact of EV cars on encouraging car dependency
- The importance of faster rail journey times to London from all parts of BCP and not just Bournemouth
- Support for improving public transport connectivity to the Airport and surrounding employments areas
- Support for wider implementation of 20mph zones for safety and improved amenity reasons in addition to encouraging active travel.
- Concerns over how the interface between cyclists and buses is managed in narrow streets
- Support for greater emphasis on local decision making to govern spending of transport funding as national funding pots are too prescriptive in scope.

24. Targeted engagement sessions were also undertaken to capture the views of specific groups. This included engagement with:

    - Destination Management Board
    - BCP Youth Forum
    - Bournemouth University Travel Plan Working Group
    - Children in Care and Care Experienced Young People
    - BCP Climate Stakeholder meeting
    - Connected Dorset (BCP and Dorset area transport provider and organisation forum)

25. During the targeted engagement sessions, the following themes and issues were raised:

    - Concerns about how the current transport system impacts on the environment, particularly through air pollution
    - Concerns about the cost of transport for younger people, particularly for those on minimum wage
    - Support for targeting improvements in areas of higher social deprivation to wider access to opportunities
    - Support for wider use of scooters and other micro-mobility solutions
    - Support for improved cycle parking and access to cycle maintenance schemes alongside cycle infrastructure improvements
    - Concerns about the cost of public transport and its impact on young people
    - Support for making streets more child-friendly
    - Concerns over personal safety and how this can be 'designed out' of new schemes
    - Support for increasing green space to encourage walking
    - Support for exploring opportunities from tram and mass transit schemes in BCP
    - Support for expanding the network of night buses
    - Support for improving bus services to and from Hamworthy, particularly in the evenings
    - Concerns about the impact of lit cycle paths on local wildlife and light pollution

26. Consultation responses were also received responses from over 60 other organisations such as town and parish councils, Dorset Police, National Highways, NHS, Morebus and Network Rail.

27. Key themes raised by these stakeholders included:

    - General support for the vision and objectives of the LTP
    - Support for the measures that benefit public transport
    - Support for greater emphasis on embedding crime prevention principles, such as well-lit roots, CCTV and Secure by Design accreditation for transport hubs and car parks.
    - Support for ensuring the objectives of the LTP more closely align with those of the Local Plan and wider infrastructure planning
    - Support for greater emphasis on ensuring active travel and EV charging infrastructure is designed inclusively to avoid hazards for blind and partially sighted pedestrians

- Support for greater emphasis on the role transport can play in addressing health inequalities

28. The consultation summary report is included in Appendix 4.

Impact of consultation feedback on the LTP

29. In summary the main changes to the LTP because of the consultation feedback are as follows:
    - Clearer statements in the strategy document to clarify that the objectives are not listed in priority order and that all are important
    - Additional emphasis included throughout on the importance of highway maintenance, particularly relating to footway quality and safer crossings
    - Additional emphasis added relating to network management (to reduce congestion), resilience, maintenance and safety, and its importance to drivers and freight and logistics
    - Additional emphasis added throughout relating to personal safety (particularly relating to violence against women and girls)
    - Additional emphasis included throughout the document on the importance of the availability of public transport (particularly bus) as well as it being inclusive and accessible
    - Addition of a new concluding section focusing on deliverability and funding
    - Updates throughout to reflect recent government strategy and funding announcements
    - Greater focus on safer school travel

Summary of financial implications

30. There are no direct financial implications from adopting the LTP4 itself, however, development and delivery of the projects identified in the Implementation Plan would require significant financial investment and as such the plan has been aligned with the DfT published transport allocations for the council. Failure to adopt the LTP4 could have potential negative impacts on BCP Council's ability to attractive the same high level of DfT grant funding.

31. The LTP4's strategic focus would help to guide and focus future investment for transport in BCP, as well as support shaping future funding bids externally, and supporting the negotiation of developer contributions.

32. As set out in the report to Cabinet in March 2026, the Government has consolidated local transport funding with funding confirmed up to 2029/30 which provides greater confidence on delivery of the schemes identified in the Implementation Plan. The council has been tasked with submitting an updated delivery plan to the DfT by September 2026 which will reflect the Implementation Plan and articulate the council's delivery priorities across the confirmed funding settlement period.

Summary of legal implications

33. There are no known direct legal implications from adopting the LTP4. The council entered into a non-legally binding memorandum of understanding with the DfT when it accepted the Local Transport Consolidation Fund Settlement 2026/27 to 2029/30.

34. The LTP continues to be a statutory requirement of the Transport Act 2000 as amended by the Local Transport Act 2008. To fulfil its legal obligations, the council must produce a LTP which must be implemented, kept under review, and altered if considered appropriate to do so.

35. The delivery of projects and programmes within the LTP shall be subject to consultation in accordance with council guidance. Where appropriate representative sample surveys shall be utilised to inform proposals.

Summary of human resources implications

36. The preparation and implementation of the LTP is resourced primarily by officers from the Transport & Sustainable Travel and Engineering Units supported by other corporate services. The programme is funded by the grants from the DfT and as such any time spend on LTP programme delivery is recharged.

Summary of sustainability impact

37. A Decision Impact Assessment can be found at Appendix 5. This assessment identified only positive impacts on the natural environment; climate change and energy; communities and culture; economy; health and wellbeing; learning and skills; and transport and accessibility.

38. Environmental considerations have been considered throughout the development of the LTP. The Integrated Impact Assessment (IIA) at Appendix 6 incorporates the Sustainability and Strategic Environmental Assessments (SA/SEA) and a Habitats Regulations Assessment (HRA) has been undertaken separately, including an Appropriate Assessment. Overall, it is considered that LTP4 represents a sustainably focused approach to transport planning.

39. Subject to approval a post Adoption Statement shall summarise how the IIA and the consultation responses have been considered and how social, economic and environmental considerations have been integrated into the final version of the LTP. This will be issued as soon as is reasonably practicable after adoption.

Summary of public health implications.

40. The LTP Strategy and Implementation Plan schemes aim to promote sustainable/active travel and/or minimise congestion and as such aim to deliver improvements to air quality and increase levels of physical activity across all groups.

41. BCP Public Health has contributed to the public consultation and is supportive of the LTP.

Summary of equality implications

42. An EIA screening has been completed and can be found at Appendix 7.

43. The screening found that LTP4 and Implementation Plan were shaped by extensive pre-engagement and subsequent consultation. The LTP is a shared vision for how we will all travel across BCP and Dorset from 2026 until 2041, which is inclusive, sustainable and resilient. The inclusive aspect means the plan would benefit everyone no matter how you choose to travel.

44. Consultation provided a wide range of views about how our transport system should be developed over the next 15 years. An ongoing challenge, common to all LTPs, is to provide a strategy that covers as many perspectives as possible and recognises the challenges of housing and economic growth, whilst also considering sustainability and climate change.

45. The desire of personal freedom of movement compared with collective measures to provide better and more viable transport choices are part of the focus of some consultation responses. As a result, the plan aims to include both these aspects and establish that better active and public transport provide an improved transport system for all.

46. The plan also aims to address some aspects of previous transport policy where the location of developments and transport access to them has excluded some in our communities. A vision-led approach would enable better access by a variety of transport modes to new developments and deliver a more inclusive approach.

47. Public transport was the most referenced subject during the engagement and consultation stages of LTP development, and the funding of improved bus and train services remains a major challenge. The strategy covers what is needed to improve public transport. This would particularly benefit the groups that currently rely on public transport as profiled by the National Audit Office as younger people under 20, older people over 70, women and girls, people with disabilities and those on lower incomes.

Summary of risk assessment

48. The DfT is placing increasing emphasis on monitoring the progress of all councils in delivering the outcomes identified in their LTPs. There is a risk of ineligibility for future transport funding if the council does not develop and adopt a new Local Transport Plan in line with the recently published LTP Guidance.

49. There is a risk that concurrent approval processes by both Dorset and BCP councils could result in a requirement for changes to the LTP as it is currently drafted. Minor (non-material) changes prior to the publication of the documents may be required.

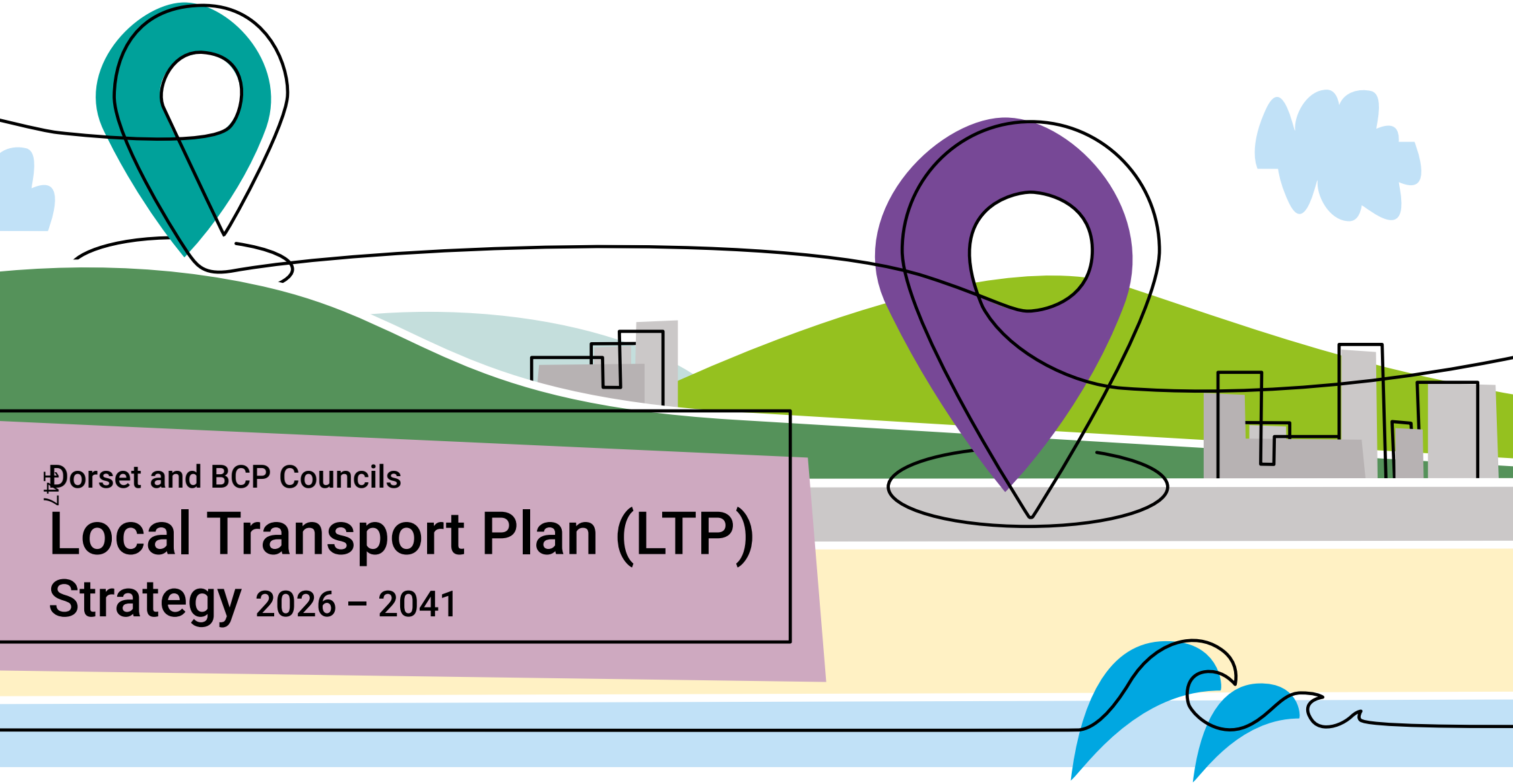
50. There is also a risk of any emerging Strategic Authority removing the necessity for a Joint BCP and Dorset Local Transport Plan due to a lack of alignment with relevant geography, and more crucially the potential transfer of the duty to produce a LTP moving to a new Strategic Authority away from BCP as Local Transport Authority. However, the adoption of a joint LTP would provide a robust starting point for the development of any subsequent Strategic Authority Transport Plan.

Background papers

Cabinet 8 March 2023 - LTP Capital Programme 2023/24 and Programme for developing Local Transport Plan 4, Published Works

Appendices

Appendix 1 – Local Transport Plan 4 Strategy
Appendix 2 – LTP4 Implementation Plan 1 2026-2031
Appendix 3 – Monitoring and Evaluation Strategy
Appendix 4 – Consultation Report
Appendix 5 – Decision Impact Assessment
Appendix 6 – Integrated Impact Assessment
Appendix 7 – Equality Impact Assessment Screening



Dorset and BCP Councils

Local Transport Plan (LTP)

Strategy 2026 – 2041

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

Dorset Council

BCP Council

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Foreword

We are proud to present the joint Local Transport Plan (LTP), a shared vision for how we will travel across Dorset and the Bournemouth, Christchurch and Poole (BCP) area from 2026 to 2041.

We aim to reduce congestion, improve the condition of our roads, cycleways and footpaths, improve air quality and ensure that everyone, regardless of where they live, can access education, employment and essential services.

This strategy is about more than just transport, it's about shaping a future that is inclusive, sustainable and resilient for all our communities.

It reflects the ambitions of both Dorset Council and BCP Council. It aligns with the Dorset Council Plan's priorities to protect our natural environment, create stronger, healthier communities and support sustainable economic growth.

It also supports BCP Council's shared vision of connecting people and places by sustainable modern infrastructure, tackling the climate and ecological emergency and promoting vibrant communities.

Our transport strategy benefits everyone, no matter how you choose to travel. It is designed to meet the challenges of a growing population, building more homes, climate change and increasing demand on our networks.

It sets out a clear path to provide safer, healthier and more inclusive travel options for all modes of transport required to achieve our vision.

This strategy has been shaped by the voices of thousands of residents, businesses and stakeholders. Their input has helped us focus on what matters most: real travel choices, cleaner air, safer streets and a transport system that supports our economy and enhances quality of life.

However, the delivery of this ambitious strategy depends on securing the necessary funding. Investment in our transport infrastructure is critical if we are to meet our shared goals and deliver the benefits our communities deserve.

The strategy is a call to action. It is a commitment to work collaboratively, to innovate and to invest wisely in a transport future that supports our environment, our economy and our communities. We look forward to working together and with you, to bring this vision to life for the benefit of all across Dorset and BCP.



Cllr. Andy Hadley

Cabinet Member for Climate Response, Environment and Energy, BCP Council



Cllr. Jon Andrews

Cabinet Member for Place Services Dorset Council

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.

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



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.

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**

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

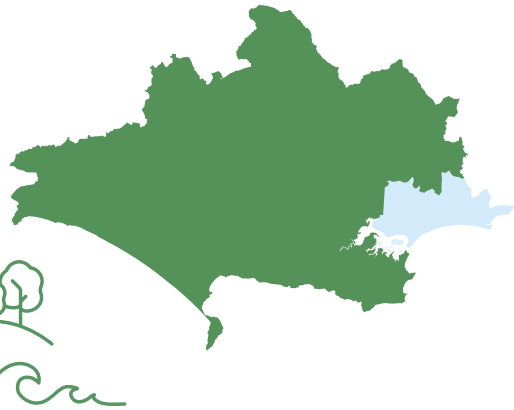
- Deep-water port with facilities for cruise ships, cargo and naval vessels
- Former Royal Navy base, now a commercial and leisure port
- Hosted the sailing events for the London 2012 Olympics
- Home to the National Sailing Academy

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


BCP Council detailed area map
Dorset
Hampshire
New Forest National Park
Ringwood
Wimborne
West Moors
Ferndown
River Avon
River Stour
Merley
Broadstone
Kinson
Canford Heath
Alderney
Wallisdown
Oakdale
Bournemouth International Airport
Royal Bournemouth Hospital
AUB + BU
Christchurch Hospital
Burton
Christchurch
Highcliffe
Pokesdown for Boscombe
Branksome
Poole Hospital
Poole
Hamworthy
Parkstone
Bournemouth
BU
Health Sciences University
Southbourne
Christchurch Harbour
Christchurch Bay
Upton
Lytchett Minster
Port of Poole
(International Ferry Terminal)
Poole Harbour
Poole Bay
Sandbanks Ferry
Isle of Purbeck
A31
A338
A341
A349
A350
A351
A35
A3049
A337
154
A and B Roads
Rail / Stations
Hospitals
Universities

Key statistics – Dorset Council



Population

381,000

Dorset has the greatest proportion of people aged 65 and over (29.5%) more than any unitary authority in England

Median age in Dorset is 51.6, compared to 40.6 for England and Wales

Urban/ rural split

69% rural

Economic indicators

Gross value added

£7.72 bn

Average weekly earnings (UK £690)

£668

Weekly earnings are **97%** of the national average

Productivity is **15%** lower per hour than the UK average

11 areas in Dorset are among the 20% most deprived in England (10 of these in Weymouth and Portland)

Health and wellbeing

In Dorset 2 in 10 adults, 26% and 3 in 10 children, 28% did less than 30 minutes of physical activity per week.

Landscape

54% of Dorset is designated as National Landscape (formerly AONB)

Home to England's only natural World Heritage Site

the Jurassic Coast

Dorset hosts all **6** native reptile species

93% of UK mammal species and **90%** of British butterfly species

Poor connectivity

No motorways, 58% gigabit broadband compared to 84% nationally and 90% in the BCP area. Among the worst mobile phone connectivity in the UK.

Annual visitors

9.5 million 2024

The visitor sector contributed £1.05bn to the Dorset economy annually creating 26,000 jobs.

Average house prices

£350,000

55,182 estimated new homes needed during period 2026-2043

Rural access

46% of Dorset's residents live in areas where they find it difficult to access services, compared to 18% across England

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)

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 by any mode

In some town centre areas less than **50%** of households have access to a car compared to the BCP average of 81%

Population 409,000

(2024)

The BCP population estimated to reach half a million by the end of the LTP period (2041)

22%
of the population aged over 65 compared to the UK average of 19%

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

1 in 5 adults
20% and
1 in 5 children
19% do 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

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)

Transport investment to date has included:

Transforming Cities Fund	£79 million joint BCP and Dorset 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 Traffic Signal Obsolescence Grant. 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.

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.

- **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, freeing up the road network for those who need to drive.

Our environment

Climate change presents a growing challenge to the transport systems in Dorset and BCP. Rising sea levels and more frequent high intensity 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. Hotter summers also pose a growing risk to our transport systems affecting the travelling public and straining the network's ability to manage peak demands.

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.

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.



Cycling and walking near Poole Quay.



Cyclist on Wimborne Road West, Wimborne Photo credit: David Baker

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.

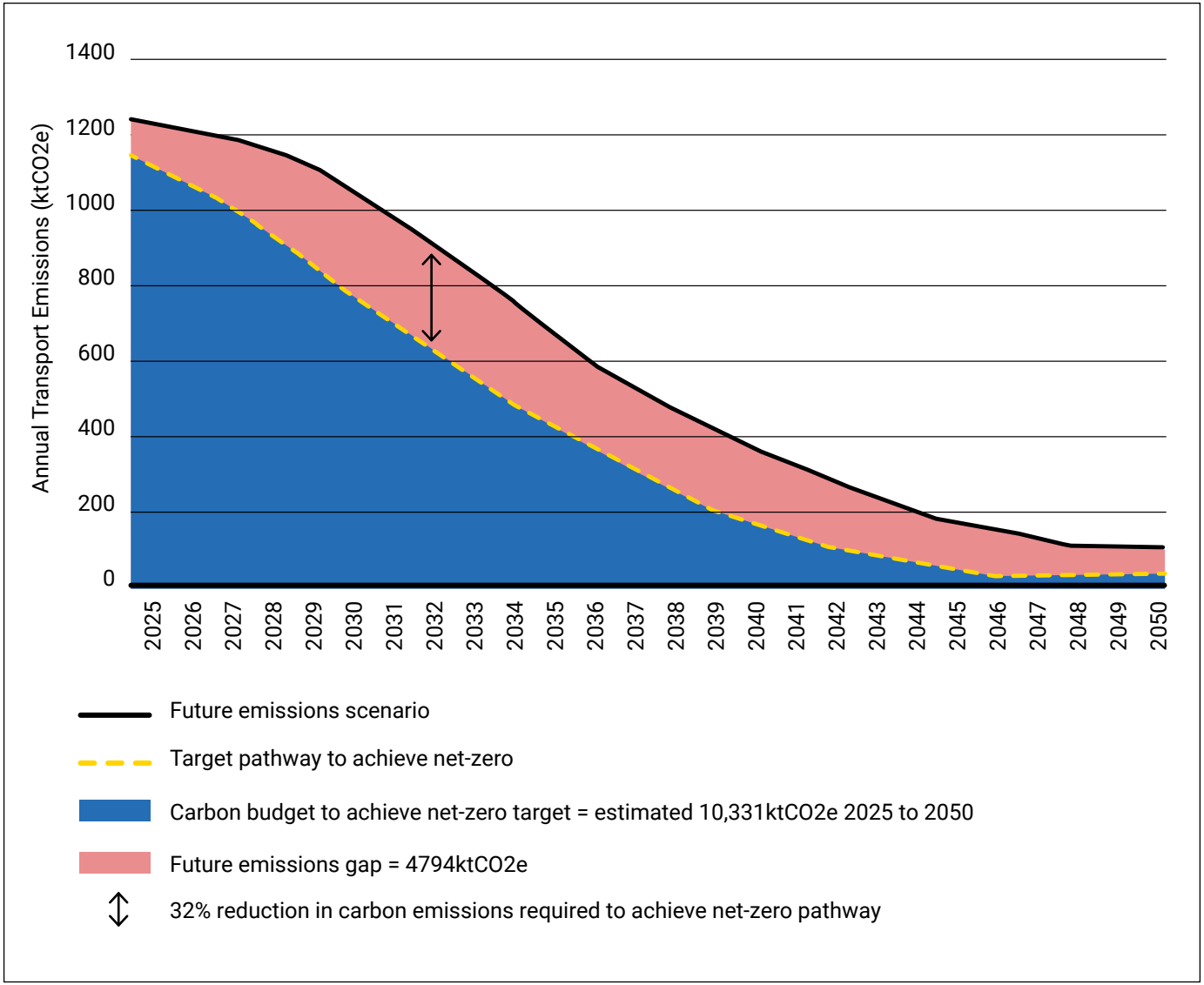
This is the most likely scenario, as it reflects the national ban on the sale of new petrol and diesel only powered cars from 2030. Our analysis has defined a 'target pathway to achieve net-zero' (purple dashed line in Figure 1.1). This is based on a locally scaled version of the **'Climate Change Committee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



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

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.

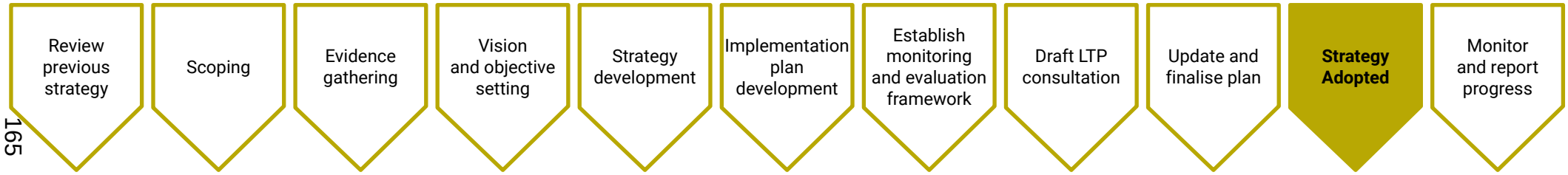
Roles and responsibilities	Local authority	Transport operator	STB	Government
Local Transport Plan	✓			
Maintenance of public roads	✓			
Strategic Road Network				✓
School transport	✓			
Community needs	✓	✓		
Public transport	✓	✓	✓	✓
Promoting sustainable development	✓			
Funding for high-cost schemes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

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.

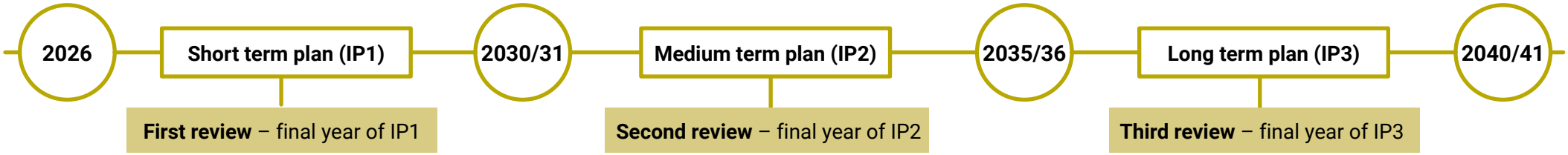
Public engagement on the development of the new strategy took place between 22 January 2024 and 3 March 2024.

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 from 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.



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.

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.**

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



- 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.

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.

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.

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.

Objective A – safeguard the climate and environment



I want cleaner air and to **protect** our **environment**

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.

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.

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



Charging ahead: An electric vehicle charging in Cerne Abbas.



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. 1 in 5 adults in Dorset and BCP did less than 30 minutes of physical activity per week. 1 in 3 children in Dorset and 1 in 5 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

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

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.



New dedicated cycling facilities placed along Glenferness Avenue, Bournemouth as part of Transforming Travel corridor.

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 section 278 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.

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.

- 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

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.
- Deliver infrastructure as part of section 278 agreements or by providing 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.

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.



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



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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 at all times. 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.

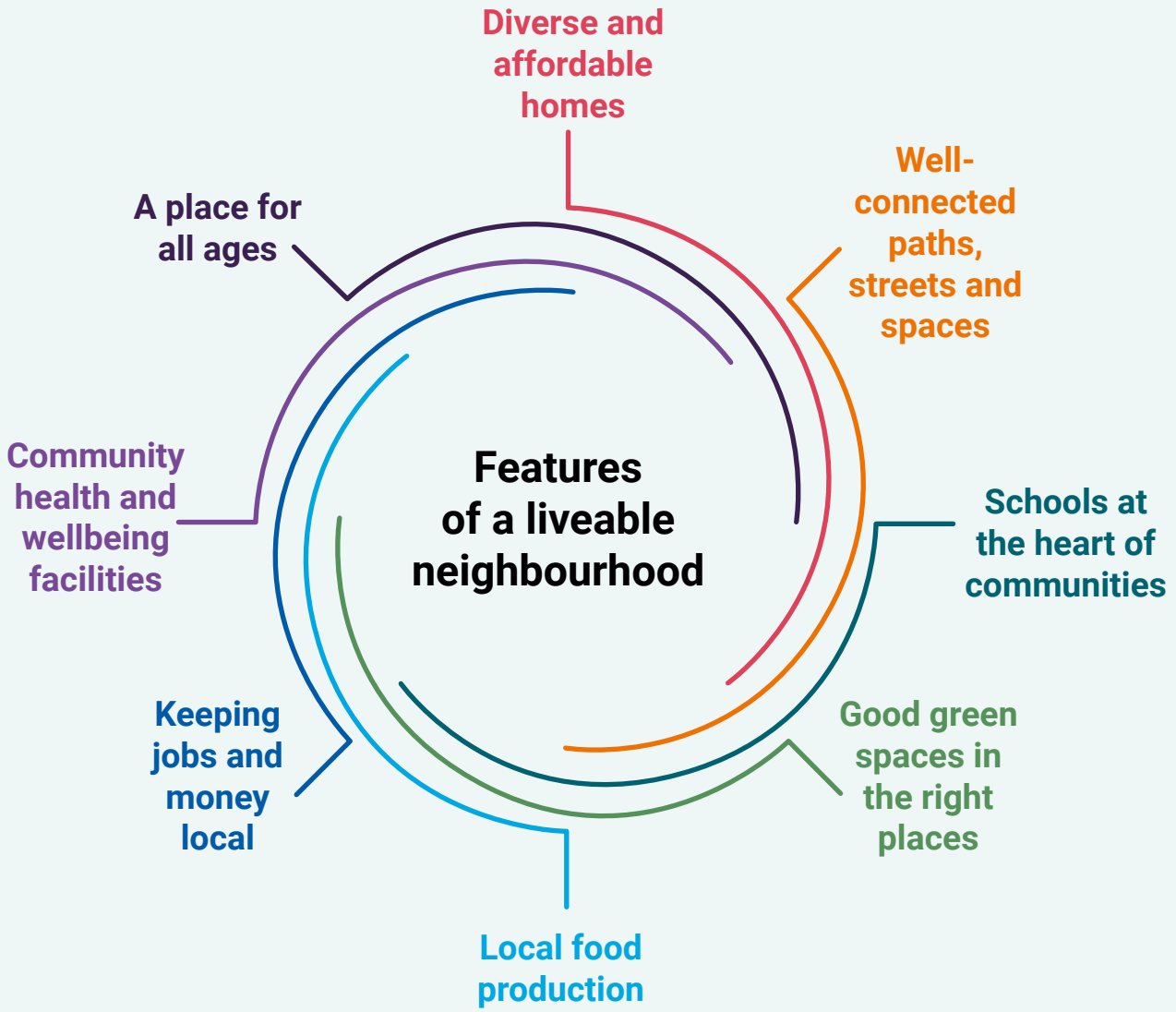
Policy D1

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



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



Adapted from Town and Country Planning Association (2021)



School street entrance as part of scheme at Oakdale Junior School, improving children's safety when going to/from school

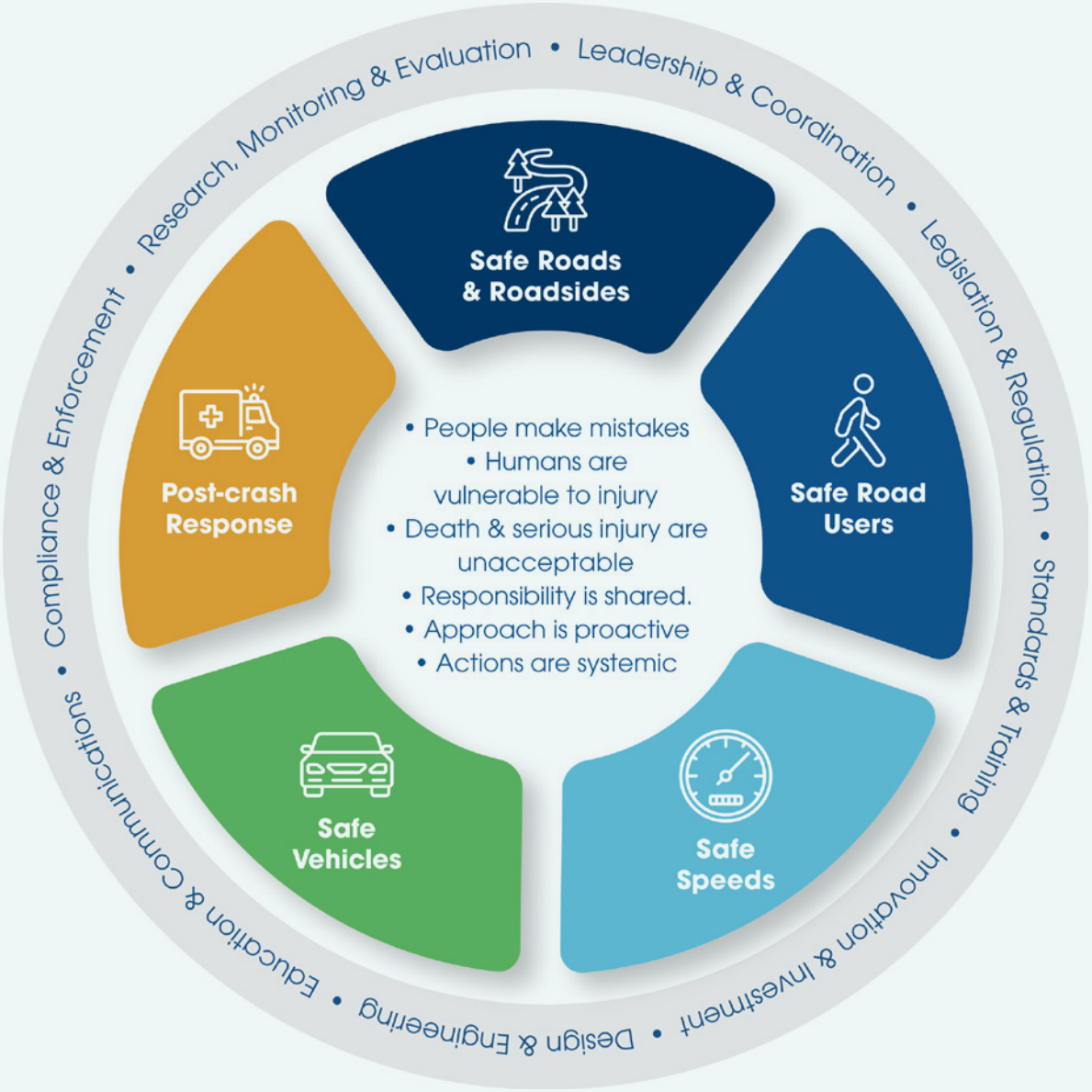
impact on those affected by a road casualty and their social groups is immense. Considerations of how we all travel and the resulting policies need to improve safety as a priority including resolving conflicts between active travel and motor vehicles. Many injuries are largely preventable. Through effective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

- 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.

- 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.



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.



Bank stabilisation works at Sturminster Newton reinforce the resilience of the A357 and protect vital transport links.

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

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.

Objective F – ensure public transport is accessible and inclusive



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I 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

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**.

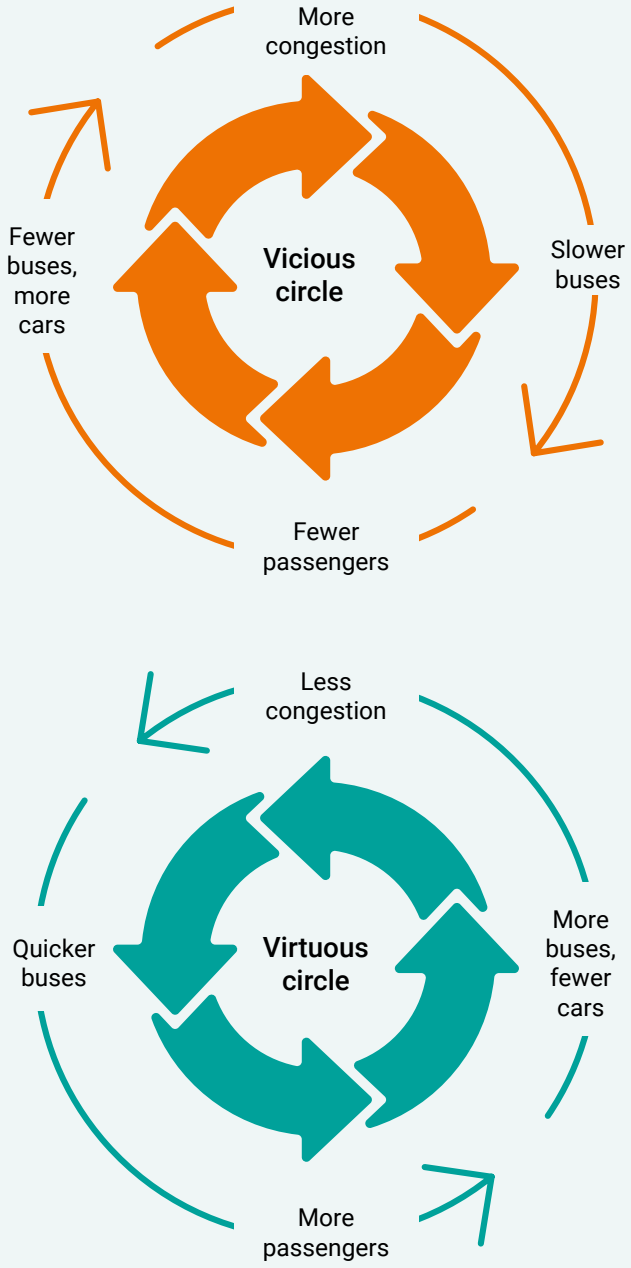
Policy F2

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:



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.



Public transport services connecting rural communities – bus approaching Corfe Castle along the A351. (Credit: Go South Coast)

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.



I want it to be easier to travel so I can be more independent.

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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)

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.

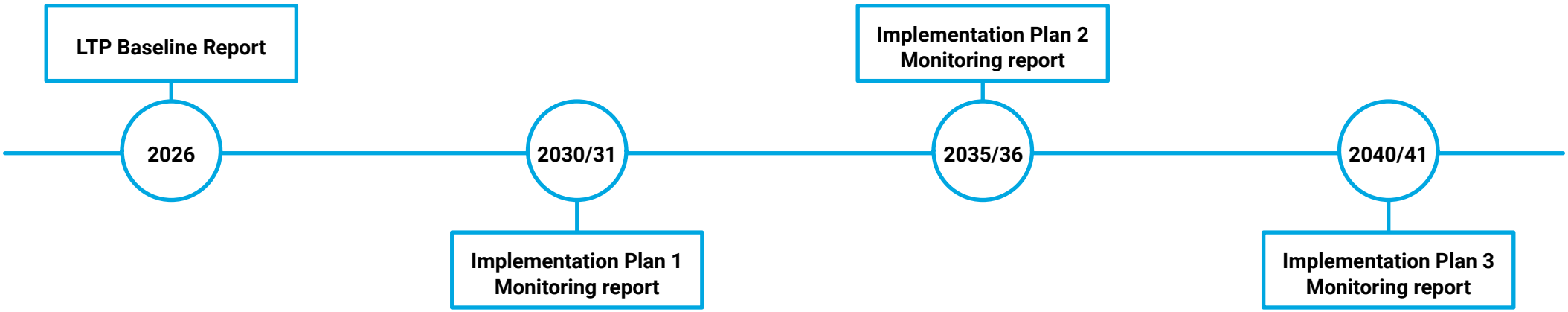
Performance indicators

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.



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

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.

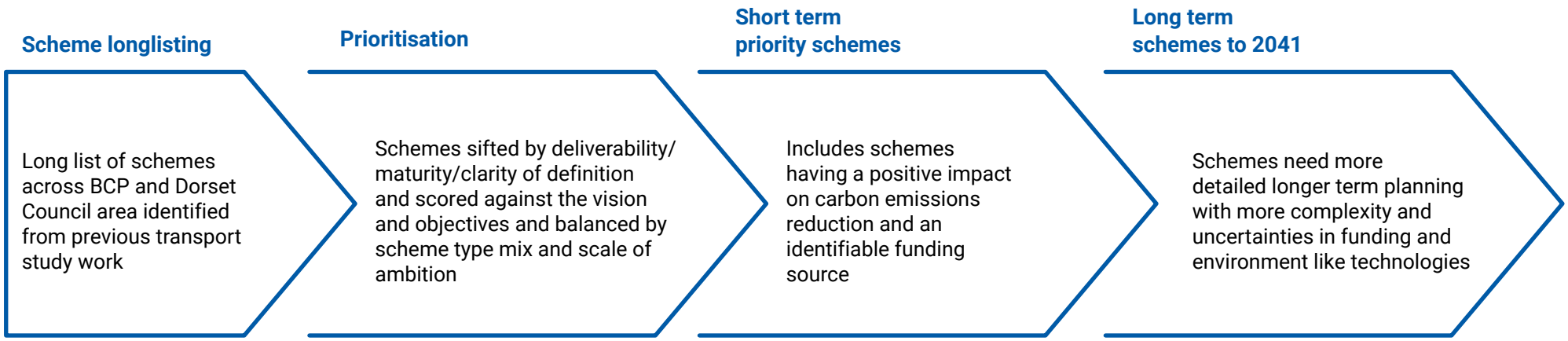
Medium term plan (IP2) covering 2031 to 2036

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



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).

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. **Dorset BSIP** and **BCP BSIP**.

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. **Dorset HIAMPs** and **BCP HIAMPs**.

Rights of Way Improvement Plans (ROWIP) prioritise key improvements to develop and improve the network and improve outdoor access. **Dorset ROWIP** and **BCP ROWIP**.

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. **Dorset** and **BCP**.

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

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

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.

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.

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.

Safety Impact Assessments
A structured, evidence-based process to evaluate how proposed changes to policies, infrastructure or technology might affect the physical, functional or psychological safety of individuals or communities.

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.

Section 278 agreement
A legal agreement between a developer and the local highway authority that allows developers to make permanent alterations or improvements to a public highway as part of a planning approval.

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.

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.

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...**

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.

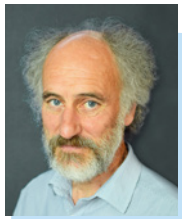
It supports our bold strategy to transform how people move around our region, supporting sustainable economic growth, tackling the climate and ecological emergencies and improving access to jobs, education and services.

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.

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 wellbeing



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.

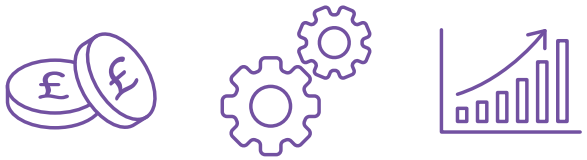
Less mature and more complex schemes have been identified for further development and/or delivery in the medium-term Implementation Plan (IP2) and longer-term Implementation Plan (IP3) phasing of LTP. For individual schemes appropriate local consultation (including methods such as randomised sample surveys) 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.



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**, **Annex B** and **Annex 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 possible.

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 **Annex A** and £112.3 million for BCP **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.

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.

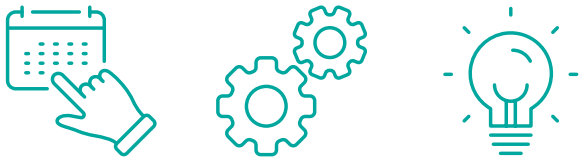


Rail connectivity – platform and footbridge at a busy Bournemouth station.



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

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:

- Behaviour change interventions such as public transport fare subsidies, incentives and parking charges.
- Examine more 'improve' interventions e.g. schemes to decarbonise freight movements.

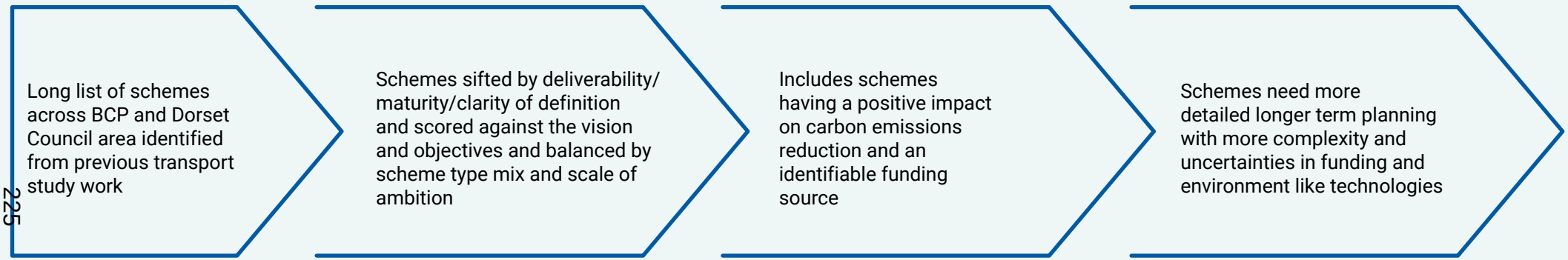
In total 15 schemes were identified to be added to the refined priority short list (95 schemes in total).

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.

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.



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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.

- 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.

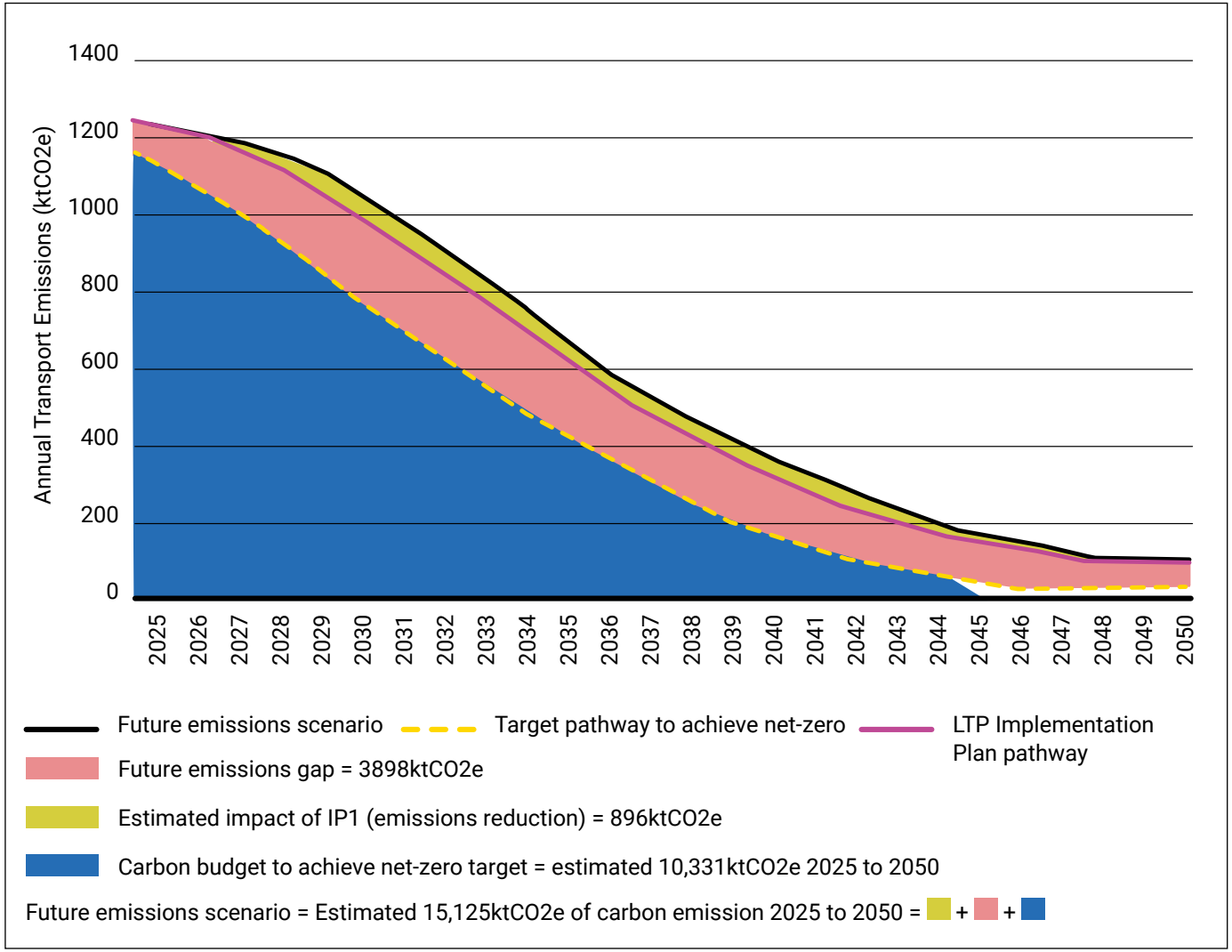
To meet the target pathway to net-zero and deliver the overall vision of the LTP, the required ambitious approach needs more focus on measures that reduce the need to travel and encourage sustainable travel.

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)

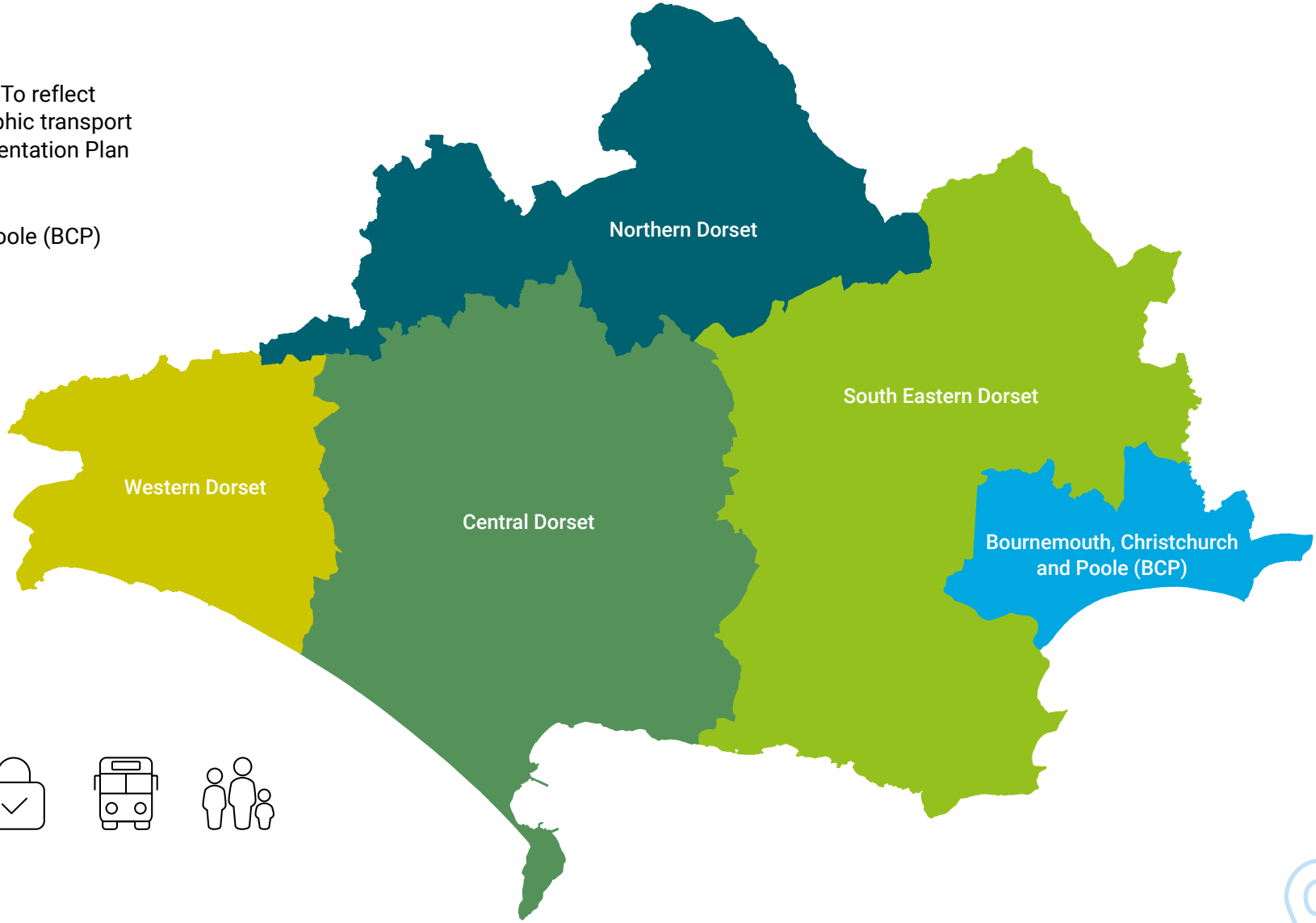


4. LTP Implementation Plan by area

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



BCP Council detailed area map



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 compared to 35% nationally

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 Connectivity 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



People cycling along seafront near Boscombe Pier

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.

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.



Aerial view of Poole port. (Credit – Poole Harbour Commissioners)

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 such as 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 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** from street to seat, to published standards, addressing poor levels of accessibility and inclusivity.

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.

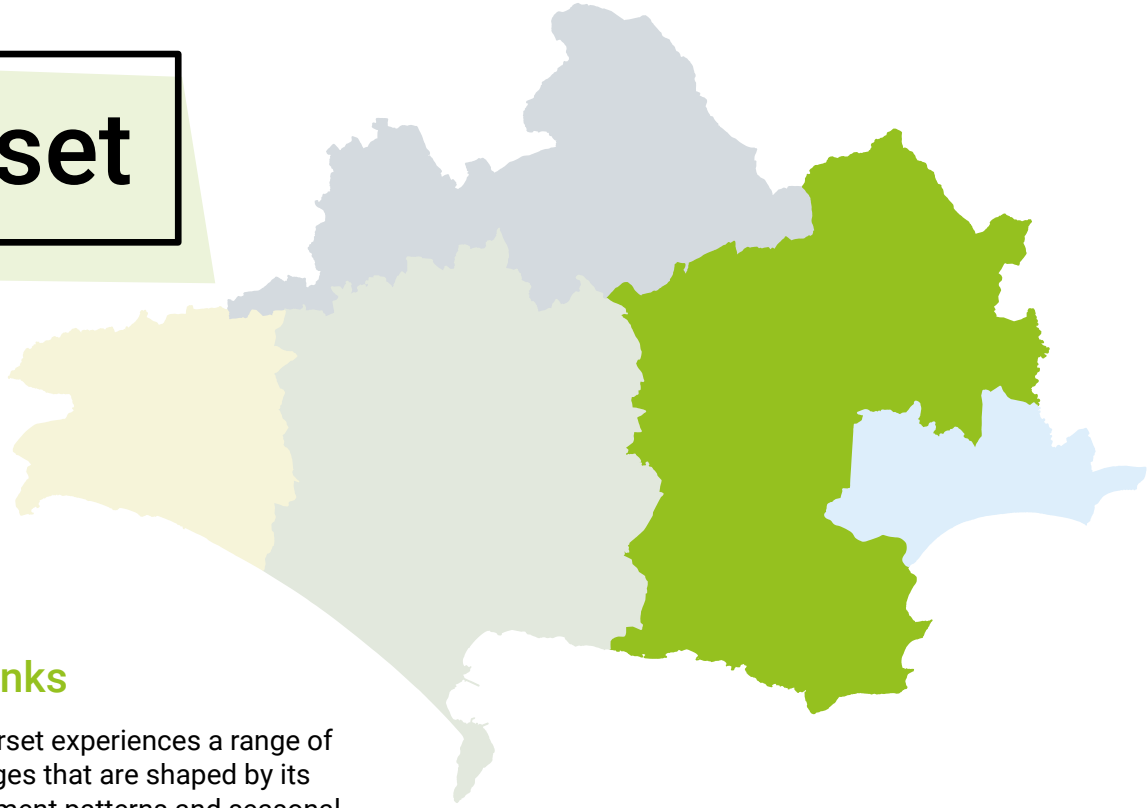


Rail connectivity – South Western Railway train at Platform – Bournemouth station. (Credit – South Western Railway)



Works in Ringwood Road in Poole as part of the Transforming Travel programme.

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.

Public transport is an essential part of the network, particularly for those without access to a car. Bus services are well-used in some parts of the area, especially between the main urban centres and have seen growth in patronage over the past decade. However, service levels and accessibility vary, particularly in more rural locations. This variation can affect travel choices and the ability of some communities to access key services and opportunities.

Rail services provide important links to destinations such as Southampton and London and have experienced growth in passenger numbers. However, the network is primarily oriented east-west and does not serve all parts of the area equally. Some stations have limited accessibility, with a number lacking step-free access or facilities for onward travel. These factors can influence the overall convenience and inclusivity of rail travel.

Walking, wheeling and cycling are supported by a growing network of active travel routes. However, the uptake of active travel remains relatively low for short trips, with many journeys under five kilometres still made by car. Factors such as road safety, continuity of routes and perceptions of personal security can influence people's willingness to walk or cycle. More than a third of the population living in the South Eastern area do not meet recommended levels of physical activity and this inactivity has substantial public health implications. Investments through the Transforming Cities Fund programme and the Active Travel Fund have delivered improvements to walking, wheeling and cycling infrastructure in areas around Wimborne and Ferndown, helping to address some of these barriers but gaps and safety concerns remain. More still needs to be done to create a fully connected, safe and accessible active travel network across the region.

Access to regional gateways such as Bournemouth Airport and the Port of Poole is an important aspect of the transport system. These facilities support economic activity and connectivity beyond the local area.

Delivery Plan 2026 – 2041

Our approach focuses upon improving transport connectivity for all modes between the market towns within the South Eastern Dorset area and the Bournemouth, Christchurch and Poole conurbation as this is the key destination for employment, health services, shopping and leisure and transport interchanges. The proposed interventions are aimed at overcoming existing significant traffic, congestion and delay issues on the local highway network through the implementation of a range of sustainable transport measures and technology.



To reduce transport emissions and safeguard the climate and environment, we will:

Maintain a **long-term plan for EV infrastructure in South Eastern Dorset**. This will help us understand what types of charging are needed – whether at home, at work, or on the go – and make sure our electricity network is ready. By planning ahead, we can work with the electricity provider (SSEN) to make sure the right upgrades are in place to support a cleaner, greener transport system for the future.

Make it easier for people in South Eastern Dorset to switch to electric vehicles (EVs) by **installing more on-street EV chargepoints** in neighbourhoods where people don't have driveways or off-street parking. With support from government LEVI funding, this will help more residents make the move to cleaner, zero-emission vehicles.

Encourage community-based charging schemes which let neighbours share their home charge points and support the growth of car clubs which offer shared electric vehicles.

Cut emissions from public transport, by teaming up with local bus companies to put in the infrastructure needed for electric buses.

We'll also work with local businesses that run large fleets – like delivery companies, taxi firms and the postal service – to make charging easier and create shared EV charging hubs. We will scope feasibility and commence delivery of sites for **freight alternative re-fuelling sites** in locations on or close to the SRN including a site at Avon Heath Lorry Park (off the A31). These sites will provide EV charging/ hydrogen/gas re-fuelling facilities specifically for HGVs and LGVs.



To support healthier and safer communities with improved travel options, we will:

Continue to develop the **ATIP** and deliver priority schemes (not covered elsewhere in this document) outlined in the Dorset ATIP.

Delivery of a **strategic sustainable travel network connecting South East Dorset to the BCP conurbation** including active travel routes and bus corridor improvements. Programme to include provision of bus priority, segregated active travel infrastructure and traffic management measures. The enhancements seek to reduce road congestion and promote safe and healthy travel options, especially for shorter journeys.

Develop **regional cycle network routes** to connect regional gateways, major centres of population and employment between BCP and Dorset Council

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.

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**, 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.

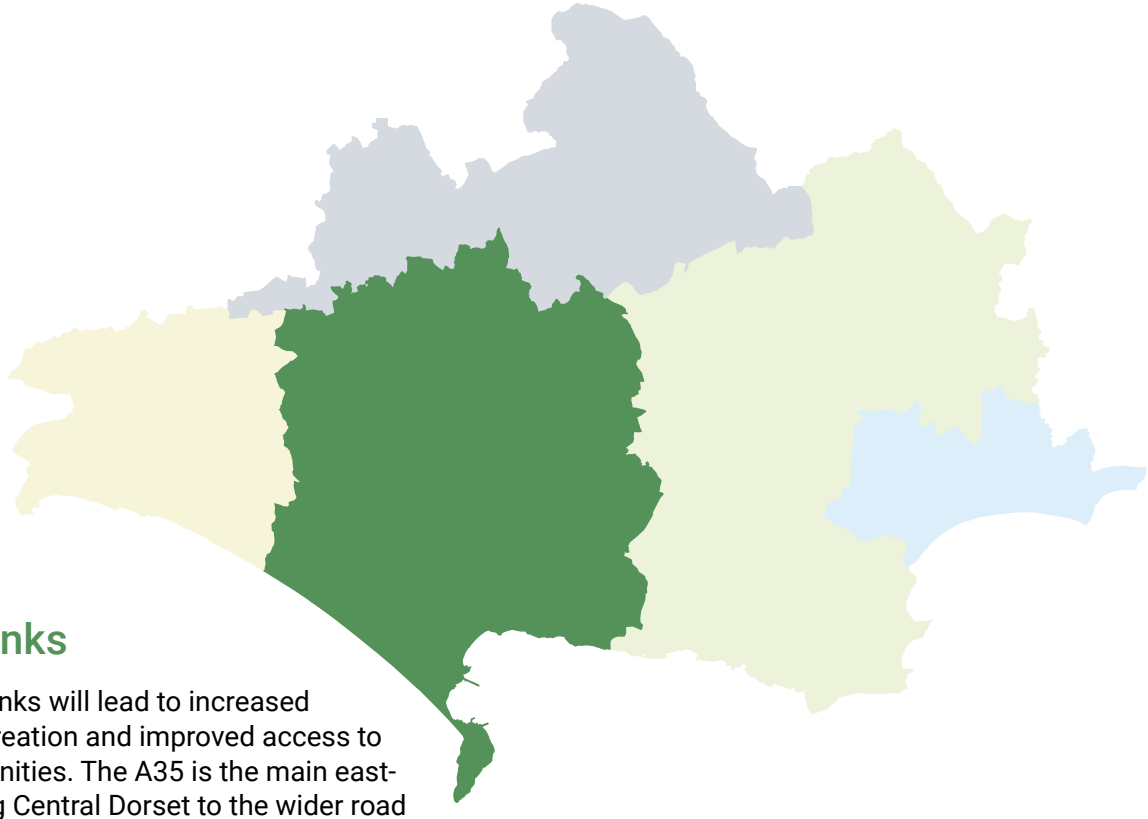
We are creating better connections to key destinations such as Bournemouth Airport, the Port of Poole and popular town centres. **Mobility hubs** will be introduced at strategic locations, offering seamless connections between buses, trains, cycling, walking and shared mobility options like e-scooters 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.



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

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.

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

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.

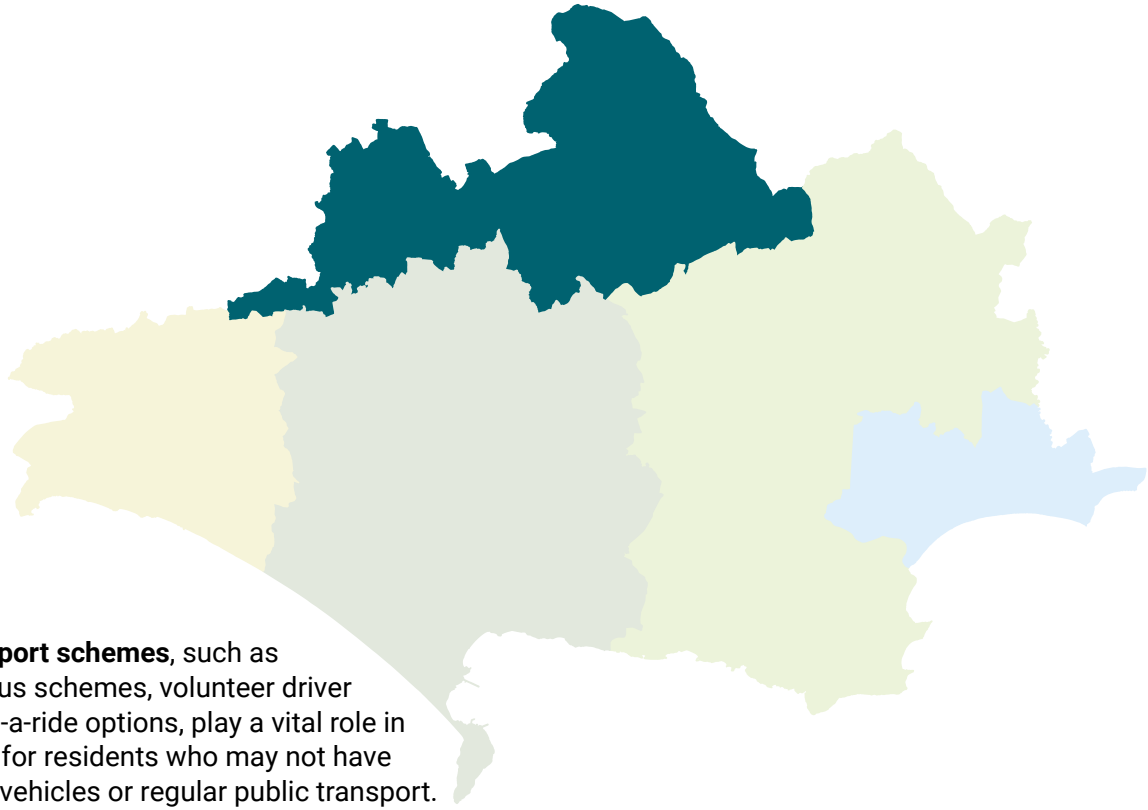
Strengthen rail connectivity through support for capacity enhancements on the Heart of Wessex Line, enabling an hourly service between Weymouth and Bristol and improved services on the South Coast Main Line to London. We will support improvements at Dorchester South and Upwey stations to ensure they 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.



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

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.

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 **safe 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 to reduce 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.

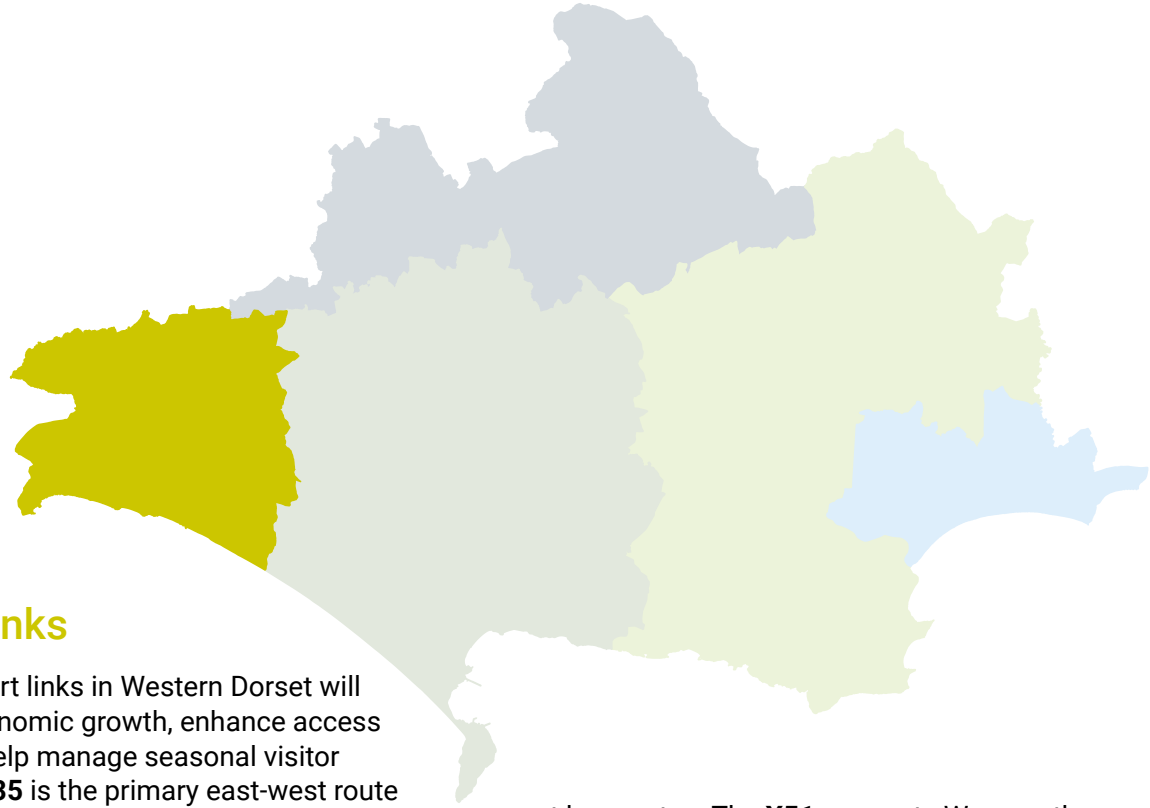
Improve rail accessibility by supporting improvements at Gillingham and Sherborne stations to ensure they are fully accessible to all users. This includes the provision of step-free access via lifts or ramps, improved signage, enhanced waiting areas and better integration with local bus and active travel 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.



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

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.

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.

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.

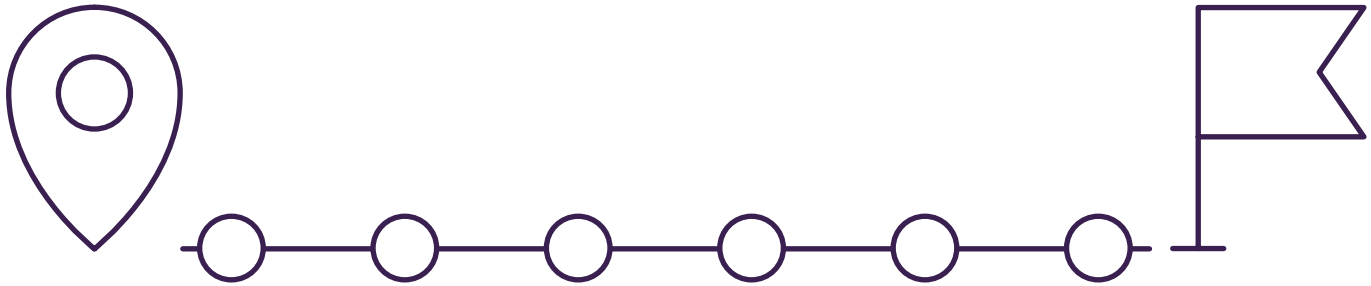
A measurable baseline will be captured during the first year of the lifecycle of LTP and will provide an objective dataset against which all future years of the Plan will be measured.

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.



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

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

Annex C

Dorset Council and BCP Council combined estimated funding resource to develop and deliver LTP IP1 schemes (2026/27 to 2030/31)

Total combined estimated funding	2026/27 (£m)	2027/28 (£m)	2028/29 (£m)	2029/30 (£m)	2030/31 (£m)*	Total funding (£m)*
	53.3536	60.289	66.1064	68.017	68.017	315.783

Funding assumptions:

* Indicates estimated figures based on both authorities receiving similar levels of LTG capital funding in 2030/31 to 2029/30.

** Resource funding not shown for 2029/30 and 2030/31 will be included in the Goverment's next Revenue Spending Review.

*** Indicates estimated figures based on both authorities receiving at least the same levels of highways maintenance funding, ATE funding and Local Area Bus Grant based on the funding levels confirmed until 2029/30.

**** Resource funding for ATE, LABG and LEVI not estimated from 2029/30 onwards.

Funding data sources:

LTG capital funding: Local Transport Grant (LTG) capital allocations: 2026/27 to 2029/30 (DfT, 2025)

LTG resource funding: Resource allocations: 2026 to 2027 and 2028 to 2029 – GOV.UK

Highways maintenance funding: Highways maintenance block: formula allocations 2026 to 2030 – GOV.UK

Active Travel England funding: Active travel capability fund: local transport authority allocations 2025 – GOV.UK

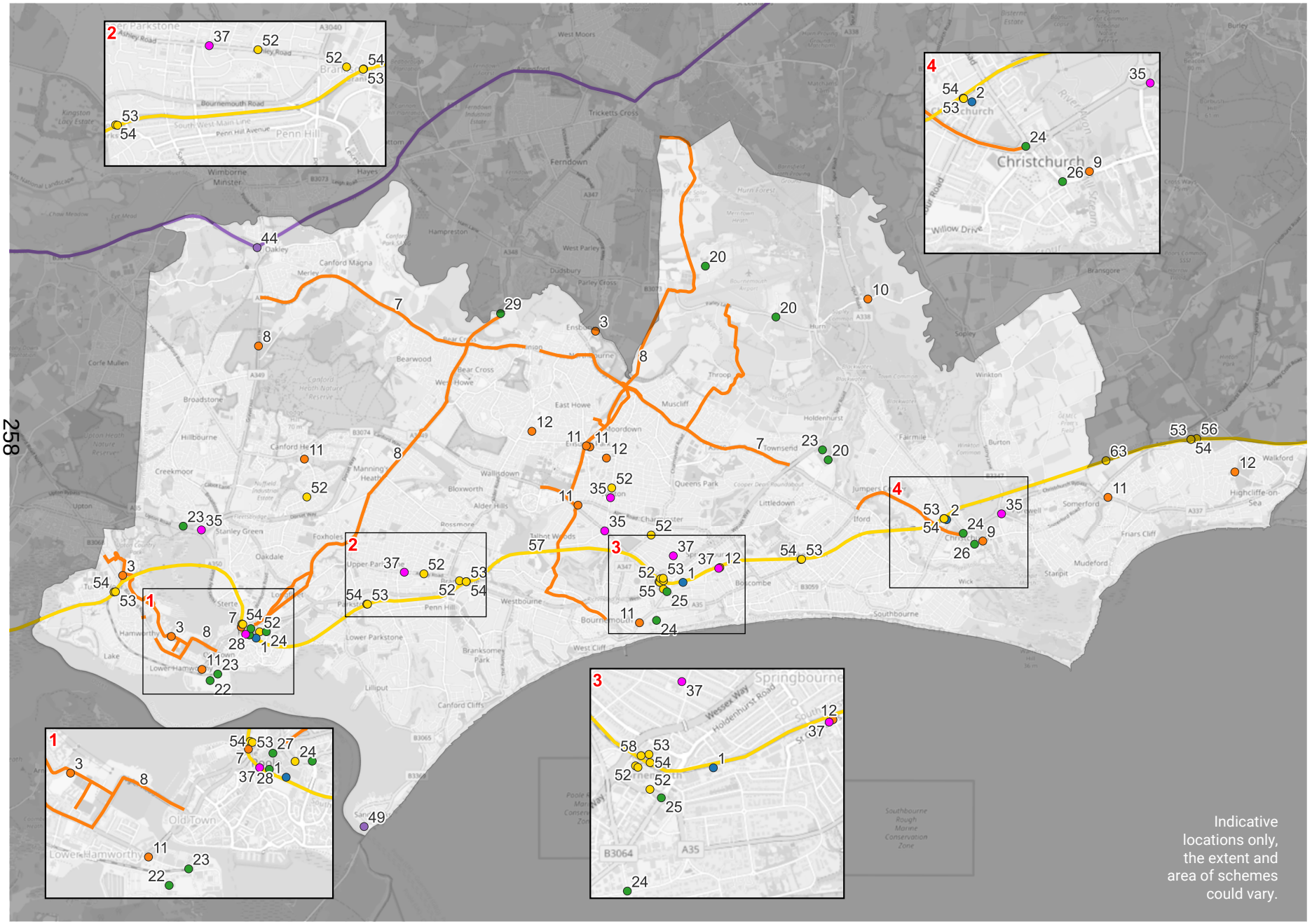
BSIP + BSOG funding: LABG capital allocations: 2026 to 2030 – GOV.UK LABG revenue allocations: 2026 to 2029 – GOV.UK

LEVI funding: Local Electric Vehicle Infrastructure (LEVI) capital: funding amounts and project status – GOV.UK

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

BCP and Dorset	BCP	Dorset
Dorset LEP Economic Strategy Dorset Local Nature Recovery Strategy Dorset Metro Strategic Study Dorset Rail Connectivity Study Dorset Road Safety Partnership Strategy Ferndown Wallisdown Poole (FWP) Corridor Study Optioneering Report 2019 Hampshire Local Plan and Local Transport Plan Local Transport Plan 3 & Supporting Strategies National Highways M4 to South Coast National Highways RIS3 corridor studies South East Dorset Urban Mobility Strategy Strategic Station Plans Western Gateway – Strategic Transport Plan, Strategic Investment Plan, Coach Strategy, Alternative Fuels for Road Freight Strategy, Freight Strategy, Strategic Cycle Network Study	2050 Urban Forest Strategy A31 Poole Link Road Strategic Outline Business Case 2016 BCP Rapid Transit Feasibility BCP Urban Forest and Green Infrastructure Strategy Boscombe and Pokesdown Neighbourhood Plan Bournemouth Local Plan Broadstone Neighbourhood Plan Bus Service Improvement Plan (BSIP) Christchurch and East Dorset Local Plan Corporate Strategy Dorset Council A348 Ringwood Longham Bridge Report Highcliffe and Walkford Neighbourhood Plan Hurn Neighbourhood Plan Local Cycling and Walking Infrastructure Plan New Stations Study (WSP) Poole Local Plan Poole Quays Forum Neighbourhood Plan Public Electric Vehicle Infrastructure Strategy Sandbanks Peninsula Neighbourhood Plan South East Dorset Multi Modal Transport Study Strategic Transport Schemes Prioritisation Sustainable Mode of Travel to School Strategy Sustainable Transport Master Plan Transforming Cities Fund (TCF) Programme Western Gateway Strategic Transport Plan	20 Mile Per Hour (mph) Policy 2019 WSP Weymouth and Dorchester studies Active Travel Infrastructure Plan Assessing the Growth Potential of Gillingham (Atkins 2009) Bridport Town Council Access and Movement Study Devon Local Plan and Local Transport Plan Dorchester Transport and Environment Plan Dorset Bus Service Improvement Plan Dorset Local Plan Consultation 2021 East Dorset and Christchurch Local Plan EV Strategy Fatality Report (Coroner) Foundry Lea Planning Application Neighbourhood Plans North Dorset Local Plan Other projects: Bike Share Purbeck Heaths Partnership Sustainable Tourism Purbeck Local Plan Purbeck Transport Strategy Road Safety Audit Policy School Crossing Patrol Policy Somerset Local Plan and Local Transport Plan Swanage Local Plan West Dorset, Weymouth and Portland Local Plan Weymouth Levelling Up Fund Transport Bid Wiltshire Local Plan and Local Transport Plan

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).	£££	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

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 Site Upgrades	Continue upgrade of all existing School Crossing Patrol sites with permanent crossing facilities to provide residents with safer crossing facilities at all times of day year-round in lieu of patrollers that are only available for limited times of day term times only.	££	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	When upgrading pedestrian crossings and signalised junctions review network conditions and where practicable provide greater pedestrian priority by reducing wait times.	££	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

● **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	

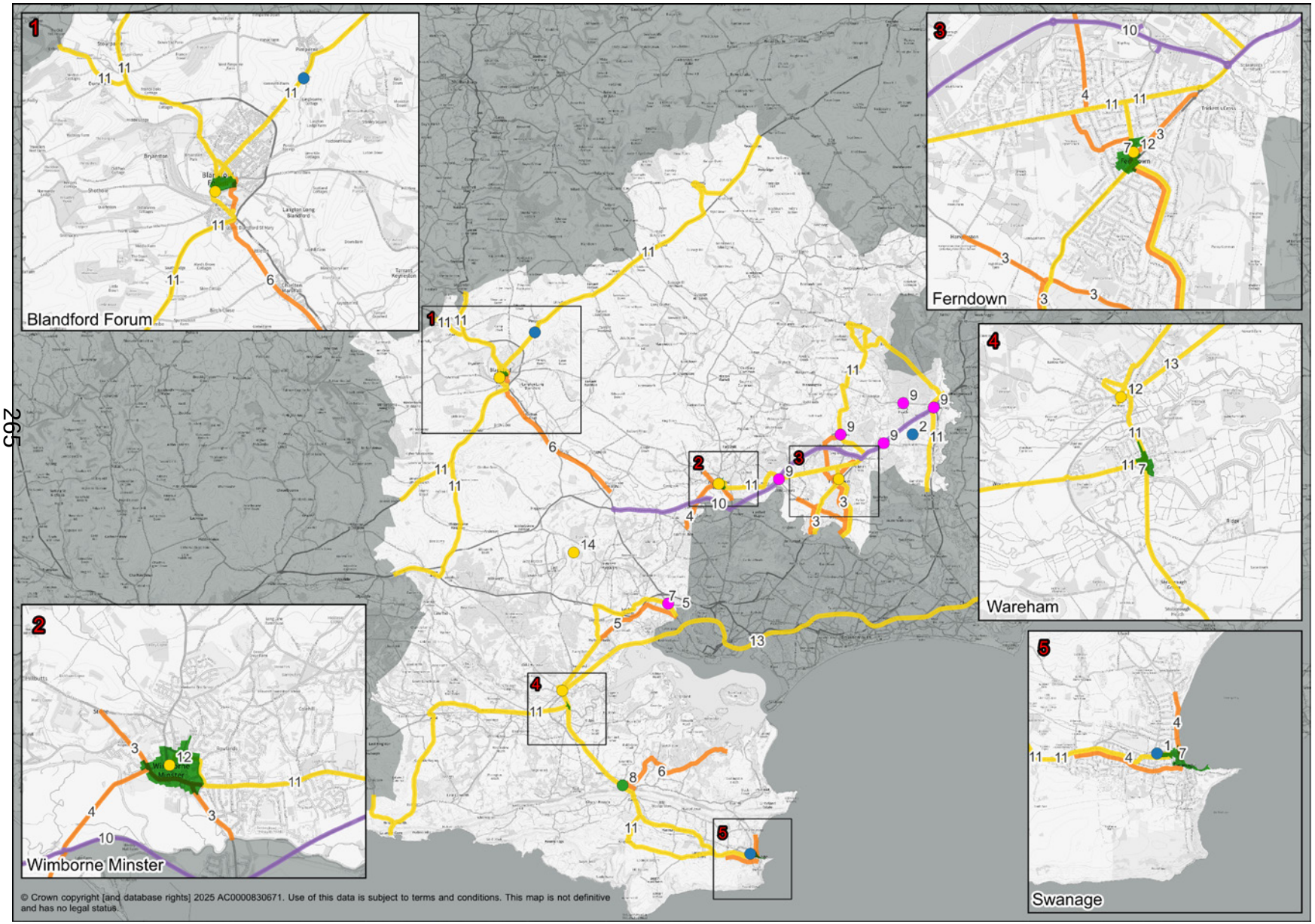
31	Freight Route and Facilities Mapping	Work with partners to publish a new Freight Route and Facilities Map including recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and major industrial estates	£	Delivery		
32	Lane Rental Scheme	Develop a new Lane Rental Scheme to allow BCP Council to levy a daily charge for utility companies and contractors for occupying the busiest roads at peak times to reduce traffic congestion and incentivise 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 strengthening bridges (such as Tuckton Bridge) and tunnels. 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 speed limits	Deliver prioritised programme of 20mph speed limits in local neighbourhoods to improve road safety in full consultation with local residents to shape which streets are made safer.	£££	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

	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 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 - Encouraging coordination between utility companies reducing disruption from essential maintenance	£	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	
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, Bristol, Birmingham, and Manchester	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, and support journey time reductions from BCP stations to Bristol, Birmingham, and Manchester.	£££	Development	Delivery	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

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).

Annex H

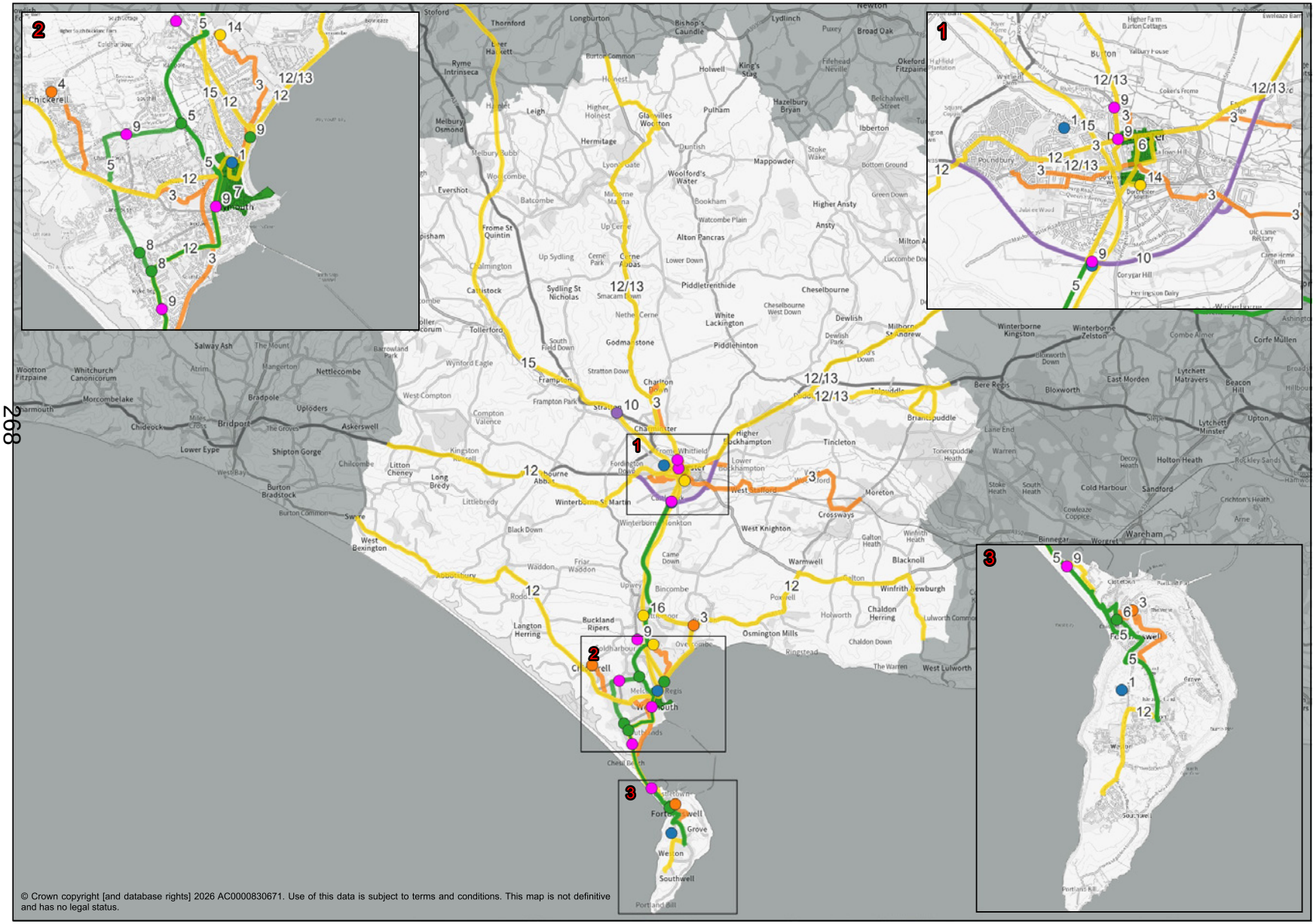
Table listing South Eastern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

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	

	**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	Pilot 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	

Annex I

Map showing Central Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31



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	

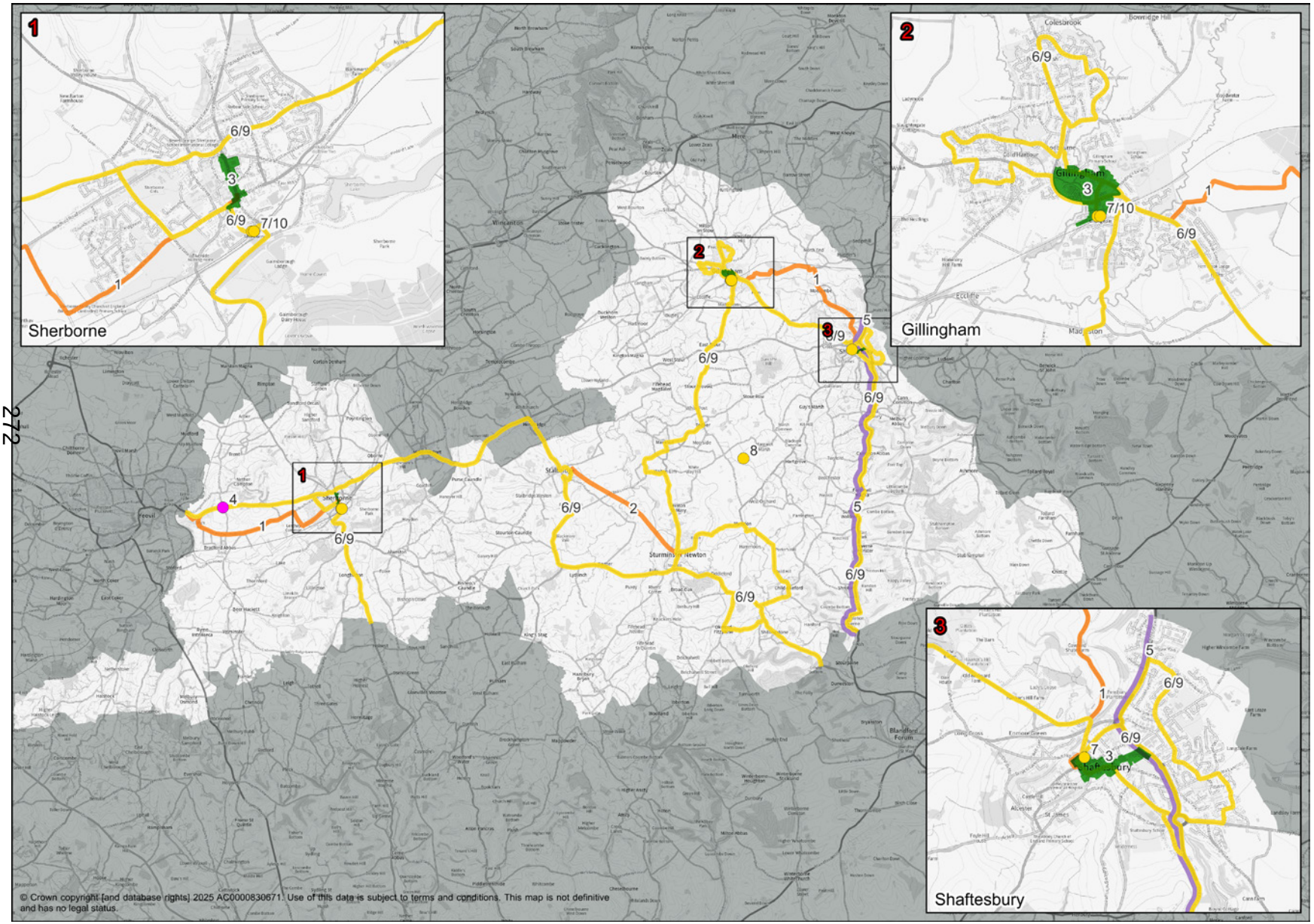
7	Weymouth Town Centre traffic management and public realm improvements	Delivery of schemes which support the new Weymouth Town Centre Masterplan, providing more efficient and safer movement of people around the town centre by all travel modes to reduce congestion and improve air quality, accessibility 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		

	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).

Annex L

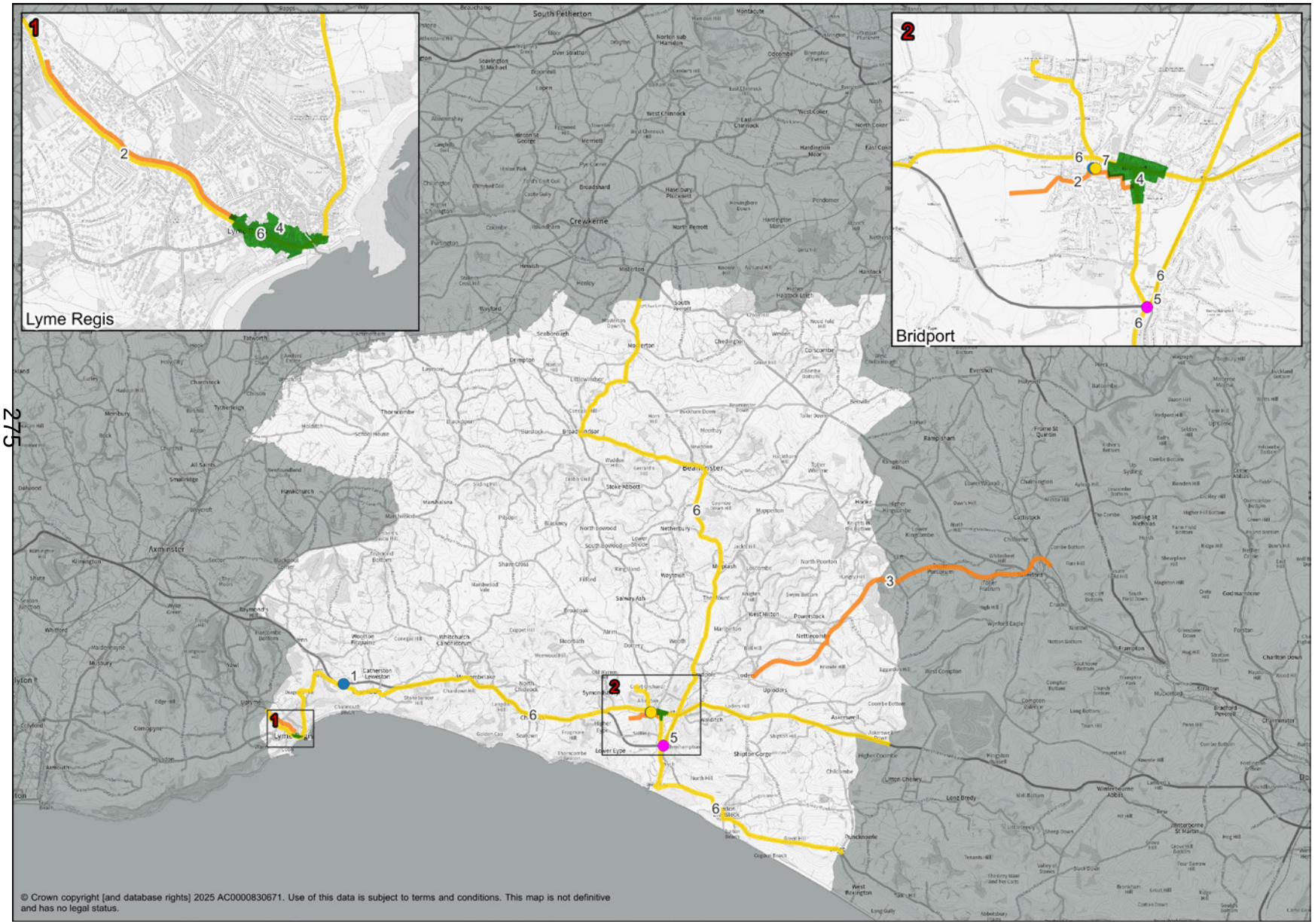
Table listing Northern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

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	

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	

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).

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

 **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	

Annex O
Dorset non-geographical specific schemes

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		

	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		

	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	

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.		◐	◐	◐		◐

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.

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.

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.

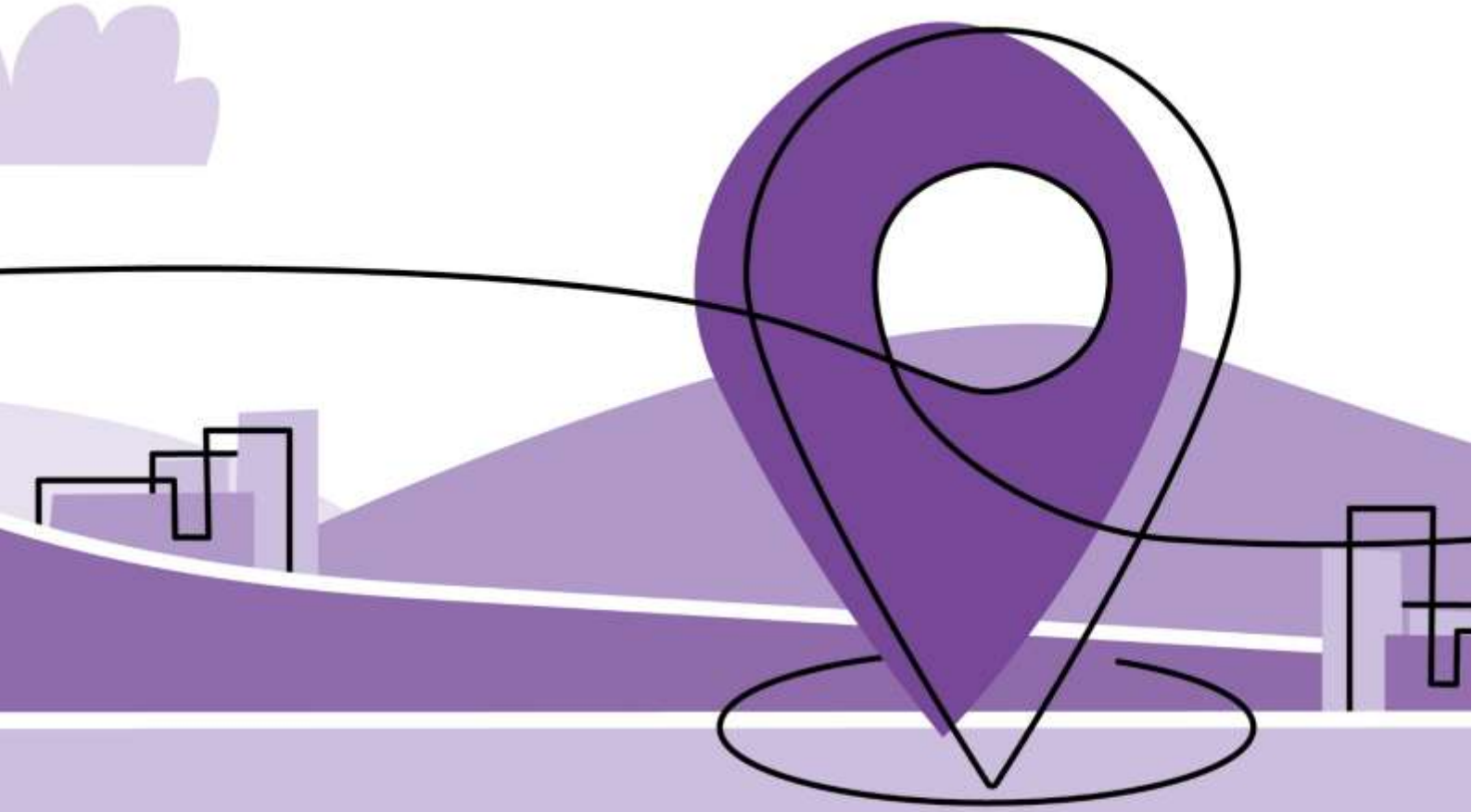
ZEBRA
Zero Emission Bus Regional Areas.

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



Dorset and BCP Councils

Local Transport Plan (LTP)
Monitoring and Evaluation Strategy
2026 – 2041



This is where
your journey begins...

Dorset Council

BCP Council

Document Version History

Version	Date	Description of change	Author	Review / approval
0.1	April 2026	Initial draft of Monitoring and Evaluation Strategy	Dorset & BCP Transport Policy Team	Internal
0.2	June 2026	Full draft for Officer review	Dorset & BCP Transport Policy Team	Internal

Executive Summary

This Monitoring and Evaluation Strategy sets out how Dorset Council and Bournemouth, Christchurch and Poole (BCP) Council will monitor, evaluate and report progress against the Local Transport Plan (LTP) over the period 2026–2041, providing the evidence base to support informed decision-making and demonstrate accountability.

It establishes a consistent and proportionate framework for assessing network performance using a defined set of **Key Performance Indicators** (KPIs) aligned to the six LTP objectives. Each KPI is underpinned by clearly defined datasets, standard methodologies and quality assurance processes to ensure results are robust, comparable and suitable for ongoing scrutiny.

Progress will be reported annually through a concise **Transport Performance Snapshot**, with more comprehensive evaluation undertaken at the end of each five-year Implementation Plan period. These outputs will provide clear and transparent evidence of whether transport outcomes are improving, declining or remaining stable.

The Strategy is designed to remain adaptable over the lifetime of the LTP, allowing for changes in national guidance, datasets or methodologies. Any changes will be clearly documented to maintain transparency and support long-term comparability.

KPI Suite (Overview)
KPI 1 – Carbon emissions from transport KPI 2 – Air quality KPI 3 – Walking, wheeling and cycling KPI 4 – Access to services KPI 5 – Road safety KPI 6 – Network resilience KPI 7 – Highway condition KPI 8 – Public transport patronage and satisfaction KPI 9 – Reliability of public transport services

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Introduction and Scope

This document defines the approach taken by Dorset Council and BCP Council to collect, analyse and report transport data in support of the Local Transport Plan (LTP) and its Implementation Plans. It sets out how evidence will be used to monitor trends, evaluate the impacts of interventions and inform future investment decisions.

The framework provides a consistent and transparent methodology for monitoring across the Dorset and BCP area, while allowing local priorities to be reflected through both authority-level and combined reporting where appropriate.

It supports the monitoring and evaluation requirements associated with major funding programmes, including Local Transport Grant, Active Travel England and Bus Service Improvement Plan (BSIP) initiatives, ensuring a coordinated and proportionate approach across both councils.

The resulting data and analysis provide a robust evidence base to inform ongoing planning, scheme appraisal, funding bids and the maintenance of transport models, ensuring they remain aligned with current and emerging travel patterns.

How to Use This Document

This document is structured to support both high-level and technical audiences. Sections 1–6 present the core Monitoring and Evaluation Strategy, including the framework, KPIs and reporting approach.

Figure 1 provides a schematic overview of how LTP objectives, KPIs, data sources and reporting outputs link together, acting as a guide to navigating the document. Detailed methodologies, data sources and processing rules are provided separately in the Technical Evidence Base.

Reporting against the Department for Transport's Local Outcomes Framework is included as a complementary element to the local KPI suite.

Readers seeking headline insights should focus on KPI sections and annual performance summaries, while those requiring technical detail can refer to the appendices.

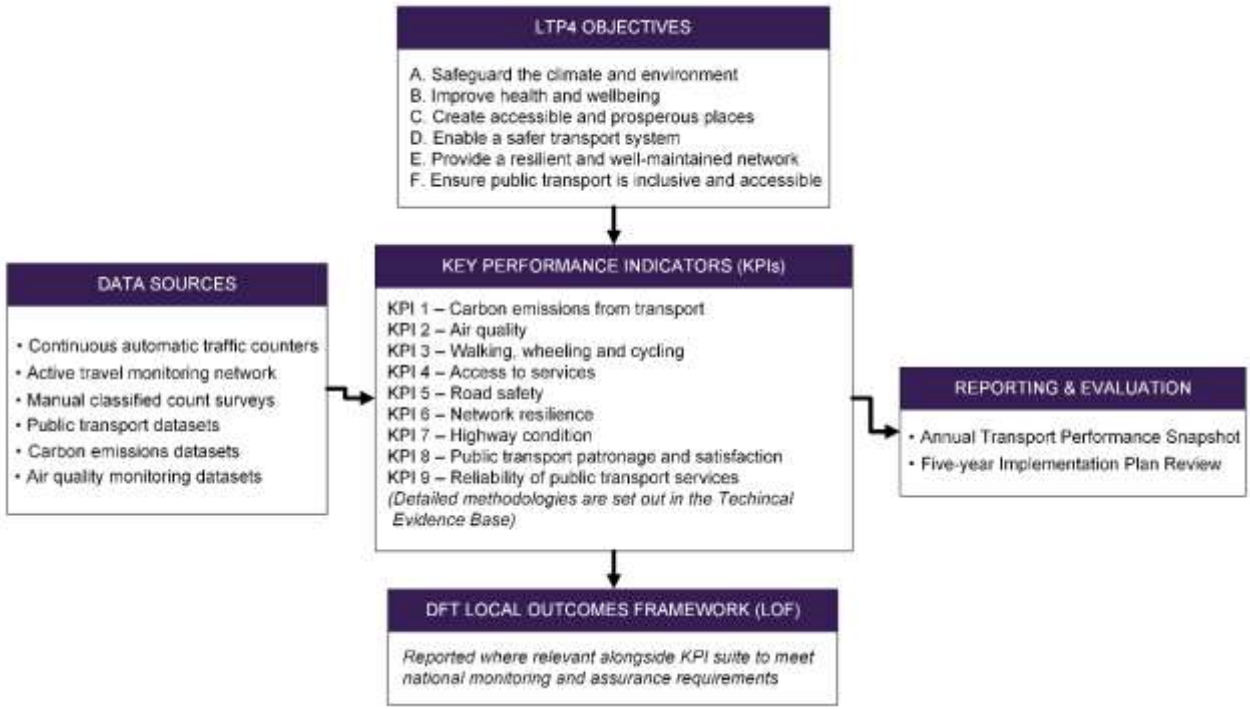


Figure 1: LTP Monitoring and Evaluation Framework – Line of Sight from Objectives to Reporting

Context

Dorset Council and BCP Council are required to monitor transport performance in line with statutory duties and national guidance. This Strategy provides a proportionate and adaptable framework for assessing progress against the LTP (2026–2041) and supporting externally funded programmes.

The approach reflects the cross-boundary nature of travel, with joint monitoring arrangements ensuring consistency and a clear link between shared objectives and performance indicators. It also aligns with wider corporate and national reporting frameworks, including the Department for Transport's Local Outcomes Framework, to minimise duplication and maintain coherence.

Performance is structured around the LTP objectives, with a focused set of indicators providing a clear and consistent basis for tracking outcomes and informing investment priorities over time.

Monitoring Framework

To understand the impact of the LTP and its associated Implementation Plans, a clear and consistent monitoring framework has been established.

This framework is built around the Key Performance Indicators (KPIs), which together describe how the transport network is performing across the whole area. The KPI suite

aligns directly with the six LTP objectives and provides a robust basis for tracking change over time across all key elements of the transport system.

The framework draws on a range of complementary data sources, including:

- **Continuous automatic traffic counts**, which track trends in motor vehicle and cycle movements;
- **Scheduled manual counts**, providing detailed information on travel patterns such as modal share, vehicle occupancy and classification;
- **External datasets**, including nationally published and operator-provided data on public transport use and reliability, carbon emissions, highway condition and air quality.

Data from these sources is analysed using established approaches such as cordons, screenlines and thematic monitoring groups. This allows the production of consistent and reliable indicators each year.

Together, these elements provide a strong evidence base, enabling both councils to report transparently on progress against the LTP.

The following section introduces each KPI, explaining what is measured, how it is assessed, and how it contributes to understanding changes in the transport network. Where definitions, data sources or methods change over time, these will be clearly explained in the relevant annual monitoring report, along with any implications for comparing results.

LTP Key Performance Indicators

The LTP KPIs cover environmental outcomes, travel behaviour, safety, accessibility and network performance, offering a clear overview of how the transport system is operating and evolving over time. Together, these KPIs create a comprehensive evidence base that supports informed decision-making and helps ensure the transport network continues to meet the needs of residents, businesses and visitors

KPI 1 – Carbon emissions from transport

This indicator measures the amount of greenhouse gas emissions produced by road transport, helping to track progress towards reducing the area's contribution to climate change.

We report on emissions from vehicles such as cars, vans and lorries using nationally published data from UK Government, allowing for consistent tracking over time.

To provide context, this is considered alongside:

- **Population estimates**, to show how emissions relate to changes in the number of people living in the area;

- **Traffic activity data**, such as vehicle volumes, to provide context on how travel patterns may be influencing emissions.

In addition to looking at past trends, the councils also assess how emissions may change in the future. This is done using a dedicated **carbon assessment tool**, which provides projections up to 2050. These projections include:

- **Operational emissions**, meaning the carbon produced by vehicles when they are in use;
- **Embodied emissions**, which are the emissions associated with building, maintaining and improving transport infrastructure (such as roads and related assets).

Together, this indicator provides a comprehensive picture of both current and future carbon impacts from transport, supporting informed decisions on how to reduce emissions and move towards a more sustainable transport system

KPI 2 – Air Quality

This indicator tracks key pollutants that can affect people's health and the environment.

We measure the average levels of:

- **Nitrogen dioxide (NO_2)** from vehicle emissions;
- **Particulate matter ($PM_{2.5}$ and PM_{10})**, which are small particles in the air that can be inhaled ($PM_{2.5}$ are smaller and can travel deeper into the body);
- **Ozone**, a gas formed when pollutants react in sunlight.

Data is collected from local air quality monitoring stations and supported by national datasets to ensure accuracy and consistency.

Reporting will include updates on **Air Quality Management Areas (AQMAs)**. These are locations where pollution levels have previously exceeded national standards and where targeted action is being taken to improve air quality. The reports will highlight where air quality is improving, remaining stable, or where new concerns may be emerging. Trends are interpreted in context, including weather and traffic conditions.

Together, this indicator helps provide a clear picture of how transport and other factors are affecting local air quality, and whether conditions are improving for residents and visitors.

KPI 3 – Walking, wheeling and cycling

This indicator measures how many people are choosing to walk, wheel (such as using wheelchairs or mobility aids), and cycle across Dorset and BCP.

We collect this information using a combination of:

- **Permanent automatic counters**, which continuously record cycle movements at key locations throughout the year.
- **Annual monitoring surveys**, including manual counts of pedestrians at selected sites, to provide a broader picture of walking and wheeling activity.

By combining these different data sources, we can build a more complete understanding of how people are using active travel routes.

The data is used to:

- Track changes in the number of people walking, wheeling and cycling over time
- Understand how use varies across different parts of the network
- Identify patterns throughout the year, including seasonal changes (for example, differences between summer and winter use).

Together, this indicator helps show whether more people are choosing active travel options, supporting healthier lifestyles and more sustainable journeys.

KPI 4 – Access to services

This indicator looks at how easy it is for people to reach everyday services such as jobs, healthcare and education.

Access is measured using **connectivity scores** produced by the Department for Transport's Connectivity Tool. These scores show how well different areas are connected by sustainable travel options, including **public transport, walking and cycling**.

The results are used to:

- Identify differences in access between communities
- Highlight areas where people may face greater challenges in reaching key services
- Understand inequalities in the transport network.

This information plays an important role in helping both councils:

- Plan transport improvements
- Support decisions about where new development should be located
- Prioritise investment to improve access in the areas that need it most.

Together, this indicator helps ensure that the transport network supports fair and convenient access to essential services for all residents.

KPI 5 – Road Safety

This indicator tracks how safe the road network is for everyone who uses it across Dorset and BCP.

We use official data collected by the police, known as **STATS19 data**, which records details of road traffic collisions and the people involved. This provides a consistent and reliable way to monitor road safety over time.

Reporting focuses on yearly changes in:

- **Total casualties**, including all people injured in road traffic collisions;
- **Serious injuries**, where people have been badly hurt;
- **Fatalities**, where collisions have resulted in loss of life.

To help understand these trends, the data may also be considered alongside other relevant factors, such as:

- **Traffic levels**, which can affect overall exposure to risk;
- **Differences between groups**, such as age or travel type (for example, pedestrians, cyclists or drivers);
- **Changes to the road network**, including safety improvements, engineering measures or enforcement activity.

Together, this indicator helps show whether roads are becoming safer and supports ongoing efforts to reduce the number and severity of collisions, making travel safer for all users.

KPI 6 – Network Resilience

This indicator looks at how well the transport network operates day to day, and how reliably people can make their journeys across Dorset and BCP. It is measured using a set of indicators that show how the network responds to demand and how conditions change over time. These include:

- **Journey time reliability** – how consistent travel times are on key routes. This helps show whether journeys are predictable or affected by frequent delays.
- **Traffic volumes** – the number of vehicles using the road network, which provides important context on demand and how it is changing over time.
- **Delays on A-roads** – the average time lost due to congestion on major roads, helping to highlight where and when traffic conditions may be worsening or improving.

Data is collected from established monitoring systems, including automatic traffic counters and national traffic data sources, ensuring consistent and reliable reporting.

Each year, results will be supported by short explanations to help interpret any changes. For example, roadworks or planned improvements, major incidents or disruption or unusual or one-off events affecting travel conditions.

Together, this indicator helps build a clear picture of how well the network is functioning, how reliable journeys are, and where improvements may be needed to keep people and goods moving efficiently.

KPI 7 – Highway Condition

This indicator tracks the condition and quality of the road network, helping to show how well roads are being maintained over time.

We assess road condition using established national survey methods, including **SCANNER surveys** (or equivalent accredited approaches). These use specialist equipment to measure road surface quality and identify issues such as cracking, unevenness or wear.

Results are reported for different types of roads:

- **Principal roads** (major routes, such as A-roads);
- **Non-principal roads** (important local roads, such as B and C roads);
- **Unclassified roads** (smaller local roads, including many residential streets).

Reporting will also include an estimate of the **maintenance backlog** indicating longer-term pressures**.**

Together, this indicator provides a clear picture of the state of the road network and supports effective planning and investment to keep roads safe, reliable and fit for purpose.

KPI 8 – Public transport patronage and satisfaction

This indicator looks at how many people are using public transport across Dorset and BCP, and how satisfied they are with the services provided.

We track this using a combination of measures, including:

- **Bus usage (patronage)** – the number of journeys made by bus, using data published by the Department for Transport and/or provided by bus operators
- **Rail station usage** – the number of people entering and exiting stations, based on data from the Office of Rail and Road and other relevant rail datasets
- **Passenger satisfaction** – feedback from passengers on their experience, using surveys such as those carried out by Transport Focus

Together, these measures help to show:

- Whether more or fewer people are choosing public transport over time
- How rail and bus use varies across the area

- How passengers feel about the quality and reliability of services.

Where passenger satisfaction data is not available for a particular year, reporting will focus on usage trends and other available indicators of passenger experience. This will always be clearly explained.

This indicator helps both councils understand how well public transport is meeting people's needs and where improvements may be required to encourage greater use.

KPI 9 – Reliability of public transport services

This indicator measures how reliable public transport services are, helping to show whether buses and other services run on time and provide a dependable option for passengers.

Different measures are used depending on the type of service:

- **Punctuality (for less frequent services)** – the percentage of services that arrive on time, based on published bus performance data
- **Excess Waiting Time (for frequent services)** – a measure of how much longer passengers wait compared to what is expected, which is particularly useful where services run very often
- **Other reliability measures** – additional indicators may be included where they provide useful insight and are consistently available across time.

These measures help to answer key questions such as:

- Are services running to schedule?
- Are waiting times predictable from a passenger perspective?
- Is reliability improving or declining over time?

By tracking reliability alongside usage (KPI 8), this indicator helps build a clearer picture of the overall quality of public transport and supports efforts to make services more dependable and attractive to passengers.

Organising structure for the KPI framework:

LTP objective	Relevant KPI(s)
Objective A: Safeguard the climate and environment	KPI 1 – Carbon emissions from transport KPI 2 – Air quality
Objective B: Improve health and wellbeing	KPI 3 – Walking, wheeling and cycling KPI 4 – Access to services
Objective C: Create accessible and prosperous places	KPI 4 – Access to services
Objective D: Enable a safer transport system	KPI 5 – Road safety KPI 6 – Network resilience
Objective E: Provide a resilient and well-maintained network	KPI 6 – Network resilience KPI 7 – Highway condition
Objective F: Ensure public transport is inclusive and accessible to all	KPI 8 – Public transport patronage and satisfaction KPI 9 – Reliability of public transport services

Monitoring Networks and Data Collection

Dorset Council and BCP Council apply a coordinated monitoring and data collection approach to provide a consistent and robust evidence base on network performance and travel behaviour over time. This integrates continuous automatic monitoring, targeted manual surveys and established national datasets.

The approach supports the assessment of Key Performance Indicators (KPIs), particularly KPI 3 (Walking, Wheeling and Cycling) and KPI 6 (Network Resilience).

Automatic Monitoring

Automatic monitoring provides continuous, year-round data on network use:

- **Automatic Motor Vehicle Counters (AMV):** Measure traffic volumes and support analysis of long-term trends in vehicle activity (KPI 6).
- **Automatic Cycle Counters and pedestrian monitoring:** Record levels of cycling and walking/wheeling activity (KPI 3).

Data is subject to routine validation to identify gaps and anomalies. Processed outputs are used to calculate **Annual Average Daily Traffic (AADT)** for motor vehicles and cycles, providing a consistent basis for trend analysis.

Manual Classified Counts (MCC)

Manual Classified Counts provide detailed information on travel patterns and network use:

- Surveys are undertaken periodically, typically in September to reflect representative conditions.

- Video-based surveys capture:
    - Vehicle classification (national categories)
    - Pedestrian movements
    - Vehicle occupancy
- Survey timing and locations are coordinated to ensure comparability across sites.

These surveys provide disaggregated data not captured through automatic monitoring.

Travel Patterns and Modal Split

Combined datasets are used to derive:

- Modal split (proportion of trips by mode)
- Estimates of person movement using vehicle occupancy data

This supports analysis of travel demand and behaviour across the network.

External and National Datasets

Local data is supplemented by established datasets, including:

- Bus patronage and performance (Bus Open Data Service and operator data)
- Rail usage (Office of Rail and Road)
- Carbon emissions (UK Government statistics)
- Air quality (local and national monitoring systems)

These datasets are updated regularly to maintain alignment with current reporting cycles.

Integrated Evidence Base

The combined approach ensures that:

- Data is quality assured
- Outputs are consistent and comparable over time
- A comprehensive evidence base is available to support KPI monitoring

This enables robust performance assessment, trend analysis and evidence-based decision-making throughout the LTP period.

Further detail on monitoring network coverage, mapping and quality assurance is provided in the Dorset and BCP Monitoring Network sections and Appendix E.

Reporting & Evaluation Framework

This section sets out how Dorset Council and BCP Council will monitor, evaluate and report transport performance over the lifetime of the LTP. The framework provides a consistent approach to tracking progress, supporting effective oversight and continuous improvement.

It brings together the KPI framework, supporting datasets and reporting arrangements used to demonstrate progress against the LTP objectives. The approach aligns with statutory requirements and national guidance, while remaining adaptable to changes in policy, best practice and data availability. It also complements wider reporting, including the Local Outcomes Framework, supporting the assessment of transport's contribution to economic, environmental and social outcomes.

A baseline year of 2025 has been established. From 2026, an annual **Transport Performance Snapshot** will be published using the most up-to-date data available. Snapshots will provide a summary of performance across the Dorset and BCP area, with additional breakdowns where appropriate.

Evaluation will focus on the direction of change for each KPI relative to the baseline, identifying whether trends are improving, worsening or remaining stable. Results will be supported by concise contextual commentary where relevant, including the impact of major schemes, disruption or external factors.

The framework aligns with the LTP Implementation Plan cycle. Implementation Plan 1 (2026–2031) will be supported by annual snapshots and a more detailed evaluation at the end of the five-year period. This review will inform updates to indicators, methodologies and reporting approaches for subsequent phases of delivery.

Reports will follow a consistent format, supported by defined methodologies and data quality statements, ensuring outputs are transparent, robust and comparable over time.

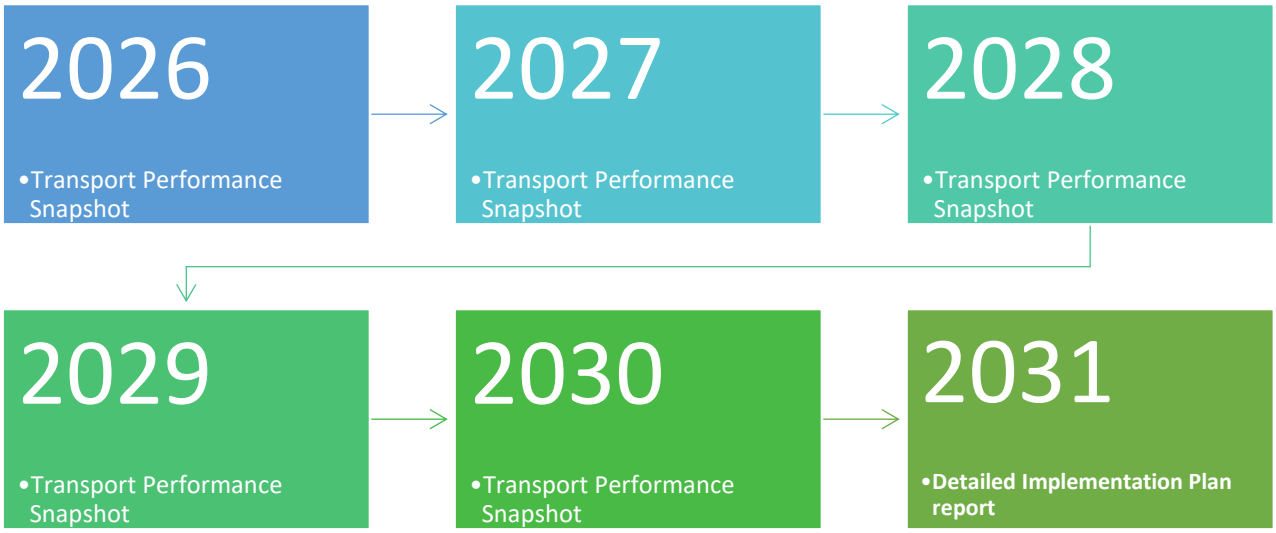


Figure 2. Details of reporting milestones between 2026-2031

Governance and Accountability

Dorset Council and BCP Council's transport policy teams will jointly coordinate the production of all transport performance reports. This includes the collation of local data, integration of national and third-party datasets, and preparation of supporting analysis and commentary.

Responsibility for individual datasets and KPIs will sit with nominated service leads within each authority (for example, air quality, highway asset management and public transport teams). These leads will confirm the accuracy of the data and support its interpretation prior to publication.

All reports will be subject to internal review and approval processes in line with each council's governance arrangements. Where any data limitations, delays or quality issues arise, these will be clearly explained within the published reports, with interpretation presented accordingly to ensure findings remain transparent and are not misrepresented.

Technological Developments and Innovation

Transport data collection methods continue to evolve rapidly. Dorset Council and BCP Council will keep pace with emerging best practice and technological advancements, taking opportunities to test and adopt new approaches where they add value. This will help ensure that data collection remains efficient, accurate and aligned with the councils' monitoring priorities.

Key areas of focus include:

- **Use of GPS and mobile data** – expanding the use of anonymised location data to improve understanding of travel patterns and modal split, and to enhance the efficiency of data collection.
- **Advanced monitoring technologies** – exploring the use of tools such as computer vision, AI-enabled cameras and LiDAR to better understand how people use the transport network. These approaches can provide more detailed and flexible insights than traditional monitoring methods.

By adopting new technologies where appropriate, the councils aim to strengthen the evidence base over time while maintaining consistency and reliability in reporting.

Conclusion

This Strategy provides a consistent framework for monitoring transport performance across Dorset and Bournemouth, Christchurch and Poole. Through regular reporting, supported by robust data collection and proportionate evaluation, it enables the timely identification and assessment of trends.

By presenting transparent, year-on-year performance across the KPI suite, the Strategy provides the evidence required to inform decision-making, prioritise investment, meet statutory requirements and support funding bids. It also ensures that progress can be clearly communicated to councillors, stakeholders and the public.

Overall, the approach establishes a robust and adaptable foundation for understanding network performance, supporting continuous improvement throughout the LTP period and beyond.

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

Appendix A – Glossary

AADT (Annual Average Daily Traffic)	The average number of vehicles passing a specific point on a road each day, calculated over a full year. Used in traffic analysis and planning.
Active Travel England (ATE)	A UK Government executive agency responsible for promoting and supporting walking, wheeling and cycling schemes, including funding and appraisal.
AMV (All Motor Vehicle)	A prefix used for traffic counter network groups that record all motor vehicle movements.
API (Application Programming Interface)	A way for software systems to exchange data automatically. In this strategy it refers to extracting traffic summaries from data providers for reporting.
AQMA (Air Quality Management Area)	An area designated by a local authority where air-quality objectives are not being met, requiring an action plan to improve air quality.
ATC (Automatic Traffic Counting)	Automatic counting of traffic flows using permanent or temporary devices, typically recording continuous volume data (and sometimes speed/classification).
BCP Council	Bournemouth, Christchurch and Poole Council.
BCP Network Traffic Growth	The percentage increase in traffic volumes across the BCP area over a defined period.
BODS (Bus Open Data Service)	A DfT service that publishes bus open data (e.g., timetables, fares and real-time information) to support analysis and reporting.
Bus Service Improvement Plan (BSIP)	A strategic plan developed by local transport authorities in partnership with bus operators to improve bus services. It outlines goals, funding priorities, and measures to enhance reliability, accessibility, and passenger experience, often as part of the UK Government's National Bus Strategy.
C2 Traffic Data platform	A cloud-based platform used to process and report traffic count data, including the calculation of Annual Average Daily Traffic (AADT) values.
COBA7	A standard UK vehicle classification system used in traffic counts (often aligned to COBA appraisal categories) to classify vehicles by type for analysis.

CO_2e (Carbon dioxide equivalent)	A standard unit for comparing greenhouse gases by converting them into an equivalent amount of carbon dioxide. Emissions may be reported in kt CO_2e (thousand tonnes of CO_2e).
Cordon	A set of monitoring points forming a boundary around an area (e.g., a town centre) used to measure movements into and out of that area.
CYC	A prefix used to identify cycle counter network groups.
DfT (Department for Transport)	The UK Government department responsible for transport policy, funding and national transport statistics.
Traffic data provider	An external organisation that supplies traffic monitoring data and (where available) supports automated data transfer for reporting.
Excess waiting time	A measure of reliability for frequent public transport services, comparing actual waiting time with the waiting time expected from the timetable (higher values indicate worse reliability).
FOI (Freedom of Information)	A legal right of access to information held by public authorities, handled through formal information requests.
Highways Analyst	An analytics platform used by UK local authorities to access, analyse and report highway network performance data (e.g., journey times and reliability).
INRIX	A provider of road-traffic and journey-time data used to assess congestion and journey time reliability.
IP1 (Implementation Plan 1)	The first delivery plan period for LTP, setting out schemes and actions to be implemented and monitored.
Journey time reliability	A measure of how consistent travel times are on a route over time (e.g., variability between typical and worst-case conditions).
KPI (Key Performance Indicator)	A defined measure used to monitor performance and track change over time against the LTP objectives.
LTP (Local Transport Plan 4)	Dorset Council's and BCP Council's joint Local Transport Plan 4, outlining long-term transport strategies and objectives for the Dorset and BCP area.

M&E (Monitoring and Evaluation)	The process of tracking and assessing the performance and outcomes of transport initiatives.
MCC (Manually Classified Count)	A prefix used to identify the manual survey network groups.
Modal split	The proportion of trips (or movements) made by different travel modes (e.g., car, bus, rail, walking and cycling), typically expressed as percentages.
Network group	A defined set of monitoring sites grouped for analysis (e.g., cordons, screen lines or trend sites) to produce robust indicators at different spatial scales.
NO_2 (Nitrogen dioxide)	An air pollutant associated mainly with vehicle exhaust emissions, commonly monitored and reported as an annual mean concentration.
O_3 (Ozone)	An air pollutant formed in the atmosphere through chemical reactions involving other pollutants; monitored for health impacts.
ODM (Origin–Destination Matrix)	A dataset that shows movements between origins and destinations (e.g., rail station-to-station flows) to understand travel patterns.
ONS (Office for National Statistics)	The UK's national statistics agency, providing official statistics including population estimates.
ORR (Office of Rail and Road)	The UK regulator for rail and road, and a source of official rail statistics (e.g., station entries and exits).
$PM_{2.5}$ (Particulate matter)	Fine particulate air pollution with particles smaller than 2.5 micrometres in diameter; monitored due to health impacts.
PM_{10} (Particulate matter)	Particulate air pollution with particles smaller than 10 micrometres in diameter; monitored due to health impacts.
Power BI	A Microsoft data visualisation and reporting tool used to create interactive dashboards.
Punctuality (non-frequent services)	A measure of how often services that do not run frequently operate on time (typically assessed against timetable departure/arrival windows).
QA/QC (Quality Assurance / Quality Control)	Processes used to check, validate and manage the quality of data before it is used for analysis and reporting.
Rail Data Marketplace	A service for accessing rail datasets (including origin–destination data) used to analyse rail travel patterns.

SaaS (Software as a Service)	Software delivered over the internet by a provider, rather than installed locally; used here for cloud-based reporting platforms.
Screen line	A line across a network defined by one or more monitoring points used to measure movements across that line (e.g., between districts).
South East Dorset Traffic model	A strategic transport modelling framework developed to assess current and future travel patterns across South East Dorset. It includes highway and public transport components (SATURN and EMME2 models) and a demand model to forecast travel behaviour. The model supports planning decisions by evaluating the impact of development proposals, transport strategies, and infrastructure investments.
STATS19	The police-reported road collision dataset used nationally in Great Britain for road safety analysis.
TCF (Transforming Cities Fund)	A government funding programme aimed at improving public and sustainable transport in towns and cities.
Traffic Management Act 2004	A UK law introduced to reduce congestion and disruption on road networks. It places a duty on local authorities to ensure traffic flows smoothly and gives them powers to manage parking policies, coordinate street works, and enforce certain moving traffic offences.

Appendix B – Technical Evidence Base

Introduction

This Technical Evidence Base (TEB) sets out the data, methodologies and processes that support the monitoring of transport performance for LTP. It provides a clear technical foundation for how indicators are defined, measured and reported across Dorset and BCP.

The TEB brings together the key components of the monitoring framework, including data sources, processing methods, quality assurance procedures and network definitions. It also outlines how data is combined and analysed to ensure results are consistent, reliable and suitable for year-on-year comparison.

The purpose of this appendix is to ensure transparency and consistency in how performance is assessed, while providing a single reference point for the technical detail that underpins the KPI framework.

The LTP objectives and the full suite of KPIs supported by this evidence are set out in **Appendix D – LTP Key Performance Indicators and Objectives**.

Monitoring Methodology

This section outlines how key transport data is collected, processed and combined to produce consistent and reliable indicators across Dorset and BCP. The approach brings together local monitoring data and established national datasets to support robust KPI reporting.

Traffic activity is measured using **continuous automatic traffic counters (ATCs)**, with data processed through the councils' traffic data systems to produce **Annual Average Daily Traffic (AADT)** figures. These represent a typical day's traffic over a full year. Separate AADT values are reported for motor vehicles and cycles, reflecting differences in monitoring equipment and location. Data quality is routinely checked, and the number of valid survey days is recorded to ensure transparency.

To understand how travel is shared between different modes, **manual classified counts (MCCs)** are carried out using video-based surveys. These surveys capture detailed information on vehicle types, pedestrian movements and occupancy levels across a full day (typically 7am–7pm), covering peak and off-peak periods. Vehicle classifications follow the Department for Transport's **COBA 7 standard**, which distinguishes between key vehicle types such as cars, goods vehicles, buses and cycles. This allows a more detailed understanding of travel patterns and their impacts.

The results of these surveys are used to calculate **modal split** by applying observed proportions (for example, the share of cars, buses or cycles) to the AADT totals at corresponding sites. Occupancy data is also used to convert vehicle movements into

estimates of the number of people travelling, providing a more complete picture of demand.

Surveys are undertaken during **neutral periods** (typically midweek and outside school holidays) to reflect typical travel conditions. Where multiple locations are grouped together for analysis, they are surveyed at the same time to ensure results remain consistent and comparable.

Public transport data is drawn from national sources, including:

- **Bus usage**, from the Bus Open Data Service and supporting operator data, supplemented where needed by targeted surveys to estimate passenger levels;
- **Rail usage**, based on station entry and exit data from the Office of Rail and Road, along with additional rail industry datasets to understand travel patterns.

Environmental data is also sourced from established national reporting systems, including carbon emissions statistics and air quality monitoring data.

All datasets are brought together using consistent methods to produce comparable annual results at site, network and area-wide level. This ensures a coherent and reliable evidence base for monitoring performance and assessing change over time.

Supporting Data for Key Performance Indicators

This section outlines the sub-indicators and supporting datasets that Dorset Council and BCP Council will use to monitor performance against the KPIs. These form the basis of the reporting framework and will be used where suitable data are available. Where data are unavailable or delayed, this will be clearly identified in reporting, with explanations provided. Sub-indicators are aligned, where relevant, with the Department for Transport's Local Outcomes Framework (LOF), using abbreviated references (e.g. LOF17A), and each is supported by a brief description of the underlying dataset.

KPI 1 – Carbon emissions from transport

This KPI is supported by datasets providing both historic and forward-looking evidence on road transport carbon emissions. Territorial emissions data from UK Government sources are used to track trends, while projected operational and embodied emissions from the councils' carbon assessment tool support longer-term monitoring of decarbonisation progress.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
1.1	Not applicable	Annual carbon emissions from road transport	Local authority territorial greenhouse gas emissions estimates, 2005–2023 (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

This KPI is supported by a combination of locally monitored and nationally reported air quality data, including nitrogen dioxide, particulate matter and ozone. These datasets enable consistent tracking of ambient air quality over time and help identify areas of improvement or concern. Where applicable, BCP supplements these with local AADT and MCC data to produce annual indicators.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
2.1	Not applicable	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	Not applicable	Annual mean concentration of $PM_{2.5}$		
2.4	Not applicable	Annual mean concentration of PM_{10}		
2.5	Not applicable	Annual mean concentration of NO_2		
2.6	Not applicable	Annual mean concentration of O_3		

KPI 3 – Walking, wheeling and cycling

This KPI is supported by a combination of continuous automatic counter data and periodic manual surveys to evidence active travel trends. Where appropriate, AADT-equivalent outputs are used to enable year-on-year comparison, with interpretation informed by spatial coverage and seasonal variation. BCP also integrates local AADT and MCC data to produce annual indicators where applicable

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
3.1	Not applicable	Levels of cycling & wheeling	Active Travel Monitoring – Table D1	Local Transport Authority
3.2	Not applicable	Levels of walking	Active Travel Monitoring – Table E1	Local Transport Authority
3.3	LOF09	Average number of walking, wheeling and cycling journey stages per year	DfT active travel statistics (not currently 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 (not currently 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.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
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.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
5.1	Not applicable	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	Not applicable	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	Not applicable	Road collisions: fatal collisions (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
5.7	Not applicable	Road collisions: fatal and serious collisions (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport
5.8	Not applicable	Road casualties: fatalities (national adjustment applied)	DfT road safety statistics (RAS0403)	Department for Transport

KPI Network 6 –Resilience

This KPI is supported by datasets covering traffic demand and network performance. Traffic volumes and trends are measured using a combination of local automatic traffic counter data and Department for Transport statistics, providing both local and nationally consistent evidence. Journey time reliability and delay indicators are drawn

from national datasets to assess congestion, resilience and network reliability over time.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
6.1	Not Applicable	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 – Table C1	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

This KPI is supported by nationally recognised road condition measures and locally reported survey data, providing an objective assessment across principal, non-principal and unclassified roads. The datasets also highlight maintenance requirements and longer-term asset management pressure

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
7.1	Not applicable	Surveyed condition of principal, non-principal and unclassified roads, including estimated maintenance backlog	Locally reported road condition statistics	Local Authority Level
7.2	LOF14A	A-roads requiring maintenance (condition classified as red)	DfT road condition statistics (RDC0120)	Department of Transport

7.3	LOF14B	B and C roads requiring maintenance (condition classified as red)	DfT road condition statistics (RDC0120)	Department of Transport
7.4	LOF14C	Unclassified roads requiring maintenance (condition classified as red)	DfT road condition statistics (RDC0130)	Department of Transport
7.5	LOF13	Local highways capability rating	Transparency data: Local road maintenance ratings	Department of Transport

KPI 8 – Public transport patronage and satisfaction

This KPI is supported by national data on bus and rail usage alongside passenger satisfaction measures from recognised sources. Together, these datasets provide insight into trends in demand and user experience, subject to availability at local authority level.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
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	Not applicable	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	Transport Focus

			(disabled passenger breakdown not routinely published at local authority level)	
8.7	LOF05D	Bus passenger satisfaction with real-time information at bus stops	Transport Focus bus passenger survey (not consistently published at local authority level)	Transport Focus
8.8	LOF01	Mode share of trips made by public transport	National Travel Survey (mode share not published at local authority level)	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.

LTA Sub Indicator ID	Local Outcomes Framework ID	Indicator Name	Dataset	Source
9.1	LOF04A	Punctuality of non-frequent bus services	DfT bus punctuality statistics (BUS09)	Department for Transport
9.2	Not applicable	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	No current published dataset available to support this Outcomes Framework indicator	Department for Transport
9.4	LOF04C	Change in average bus speeds	No current published dataset available to support this Outcomes Framework indicator	Department for Transport

Reporting Against DfT Local Outcomes Framework

In addition to the core LTP KPIs, Dorset Council and BCP Council will report a selected subset of Department for Transport Local Outcomes Framework (LOF) indicators where suitable data are available. These indicators support national comparison but do not always align directly with local KPIs, and will therefore be presented as a supplementary set alongside core reporting, with clear distinction of purpose.

Indicators supported by robust local or local-authority-level data will be reported annually. Where data are only available at regional or national level, or are not yet suitable for local reporting, this will be made clear and indicators will either be included for context with appropriate caveats or omitted until data availability improves.

The LOF indicators considered for reporting fall within the following themes:

- **Public transport accessibility and fleet**: Accessibility standards and onboard information provision (contextual reporting where local data are limited).
- **Bus service provision**: Vehicle miles operated, reported annually where local data are available.
- **Active travel**: Network delivery and capability ratings, subject to consistent datasets and definitions.
- **Decarbonisation and electric vehicles**: Fleet emissions and charging infrastructure, reported annually where local-level data exist.
- **Delivery and programme management**: Capital programme progress and spend, reported using local authority records to support transparency.

This approach ensures alignment with national monitoring while maintaining clarity, proportionality and transparency in local reporting

BCP Monitoring Networks

This section outlines BCP Council's monitoring networks, which form part of the joint Dorset and BCP LTP monitoring and evaluation approach. The framework combines continuous automatic counters to capture year-round trends with annual manual surveys to provide detailed classification and modal split data. Monitoring sites are organised into cordons, screen lines and trend locations to enable reporting at different spatial scales and support consistent comparison over time (see Appendix E).

These networks underpin multiple KPIs: motor vehicle counters support KPI 6 (network resilience), cycle and pedestrian monitoring supports KPI 3 (walking, wheeling and cycling), and the manual count programme provides the data required to assess modal split and person movement.

Motor vehicle counter network

The motor vehicle counter (AMV) network provides continuous traffic data at key locations to support **KPI 6** (network resilience). It captures local traffic volumes and trends, producing annual AADT and growth statistics, with sites grouped to represent movements into centres, across the area, and overall trends (see Appendix D).

Town centre cordons (Bournemouth, Christchurch and Poole) monitor access to key centres, supporting analysis of congestion, demand management and the need for complementary measures. Wider-area cordons provide a sub-regional view of movements between residential areas, employment sites and strategic routes, helping identify network pressure points and track overall traffic change.

Screen lines (including Bournemouth–Boscombe and Bournemouth–Poole) maintain continuity with historic monitoring and distinguish local from cross-district movements, supporting corridor-level planning. Additional AMV trend sites strengthen the evidence base and provide context for interpreting changes across the wider network.

Cycle counter network

The cycle counter (CYC) network provides continuous data on cycling and wheeling activity to support **KPI 3** (walking, wheeling and cycling). Sites are distributed across Bournemouth, Christchurch and Poole and cover a range of route types, enabling analysis of seasonal patterns and long-term trends (see Appendix E).

The network builds on existing monitoring installed through previous LTP and major investment programmes, including Transforming Cities Fund and Active Travel England schemes. This continuity supports robust before-and-after assessment of interventions and strengthens long-term trend analysis.

Pedestrian counter network

A dedicated pedestrian counter network will be developed to strengthen reporting for **KPI 3** (walking, wheeling and cycling), complementing data from the annual manual classified count (MCC) programme. In the short term, pedestrian activity will be captured through MCC observations at key locations and existing infrastructure, with future counter locations, coverage and methodology to be confirmed as part of the next monitoring network refresh

Manual classified count surveys

Manual classified count (MCC) surveys provide detailed, location-specific data that complement automatic counters, capturing information such as vehicle classifications, pedestrian and wheeling movements, turning movements, and occupancy levels.

The programme is aligned with the automatic counter network, enabling classification and occupancy data from MCC surveys to be applied to continuous counts. This improves the accuracy of AADT estimates, modal split and person movement indicators, and supports appraisal and post-scheme monitoring in line with national guidance.

Survey coverage includes town centre and boundary cordons, key screen lines and junctions, with co-located sites allowing validation and refinement of counter data. MCC surveys also provide a consistent evidence base for pedestrian activity in key centres, strengthening analysis of active travel, accessibility and the impact of interventions (see Appendix E).

Data Sources, QA/QC & Processing

BCP Council applies routine quality assurance and control processes to ensure data are robust and comparable year on year. This includes checks on counter performance, validation and removal of anomalous data, and the application of seasonal adjustments where appropriate.

MCC survey outputs are verified for consistency and classification accuracy before being used to derive modal share and occupancy factors, with clear rules applied where surveys are co-located with automatic counters. Any updates to datasets, methodologies or network definitions are documented at each reporting stage to maintain transparency and consistency across the LTP period.

Dorset Monitoring Networks

This section outlines Dorset Council's monitoring networks, which form part of the joint Dorset and BCP LTP monitoring and evaluation approach. The framework combines continuous automatic counters for year-round trend data with annual manual surveys to provide detailed classification and modal split information. Monitoring locations are grouped into cordons, screen lines and trend sites to support reporting at different spatial scales and enable consistent comparison over time (see Appendix E).

These networks support multiple KPIs: motor vehicle counters inform **KPI 6** (network resilience), cycle and pedestrian monitoring support **KPI 3** (walking, wheeling and cycling), and the manual classified count programme provides the data needed to assess modal split and person movement.

Dorset motor vehicle counter network

Dorset's motor vehicle counter network comprises 86 sites, including a mix of continuous, periodic and seasonal counts, with additional data obtained from National Highways on the A31/A35. These data are used to calculate and estimate Annual Average Daily Traffic (AADT) figures, supporting reporting for **KPI 6** (network resilience) (see Appendices E and F).

Dorset cycle counter network

Dorset's cycle counter (CYC) network comprises 46 locations, the majority of which are monitored continuously, supporting **KPI 3** (walking, wheeling and cycling). Sites are distributed across the county and cover a range of route types, enabling robust analysis of seasonal patterns and longer-term trends (see Appendix E).

Dorset pedestrian counter network

A dedicated pedestrian counter network will be developed to strengthen reporting for **KPI 3** (walking, wheeling and cycling), complementing data from the annual manual classified count (MCC) programme. In the interim, pedestrian activity will be monitored at 10 town centre locations, with future counter locations, coverage and methodology to be confirmed through the next monitoring network refresh.

Dorset manual classified count surveys

Manual classified count (MCC) surveys provide detailed, location-specific data that cannot be captured by automatic counters alone, including vehicle classifications, pedestrian and wheeling movements, turning movements and occupancy levels.

In Dorset, the MCC programme comprises annual cordon surveys at Ferndown and Weymouth. Where surveys are co-located with traffic counters, the resulting mode share and occupancy data are applied to counter flows to improve estimates of modal split and person movements, and to provide validation of counter performance.

Dorset data sources, QA/QC and processing

Dorset Council applies established quality assurance processes, supported by an ISO9001-accredited management system, to ensure survey data are collected and reported consistently. Data are processed through the Drakewell C2 database, where they are analysed, checked and validated to ensure robust and reliable outputs.

Appendix C – Survey Methodology

Appendix C summarises the standard methodology used for annual Manual Classified Count (MCC) surveys and related processing steps. This is intended to ensure that survey outputs are repeatable and comparable year-on-year.

- **Timing:** Surveys are undertaken annually within defined neutral data-collection months and on neutral weekdays (typically Tuesday–Thursday), with timing selected to minimise the influence of school holidays, seasonal variation, and known abnormal or exceptional events.
- **Survey hours:** Manual traffic surveys are typically undertaken over a standard 12-hour day (e.g. 07:00–19:00), unless otherwise specified for a particular monitoring purpose. Automatic Traffic Counter (ATC) data, where available, is collected continuously on a year-round basis.**Technology:** Video-based capture (or equivalent) with subsequent classification by trained enumerators is used to provide detailed vehicle and mode classification data. Static Automatic Traffic Counters (ATCs) and AI-enabled sensors are used where available to provide continuous traffic volume data and support the calculation of robust Annual Average Daily Traffic (AADT) figures. Pneumatic tube surveys are used to supplement static traffic counter coverage at locations where permanent counter data is not available.
- **Classification:** Full COBA7 vehicle classifications (including cycles where applicable) plus pedestrian movements.
- **Occupancy:** Car occupancy and bus occupancy collected at defined locations/time windows to support person-movement estimates.
- **Grouping rules:** Locations within the same cordon/screen line group are surveyed on the same day to minimise bias; different groups may be surveyed on different days.
- **Weather and abnormal conditions:** Surveys will be rescheduled where prevailing conditions are expected to materially distort typical travel patterns (e.g. severe weather). All deviations from standard survey arrangements will be recorded and reported transparently.
- **QA/QC:** Checks include internal consistency checks (including directional balance), spot verification against video recordings, validation of vehicle classification profiles, and reconciliation of manual count totals with co-located static traffic counter data where available.
- **Processing and integration:** Derive mode shares and occupancy factors from MCC outputs; apply to relevant counter-derived AADT flows using documented co-location rules.

Appendix D – LTP Key Performance Indicators & Objectives

LTP Objectives (summary descriptions)

Objective A – Safeguard the climate and environment
Reduce the environmental impacts of transport, including greenhouse-gas emissions and local air pollution, and support improvements in environmental quality over time.

Objective B – Improve health and wellbeing
Enable healthier travel choices by increasing levels of walking, wheeling and cycling and improving conditions for active travel as part of everyday journeys.

Objective C – Create accessible and prosperous places
Ensure people can access jobs, education, healthcare and other key services by sustainable modes, supporting inclusive growth and place-making.

Objective D – Enable a safer transport system
Reduce the number and severity of road collisions and casualties, with particular focus on vulnerable road users.

Objective E – Provide a resilient and well-maintained network
Ensure the transport network operates reliably, manages congestion effectively and is maintained in a condition that supports safe and efficient travel.

Objective F – Ensure public transport is inclusive and accessible to all
Improve public transport patronage, reliability and user experience so services are attractive, dependable and inclusive.

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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Sub-indicators mapped to LTP Objectives

Key: ✓ = Strong relevance ● = Supporting indicator

KPI	Sub-indicator	Climate & environment	Health & wellbeing	Prosperous places	Safety	Network resilience	Public transport
1	1.1 Annual carbon emissions from road transport	✓					
	1.2 Projected operational carbon emissions	✓					
	1.3 Projected embodied carbon emissions	✓					
2	2.1 Number of Air Quality Management Areas	✓	●				
	2.2 NO_2 exceedances at roadside sites	✓	●				
	2.3 Annual mean $PM_{2.5}$ concentration	✓	●				
	2.4 Annual mean PM_{10} concentration	✓	●				
	2.5 Annual mean NO_2 concentration	✓	●				
	2.6 Annual mean ozone concentration	✓	●				
3	3.1 Levels of cycling and wheeling	●	✓	●	●		
	3.2 Levels of walking	●	✓	●	●		
KPI	**Sub-indicator**	**Climate & environment**	**Health & wellbeing**	**Prosperous places**	**Safety**	**Network resilience**	**Public transport**
	3.3 Average active-travel journey stages (national)	●	✓	●	●		

	3.4 Adults undertaking active travel (national)	●	✓	●	●		
4	4.1 Connectivity to key destinations		●	✓			●
5	5.1 Road casualties: fatalities				✓		
	5.2 Road casualties: total KSI				✓		
	5.3 Road casualties: all casualties				✓		
	5.4 Road casualties: KSI aged 16 and under				✓		
	5.5 Road casualties: KSI involving pedestrians/cyclists				✓		
	5.6 Fatal collisions				✓		
	5.7 Fatal and serious collisions				✓		
6	6.1 Journey time reliability	●		●		✓	
	6.2 Traffic volumes (local authority data)	●		●		✓	
	6.3 Traffic volumes (DfT statistics)	●		●		✓	
KPI	**Sub-indicator**	**Climate & environment**	**Health & wellbeing**	**Prosperous places**	**Safety**	**Network resilience**	**Public transport**
	6.4 Traffic volumes by vehicle type	●		●		✓	
	6.5 Average delay on A-roads	●		●		✓	
	6.6 Route-level delay on A-roads	●		●		✓	

	6.7 Average delay on B-roads	●		●		✓	
	6.8 Average delay on unclassified roads	●		●		✓	
7	7.1 Road condition and maintenance backlog				●	✓	
	7.2 A-roads requiring maintenance (red)				●	✓	
	7.3 B and C roads requiring maintenance (red)				●	✓	
	7.4 Unclassified roads requiring maintenance (red)				●	✓	
	7.5 Local highways capability rating				●	✓	
8	8.1 Annual bus passenger journeys	●	●	●			✓
	8.2 Concessionary bus passenger journeys	●	●	●			✓
	8.3 Rail station usage (entries and exits)	●	●	●			✓
KPI	**Sub-indicator**	**Climate & environment**	**Health & wellbeing**	**Prosperous places**	**Safety**	**Network resilience**	**Public transport**
	8.4 Bus passenger satisfaction – personal security	●	●	●			✓
	8.5 Overall bus passenger satisfaction	●	●	●			✓
	8.6 Disabled passenger satisfaction	●	●	●			✓
	8.7 Satisfaction with real-time information	●	●	●			✓
	8.8 Public-transport mode share (national)	●	●	●			✓

9	9.1 Punctuality of non-frequent bus services			●		●	✓
	9.2 Excess waiting time (frequent services)			●		●	✓
	9.3 Bus journey kilometres cancelled (no dataset)			●		●	✓
	9.4 Change in average bus speeds (no dataset)			●			

Appendix E – Monitoring Network Maps (Dorset and BCP)

BCP maps

Appendix E1-12 Motor vehicle counter network groups

Appendix E12-16 Cycle counter network groups

Appendix E16-22 Manual Traffic Survey network groups

Dorset maps

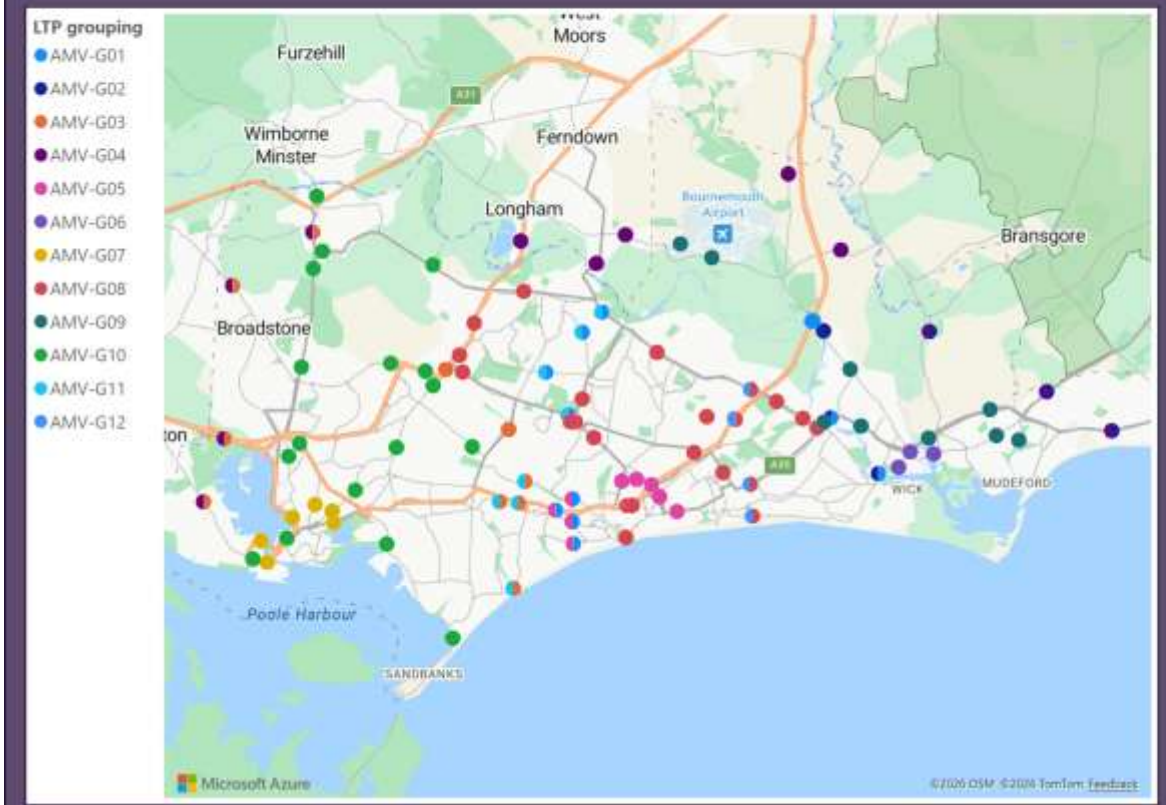
Appendix ED23–FD36 Motor vehicle counter network groups

Appendix ED37–FD41 Cycle counter network groups

Appendix ED42–FD43 Manual traffic survey network groups (Cordons)

Appendix E1

Motor vehicle counter network

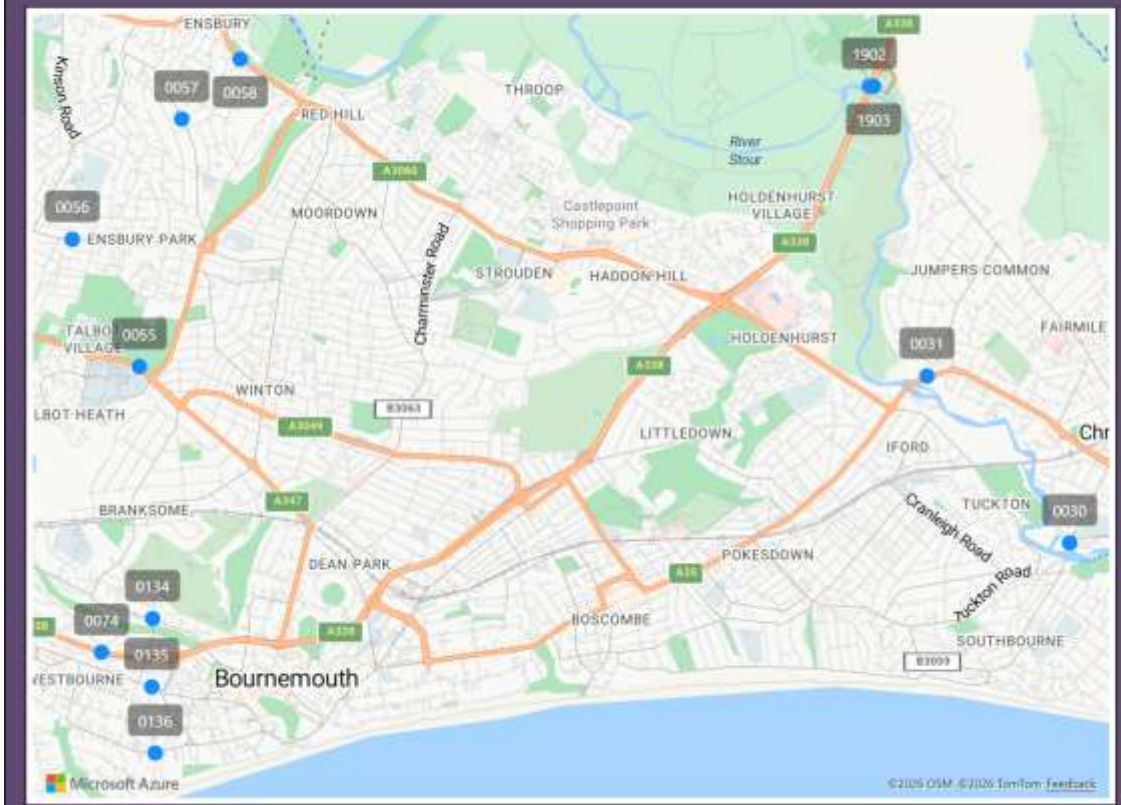


LTP grouping	Group Description
AMV-G01	Bournemouth Area Cordon
AMV-G02	Christchurch Area Cordon
AMV-G03	Poole Area Cordon
AMV-G04	BCP Area Cordon
AMV-G05	Bournemouth Town Centre Cordon
AMV-G06	Christchurch Town Centre Cordon
AMV-G07	Poole Town Centre Cordon
AMV-G08	Bournemouth Area Other
AMV-G09	Christchurch Area Other
AMV-G10	Poole Area Other
AMV-G11	Bournemouth-Poole Screen Line
AMV-G12	Boscombe Screen Line

BCP Council

Appendix E2

AMV-G01 Bournemouth Area Cordon

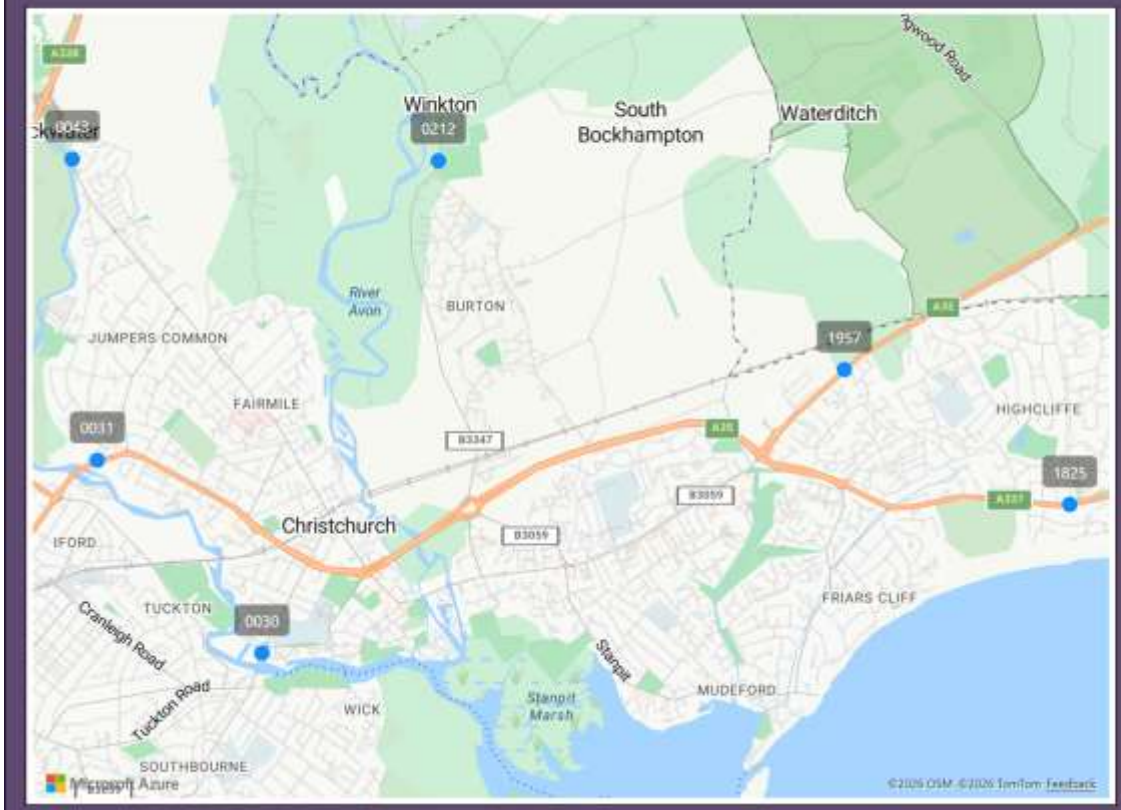


Site Name	Description
0030	B3059 Stour Road, Tuckton
0031	A35 Barrack Road, Christchurch
0055	A3049 Wallisdown Road, Talbot Village
0056	Columbia Road, Columbia Farm
0057	Leybourne Avenue, Ensbury Park
0058	A347 Whitelegg Way, Ensbury
0074	A338 Westbourne Spur Road, Westbourne
0134	Branksome Wood Road, Bournemouth
0135	Poole Road, Westbourne
0136	Westcliff Road, West Cliff
1902	A338 Bournemouth Spur Road, Blackwater (Nb)
1903	A338 Bournemouth Spur Road, Blackwater (Sb)

BCP Council

Appendix E3

AMV-G02 Christchurch Area Cordon

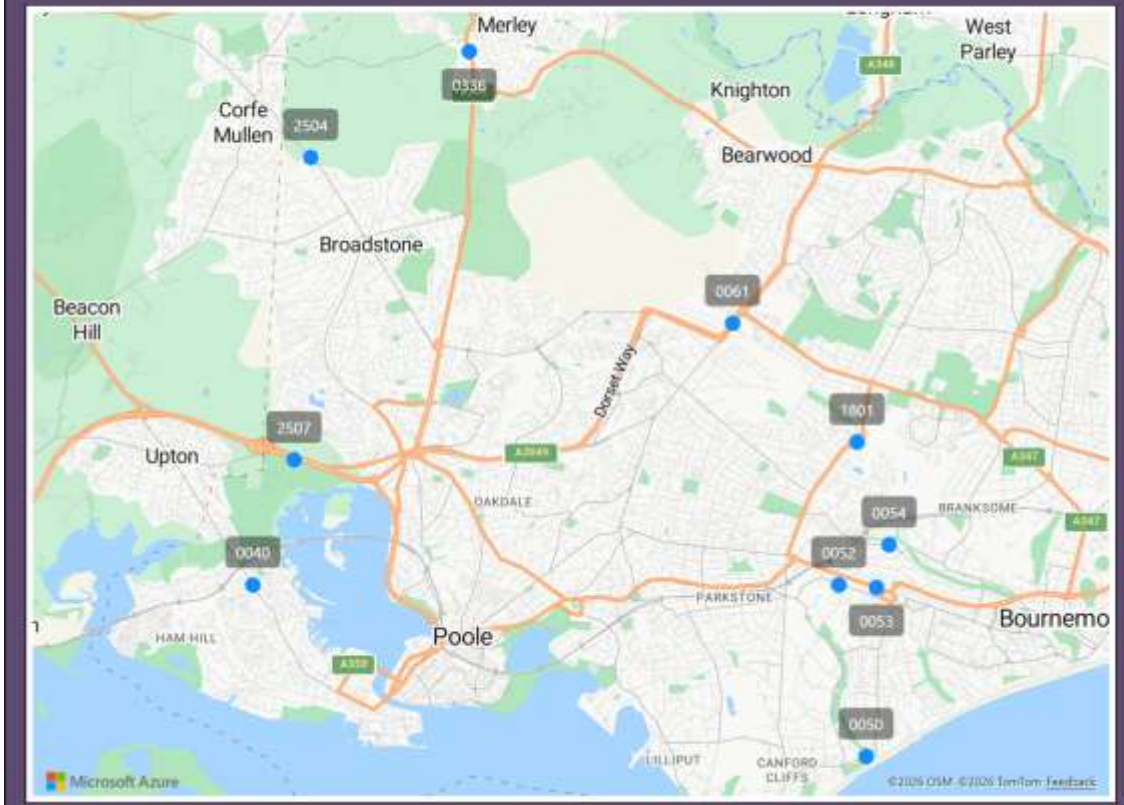


Site Name	Description
0030	B3059 Stour Road, Tuckton
0031	A35 Barrack Road, Christchurch
0043	B3073 Hurn Road, Blackwater
0212	B3347 Salisbury Road, Winkton
1825	A337 Lymington Road, Highcliffe
1957	A35 Lyndhurst Road, Somerford

BCP Council

Appendix E4

AMV-G03 Poole Area Cordon

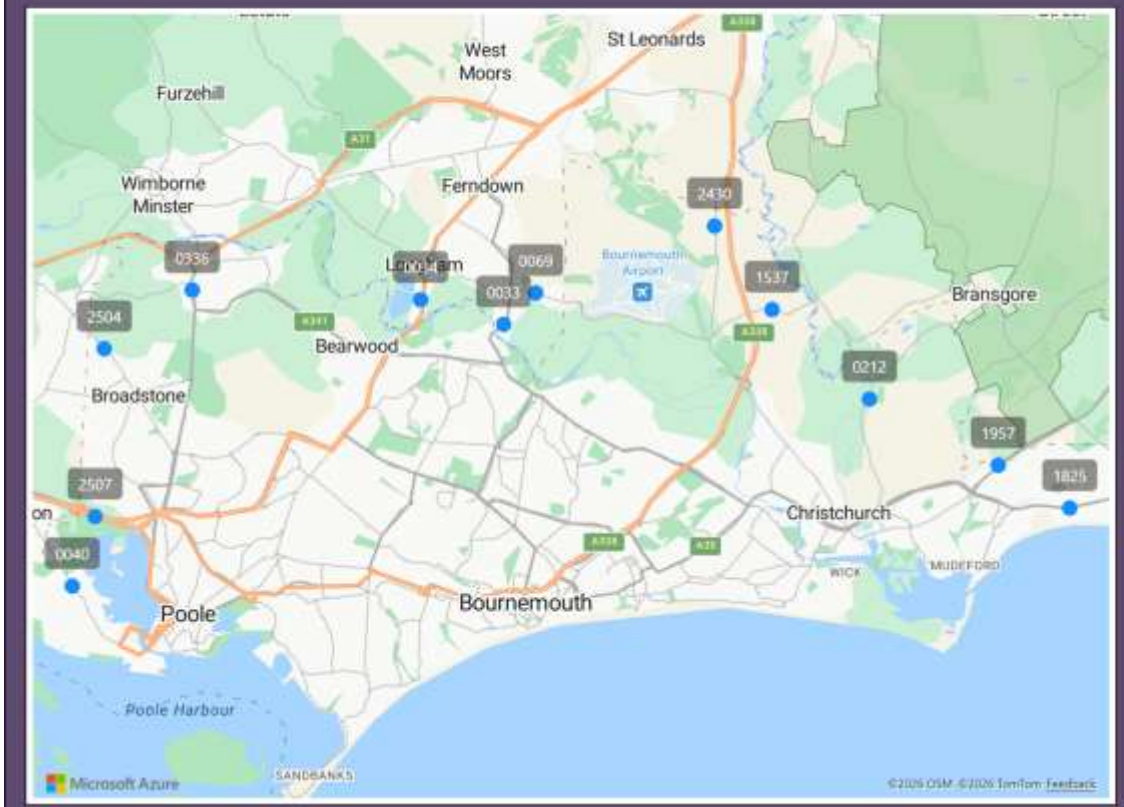


Site Name	Description
0040	B3068 Blandford Road (North), Hamworthy
0050	B3065 Pinecliff Road, Canford Cliffs
0052	Lindsay Road, Branksome
0053	A35 Poole Road, Westbourne
0054	Surrey Road, Branksome
0061	A3049 Ringwood Road South (nr Belben Rd), Wallisdown
0336	Gravel Hill (Ivy Road), Merley
1801	A3040 Alder Road (South), Alder Hills
2504	B3074 Higher Blandford Road, Broadstone
2507	A35 Upton Bypass, Upton

BCP Council

Appendix E5

AMV-G04 BCP Area Cordon

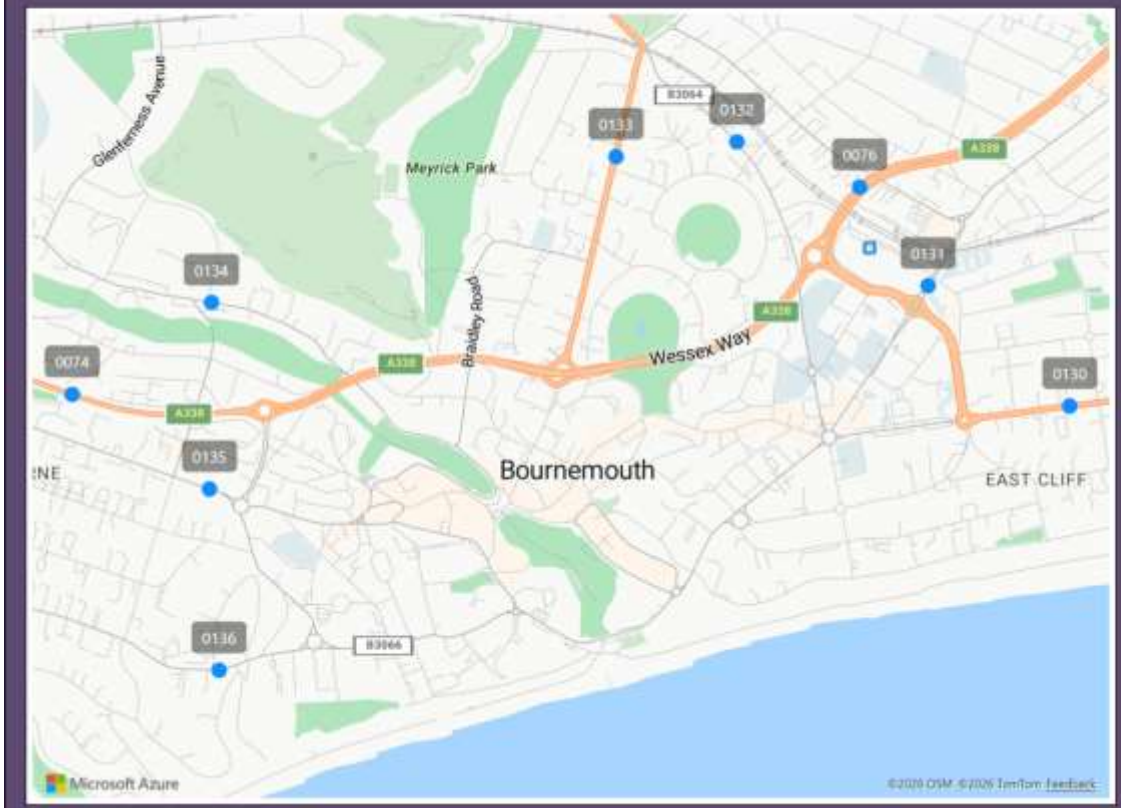


Site Name	Description
0033	A347 New Road, West Parley
0034	A348 Ringwood Road, Longham
0040	B3068 Blandford Road (North), Hamworthy
0069	B30703 Parley Lane, West Parley
0212	B3347 Salisbury Road, Winkton
0336	Gravel Hill (Ivy Road), Merley
1537	Avon Causeway, Hurn
1825	A337 Lymington Road, Highcliffe
1957	A35 Lyndhurst Road, Somerford
2430	Matchams Lane, Hurn
2504	B3074 Higher Blandford Road, Broadstone
2507	A35 Upton Bypass, Upton

BCP Council

Appendix E6

AMV-G05 Bournemouth Town Centre Cordon

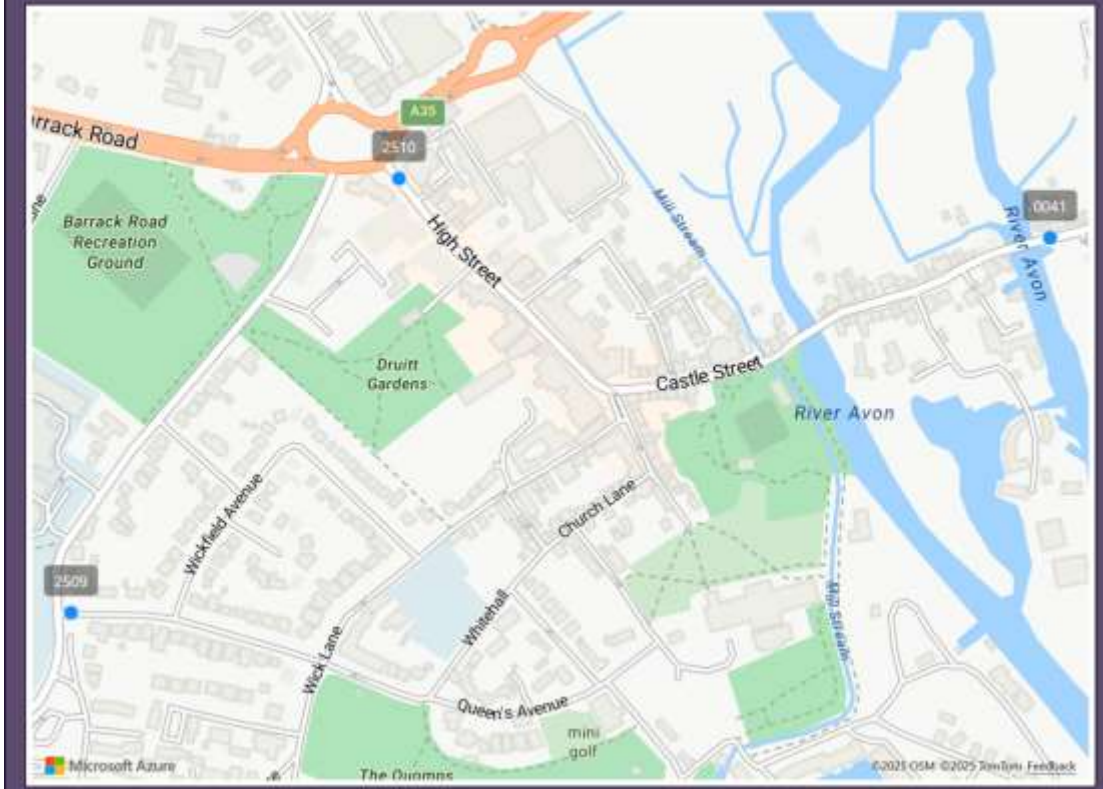


Site Name	Description
0074	A338 Westbourne Spur Road, Westbourne
0076	A338 Wessex Way (Railway bridge), Bournemouth
0130	A35 Christchurch Road, Bournemouth
0131	Holdenhurst Road, Bournemouth
0132	Lansdowne Road (North), Dean Park
0133	A347 Wimborne Road, Dean Park
0134	Branksome Wood Road, Bournemouth
0135	Poole Road, Westbourne
0136	Westcliff Road, West Cliff

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Appendix E7

AMV-G06 Christchurch Town Centre Cordon

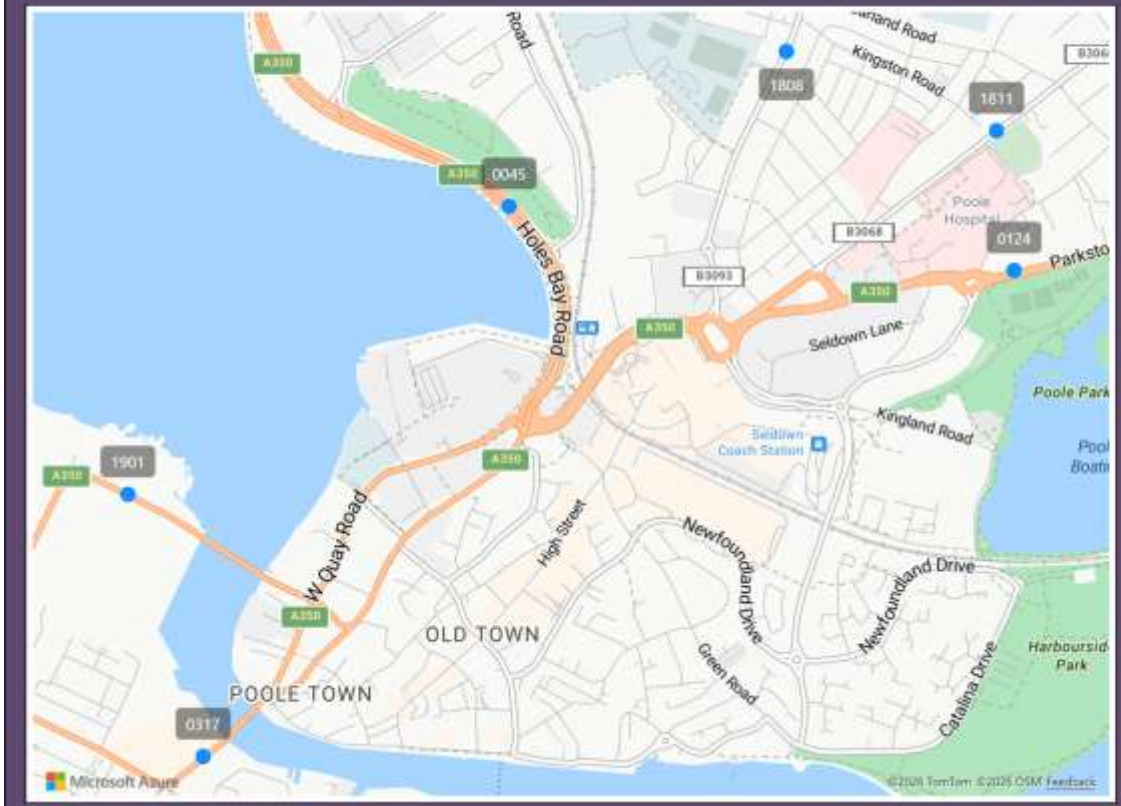


Site Name	Description
0041	Bridge Street, Christchurch
2509	St Margaret's Avenue, Christchurch
2510	Christchurch Highstreet

BCP Council

Appendix E8

AMV-G07 Poole Town Centre Cordon

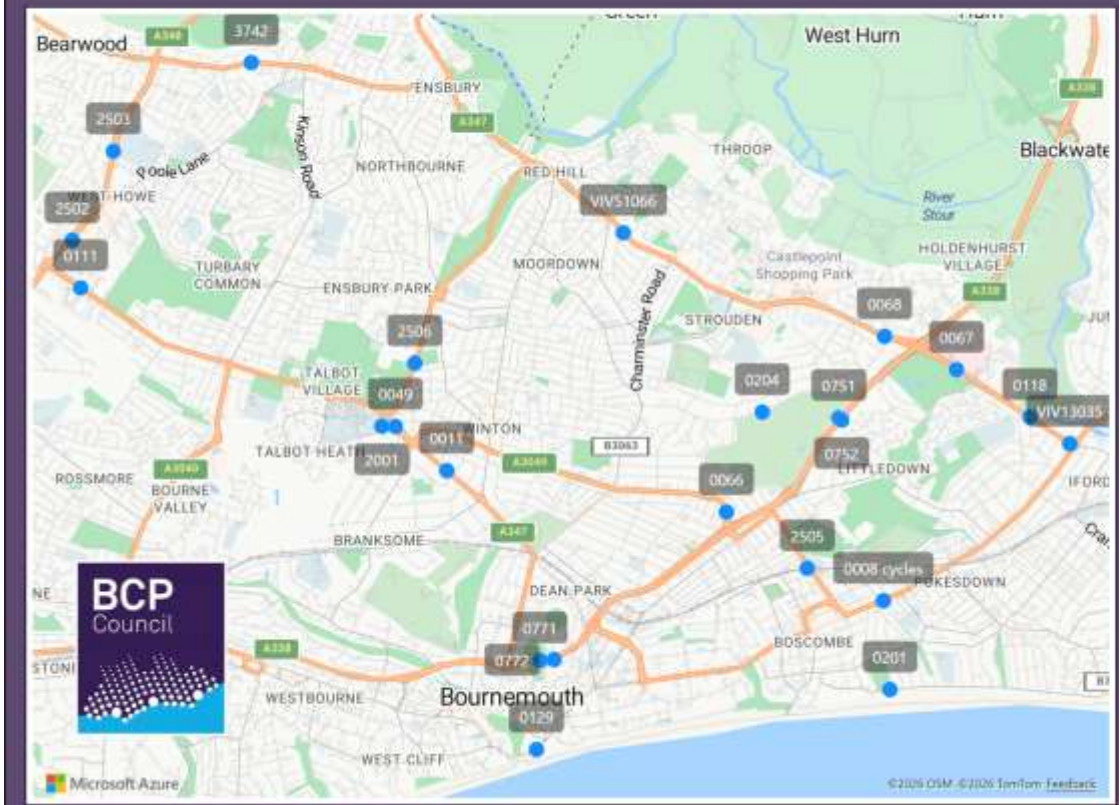


Site Name	Description
0045	A350 Holes Bay Road, Poole
0124	B3068 Parkstone Road, Poole
0317	Bridge Approach, Lower Hamworthy
1808	B3093 Wimborne Road, Longfleet
1811	B3068 Longfleet Road, Longfleet
1901	A350 Rigler Road, Hamworthy

BCP Council

Appendix E9

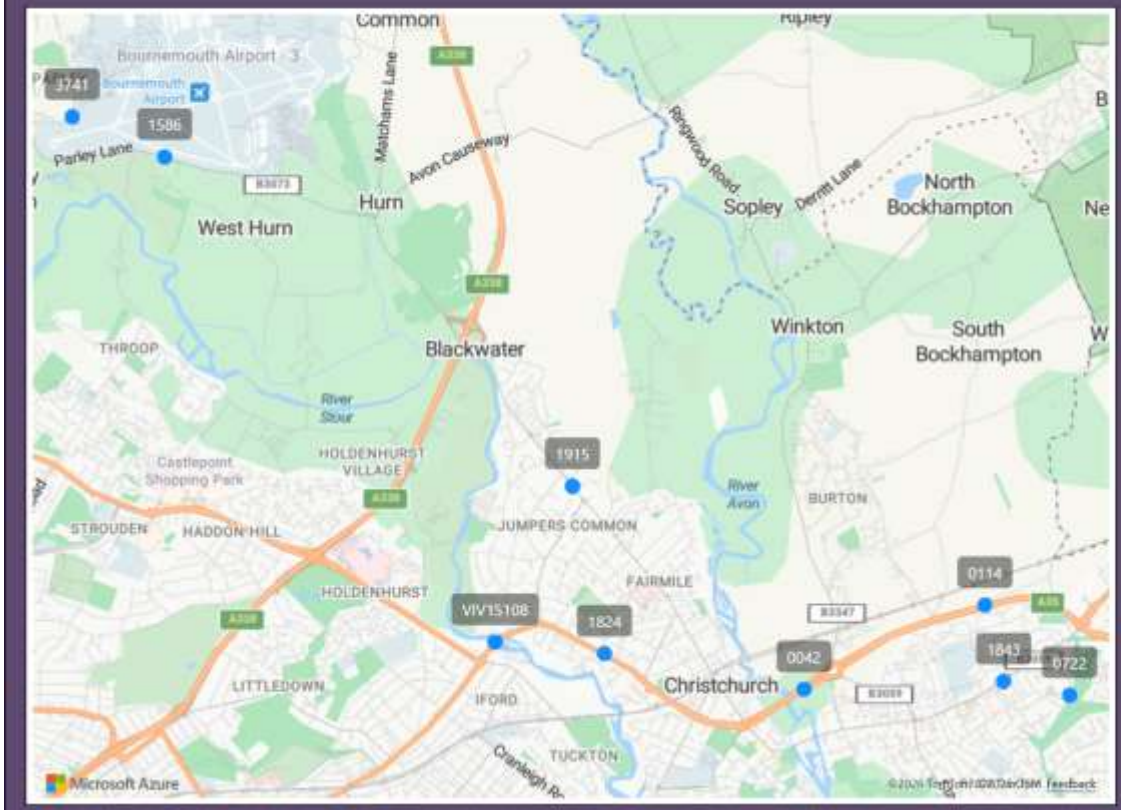
AMV-G08 Bournemouth Area Other



Site Name	Description
0008 cycles	A35 Woodland Walk Cycles, Boscombe
0011	A347 Talbot Avenue, Winton
0049	A347 Talbot Avenue, Talbot Village
0066	A3049 Richmond Park Road, Springbourne
0067	A3060 Castle Lane East, Littledown
0068	A3060 Castle Lane West, Castlepoint
0111	A3049 Wallisdown Road, Wallisdown
0118	A3060 Castle Lane East, Iford
0129	Bath Road, Bournemouth
0201	Boscombe Overcliff Drive, Boscombe
0204	Queens Park Avenue, Queens Park
0751	A338 Wessex Way (Nb), Queens Park
0752	A338 Wessex Way (Sb), Queens Park
0771	A338 Wessex Way (Eb), Horseshoe Common
0772	A338 Wessex Way (Wb), Horseshoe Common
2001	Gillet Road, Talbot Village
2502	A348 Ringwood Road (South), West Howe
2503	A348 Ringwood Road (North), West Howe
2505	A3049 Ashley Road, Boscombe
2506	A347 Boundary Road, Ensbury Park
3742	A341 Wimborne Road, Kinson
VIV13035	Castle Lane East, Iford
VIV51066	Castle Lane West, Moordown

Appendix E10

AMV-G09 Christchurch Area Other



Site Name	Description
0042	A35 Christchurch Bypass
0114	A35 Christchurch Bypass (Eb)
0722	Wilverley Road, Somerford
1586	B3073 Parley Lane (Airport), East Parley
1824	A35 Barrack Road, Christchurch
1843	B3059 Somerford Road, Somerford
1915	B3073 Hurn Road, Jumpers Common
3741	Chapel Gate, Parley
VIV15108	Stour Bridge, Iford

BCP Council

Appendix E11

AMV-G10 Poole Area Other

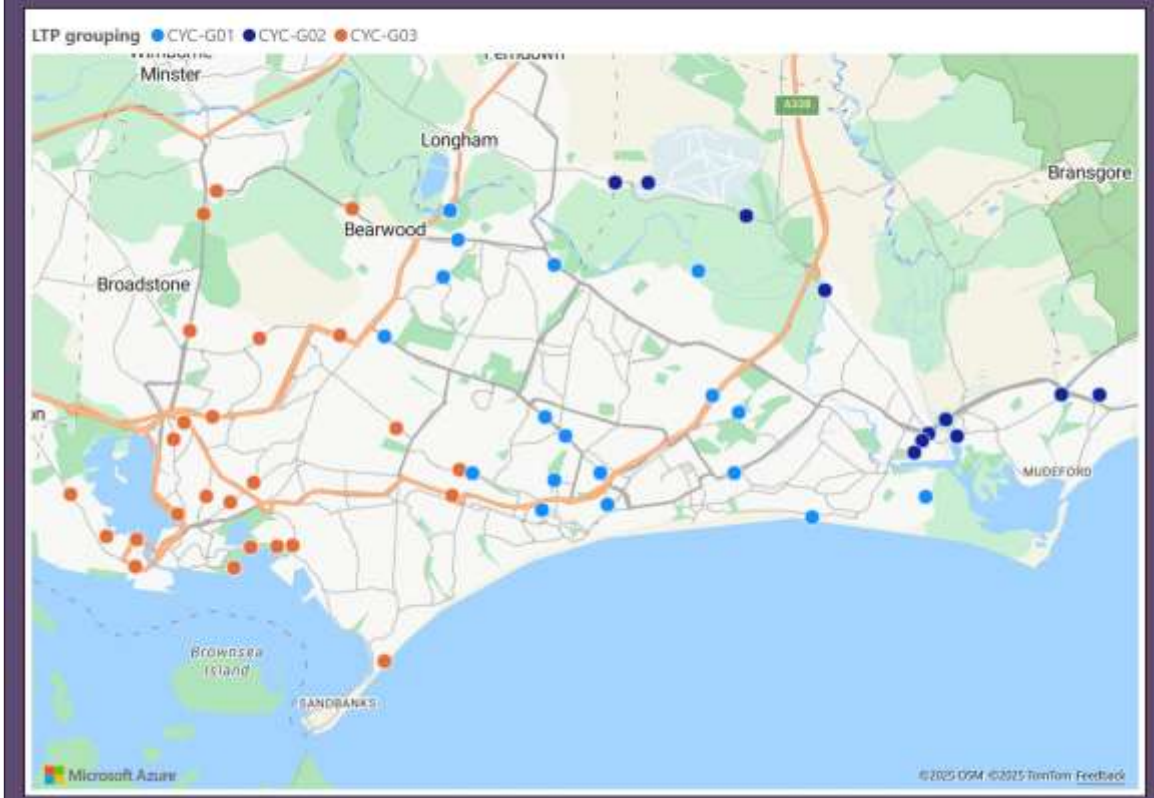


Site Name	Description
0001	A349 Gravel Hill (North), Merley
0039	Fleets Lane, Stanley Green
0071	A349 Gravel Hill (South), Waterloo
0072	B3068 Ringwood Road (nr Alderney Avenue), Alderney
0073	Herbert Avenue, Rossmore
0127	B3369 Sandbanks Road, Whitecliff
0309	B3073 Oakley Hill, Merley
0328	A3049 Canford Way, Alderney
0334	B3074 Canford Heath Road, Canford Heath
1803	A341 Magna Road, Knighton
1804	A341 Queen Anne Drive, Merley
1805	A35 Wimborne Road, Oakdale
1807	A350 Blandford Road (South), Lower Hamworthy
1810	B3068 Ringwood Road, Stanley Green
1905	A350 West Quay Road, Poole
2501	B3369 Banks Road, Sandbanks
VIV51063	Ringwood Road, Parkstone

BCP Council

Appendix E12

Cycle counter network

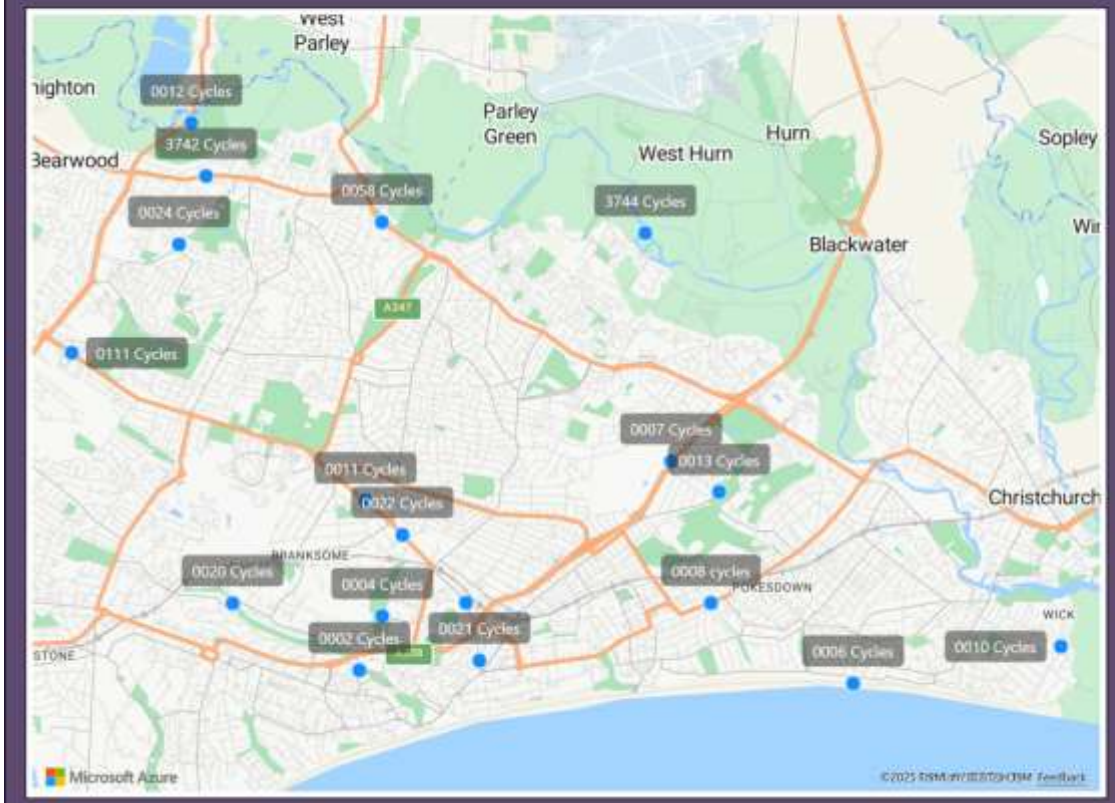


LTP grouping	Group Description
CYC-G01	Bournemouth Cycles
CYC-G02	Christchurch Cycles
CYC-G03	Poole Cycles

BCP Council

Appendix E13

CYC-G01 Bournemouth Cycles

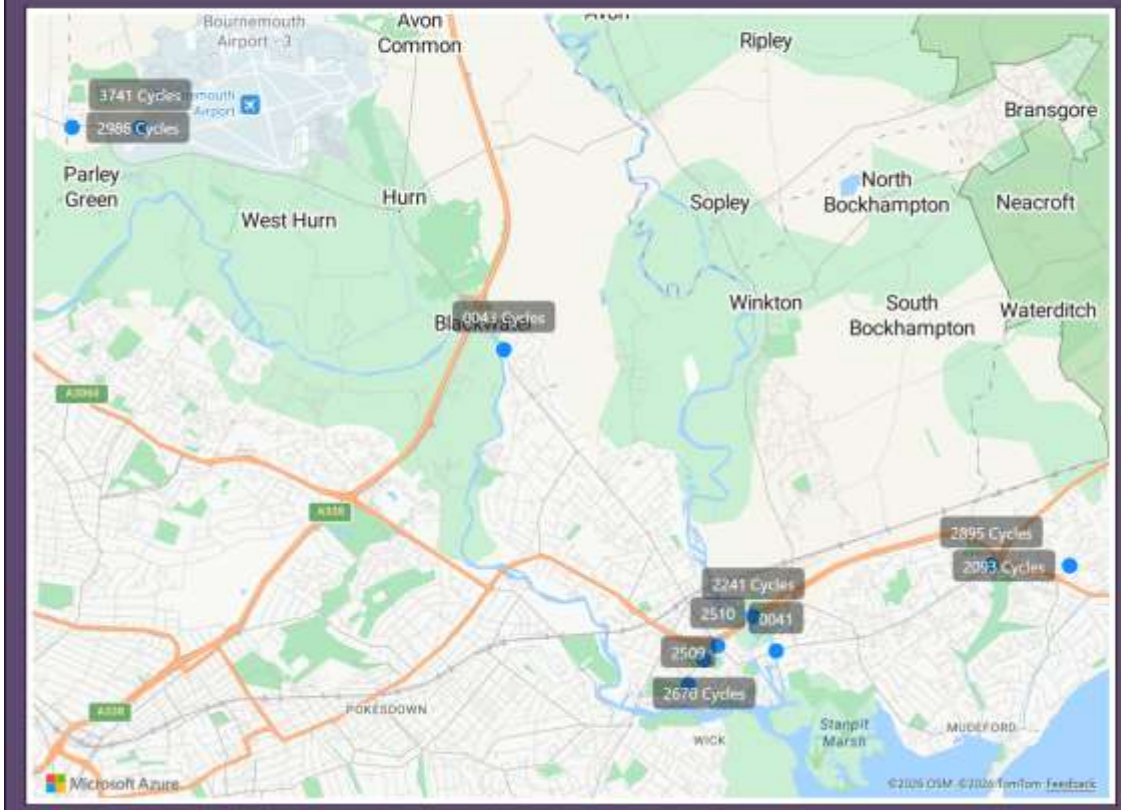


Site Name	Description
0002 Cycles	Central Gardens, Bournemouth
0004 Cycles	Meyrick Park Cycles, Bournemouth
0006 Cycles	Boscombe Promenade, Southbourne
0007 Cycles	Queens Park Cycles, Littledown
0008 cycles	A35 Woodland Walk Cycles, Boscombe
0010 Cycles	Whykes Lane Cycles, Wick
0011 Cycles	A347 Talbot Avenue Cycles, Winton
0012 Cycles	A348 Ringwood Road, Longham
0013 Cycles	Littledown Cycles, Littledown
0020 Cycles	Upper Gardens Cycles, Branksome
0021 Cycles	Lansdowne Road (South) Cycles, Lansdowne
0022 Cycles	A347 Wimborne Road, Winton
0023 Cycles	Lansdowne Road (North) Cycles, Dean Park
0024 Cycles	Poole Lane Cycles, Kinson
0058 Cycles	A347 Whitelegg Way Cycles, Ensbury
0111 Cycles	A3049 Wallisdown Road Cycles, Wallisdown
3742 Cycles	A341 Wimborne Road, Kinson
3744 Cycles	Stour Valley Way Cycles, Throop

BCP Council

Appendix E14

CYC-G02 Christchurch Cycles

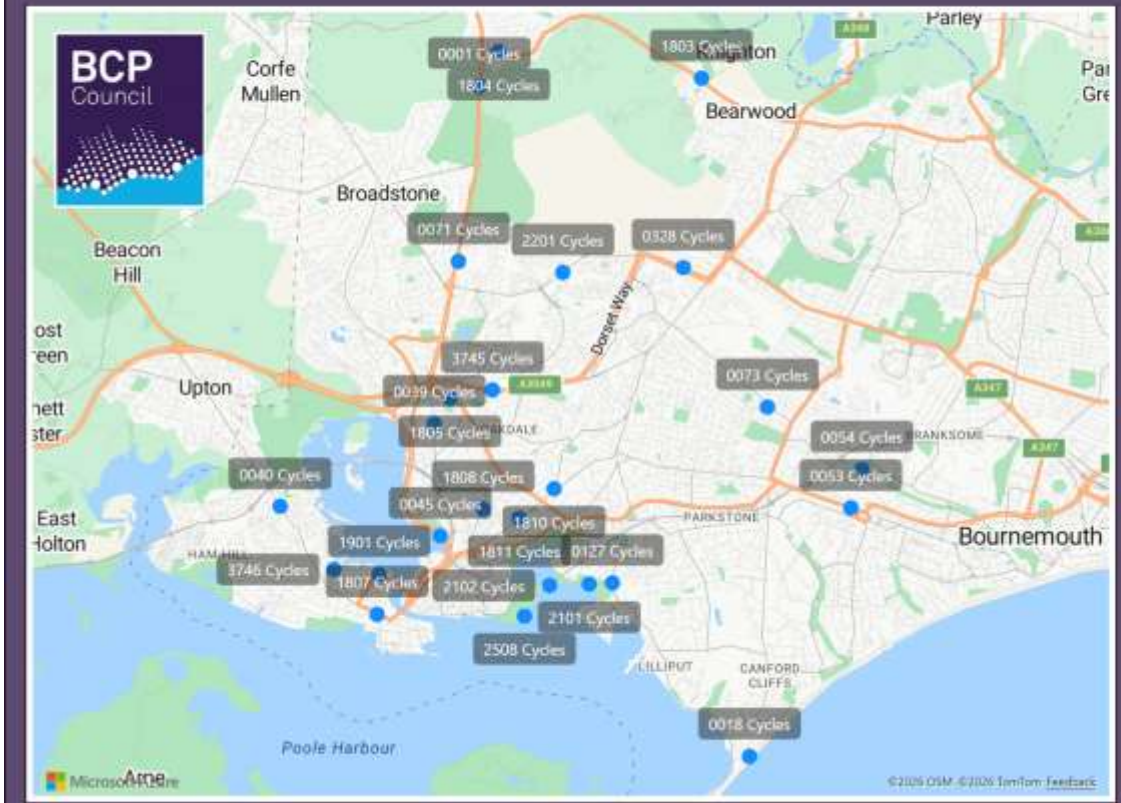


Site Name	Description
0041	Bridge Street, Christchurch
0043 Cycles	B3073 Hurn Road Cycles, Christchurch
2093 Cycles	Hoburne Lane Cycles, Hoburne
2241 Cycles	A35 Christchurch Bypass Cycles, Christchurch
2509	St Margaret's Avenue, Christchurch
2510	High Street, Christchurch
2670 Cycles	Druitt Gardens Cycles, Christchurch
2895 Cycles	B3059 Somerford Road Cycles, Somerford
2986 Cycles	B3073 Christchurch Road Cycles, West Parley
3741 Cycles	Chapel Gate Cycles, Parley

BCP Council

Appendix E15

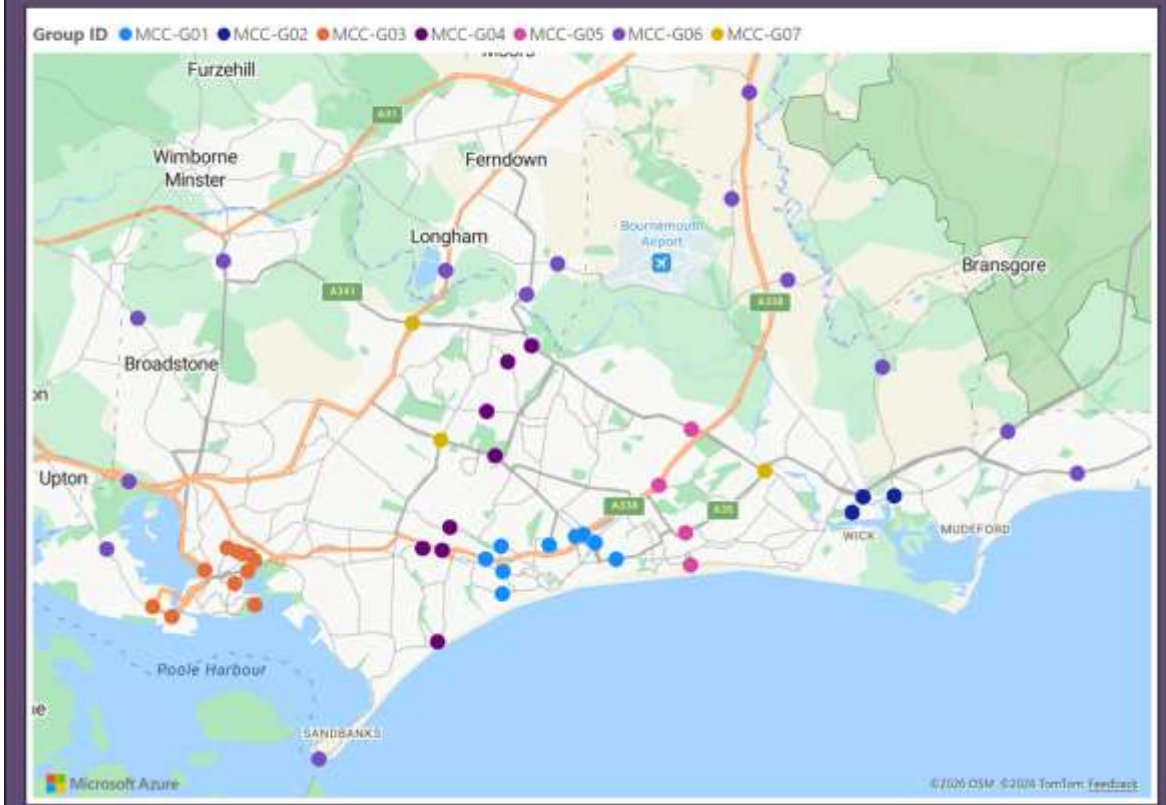
CYC-G03 Poole Cycles



Site Name	Description
0001 Cycles	A349 Gravel Hill (North) Cycles, Merley
0018 Cycles	Sandbanks Promenade, Sandbanks
0039 Cycles	Fleets Lane, Stanley Green
0040 Cycles	B3068 Blandford Road (North) Cycles, Hamworthy
0045 Cycles	A350 Holes Bay Road Cycles, Poole
0053 Cycles	A35 Poole Road Cycles, Westbourne
0054 Cycles	Surrey Road Cycles, Branksome
0071 Cycles	A349 Gravel Hill (South) Cycles, Waterloo
0073 Cycles	Herbert Avenue Cycles, Rossmore
0127 Cycles	B3369 Sandbanks Road Cycles, Whitecliff
0328 Cycles	A3049 Canford Way Cycles, Alderney
1803 Cycles	A341 Magna Road Cycles, Knighton
1804 Cycles	A341 Queen Anne Drive Cycles, Merley
1805 Cycles	A35 Wimborne Road Cycles, Oakdale
1807 Cycles	A350 Blandford Road (South) Cycles, Lower Hamworthy
1808 Cycles	B3093 Wimborne Road Cycles, Longfleet
1810 Cycles	B3068 Ringwood Road Cycles, Stanley Green
1811 Cycles	B3068 Longfleet Road Cycles, Longfleet
1901 Cycles	A350 Rigler Road Cycles, Hamworthy
2101 Cycles	Baiter Path Cycles, Whitecliff
2102 Cycles	Baiter Path Cycles, Baiter
2201 Cycles	B3074 Canford Heath Road Cycles, Canford Heath
2508 Cycles	Harbourside Walk, Poole
3745 Cycles	A3049 Dorset Way Overbridge Cycles, Oakdale
3746 Cycles	Woodlands Avenue Peds & Cycles, Hamworthy

Appendix E16

Manual traffic survey groups

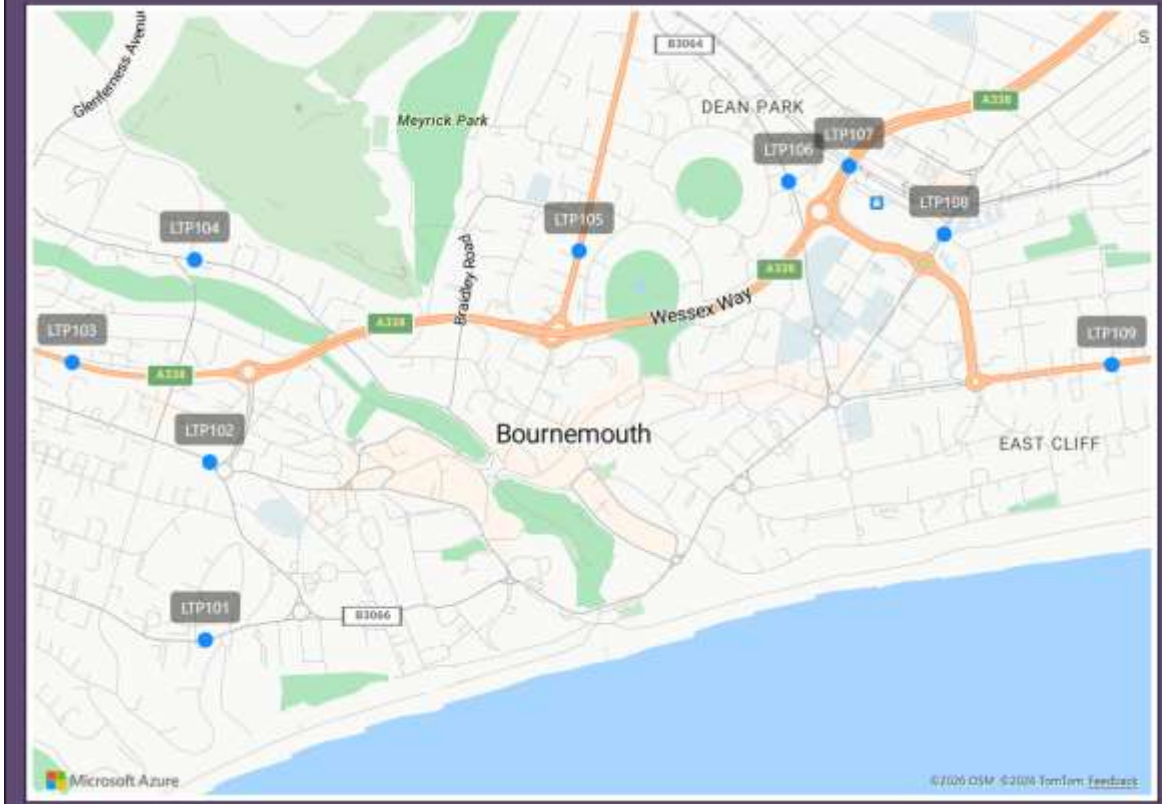


Group ID	Group Description
MCC-G01	Bournemouth Town Centre Cordon
MCC-G02	Christchurch Town Centre Cordon
MCC-G03	Poole Town Centre Cordon
MCC-G04	Bournemouth Town Centre Cordon
MCC-G04	Poole-Bournemouth Screen Line
MCC-G05	Boscombe Screen Line
MCC-G06	BCP Boundary Cordon
MCC-G07	Key Junctions

BCP Council

Appendix E17

MCC-G01 Bournemouth Town Centre Cordon

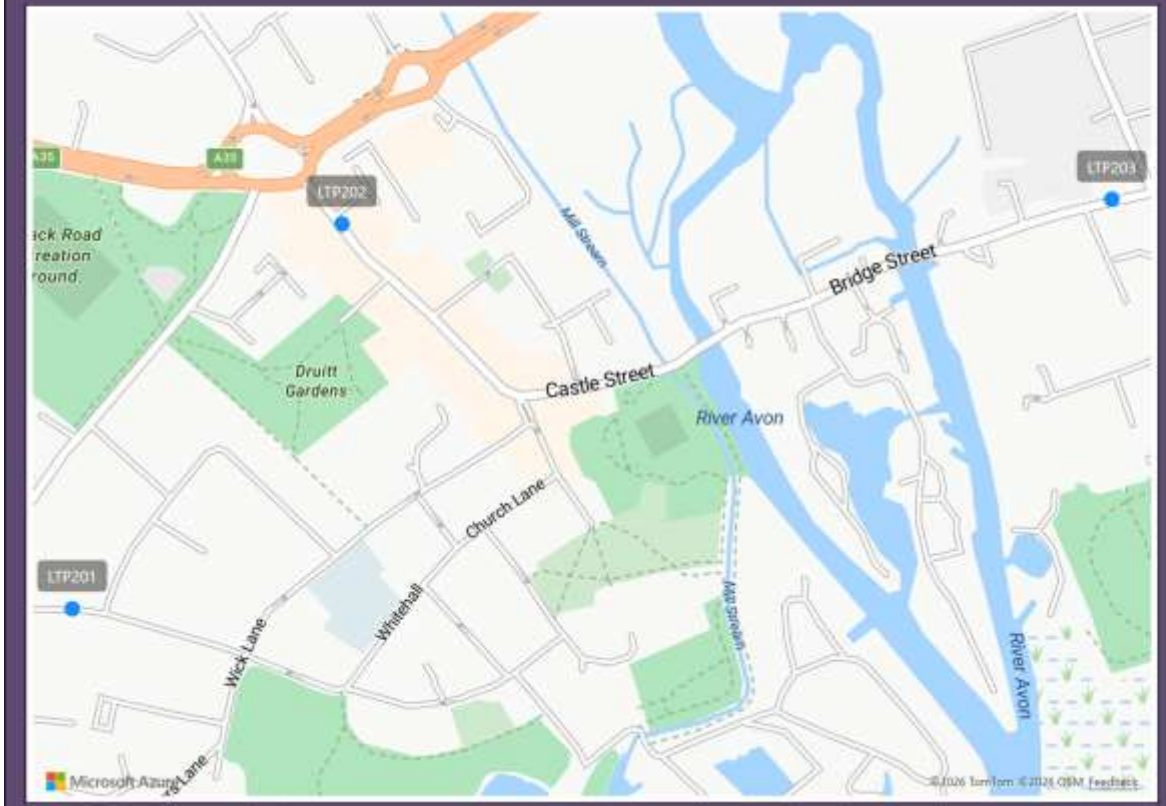


Site Name	Location
LTP101	West Cliff Road, West cliff
LTP102	Poole Road, Branksome
LTP103	Wessex Way (Westbourne Spur), Westbourne
LTP104	Branksome Wood Road, Bournemouth
LTP105	Wimborne Road, Dean Park
LTP106	Lansdowne Road, Dean Park
LTP107	Wessex Way (St Pauls Railway Bridge)
LTP108	Holdenhurst Road, Bournemouth Central
LTP109	Christchurch Rd (Nr Derby Rd), Bournemouth

BCP Council

Appendix E18

MCC-G02 Christchurch Town Centre Cordon

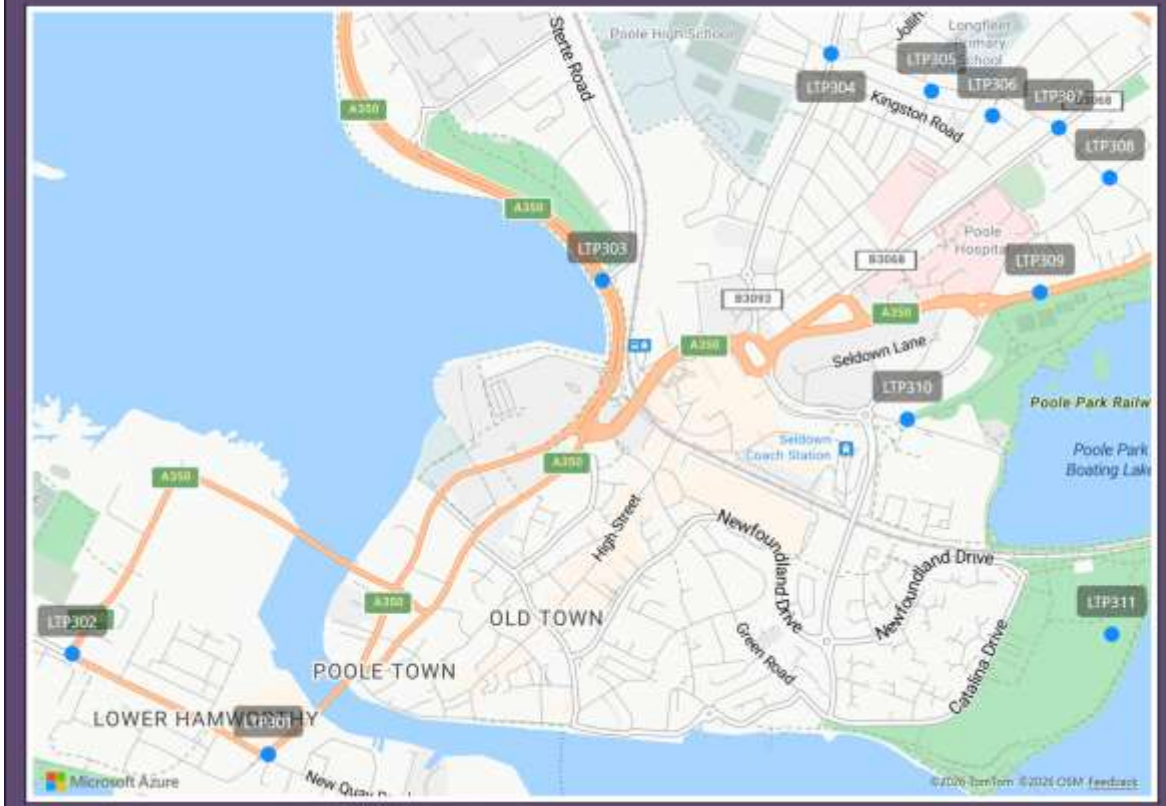


Site Name	Location
LTP201	St Margarets Avenue, Christchurch Town
LTP202	Christchurch High Street, Christchurch Town
LTP203	Bridge Street, Christchurch Town

BCP Council

Appendix E19

MCC-G03 Poole Town Centre Cordon

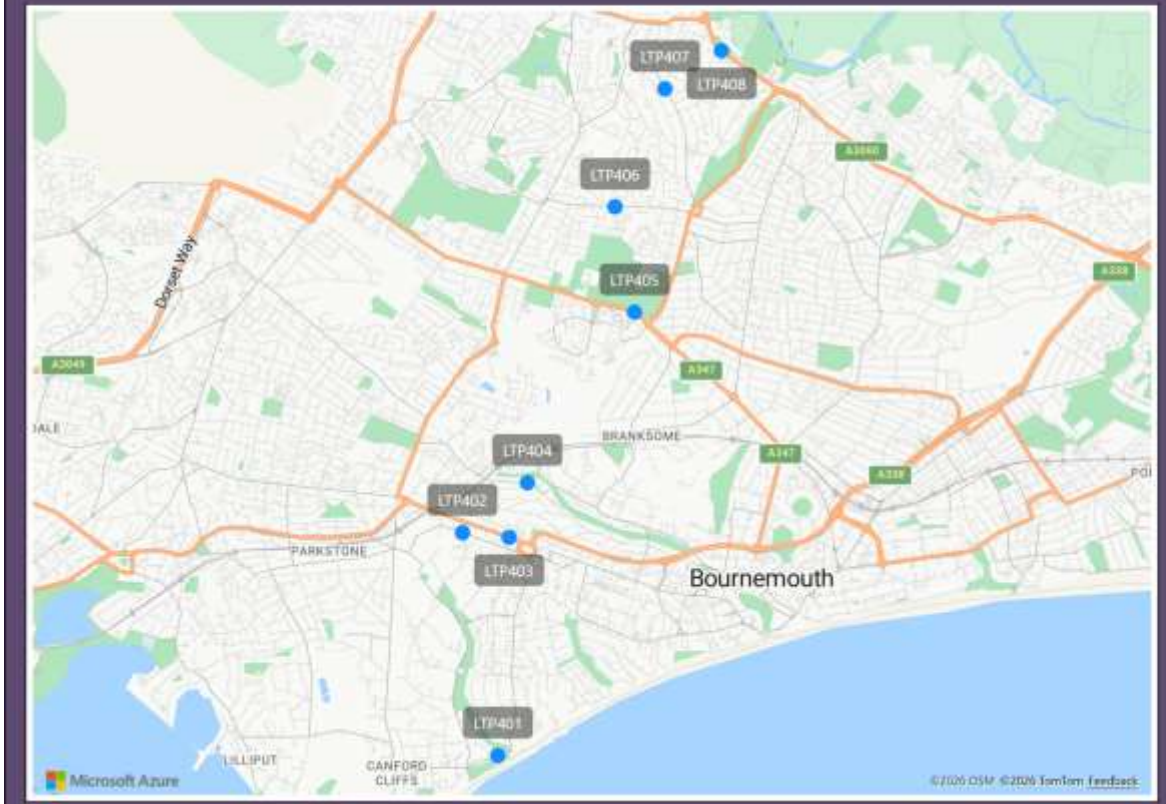


Site Name	Location
LTP301	Bridge Approach Roundabout, Hamworthy
LTP302	Blandford Road/Rigler Road Junction, Hamworthy
LTP303	Holes Bay Road/Sterte Road Junction, Sterte
LTP304	Tatnam Road/Garland Road Junction, Longfleet
LTP305	Maple Road, Longfleet
LTP306	St Mary's Road, Longfleet
LTP307	Bird's Hill Road/Garland Road Junction, Longfleet
LTP308	Bird's Hill Road/Churchfield Road Junction, Longfleet
LTP309	Parkstone Road, Poole Town
LTP310	Poole Park Road (at Kingland Road junction), Poole Town
LTP311	Baiter Park, Poole Town

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Appendix E20

MCC-G04 Poole-Bournemouth Screen Line

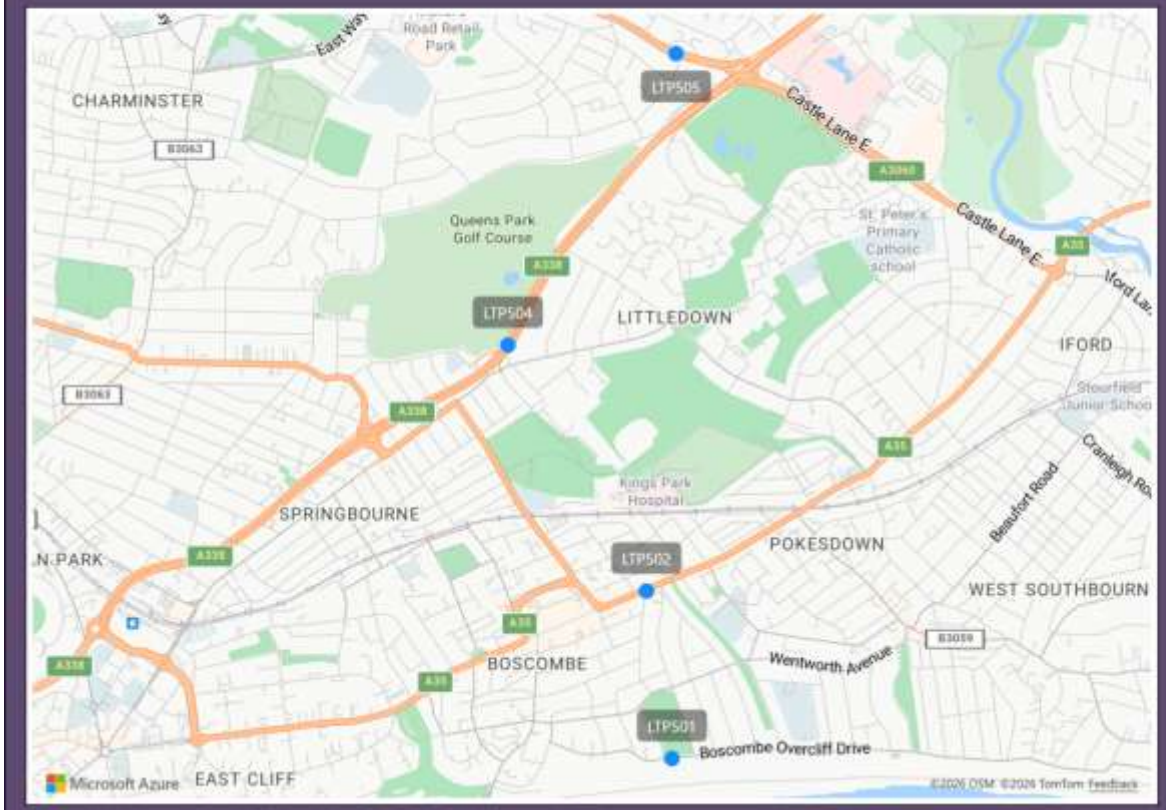


Site Name	Location
LTP401	Pinecliff Road, Branksome Chine
LTP402	Lindsay Road, Branksome
LTP403	Poole Road, Branksome
LTP404	Surrey Road, Westbourne
LTP405	Wallisdown Road, Talbot Heath
LTP406	Columbia Road, Ensbury Park
LTP407	Leybourne Avenue, Ensbury Park
LTP408	Whitelegg Way, Ensbury

BCP Council

Appendix E21

MCC-G05 Boscombe Screen Line

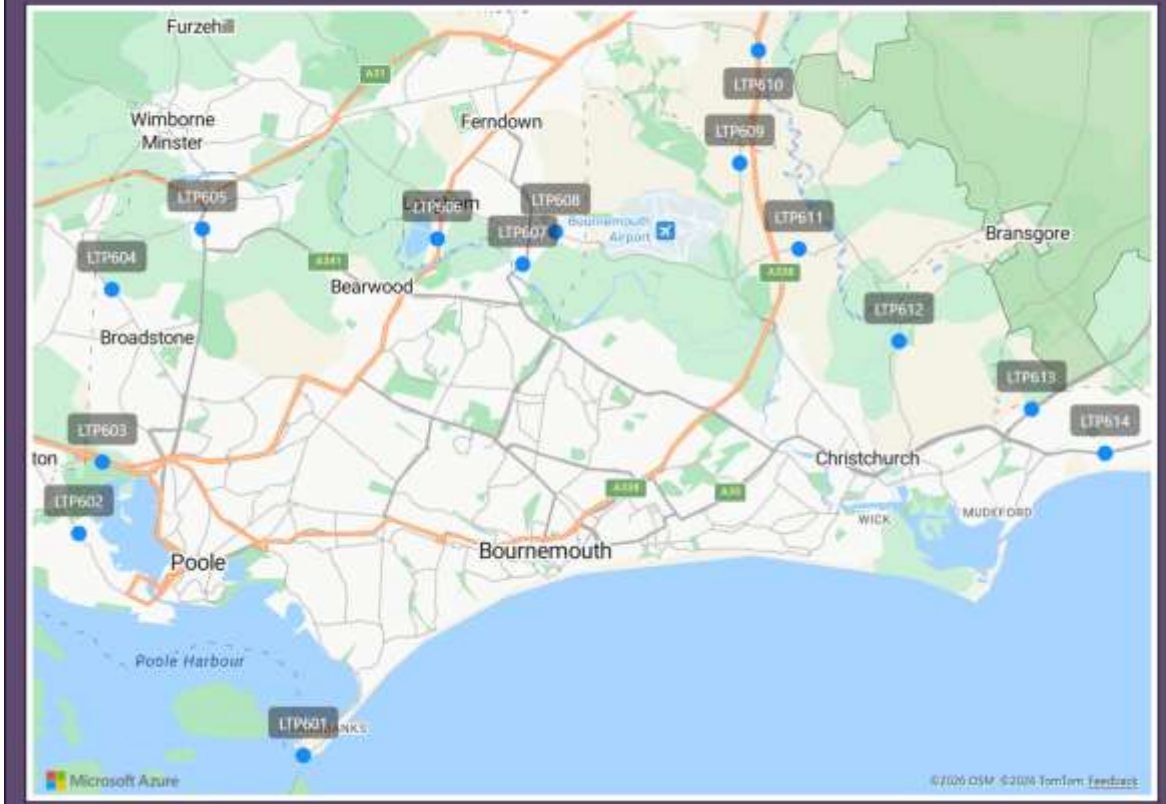


Site Name	Location
LTP501	Boscombe Overcliff Drive, Boscombe
LTP502	Christchurch Road, Boscombe
LTP504	Wessex Way (Springbourne Slip Roads), Springbourne
LTP505	Castle Lane West, Townsend

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Appendix E22

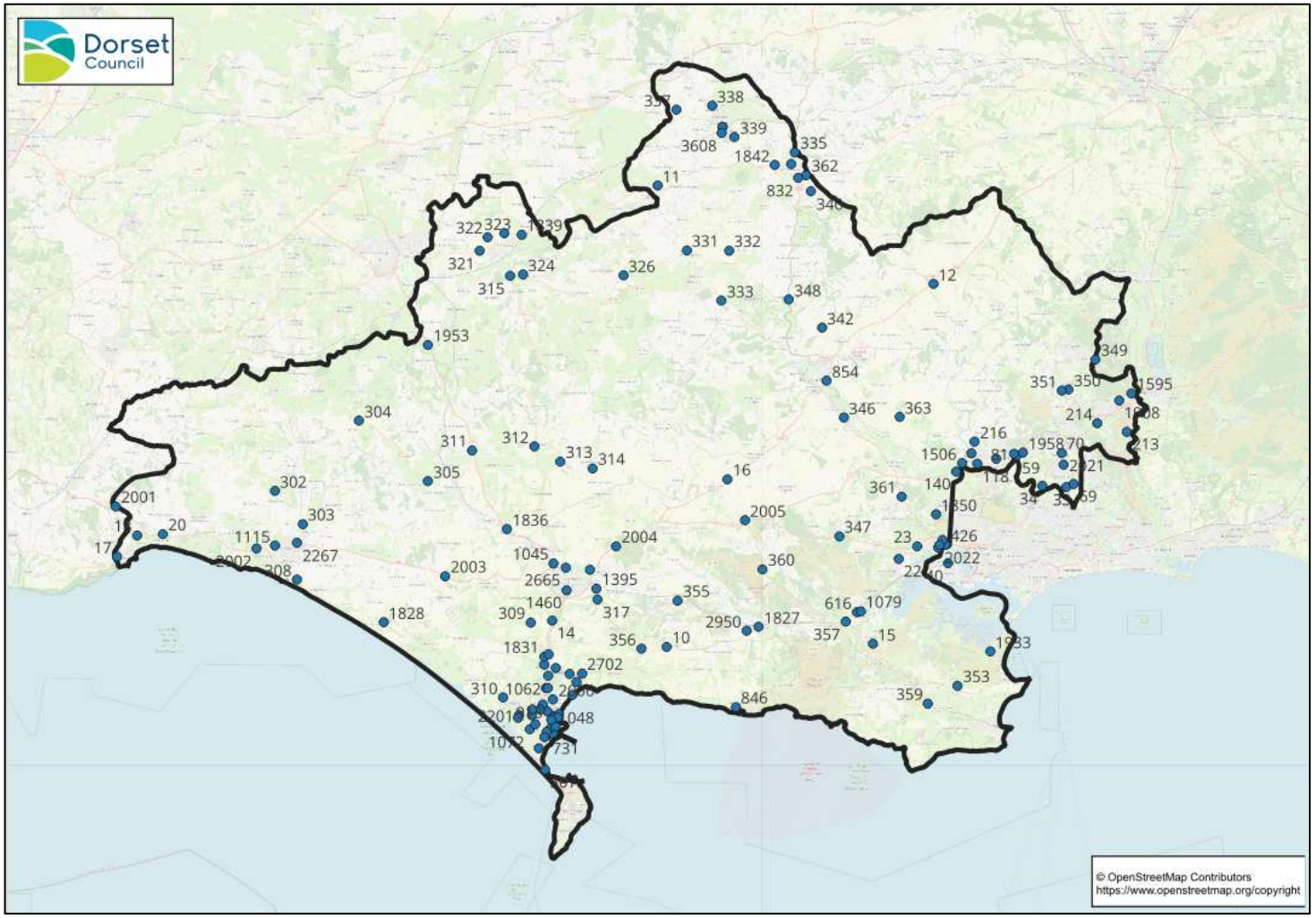
MCC-G06 BCP Boundary Cordon



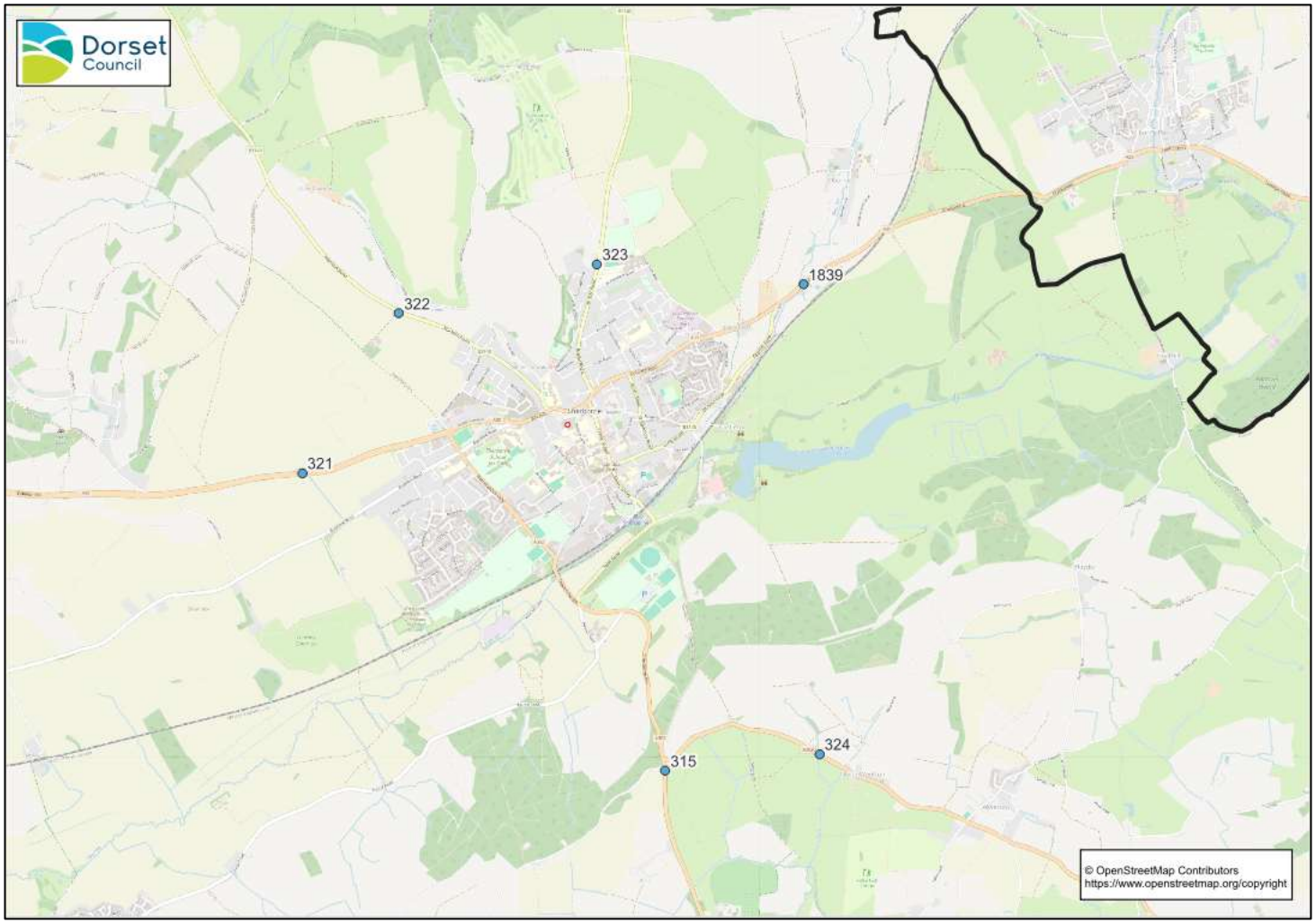
Site Name	Location
LTP601	Ferry Way, Sandbanks
LTP602	Blandford Road (Nr Symes Road), Hamworthy
LTP603	Upton Bypass, Upton
LTP604	Higher Blandford Road, Broadstone
LTP605	Gravel Hill (Nr Ivy Road), Merley
LTP606	Ringwood Road, Longham
LTP607	New Road, West Parley
LTP608	Christchurch Road, West Parley
LTP609	Matchams Lane, Hurn
LTP610	Wessex Way, Matchams
LTP611	Avon Causeway, Avon
LTP612	Salisbury Road, Winkton
LTP613	Lyndhurst Road, Somerford
LTP614	Lymington Road, Highcliffe

BCP Council

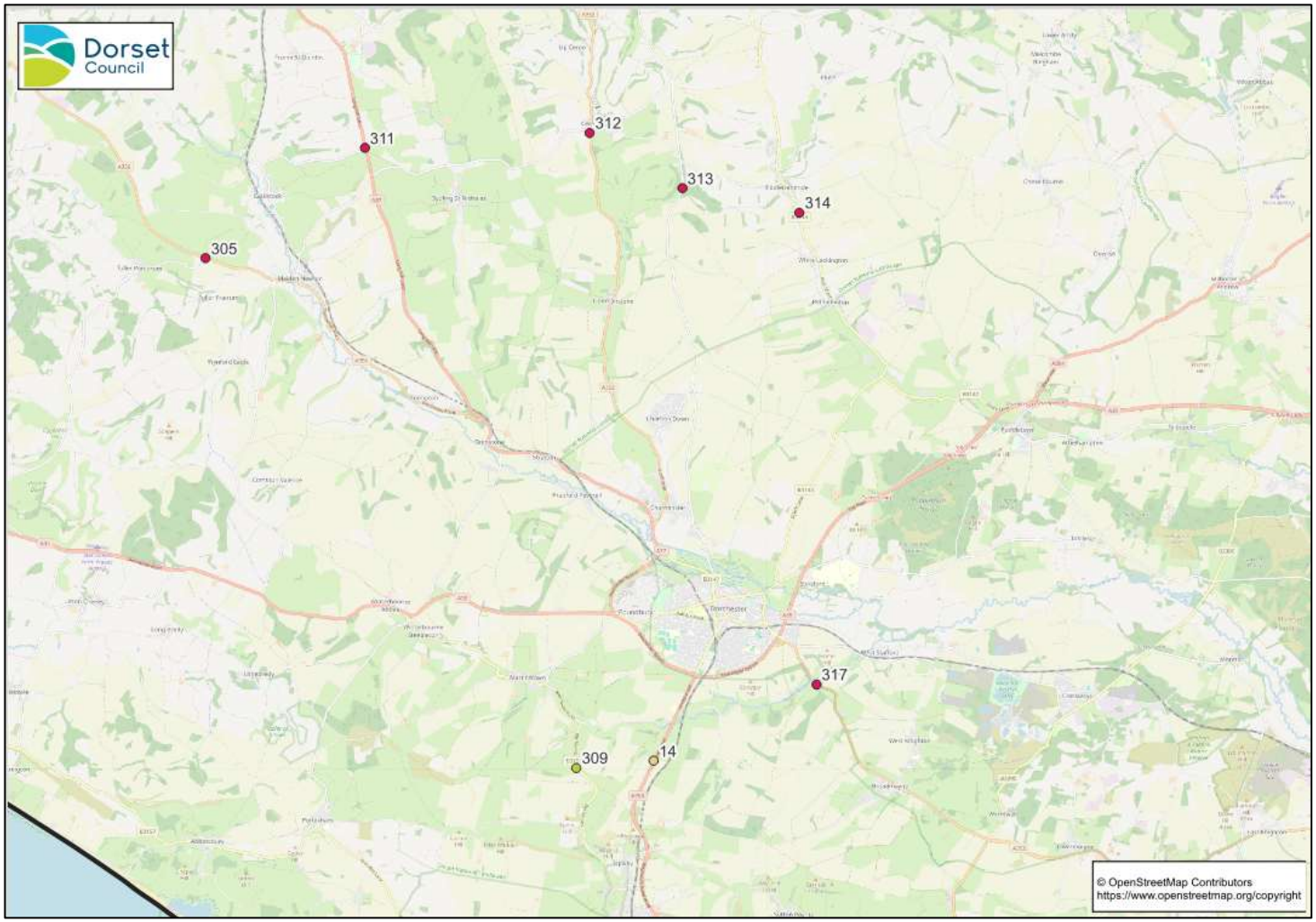
Appendix E23 – Dorset Motor Vehicle Counter Network



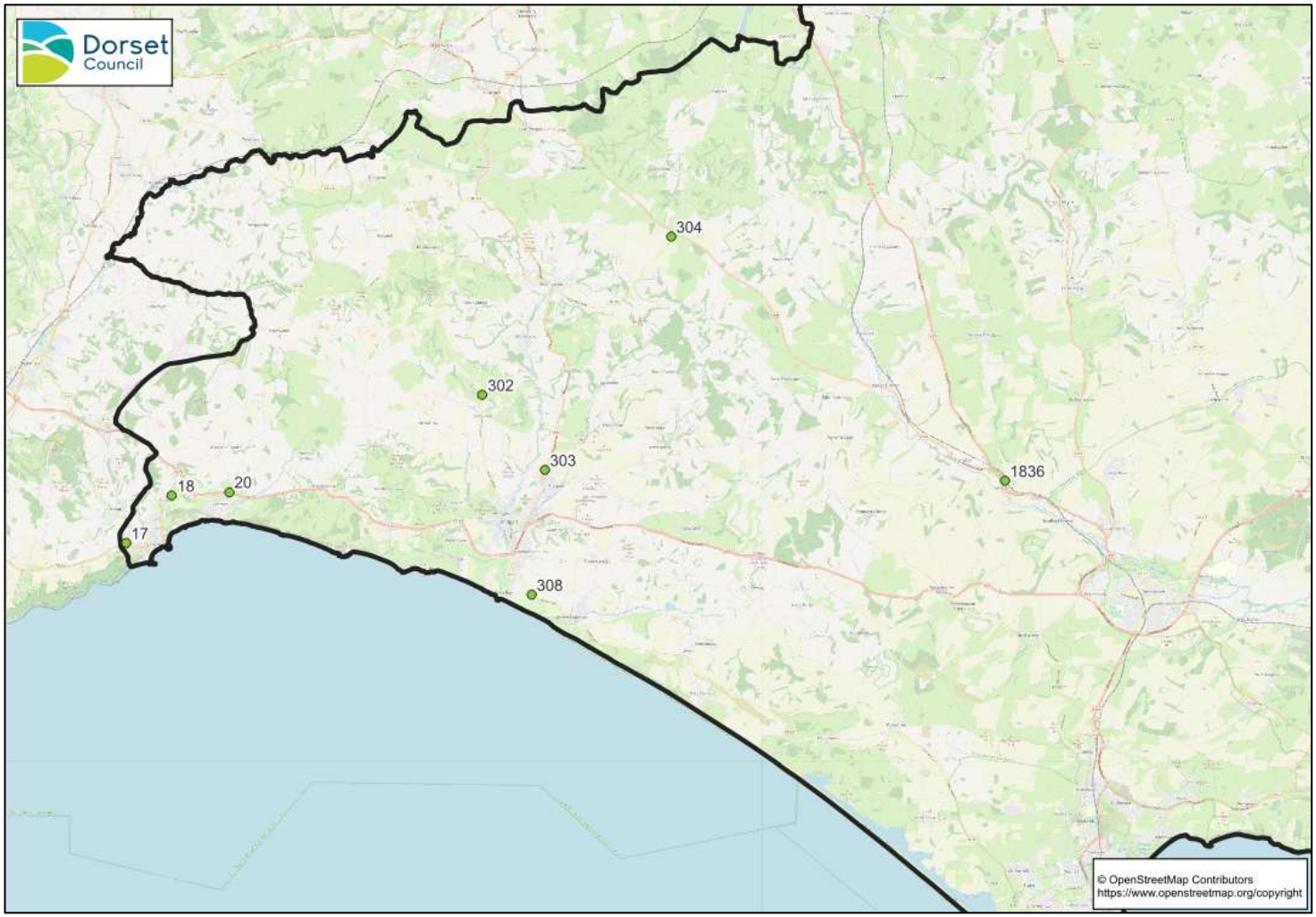
Appendix E24 – Sherborne Group



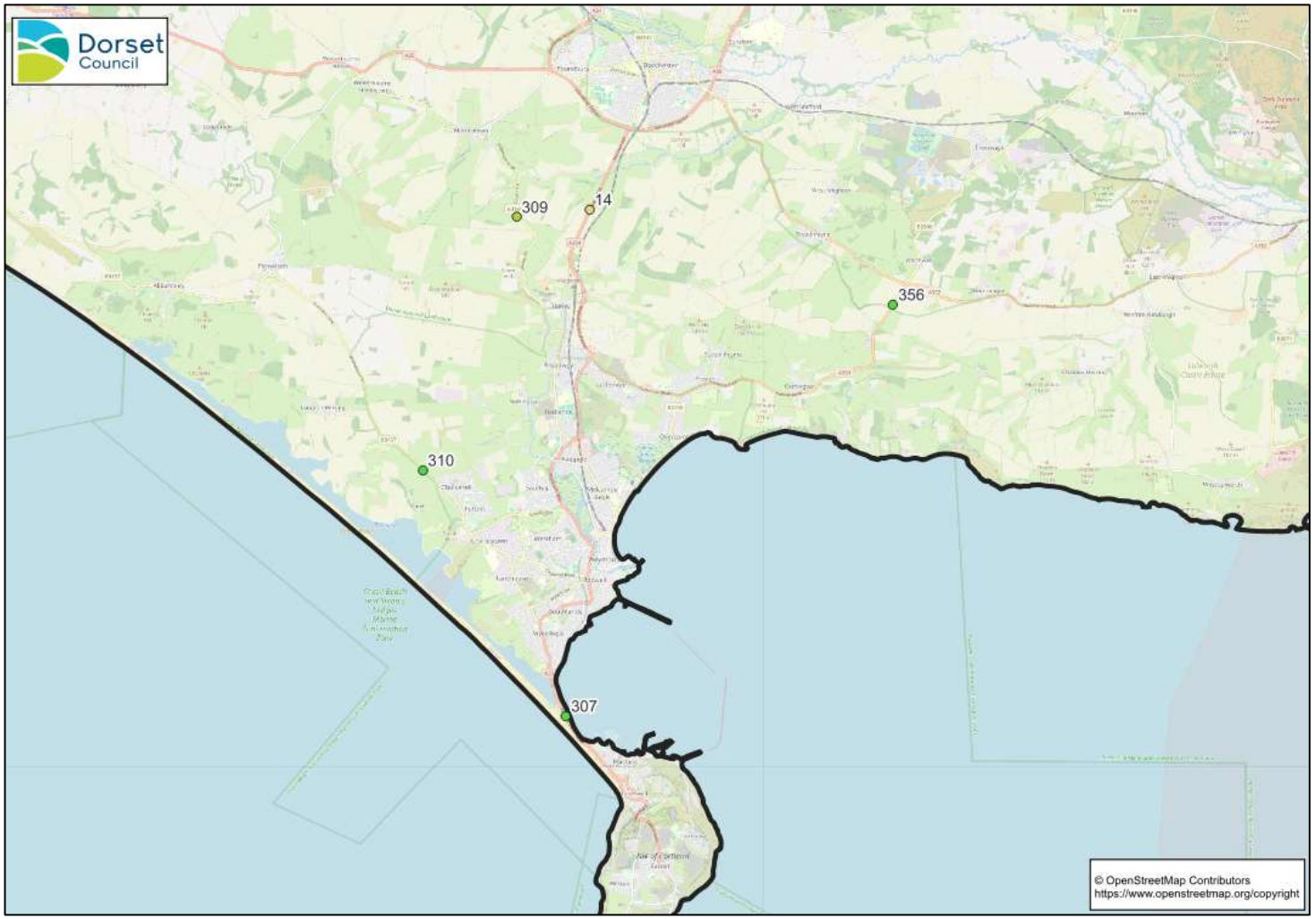
Appendix E25 – Dorchester Group



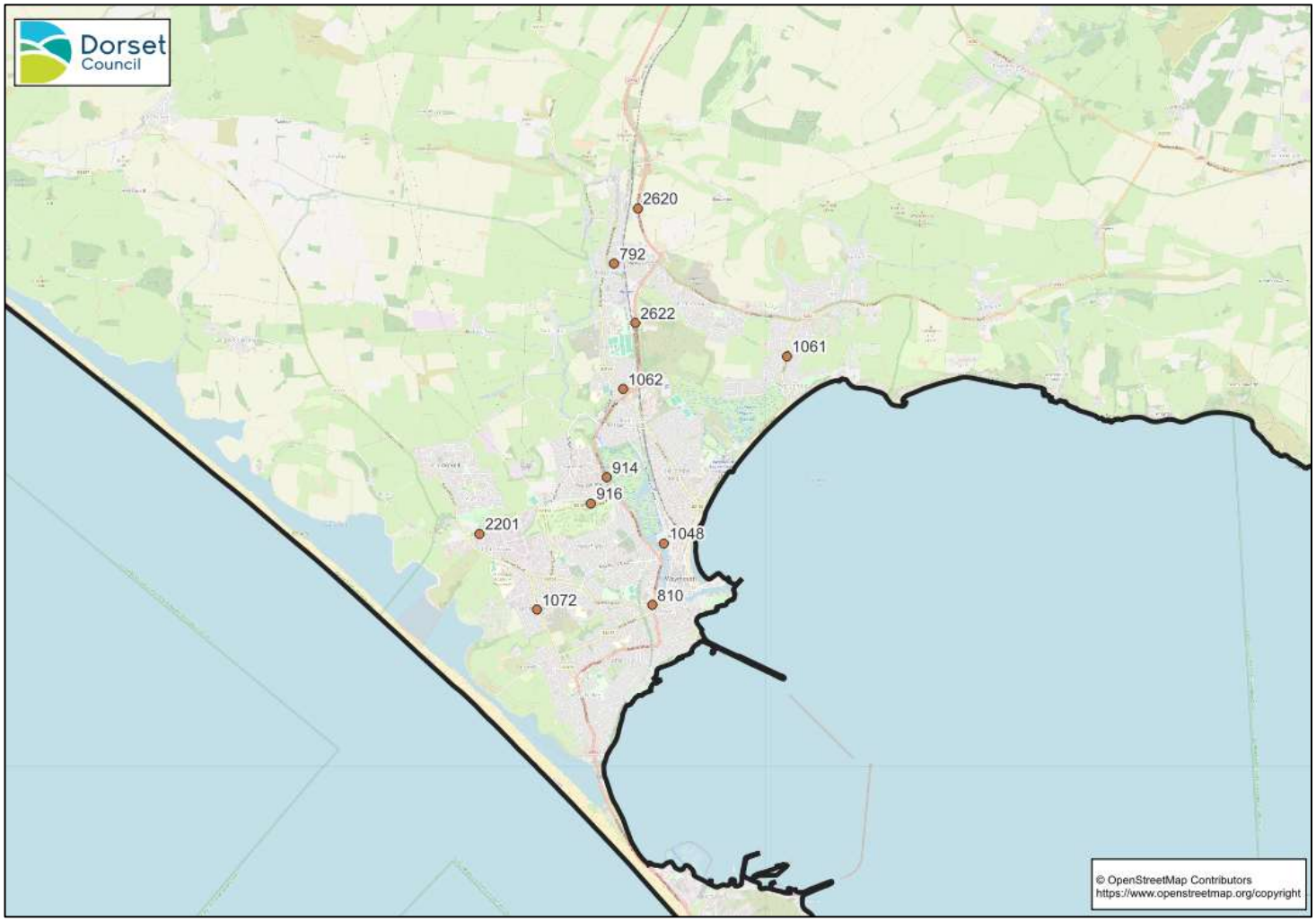
Appendix E26 – West Dorset Group



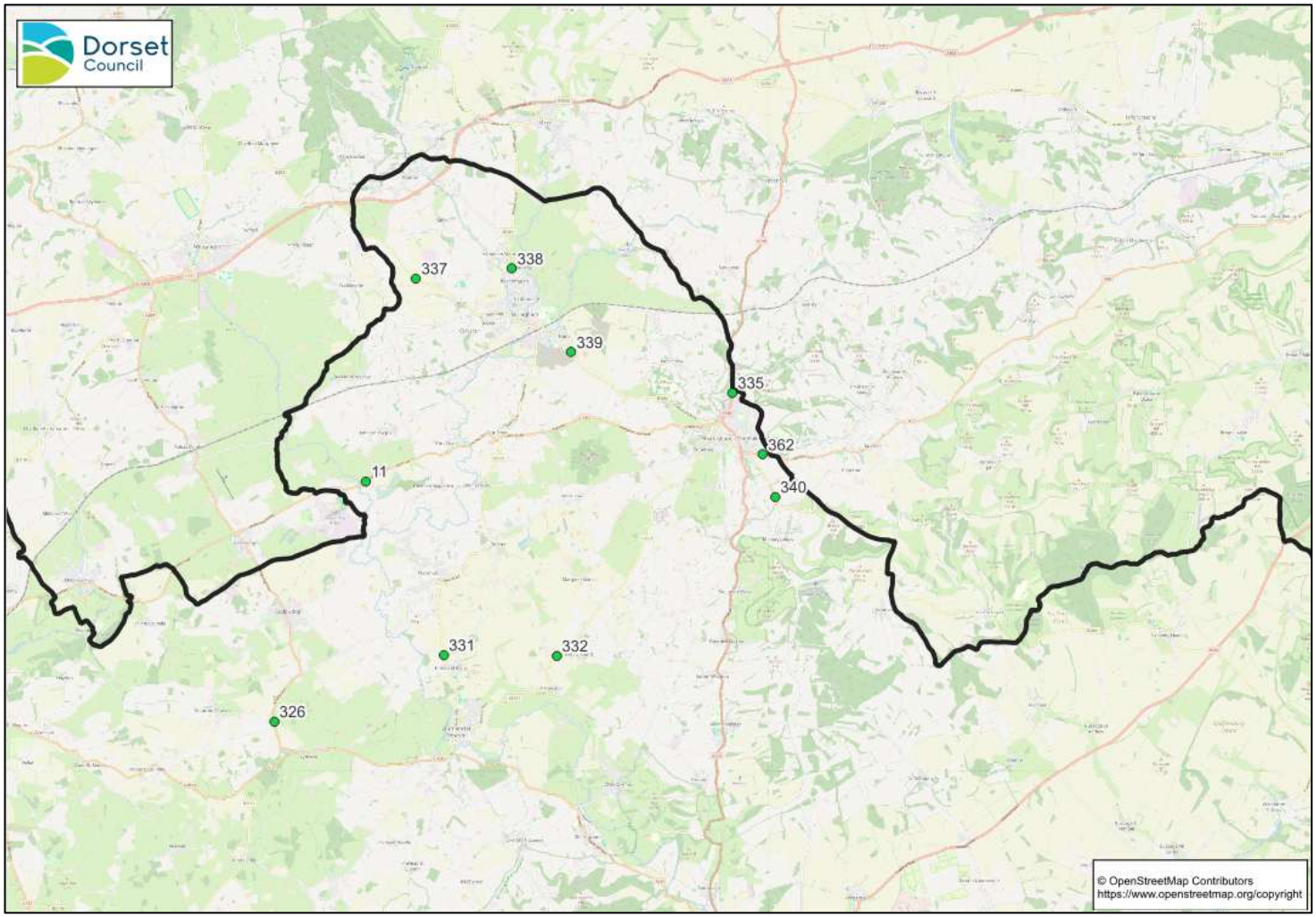
Appendix E27 – Weymouth Group



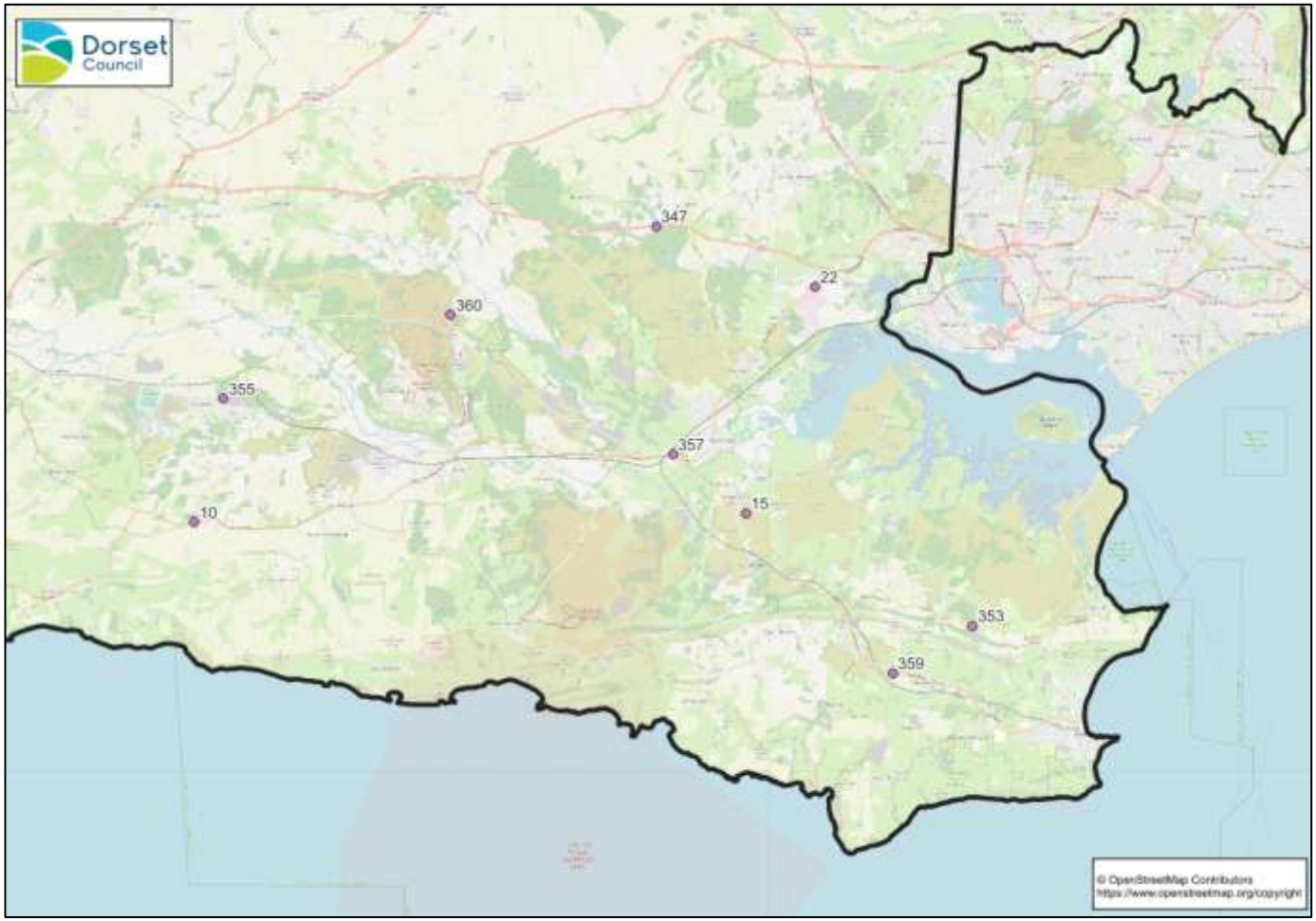
Appendix E28 – Weymouth Other Group



Appendix E29 – Shaftsbury Group

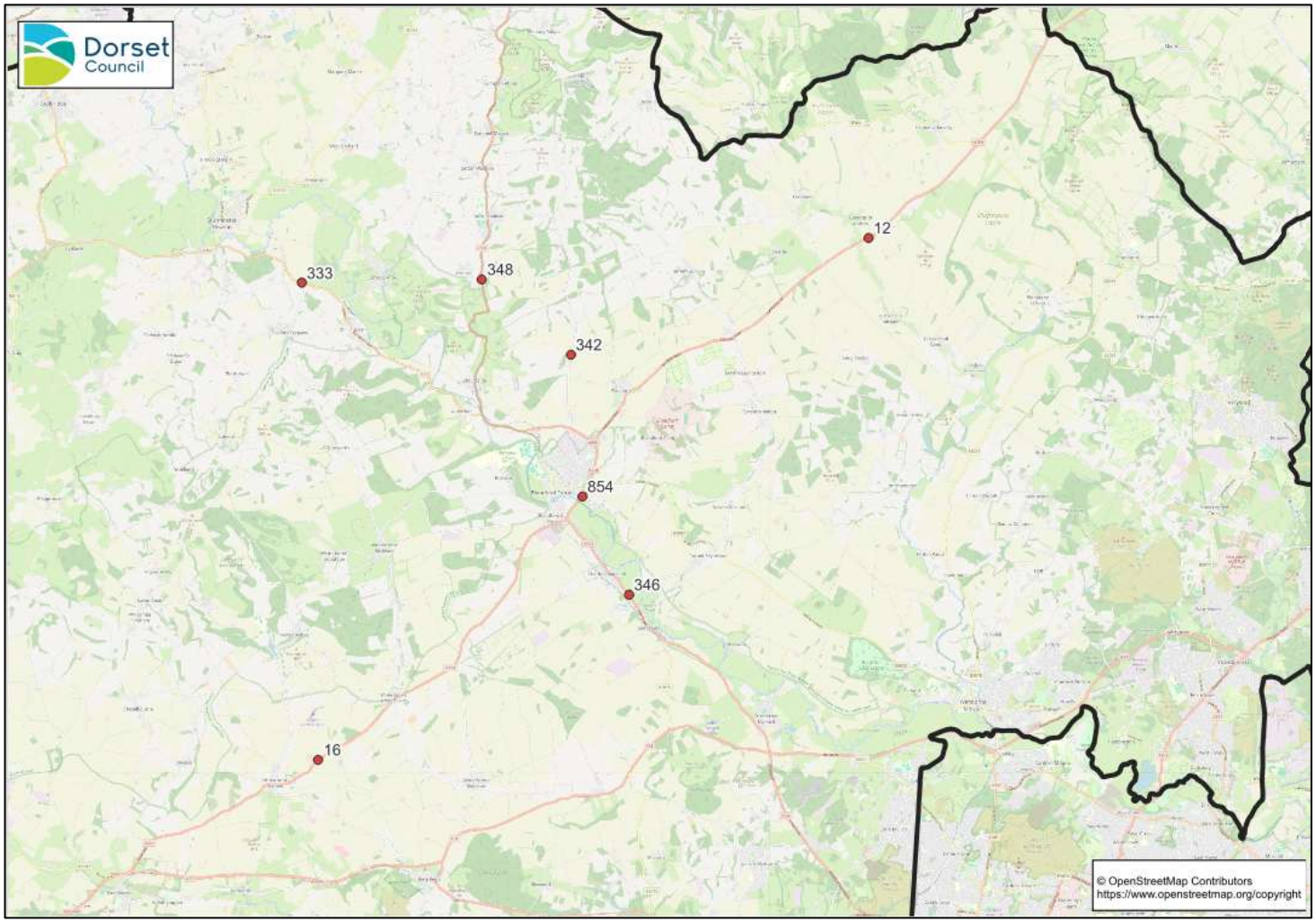


.Appendix E30 – Purbeck Group

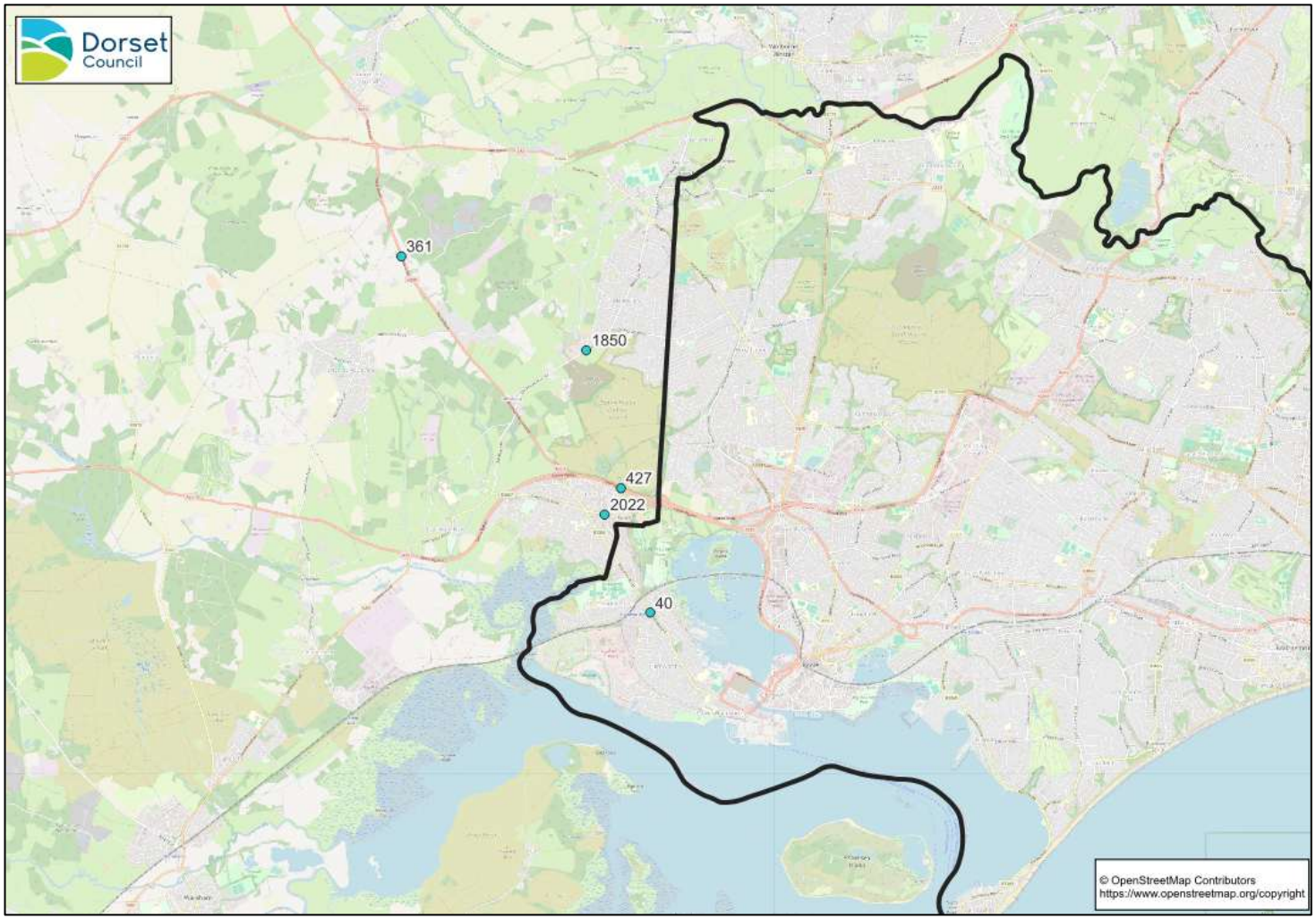


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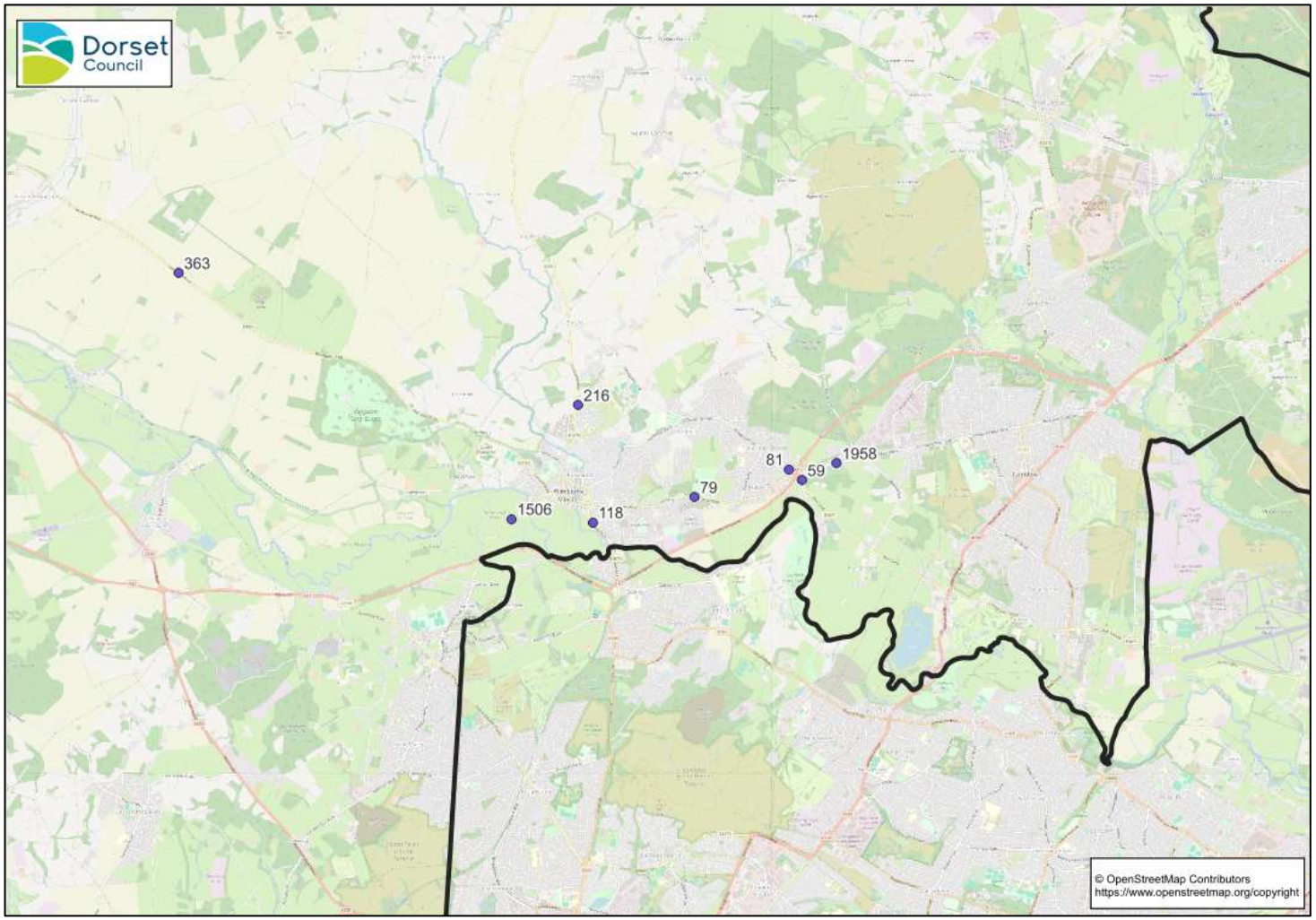
Appendix E31 – Blandford Group



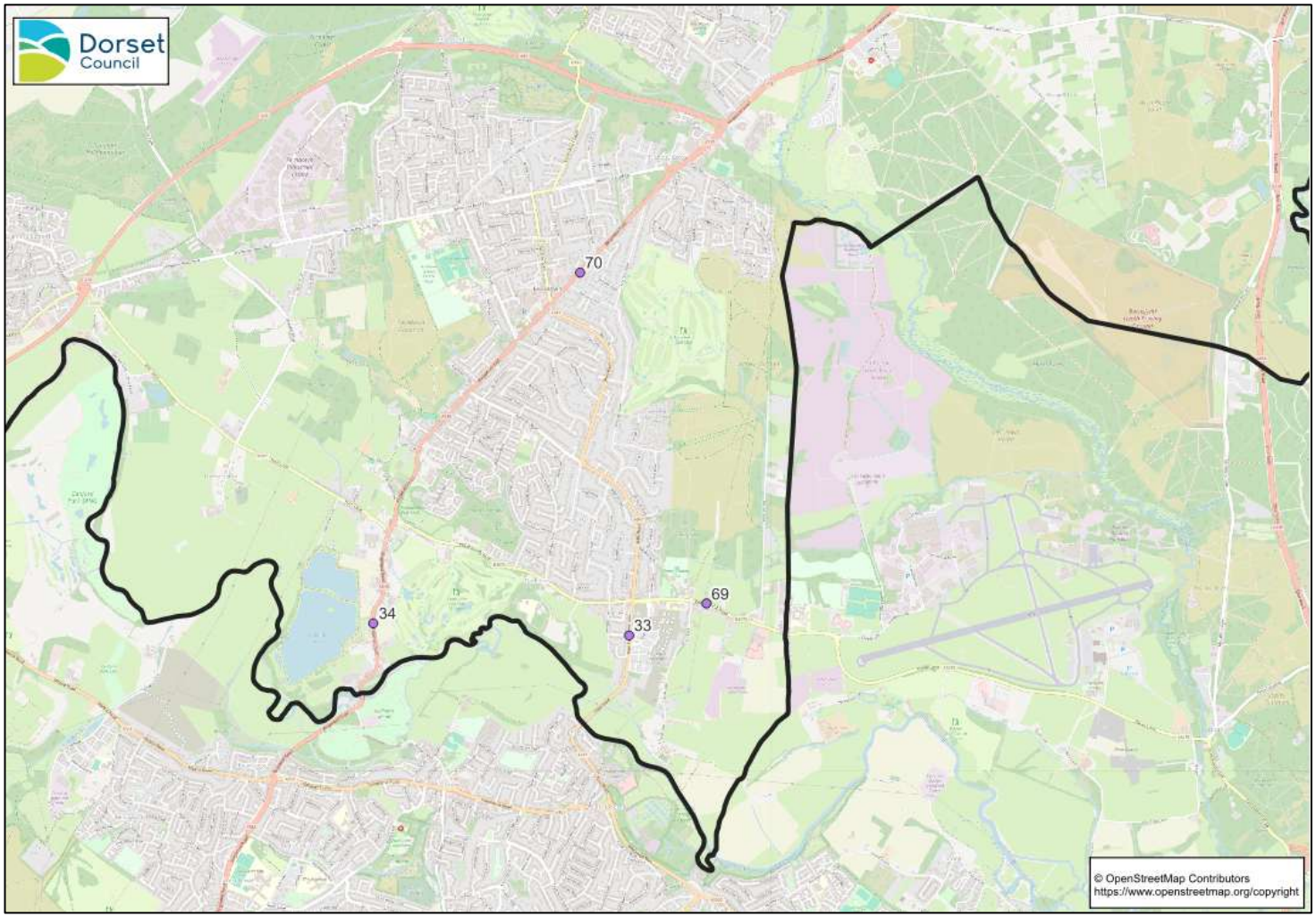
Appendix E32 – Upton Group



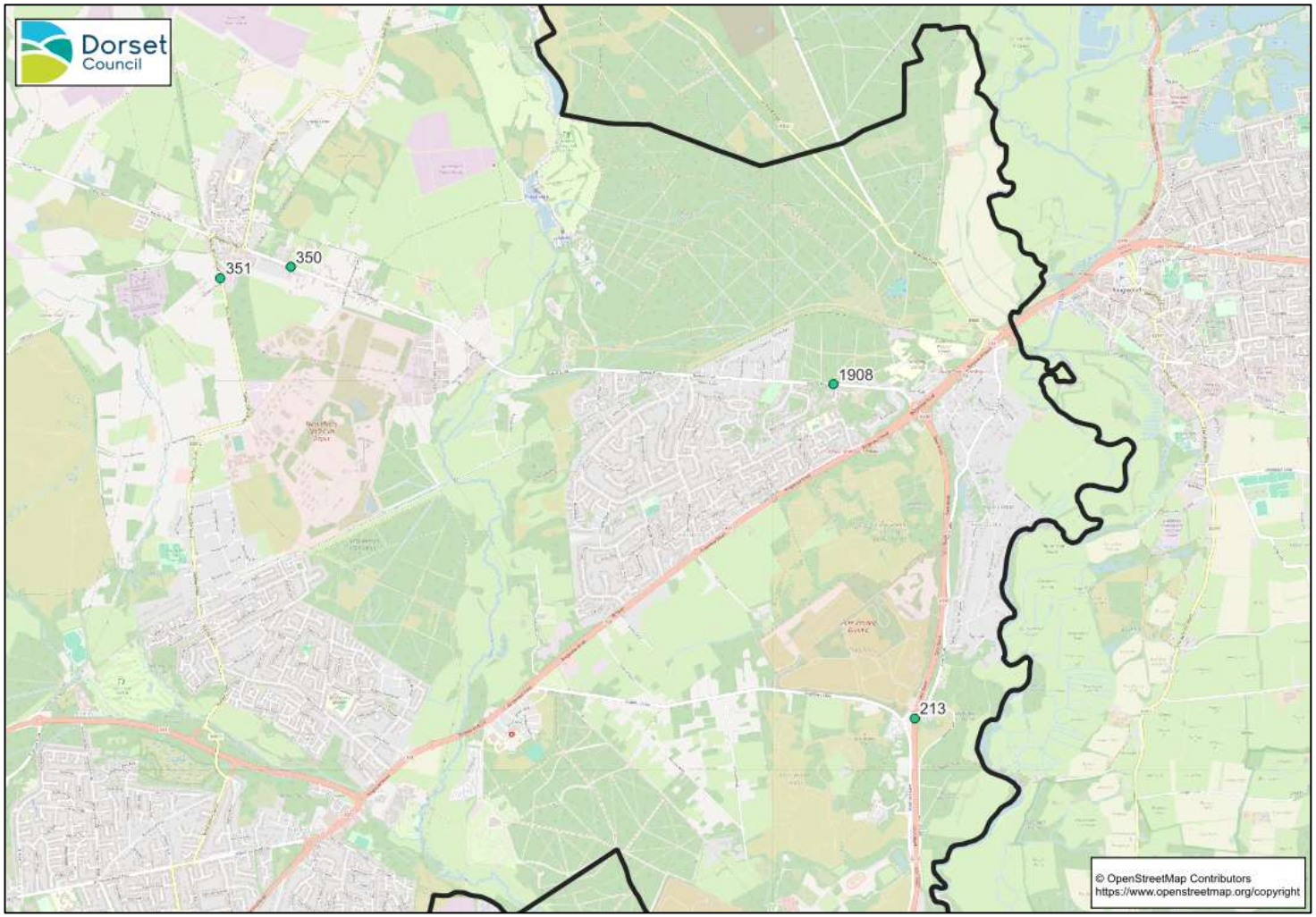
Appendix E33 – Wimborne Group



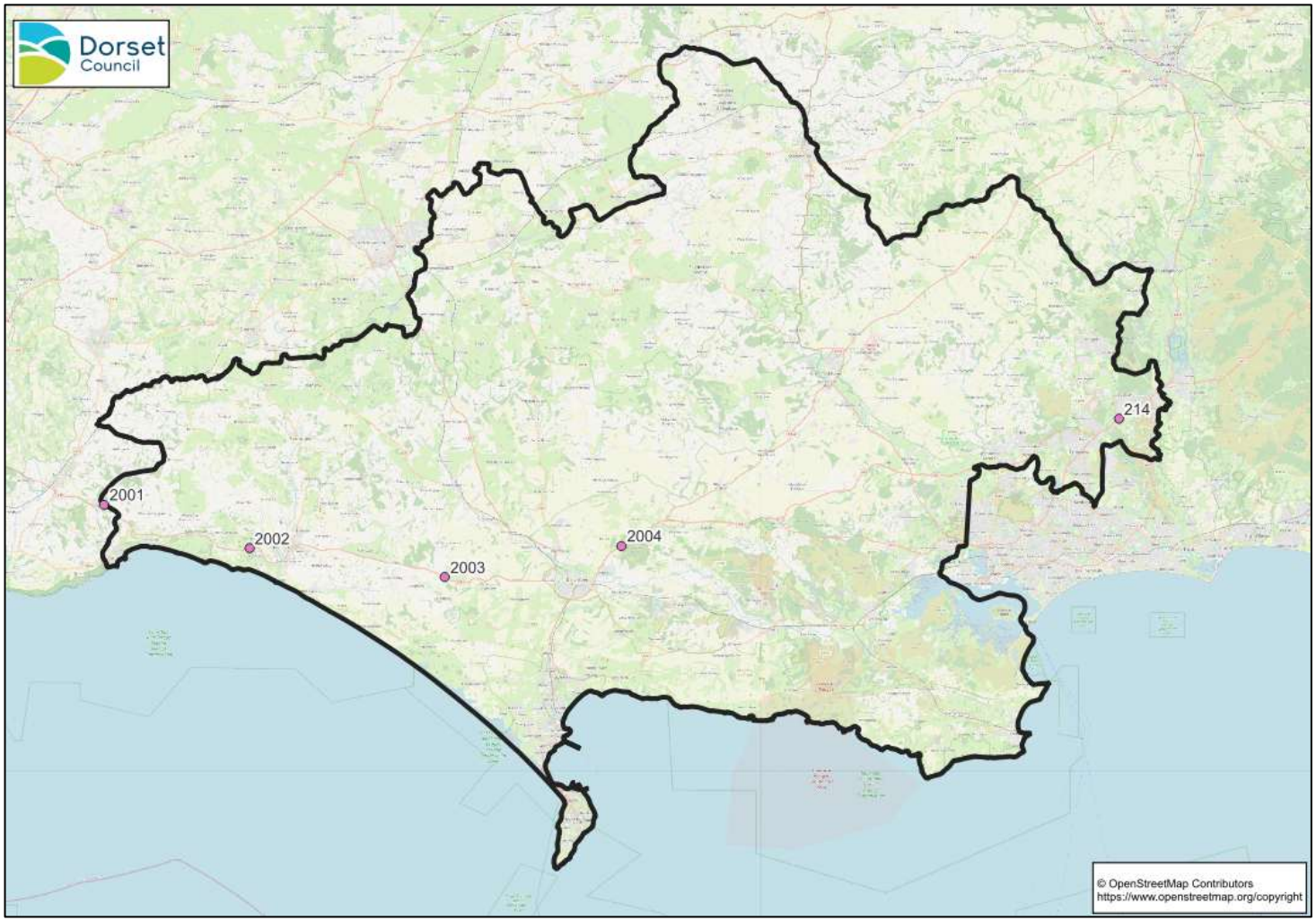
Appendix E34 – Ferndown Group



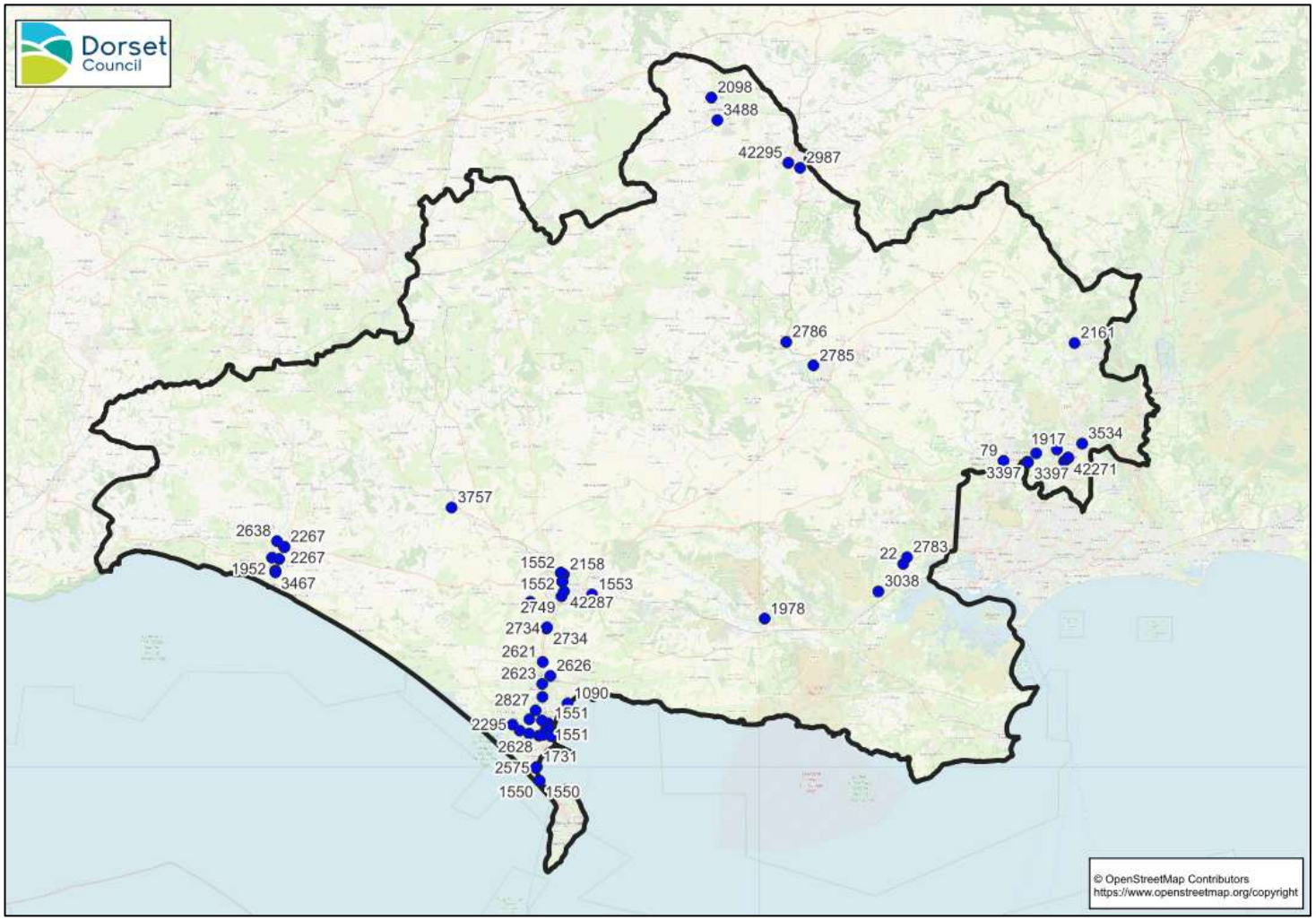
Appendix E35 – East Dorset Group



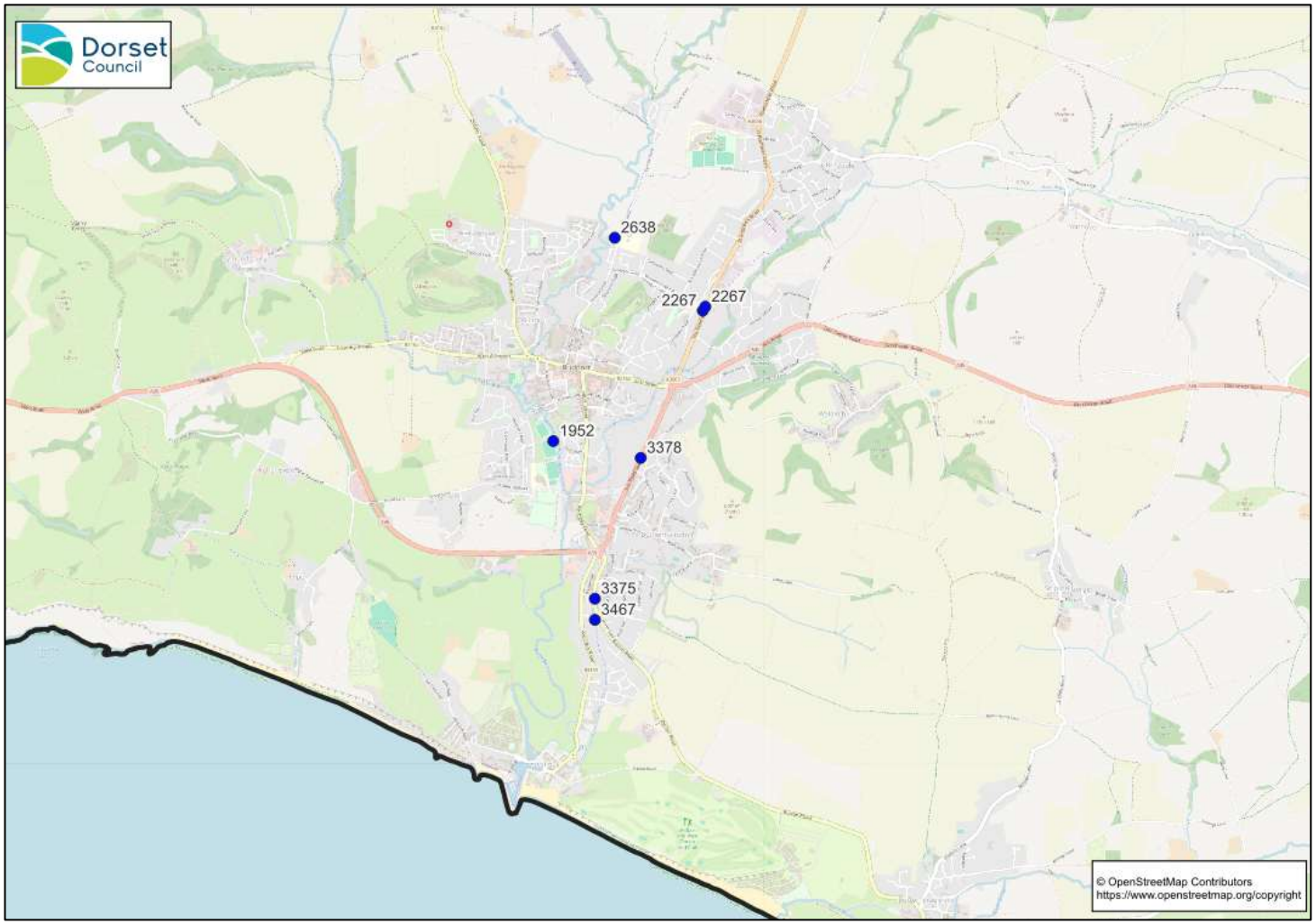
Appendix E36 – Trunk Road Group



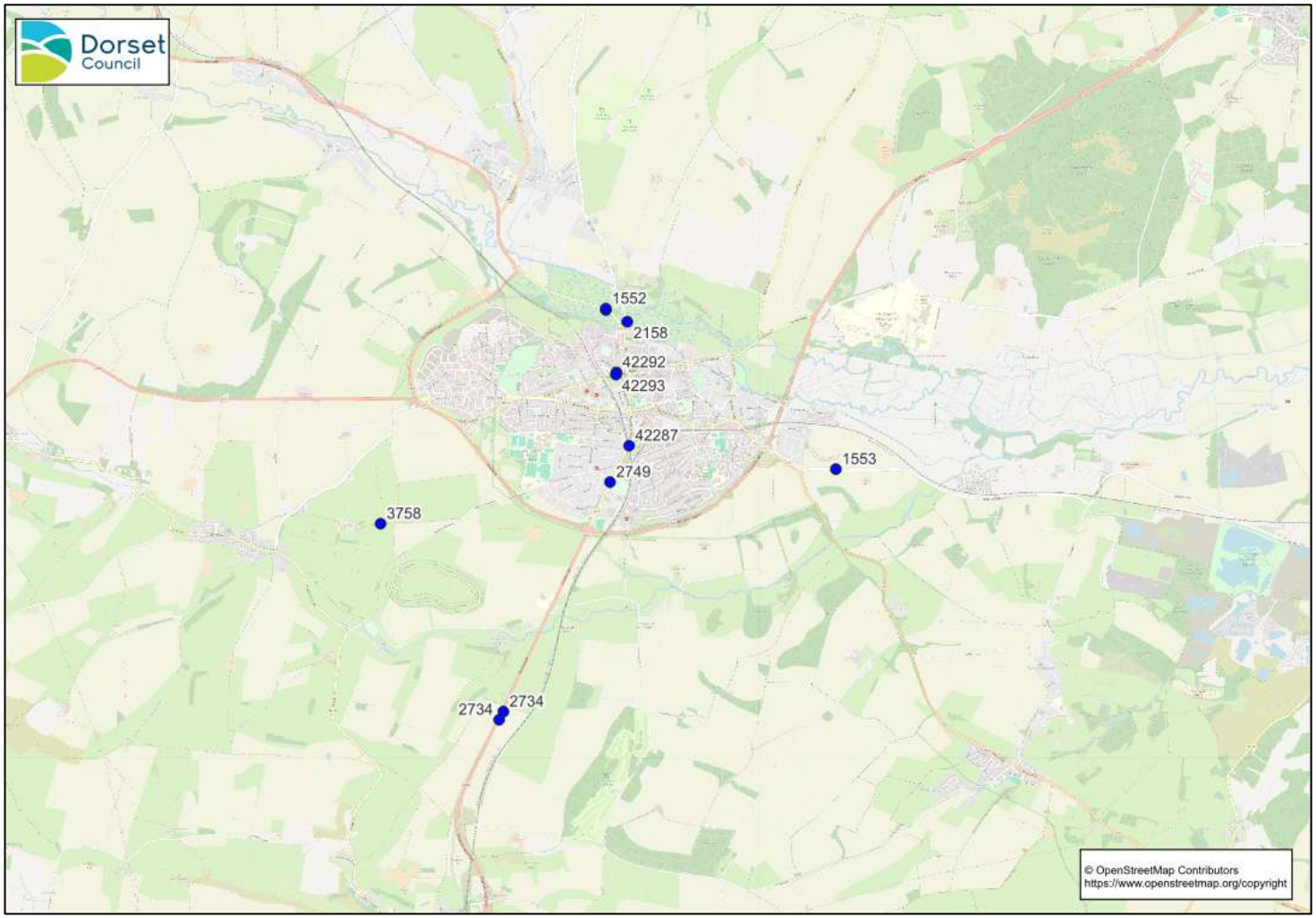
Appendix E37 – Cycle Counter Network



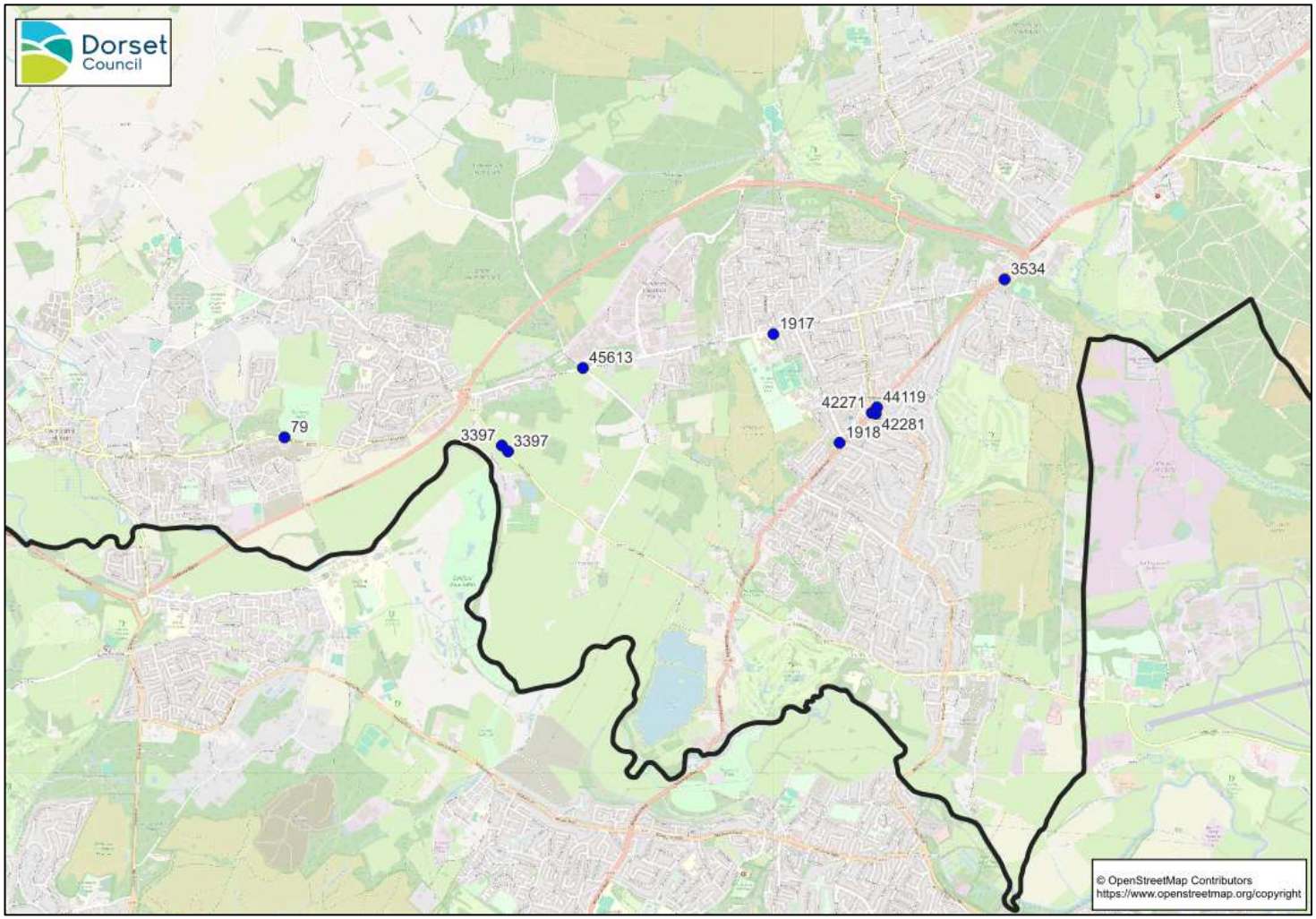
Appendix E38 – Bridport Cycle Counters



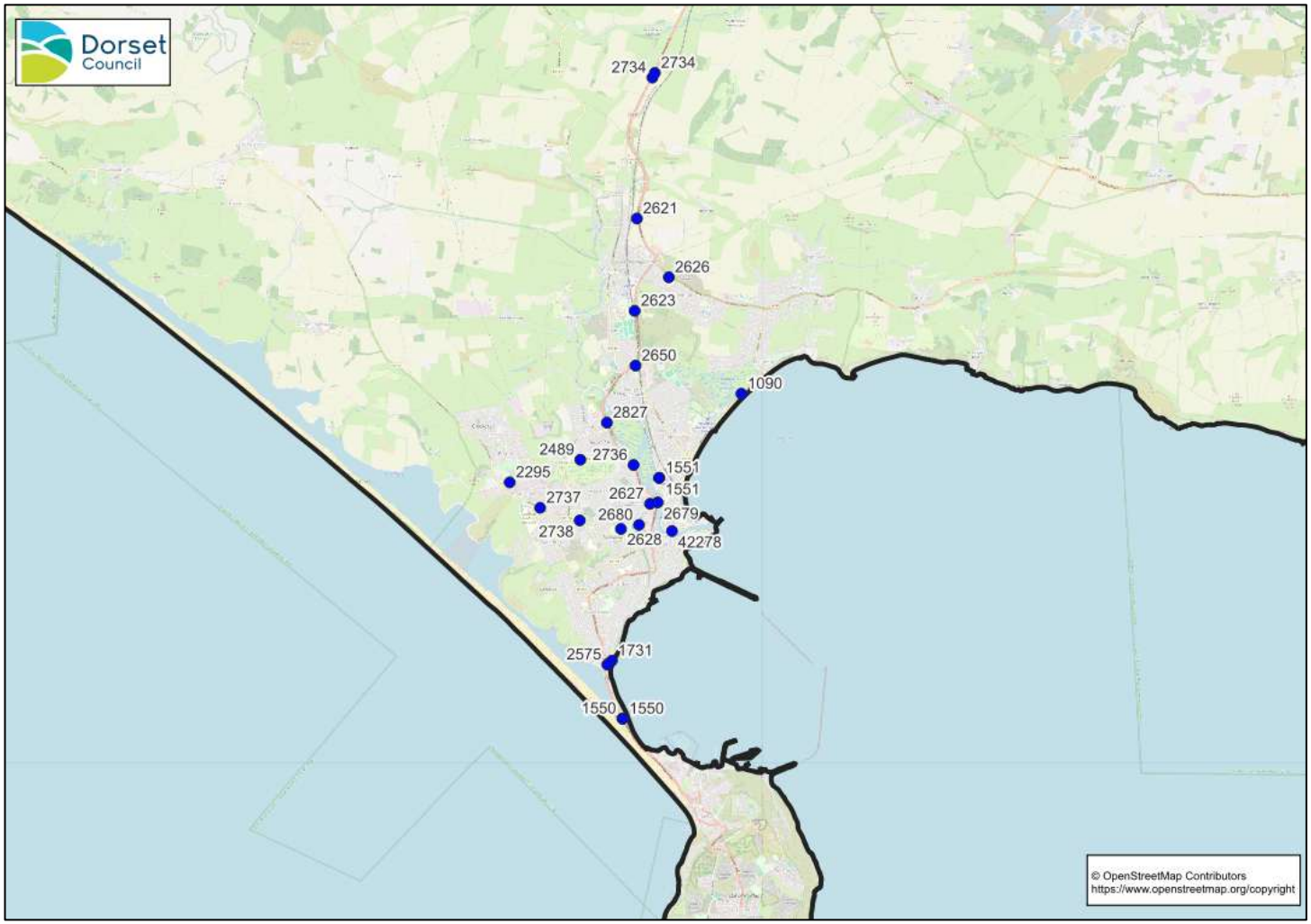
Appendix E39 – Dorchester Cyle Counters



Appendix E40 – Ferndown Cyle Counters



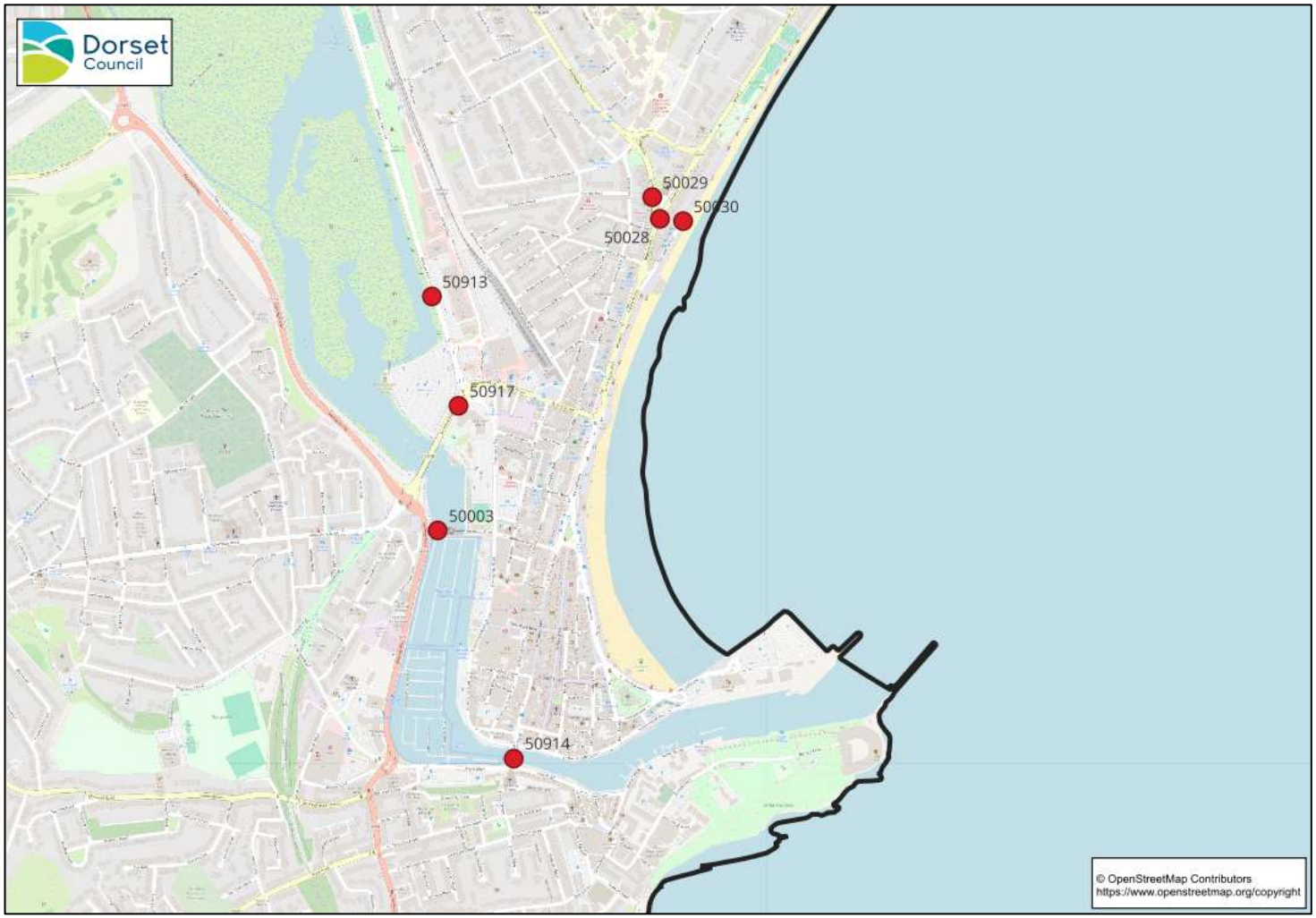
Appendix E41 – Weymouth Cyle Counters



Appendix E42 – Manual Traffic Survey Ferndown Cordon



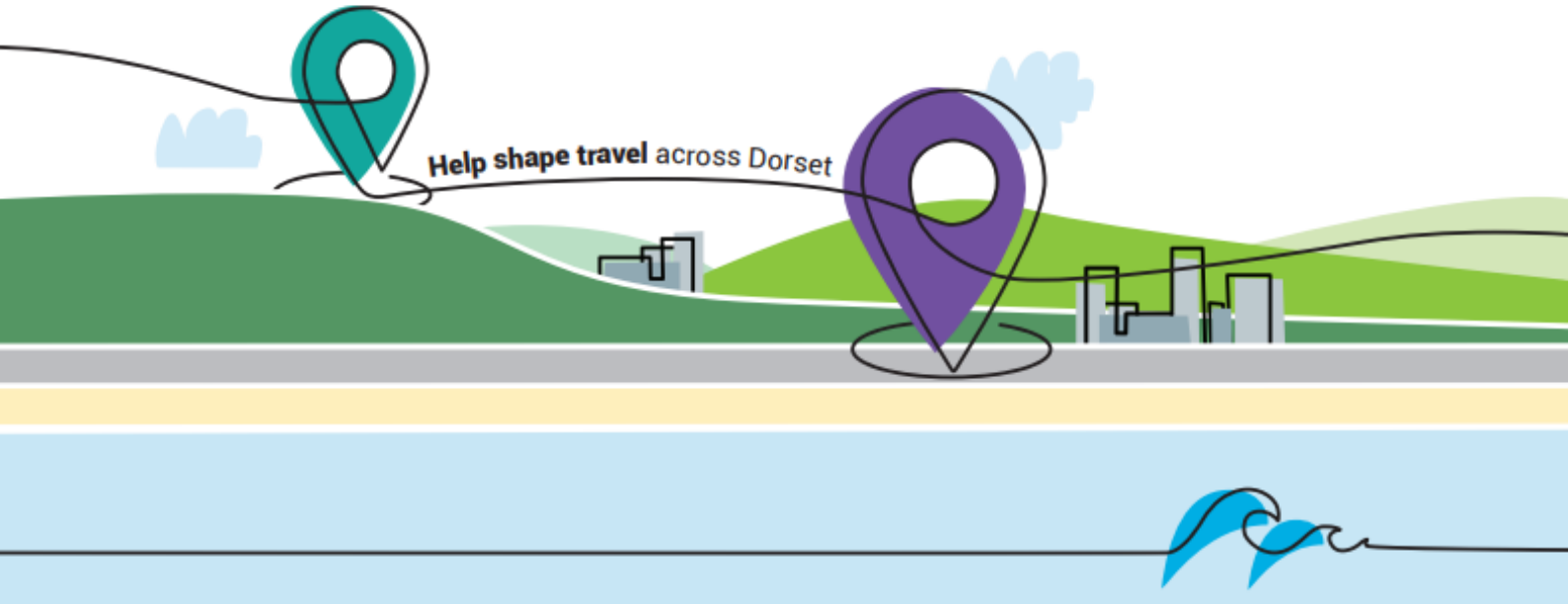
Appendix E43 – Manual Traffic Survey Weymouth Cordon



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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Issue/revision	First issue
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Signature	
Project number	UK-70119366

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APPENDIX F – IMPLEMENTATION PLANS

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1 EXECUTIVE SUMMARY

1.1.1. Bournemouth, Christchurch and Poole (BCP) Council and Dorset Council consulted on the new Local Transport Plan (LTP) for 2026 to 2041 over a nine-week period between 18 August 2025 and 20 October 2025. This consultation invited residents, businesses, community groups statutory organisations and other stakeholders to comment on the draft vision, objectives, policies and accompanying Implementation Plan.

1.1.2. The purpose of this report is to document how the consultation was undertaken, summarise the feedback received and demonstrate how the findings will shape the development of the final LTP.

1.1.3. The new LTP sets out a shared long-term strategy for creating a sustainable, inclusive and resilient transport network across both council areas.

1.1.4. A comprehensive and accessible consultation approach was adopted. Information was made available online, in libraries and on request in alternative formats, with both standard and easy-read surveys provided. The consultation was promoted through council websites, social media campaigns, newsletters and press coverage. Engagement events were held across both council areas, including 13 Dorset events attended by more than 2,000 people and 12 BCP events targeted at a mix of residents, young people, councillors and local businesses.

1.1.5. Feedback was captured through an online questionnaire, easy-read submissions and 146 written responses. In total, the consultation received 1,414 responses, including contributions from 19 parish and town councils and 41 organisations.

1.1.6. Overall, the consultation responses indicated strong support for the strategic direction of the draft LTP. Across the six objectives, between 63% and 79% of respondents expressed agreement (strongly agree or agree), with the highest levels of support consistently recorded for public transport, safety and network resilience.

1.1.7. Support for the LTP vision was positive overall, with 63% of respondents agreeing to some extent (27% strongly agreed, 36% agreed). However, attitudes varied geographically. Almost three-quarters of respondents (72%) from the Dorset Council area were supportive, while 14% disagreed to some extent. The majority of BCP area-based respondents were also supportive (55%), though the results were more polarised with 43% disagreeing to some extent. This trend was consistent in the responses regarding the individual objectives and policies. While results different between the two council areas, these patterns reflect differing local contexts rather than opposition to the shared direction of the LTP.

1.1.8. Agreement with the six LTP objectives followed a similar pattern. The highest levels of support were recorded for:

- Objective F: Public transport that is inclusive and accessible, where 79% of respondents agreed to some extent;
- Objective E: A resilient and fit-for-purpose transport network, with 79% agreement; and
- Objective D: Enable a safer transportation system, with 75% agreement.

1.1.9. Support was lower, though still positive, for Objective A: Safeguard the climate and environment, where 65% of respondents agreed and 21% disagreed to some extent. This variation reflects

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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.

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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

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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.

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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

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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.

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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

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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	

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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.

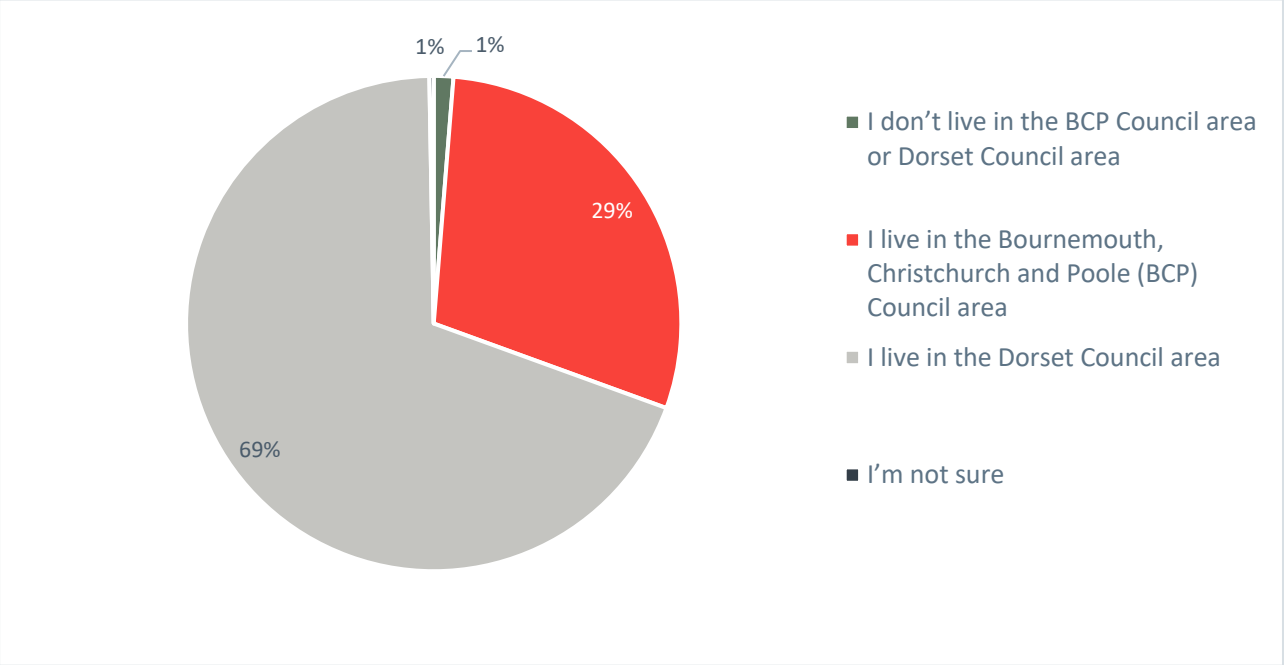
4.2 SURVEY RESPONSE ANALYSIS

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%).

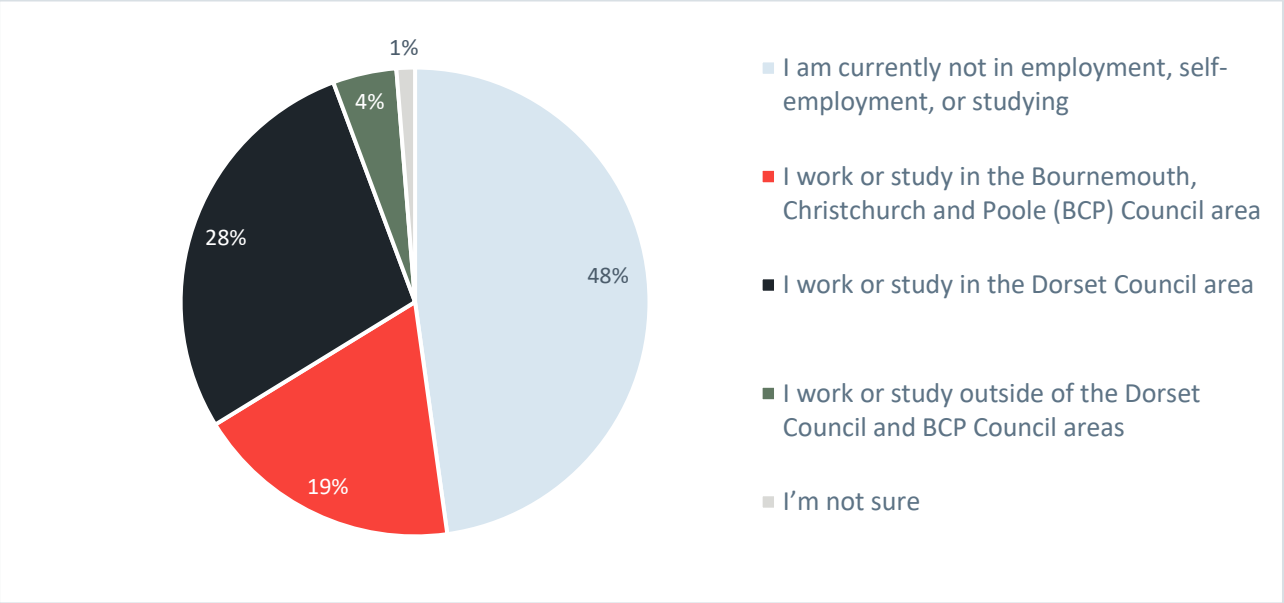
Figure 4-1: Where do you live?



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.

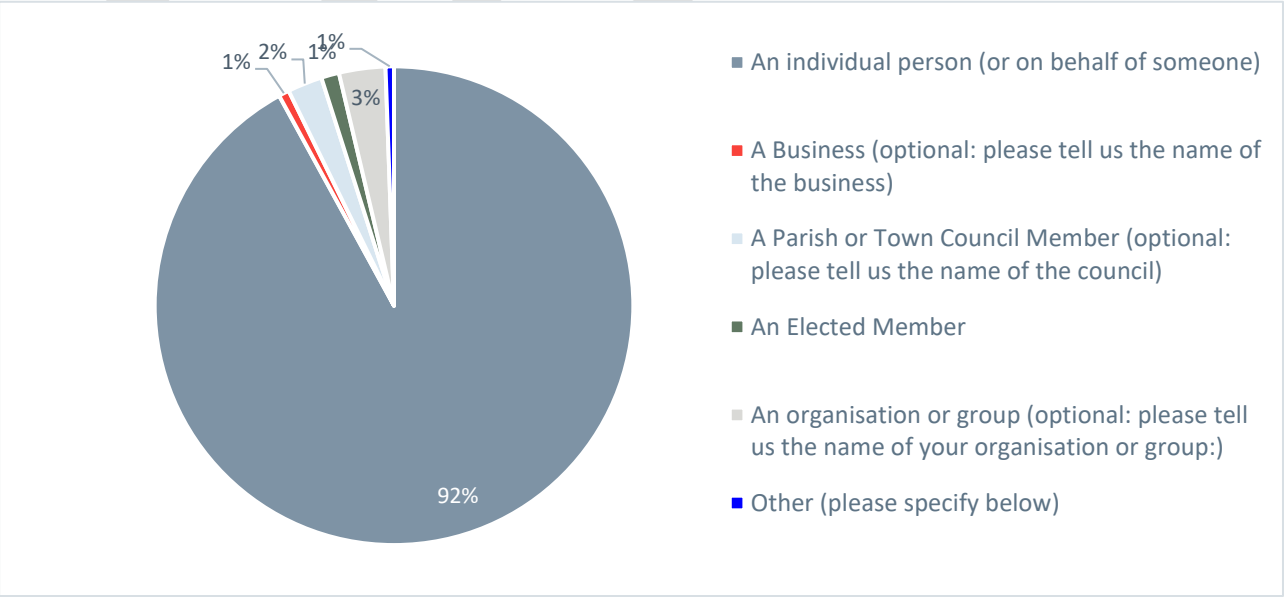
Figure 4-2: Where do you work or study?



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



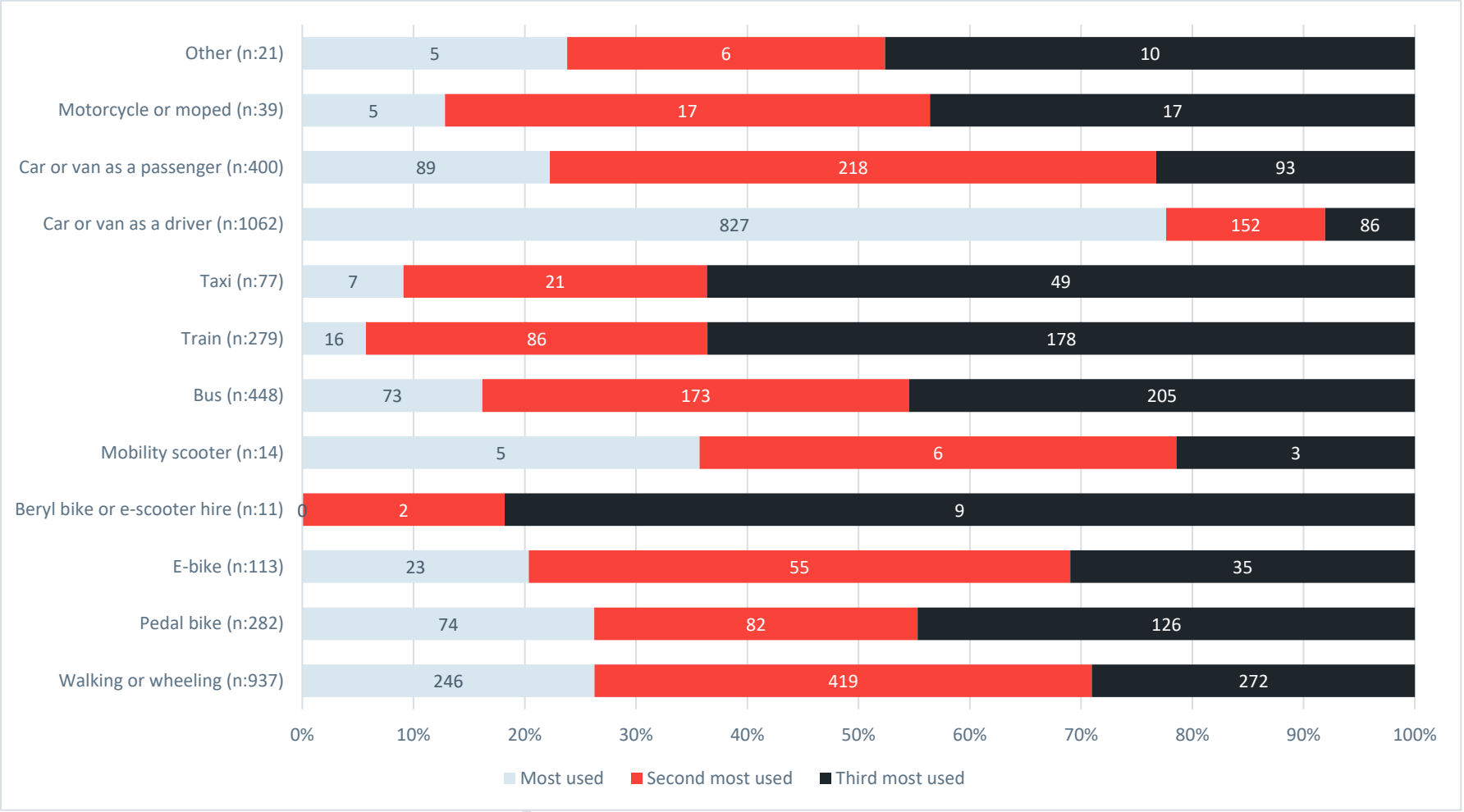
Base: all who responded (n:1,406)

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.

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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

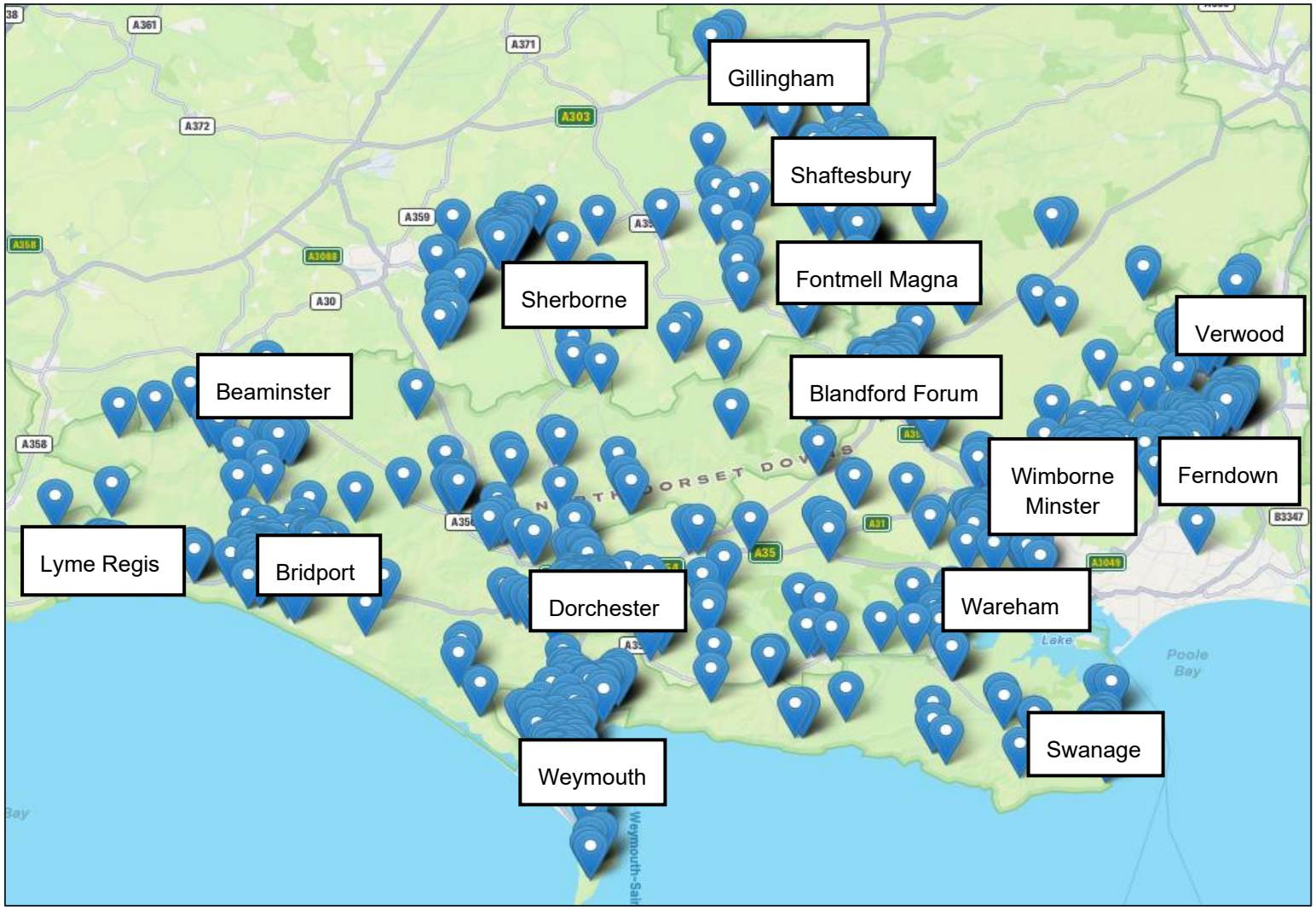
Postcode	Area/Town Covered	No. of respondents
DT6	Bridport	119
BH21	Wimborne and surrounding areas	92
DT1	Dorchester (central)	83
DT2	Rural areas around Dorchester	72
BH15	Poole Town Centre / Hamworthy	63
DT11	Blandford Forum (North Dorset)	59
BH22	Ferndown (Dorset)	54
DT9	Sherborne	54
BH31	Verwood (East 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

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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

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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

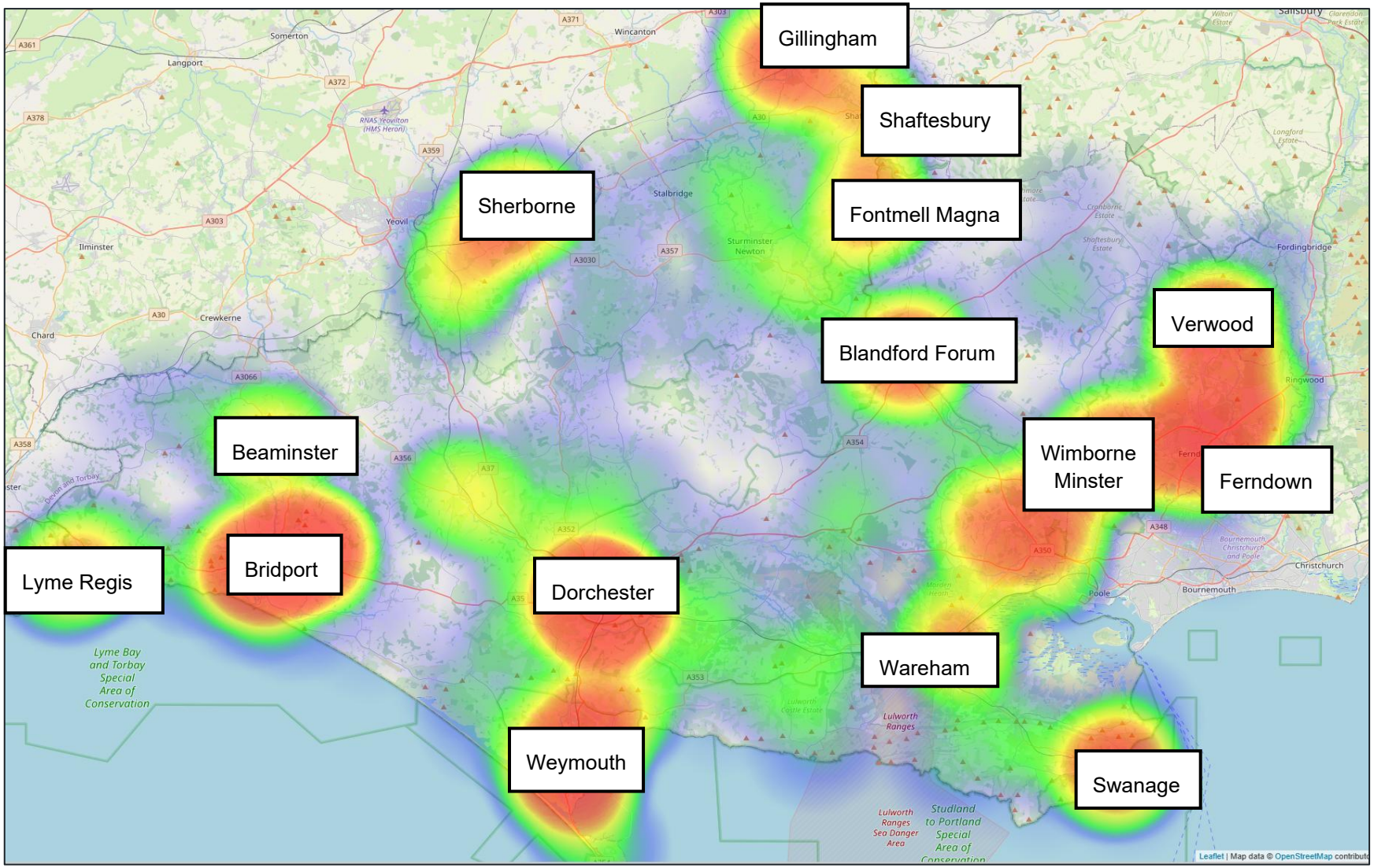
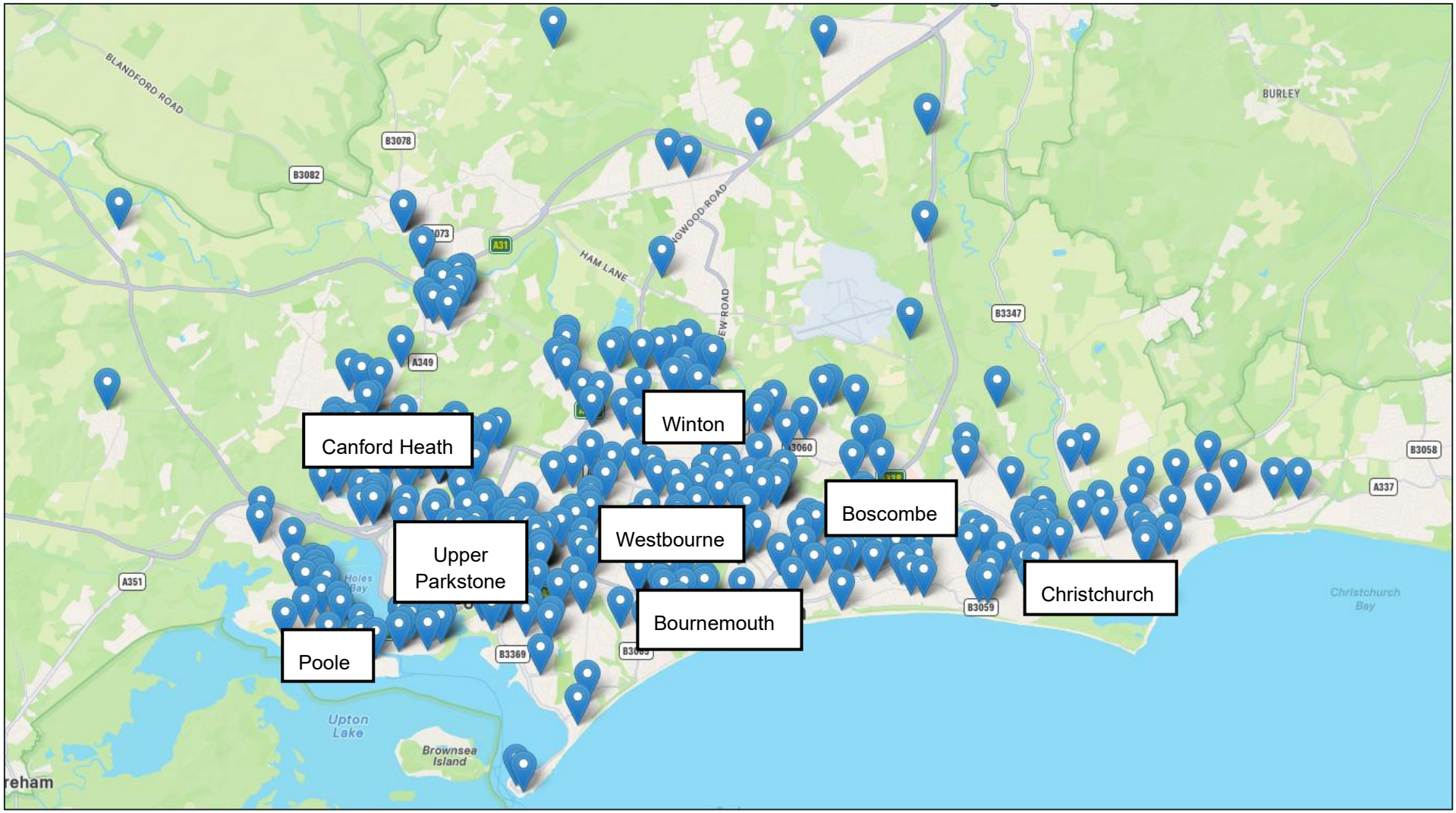
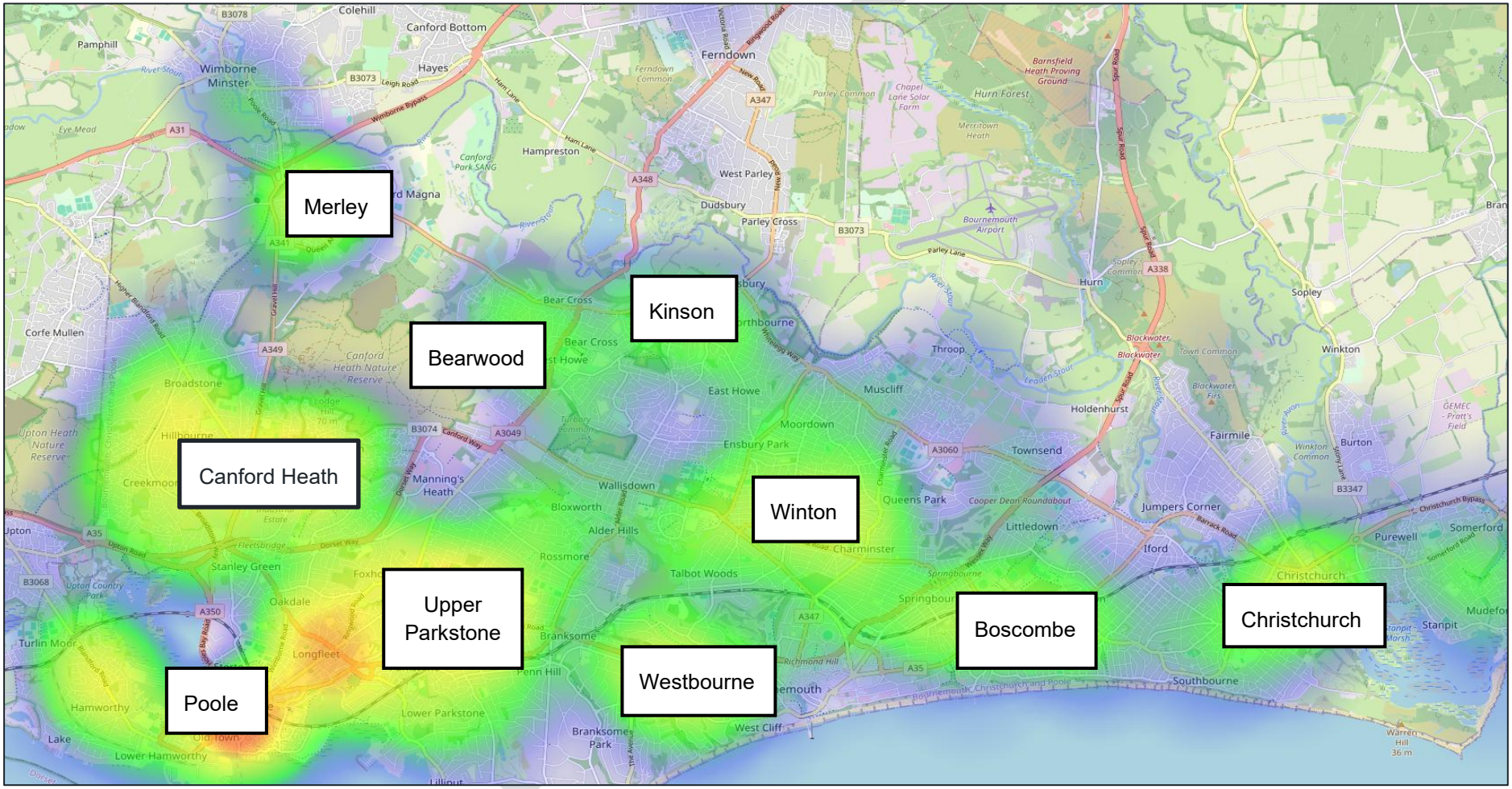


Figure 4-7:Postcode Response Data for BCP

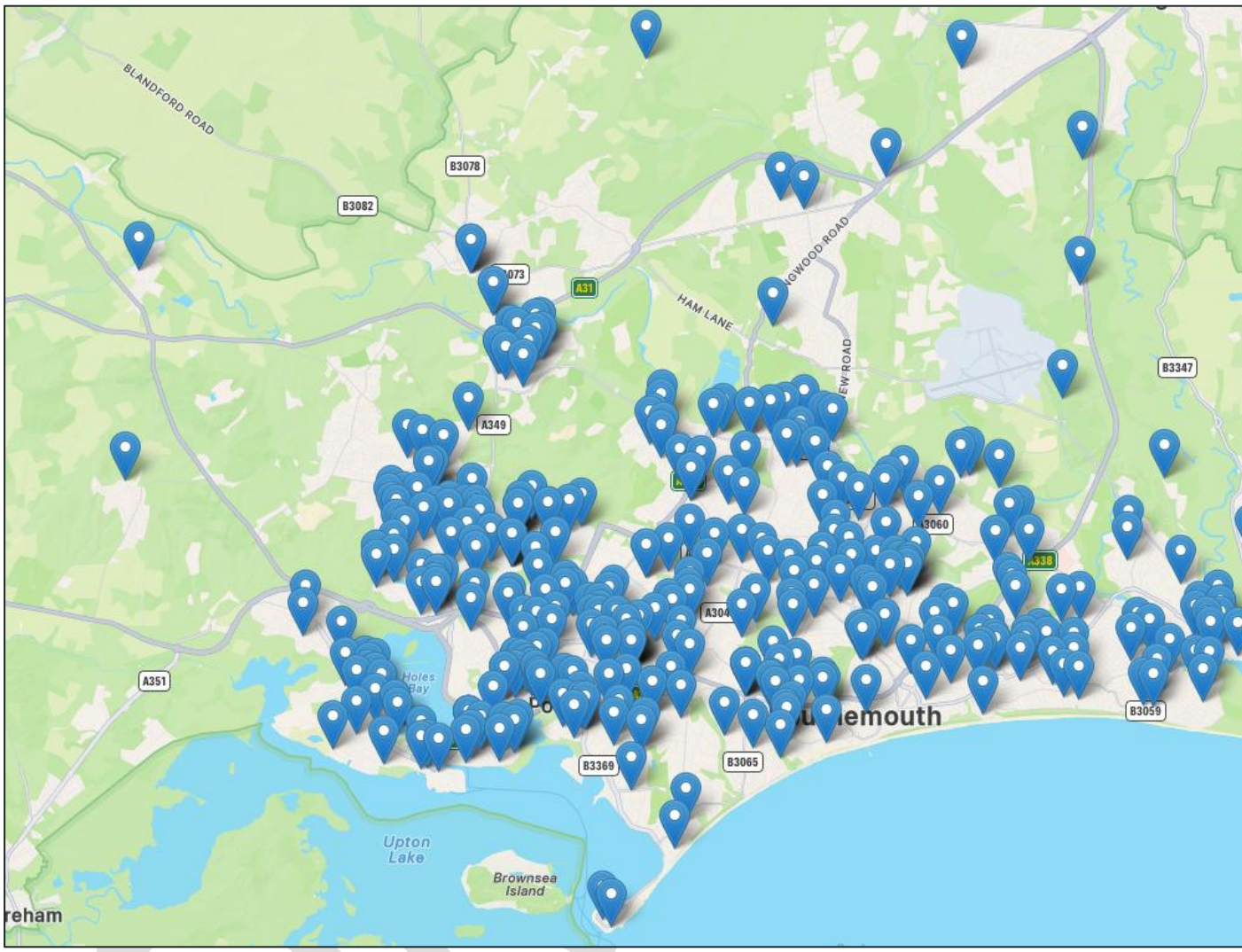


Base: all who responded who identified as a resident from the BCP area (n:396)

Figure 4-8: Heat Map of Postcodes



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



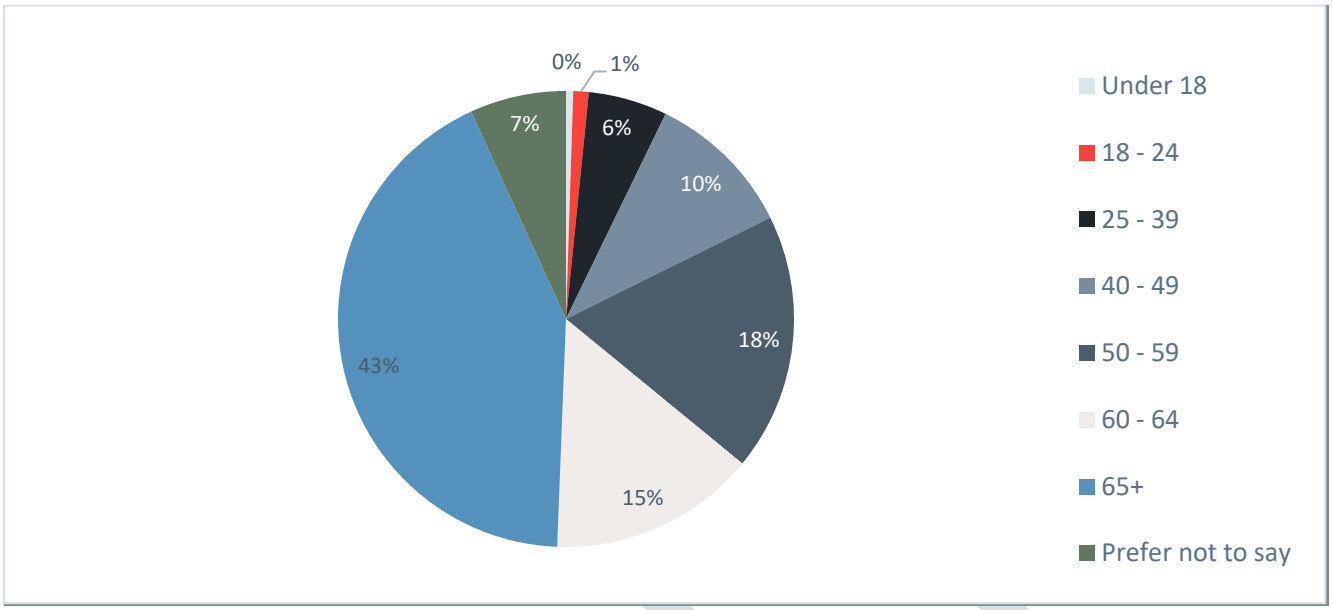
Base: all who responded who identified as a resident from the BCP area (n:396)

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

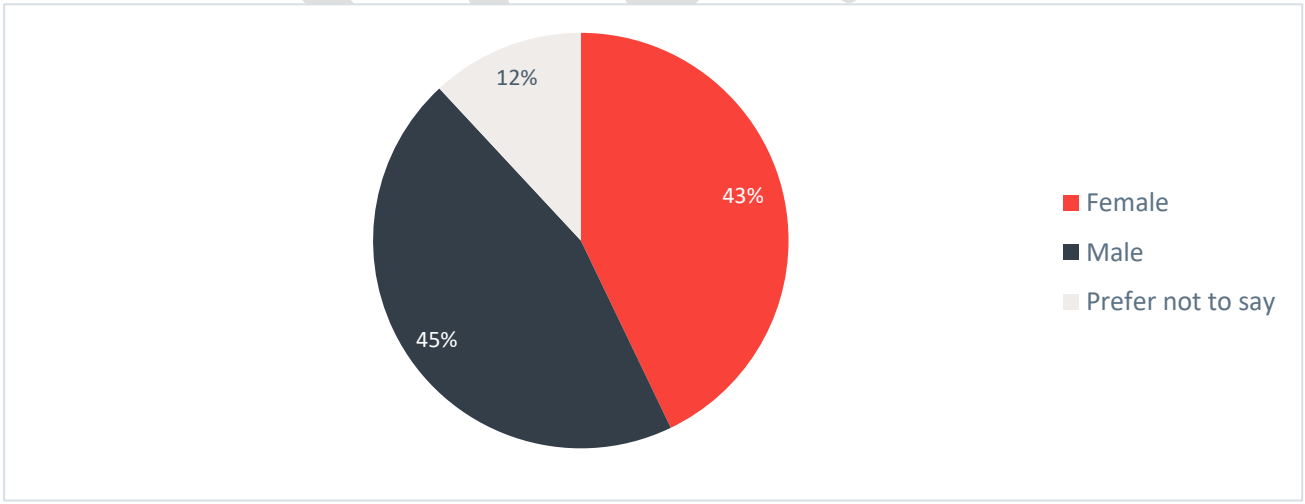


Base: all who responded (n:1,375)

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

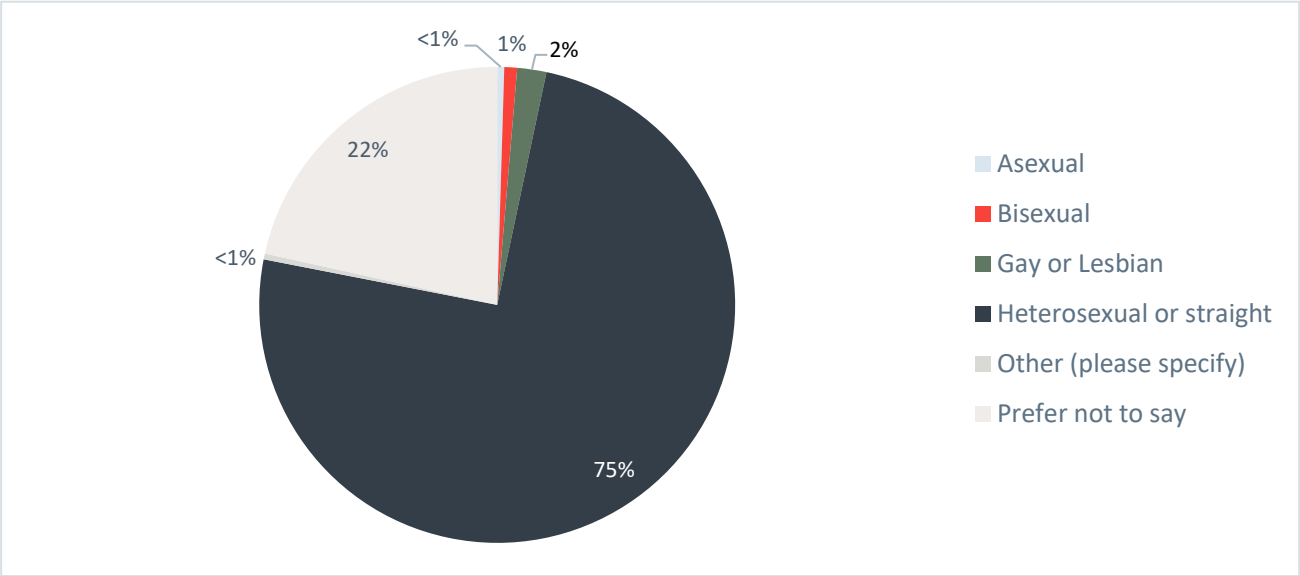


Base: all who responded (n:1,367)

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)

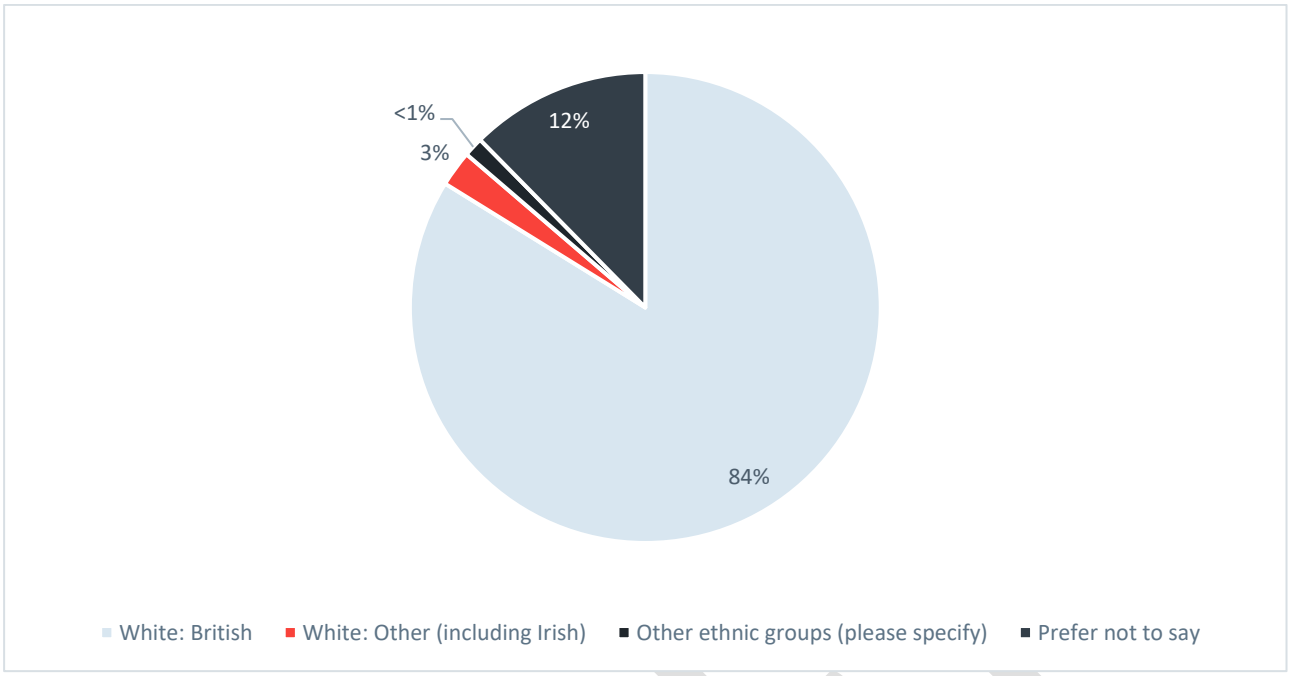
Ethnic Group

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

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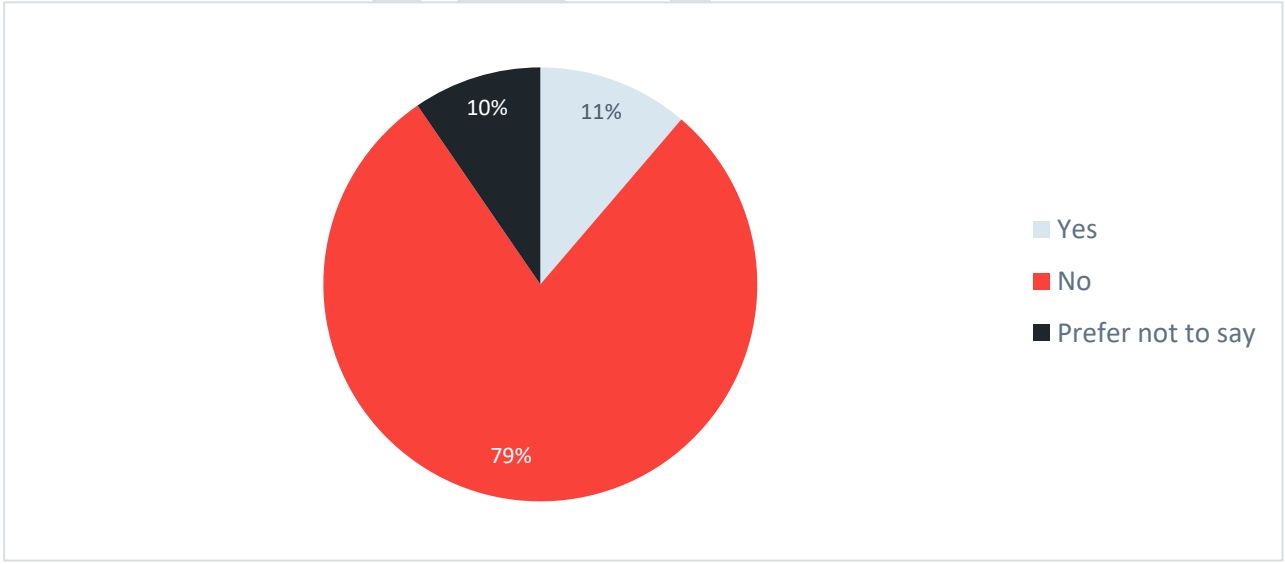


Base: all who responded (n:1,341)

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

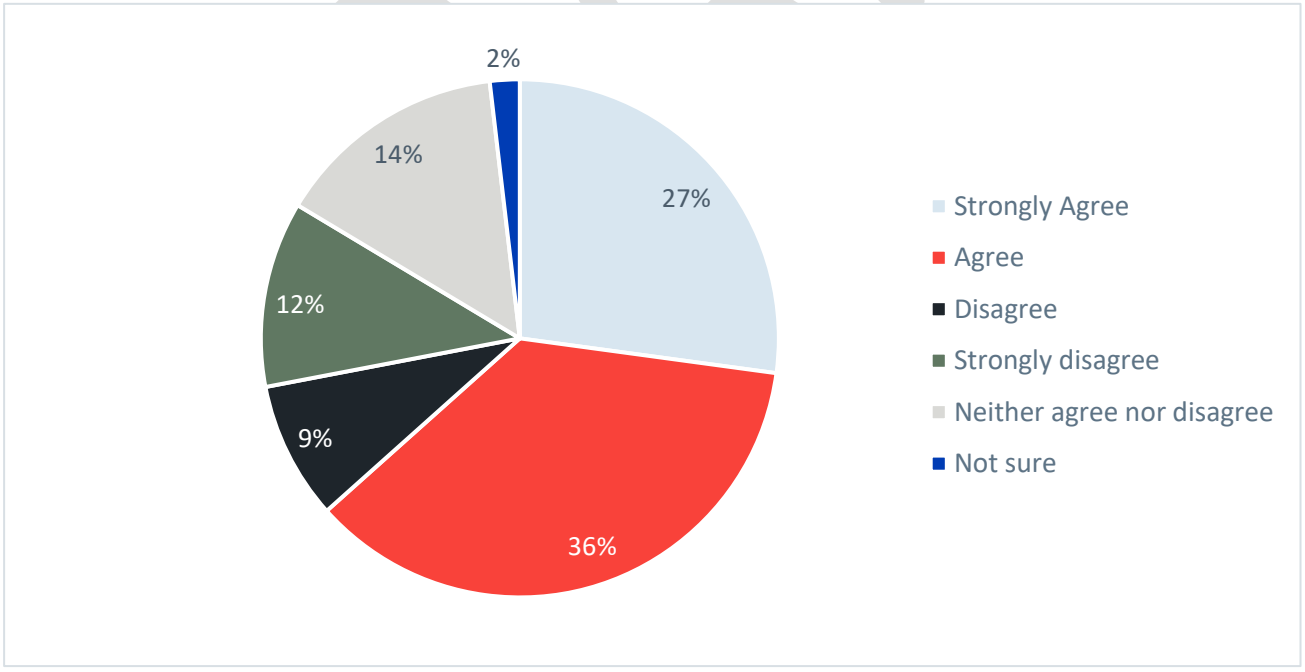
How much do you agree or disagree with the vision for the transport strategy?

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

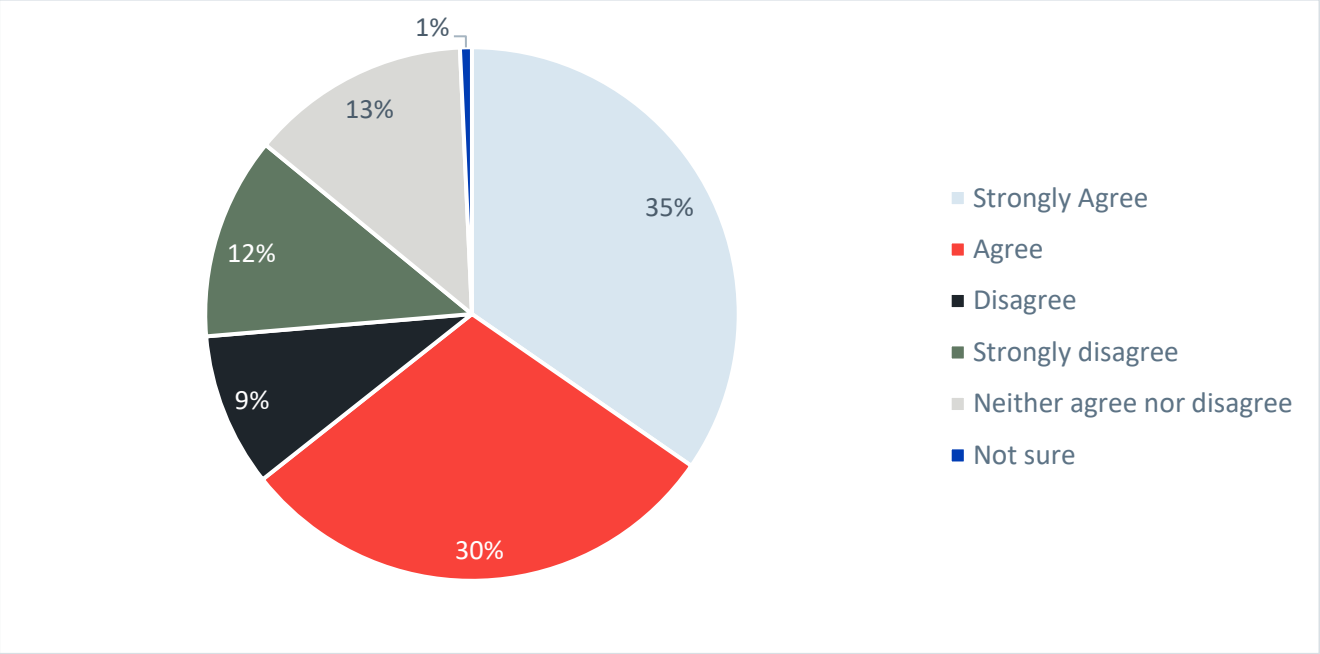
emission vehicles, including better charging infrastructure, while encouraging more people to choose public transport, walking and cycling as modes of travel.

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



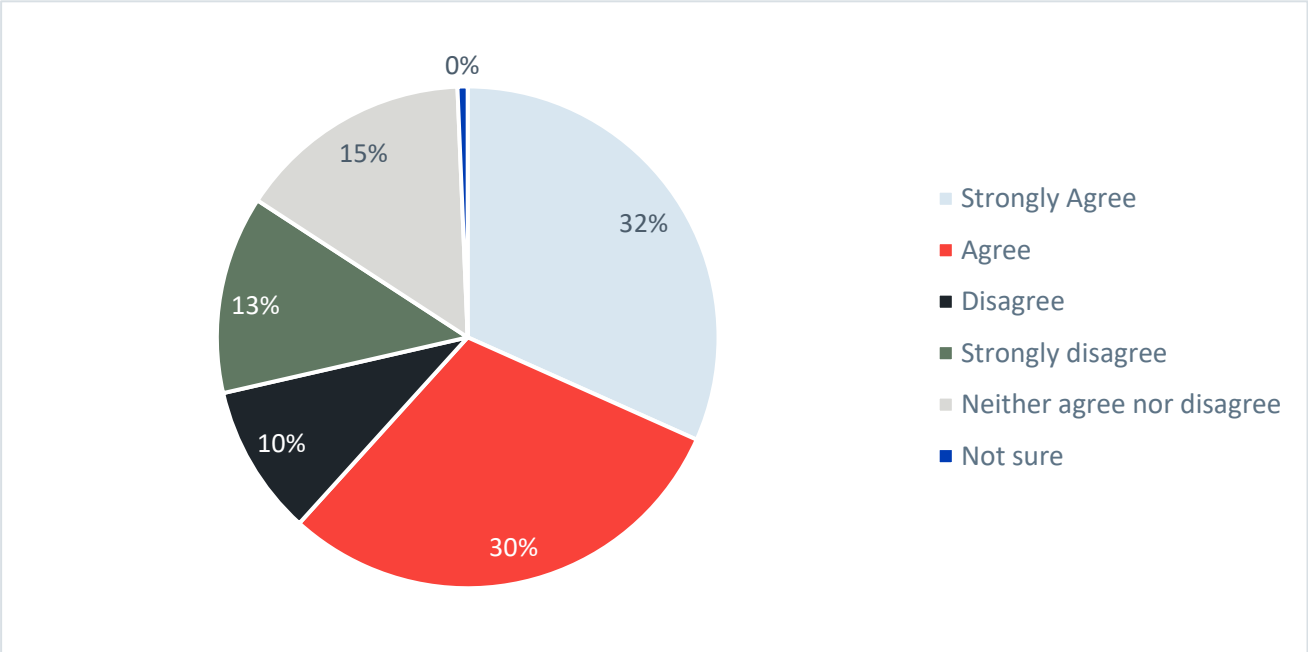
Base: all who responded (n:1,386)

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)

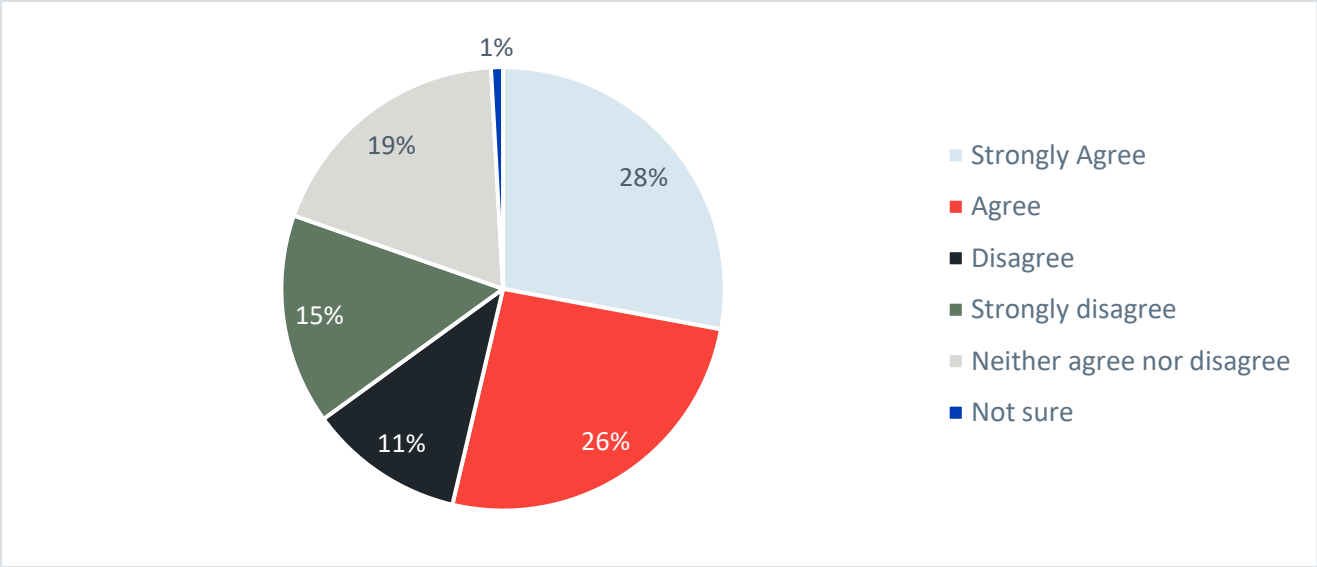
How much do you agree or disagree with Policy A2: Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure

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

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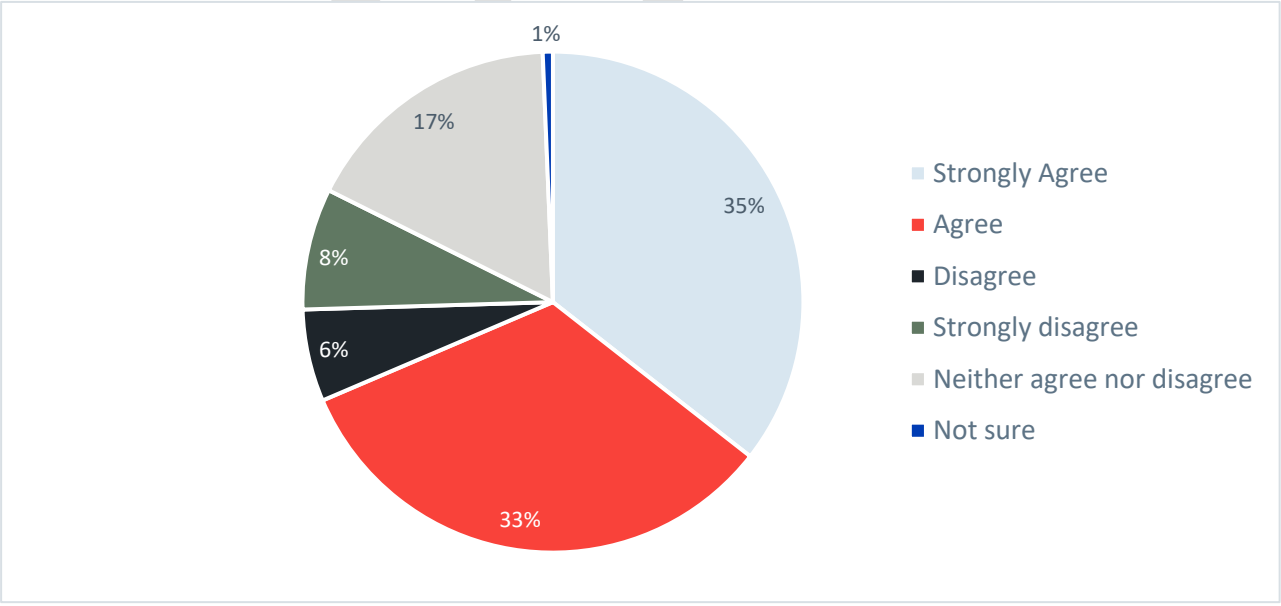


Base: all who responded (n:1,375)

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

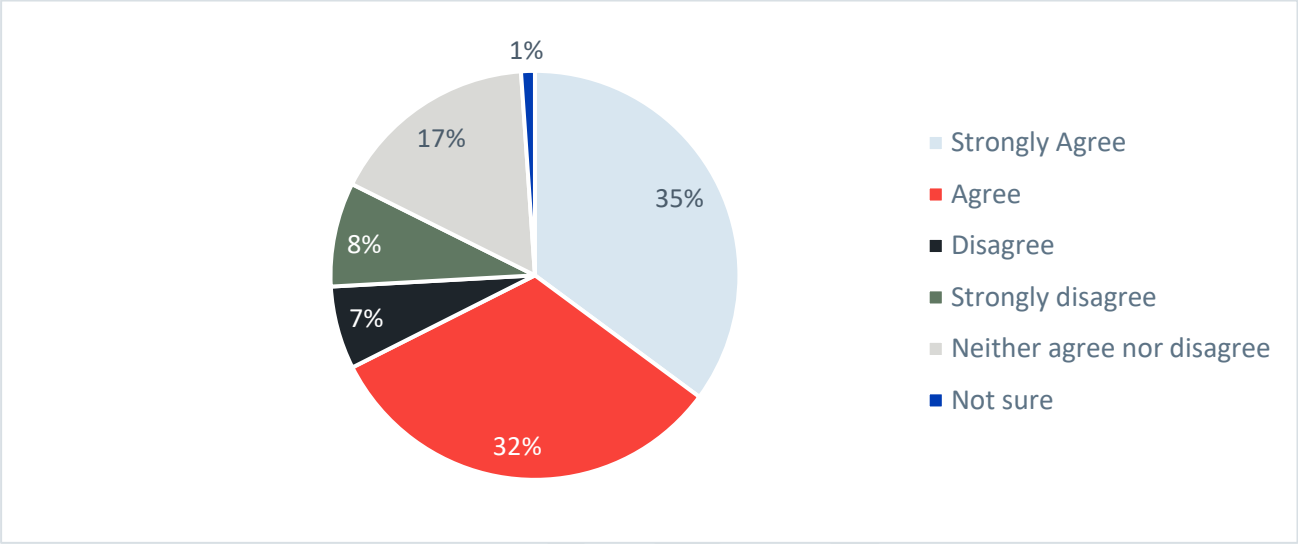


Base: all who responded (n:1,378)

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

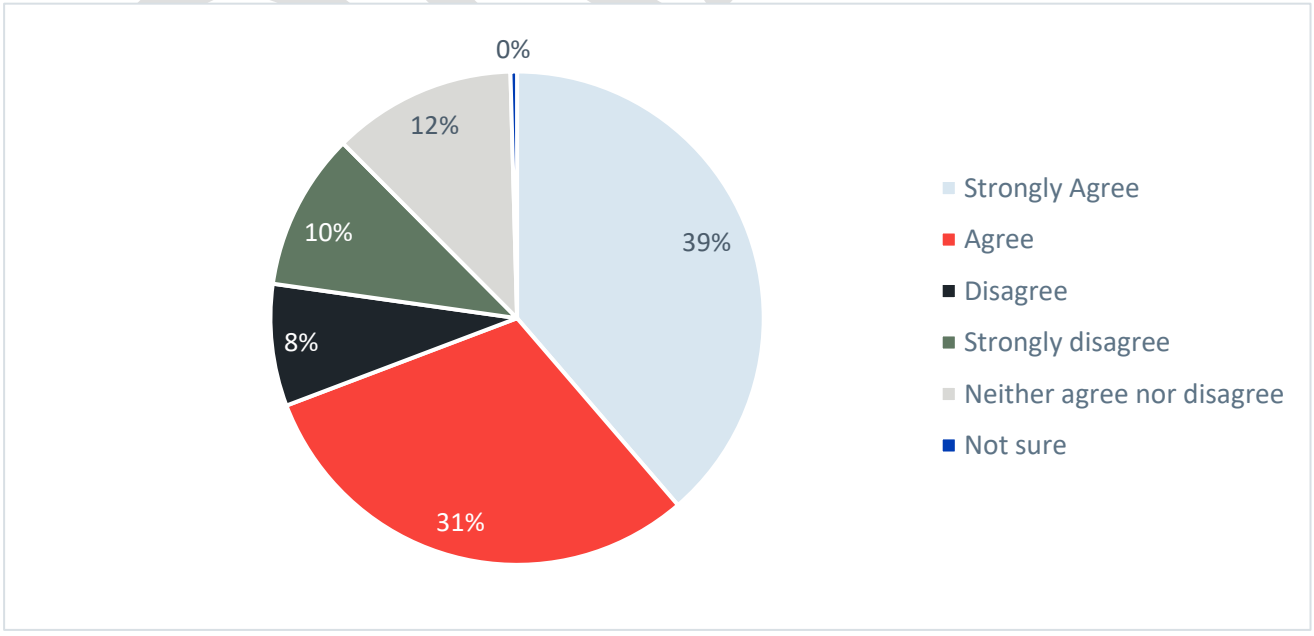
4.5.1. More than two-thirds of respondents supported the objective of improving health and wellbeing through better walking, wheeling and cycling routes, and safer more inclusive transport networks. In total, 39% (537 respondents) strongly agreed and 31% agreed (424 respondents). Conversely, 8% (111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

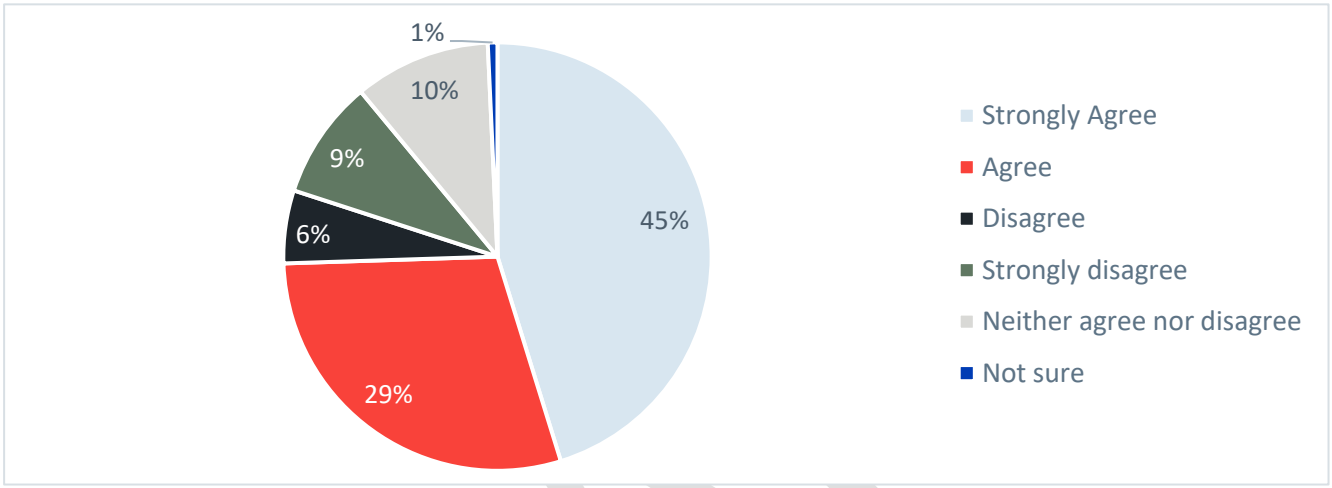


Base: all who responded (n:1,388)

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

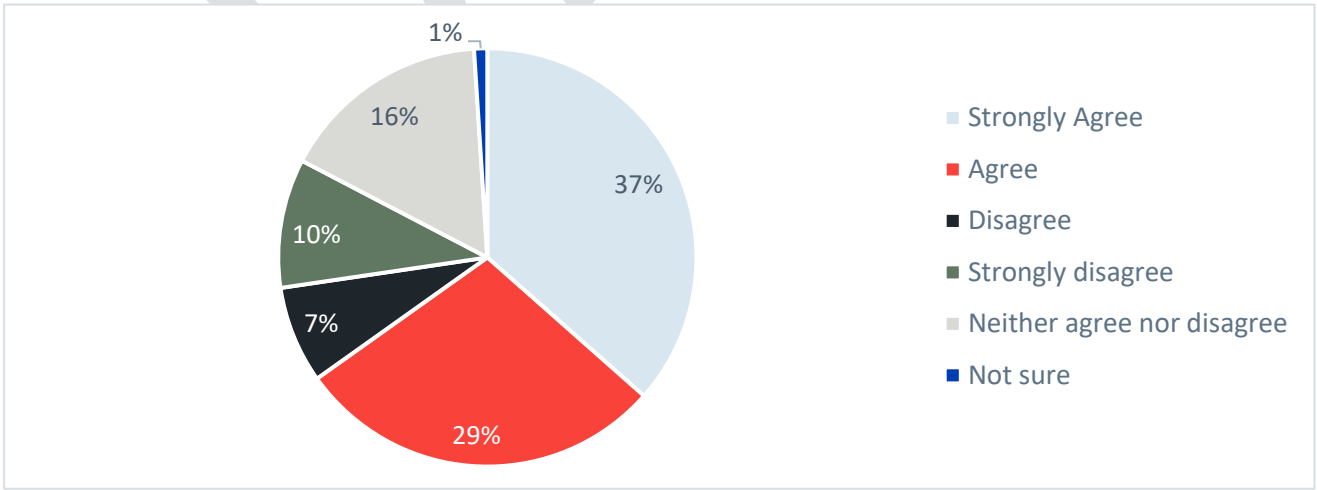


Base: all who responded (n:1,380)

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

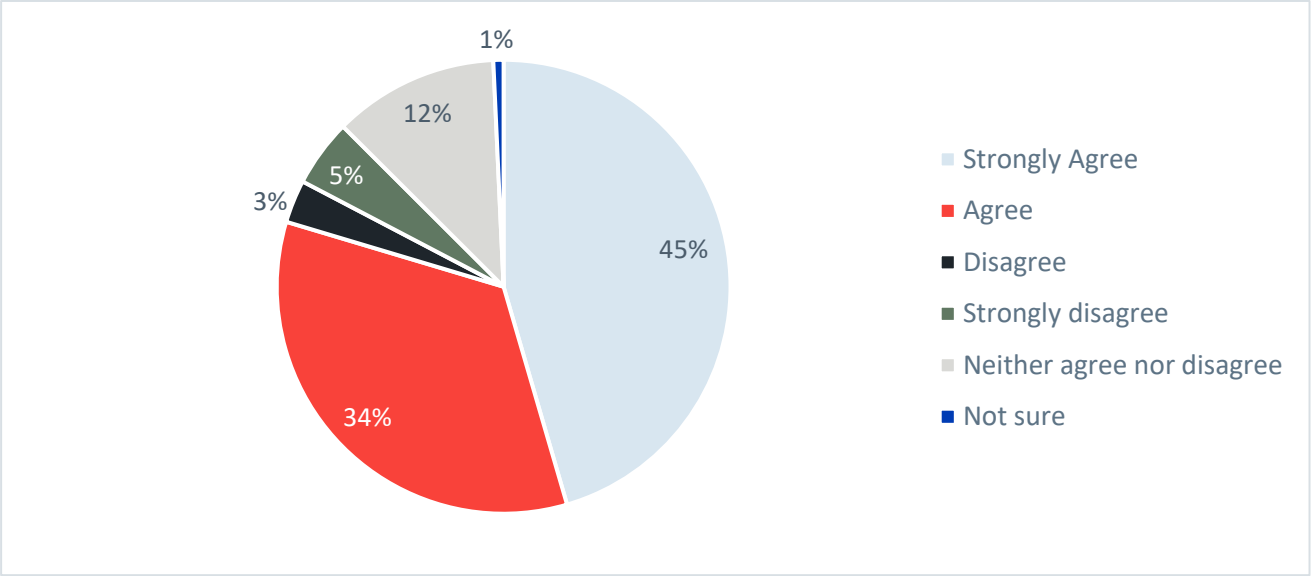


Base: all who responded (n:1,372)

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



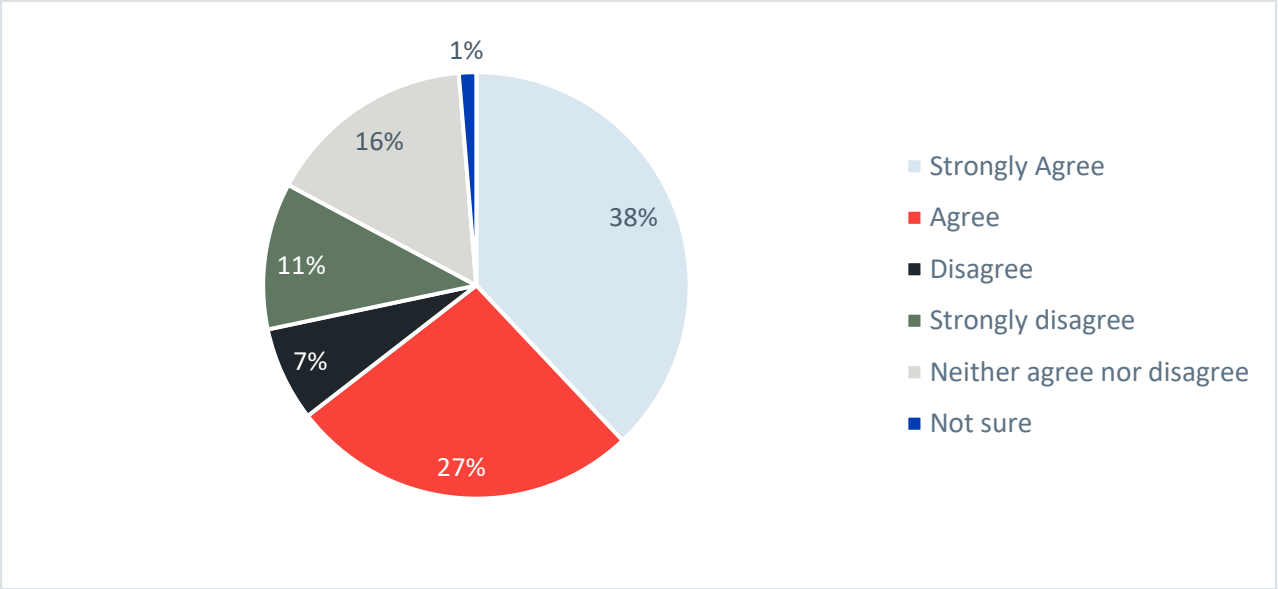
Base: all who responded (n:1,374)

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.

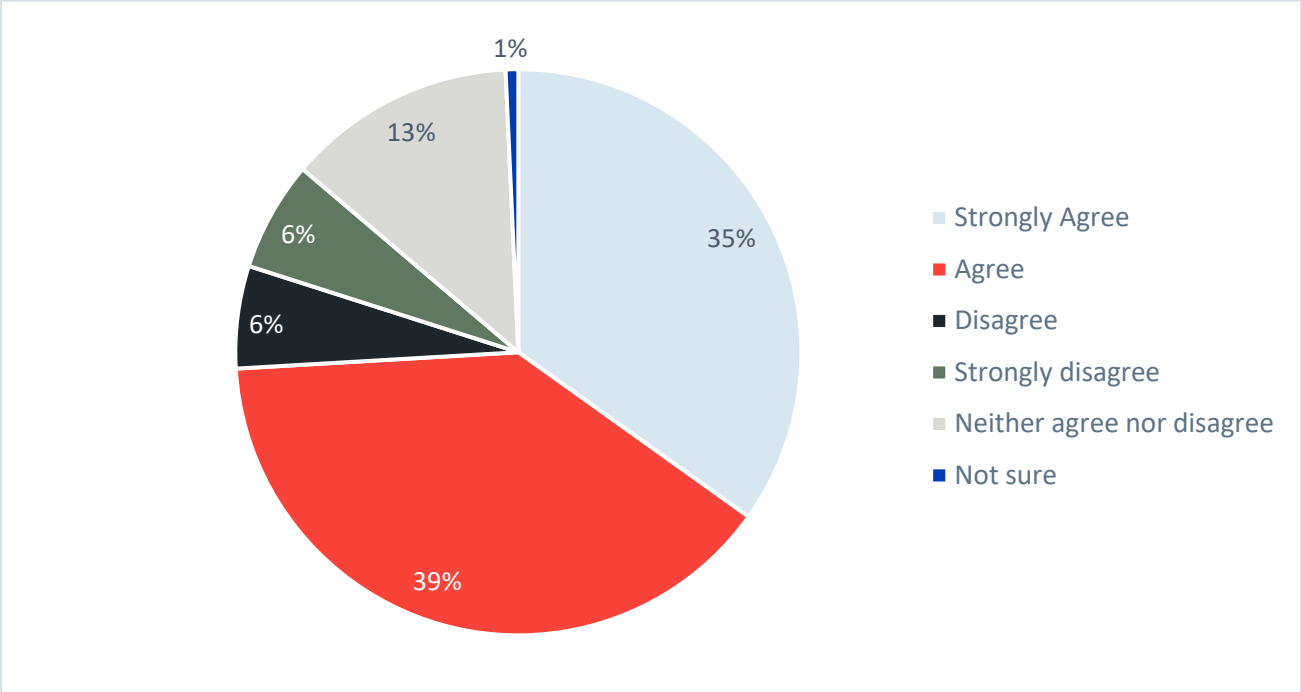
4.6.2. Support for Objective C was highest among Dorset Council area residents, with 80% of respondents stating they agreed (strongly agree or agree), compared to 60% in the BCP area. Accordingly, those

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

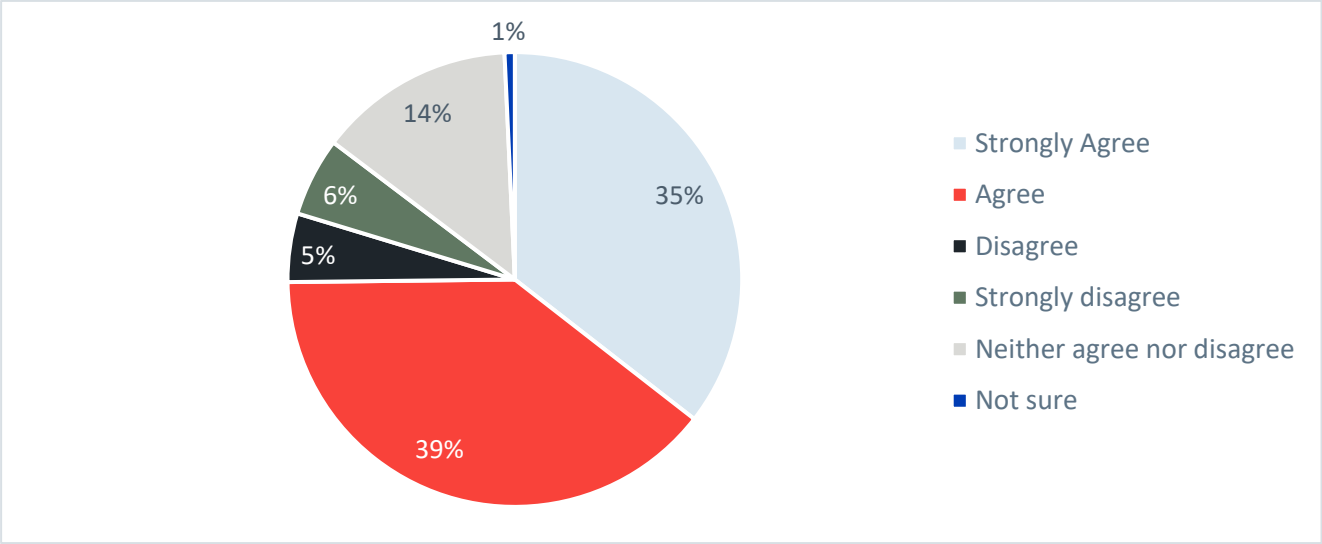


Base: all who responded (n:1,385)

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

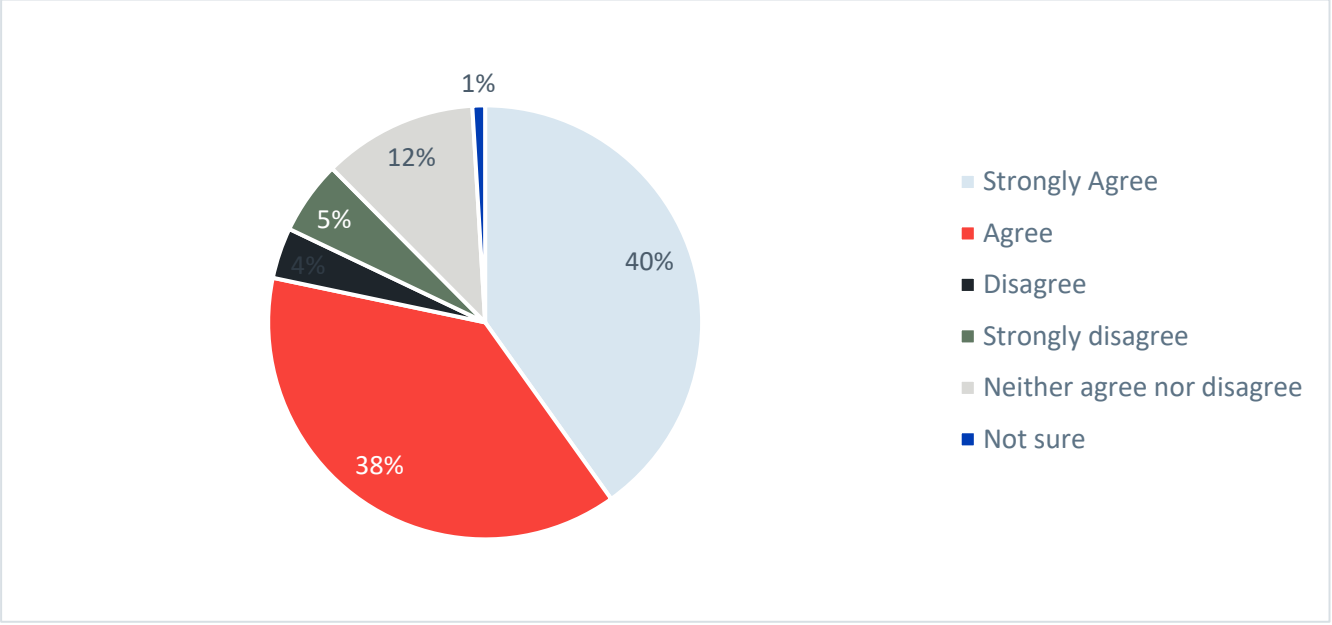


Base: all who responded (n:1,374)

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

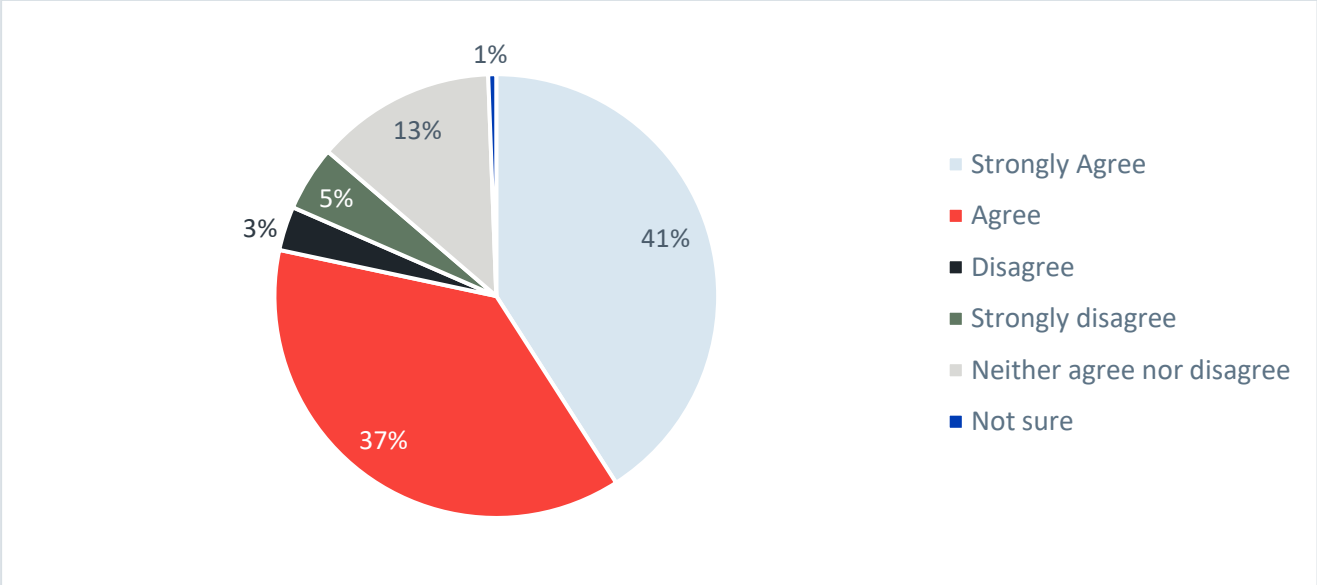


Base: all who responded (n:1,373)

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

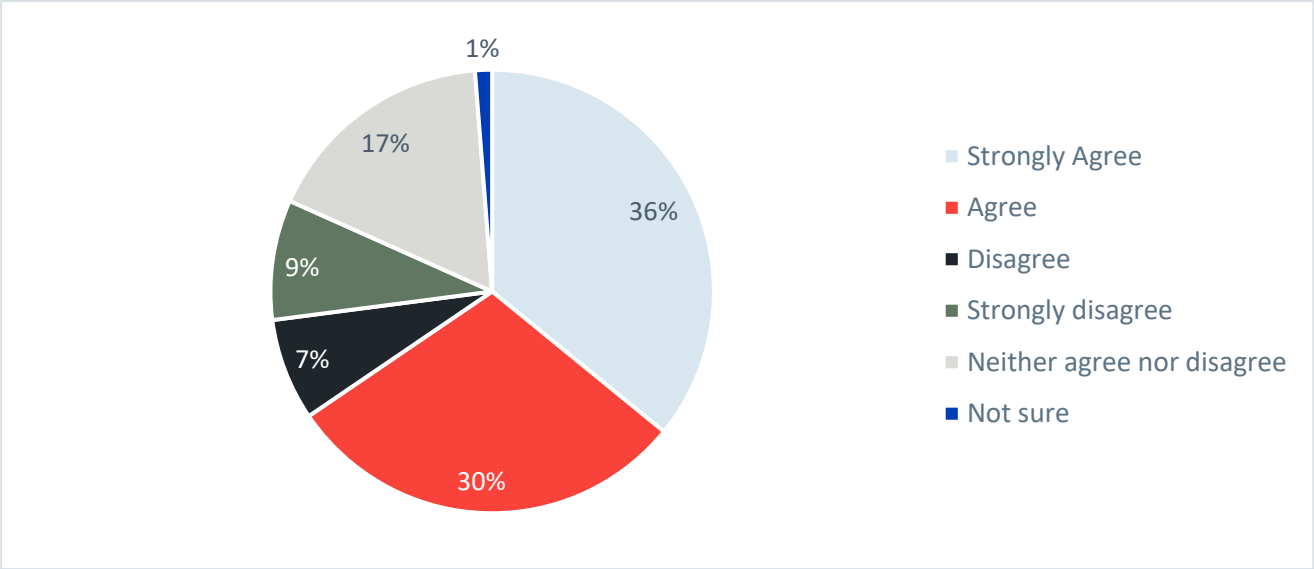


Base: all who responded (n:1,371)

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

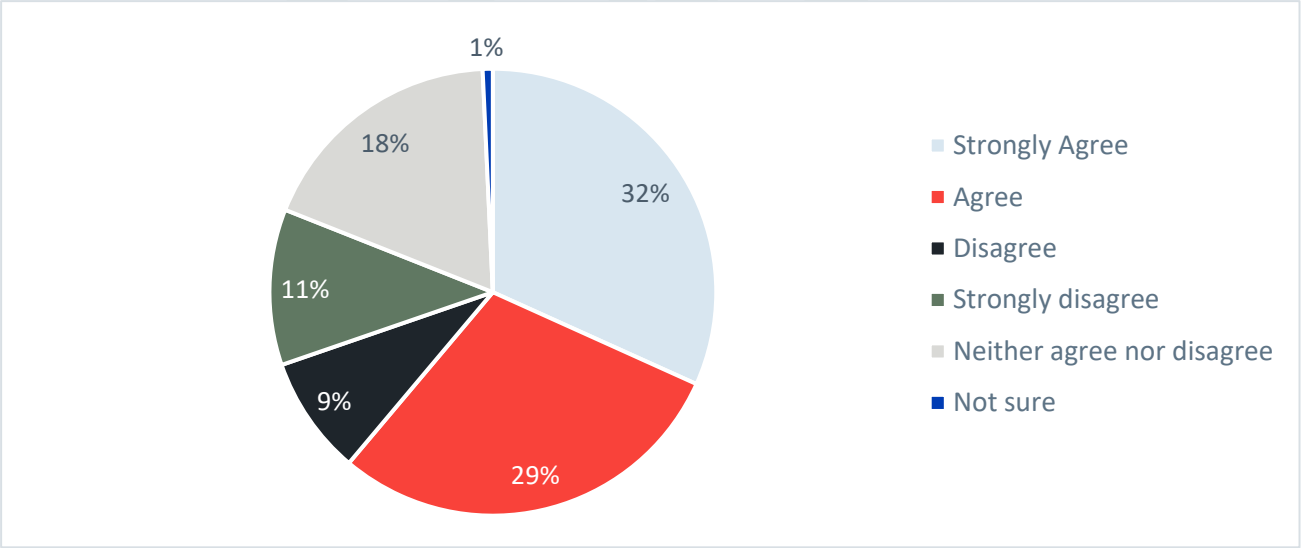


Base: all who responded (n:1,371)

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.

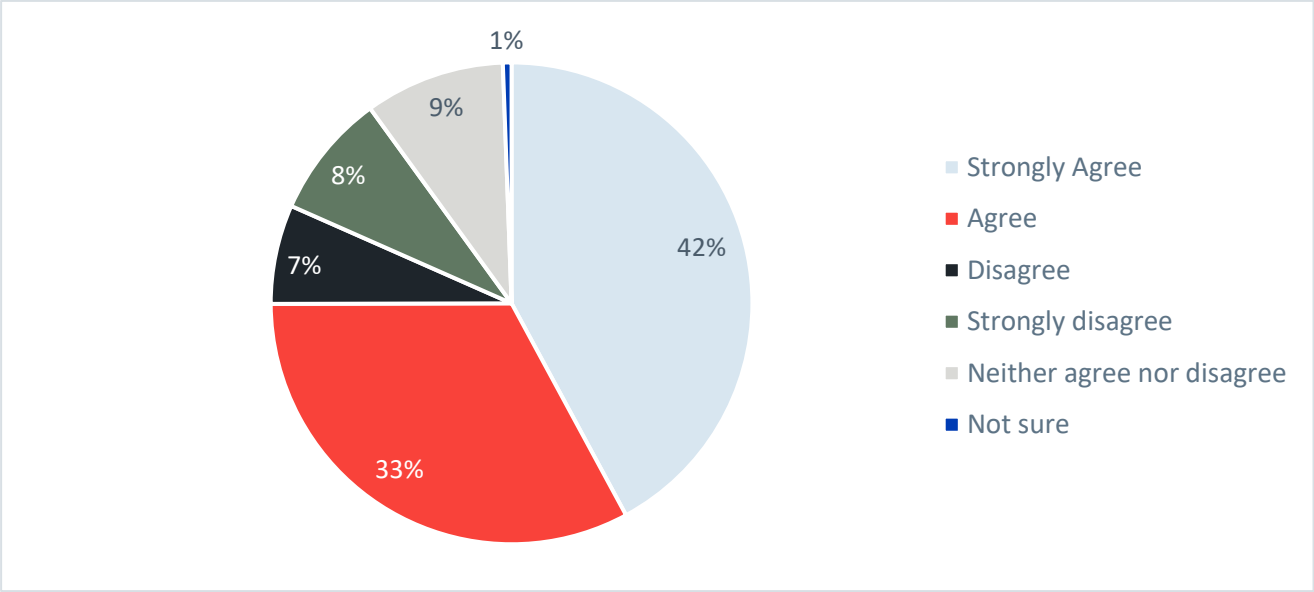
4.7.2. Support for Objective D was highest among Dorset Council area residents, with 82% expressing agreement (strongly agree or agree), compared to 57% in the BCP area. Disagreement (disagree or strongly disagree) was higher amongst respondents from BCP (31%) than in Dorset (8%).

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

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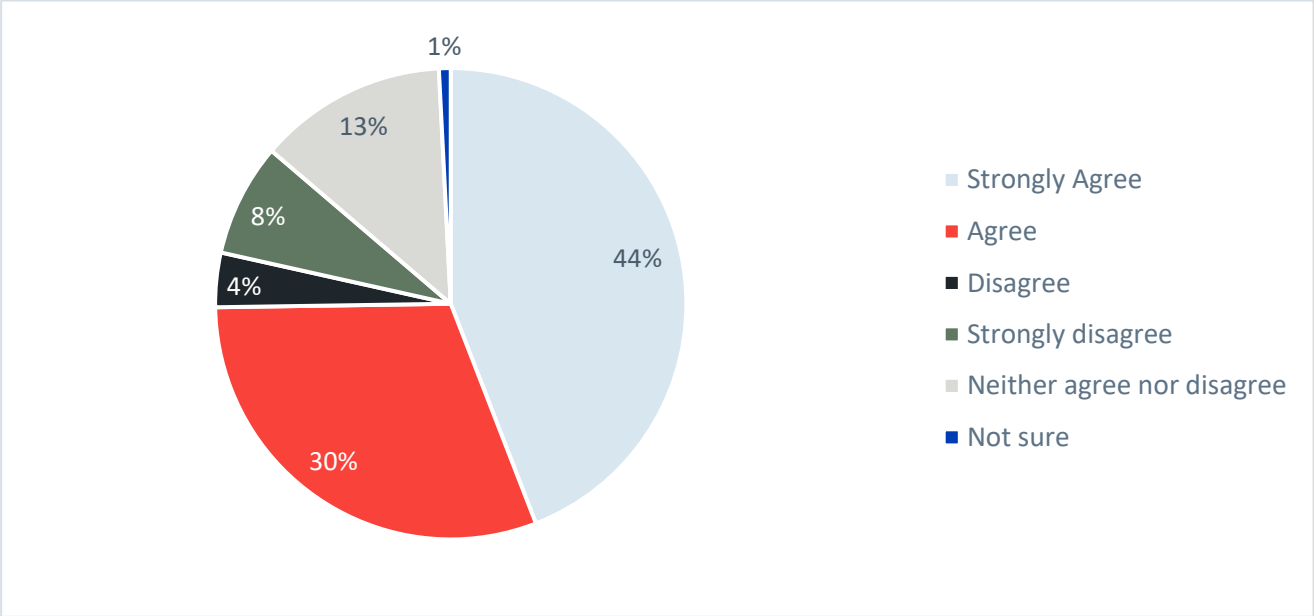


Base: all who responded (n:1,382)

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

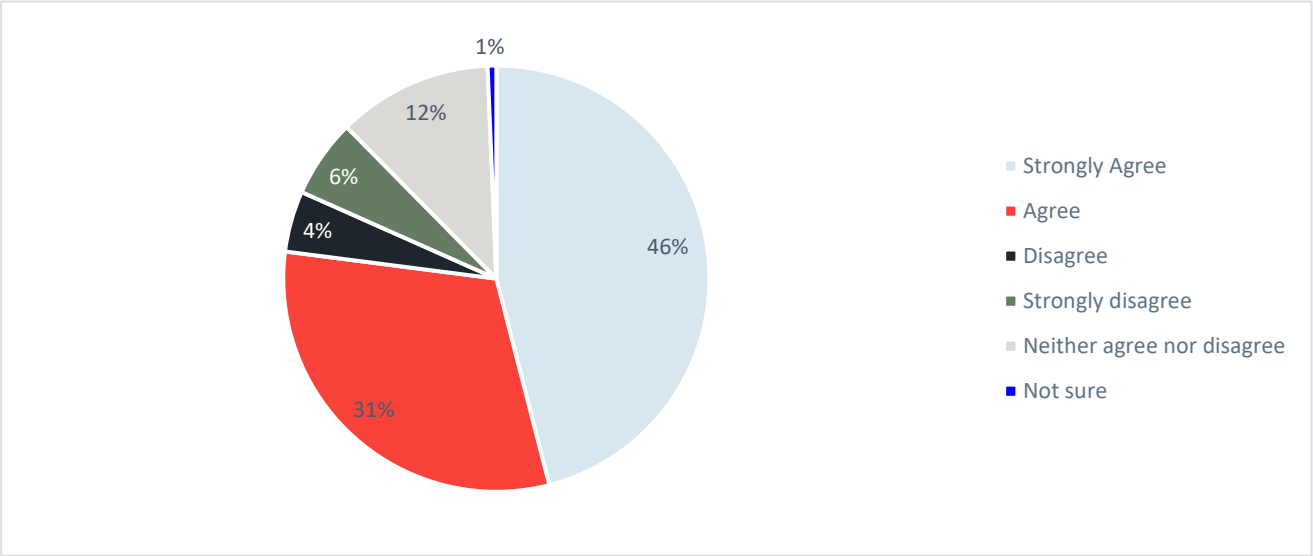


Base: all who responded (n:1,367)

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

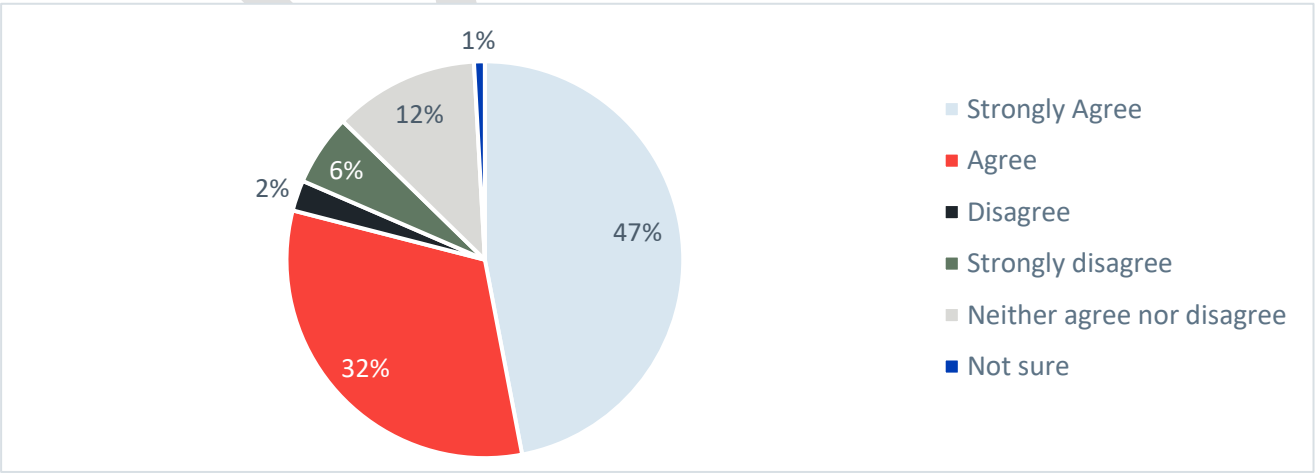


Base: all who responded (n:1,363)

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.

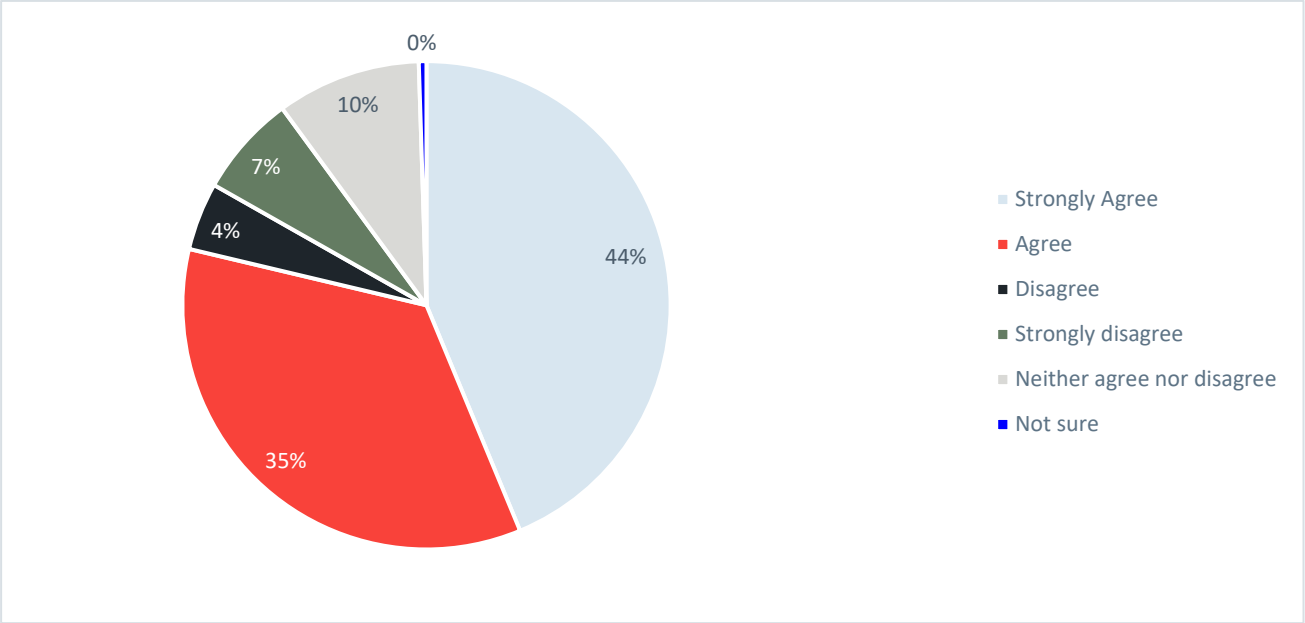
4.8.2. Residents of the Dorset Council area were very supportive of Objective E, with 85% of respondents agreeing or strongly agreeing, while support in BCP was lower at 64%, however, in comparison to other objectives this showed a higher proportion of positive responses. Disagreement was most common 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

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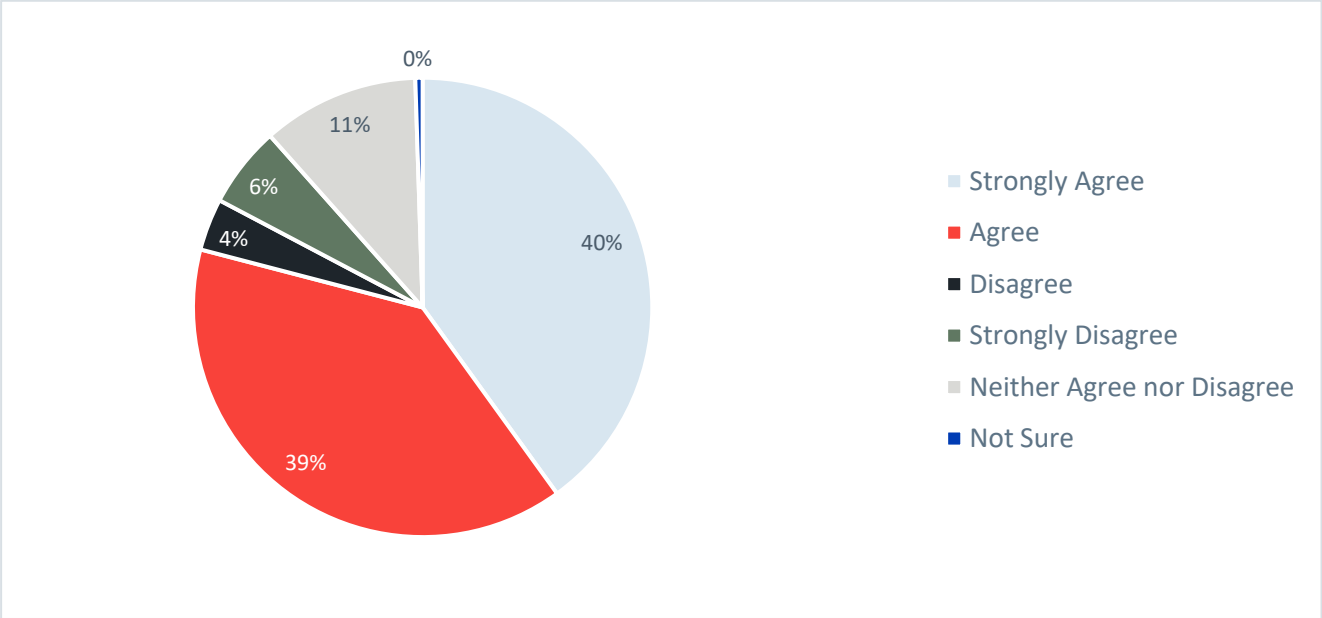


Base: all who responded (n:1,381)

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

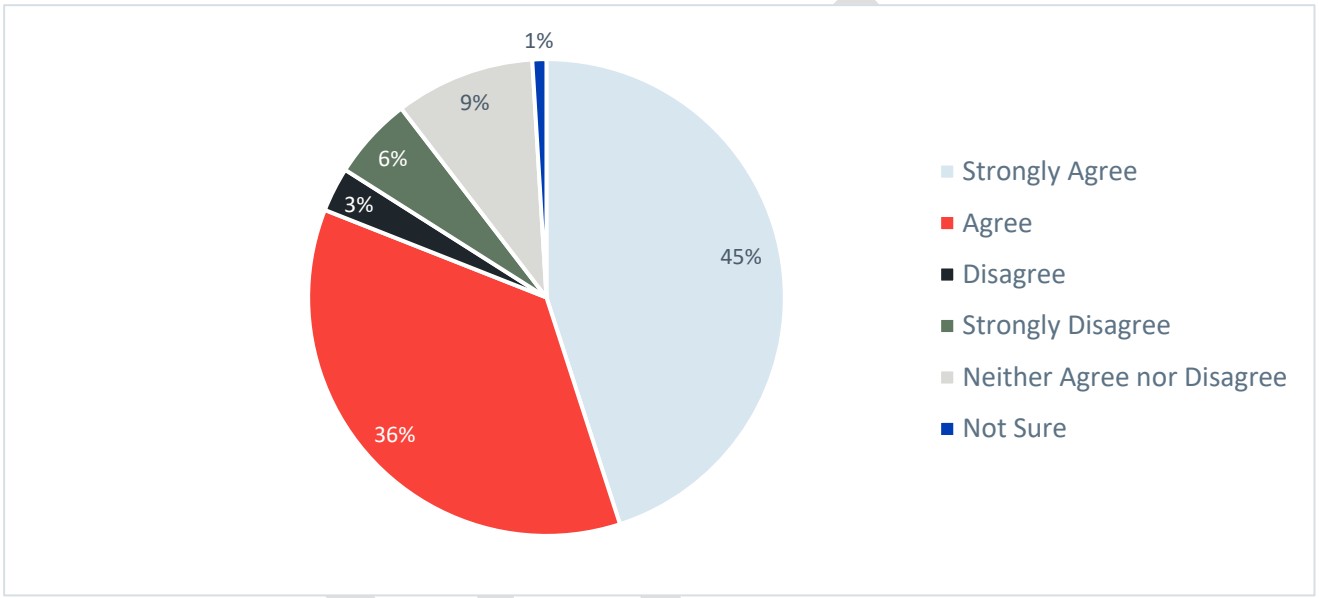


Base: all who responded (n:1,366)

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

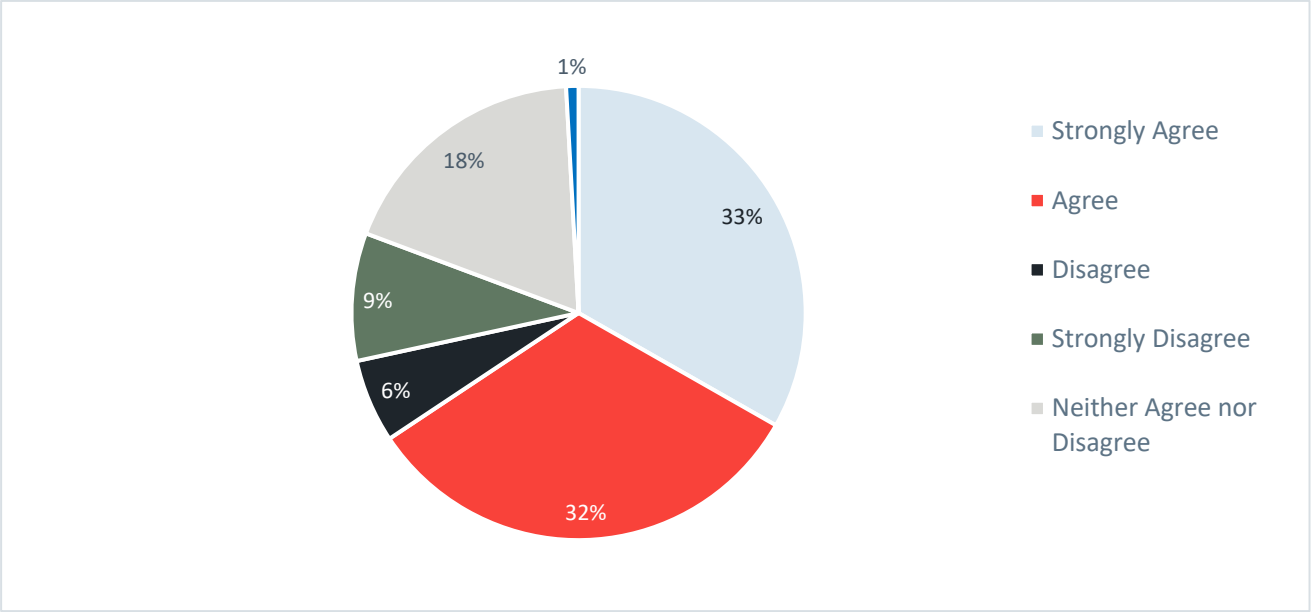


Base: all who responded (n:1,362)

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

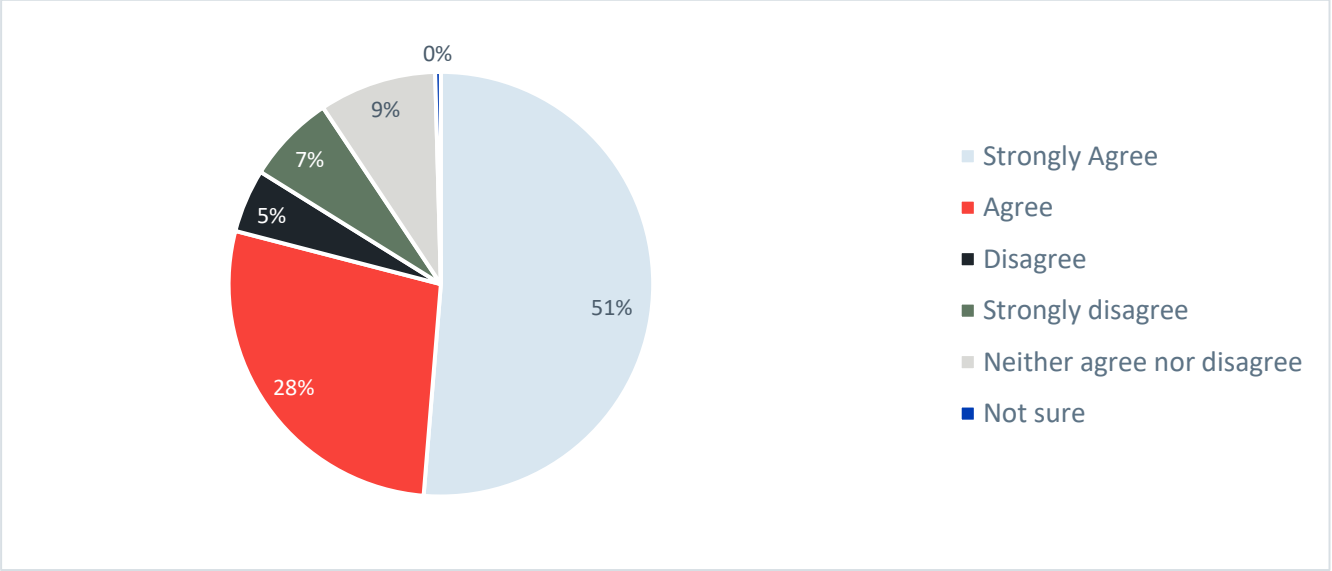
4.9.1. Objective F was well supported, with the majority of respondents (712; 51%) strongly agreeing. A further 28% (385 respondents) agreed, while 12% disagreed to some extent (7% strongly disagreed; 5% disagreed). Figure 4-38 illustrates the results.

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



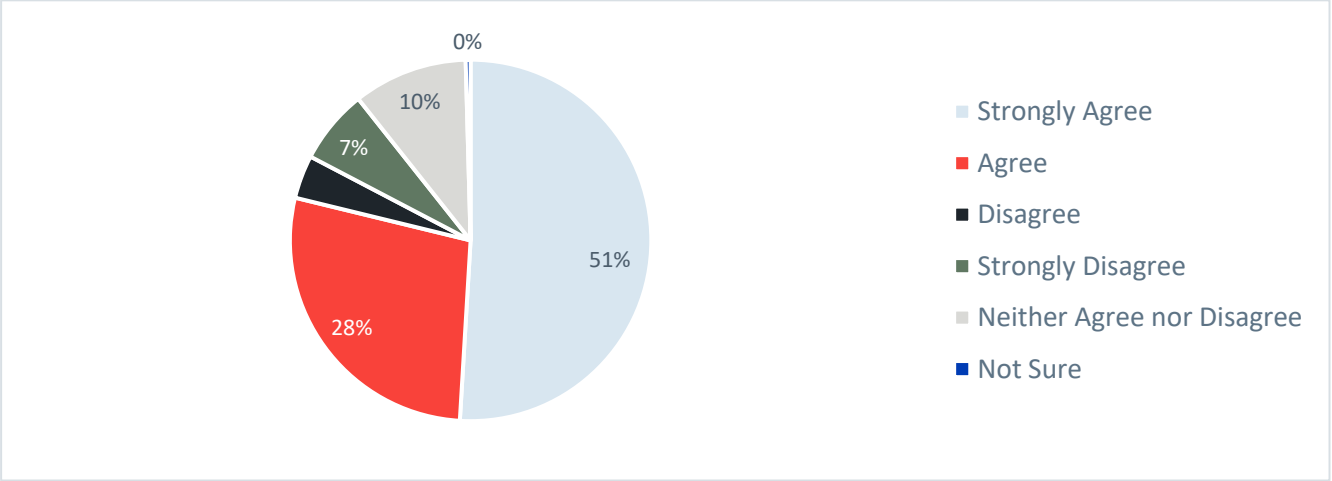
Base: all who responded (n:1,388)

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

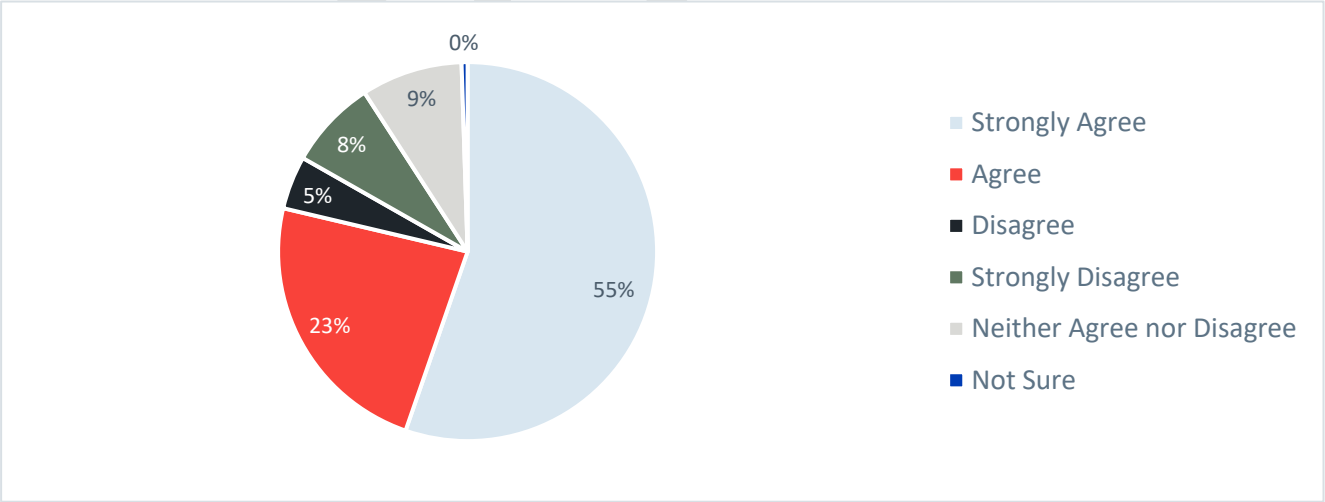


Base: all who responded (n:1,368)

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



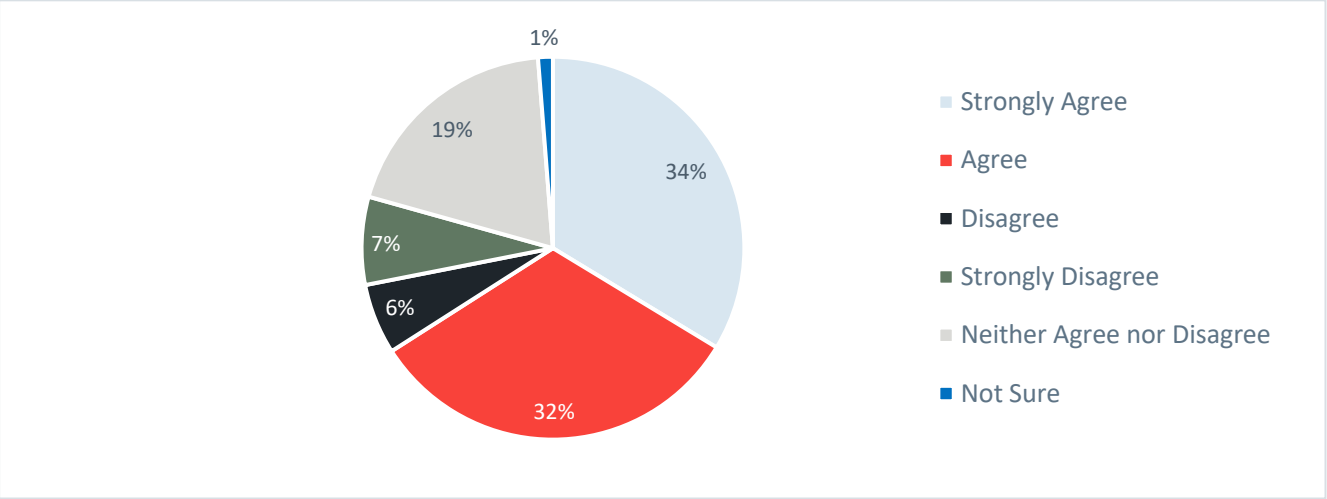
Base: all who responded (n:1,365)

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

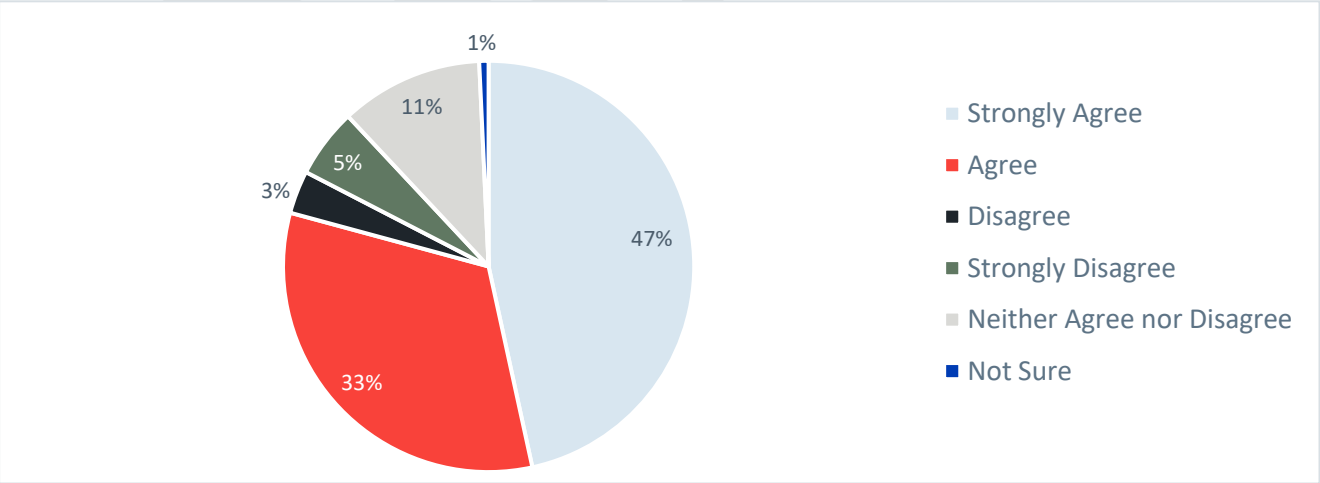


Base: all who responded (n:1,360)

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



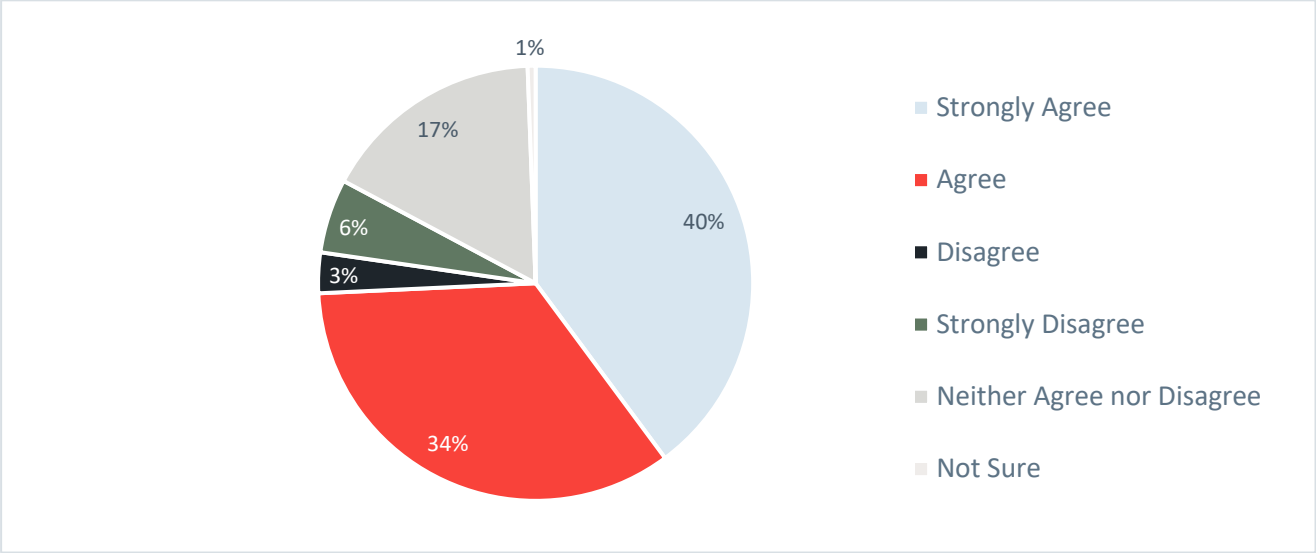
Base: all who responded (n:1,361)

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.

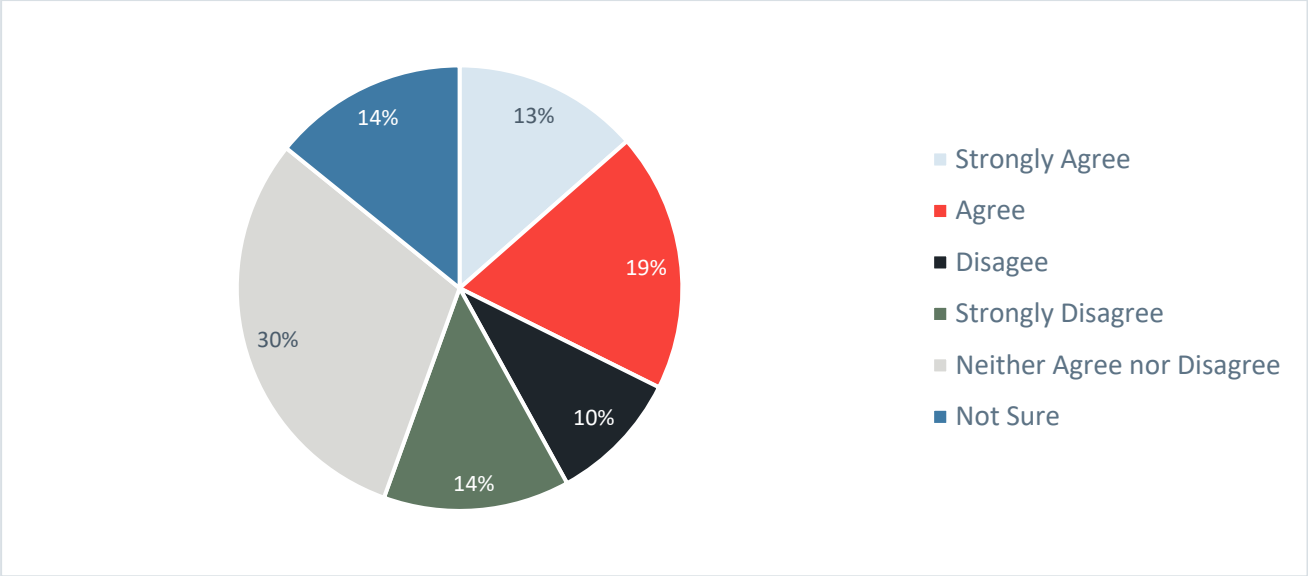
4.9.14. Taken together, the Objective F charts show that while there is strong strategic support for improving public transport, this support is often conditional on clear improvements to service quality, coverage and accessibility. The data suggests that confidence in wider modal shift policies is closely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

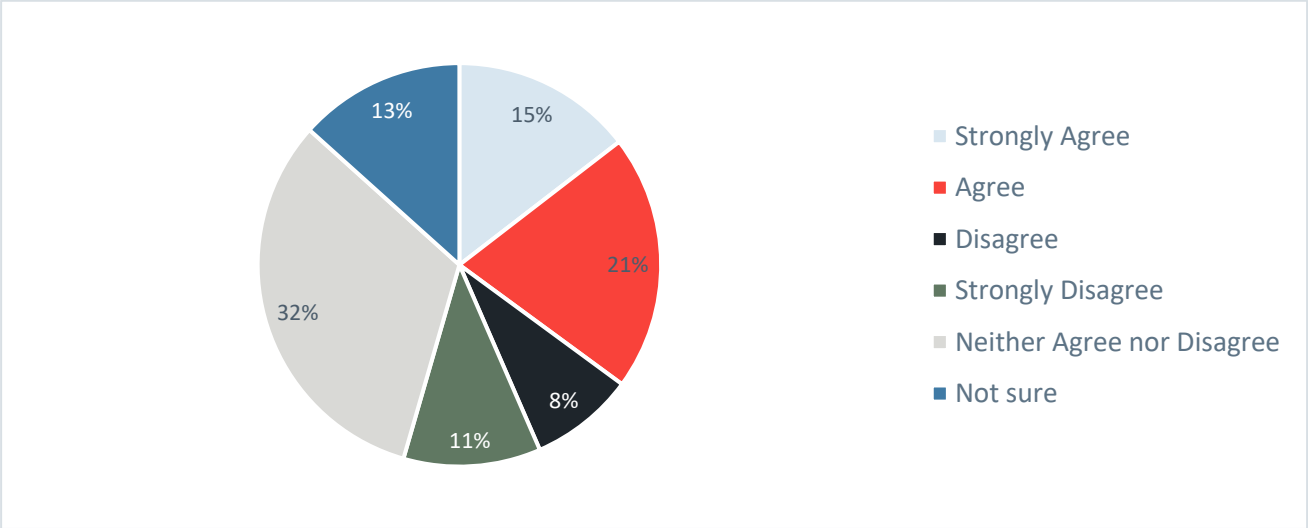
Response	Percentage of respondents
Strongly agree	20%
Agree	19%
Neither Agree nor Disagree	17%
Disagree	16%
Strongly Disagree	27%
Not Sure	3%

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%

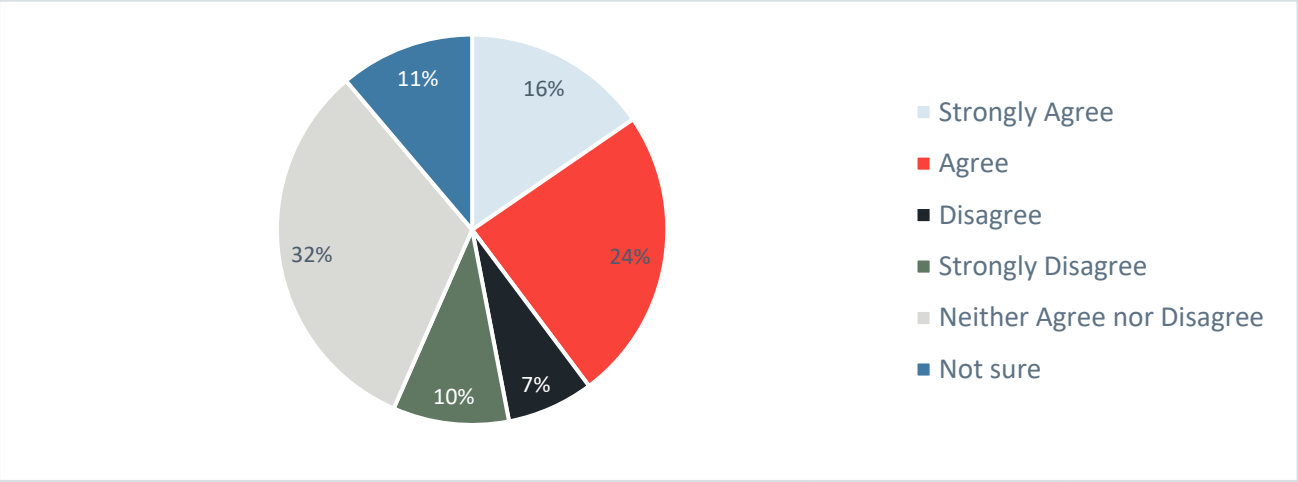
Base: Respondents who identified themselves as living in the Dorset area (n:696). Total exceeds 100 due to rounding.

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

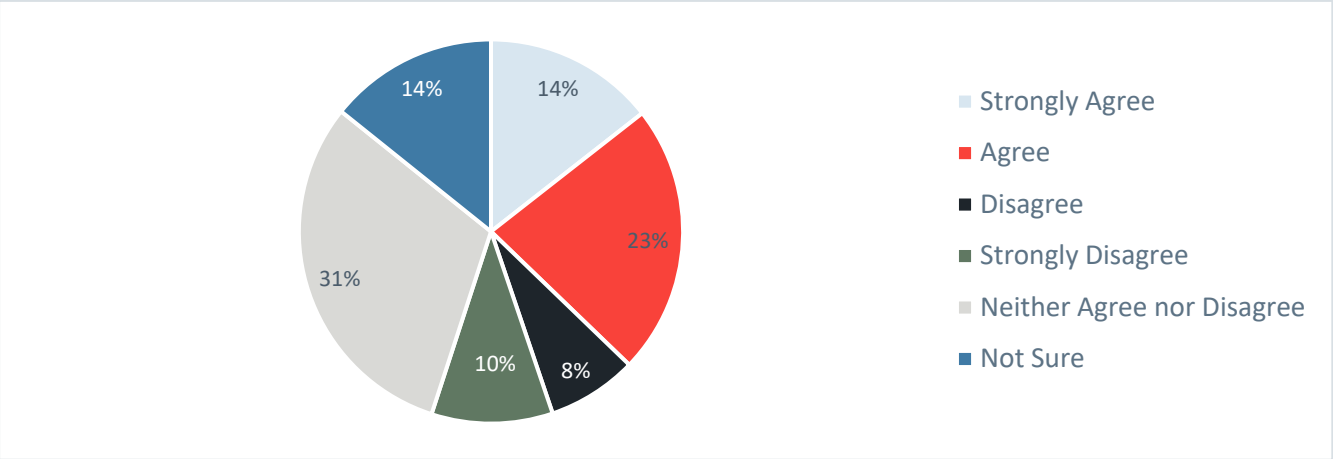
Response	Percentage of respondents
Strongly agree	18%
Agree	29%
Neither Agree nor Disagree	27%
Disagree	7%
Strongly Disagree	7%
Not Sure	13%

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%

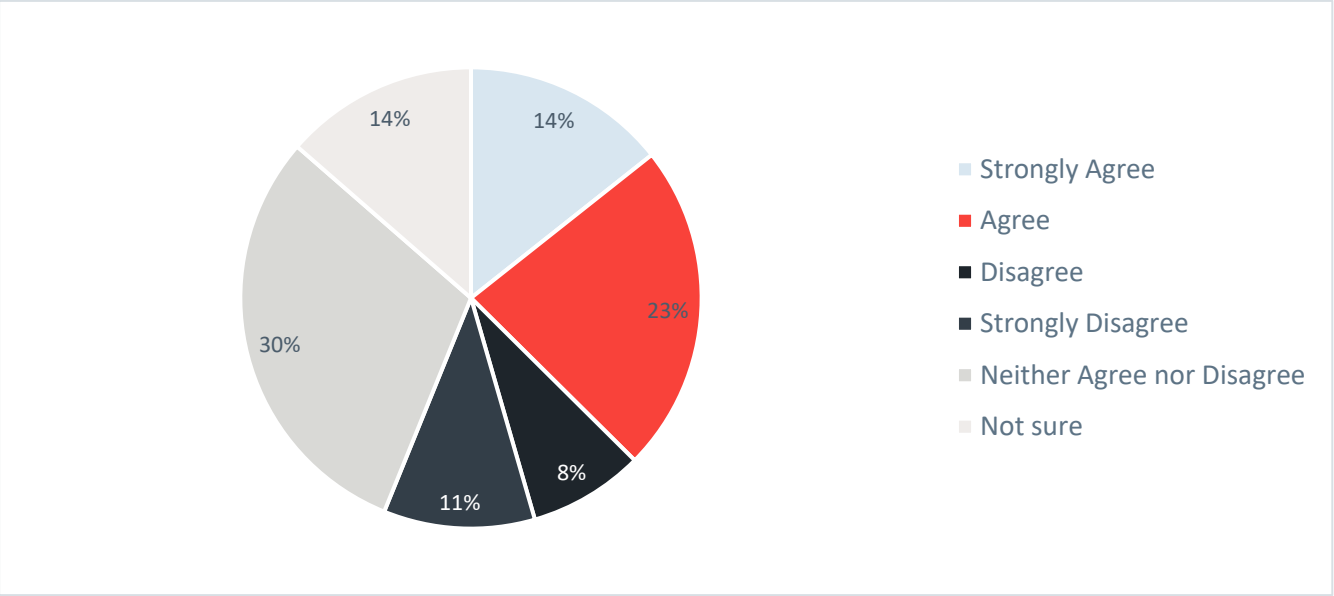
Base: Respondents who identified themselves as living in the Dorset area (n:576).

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

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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%

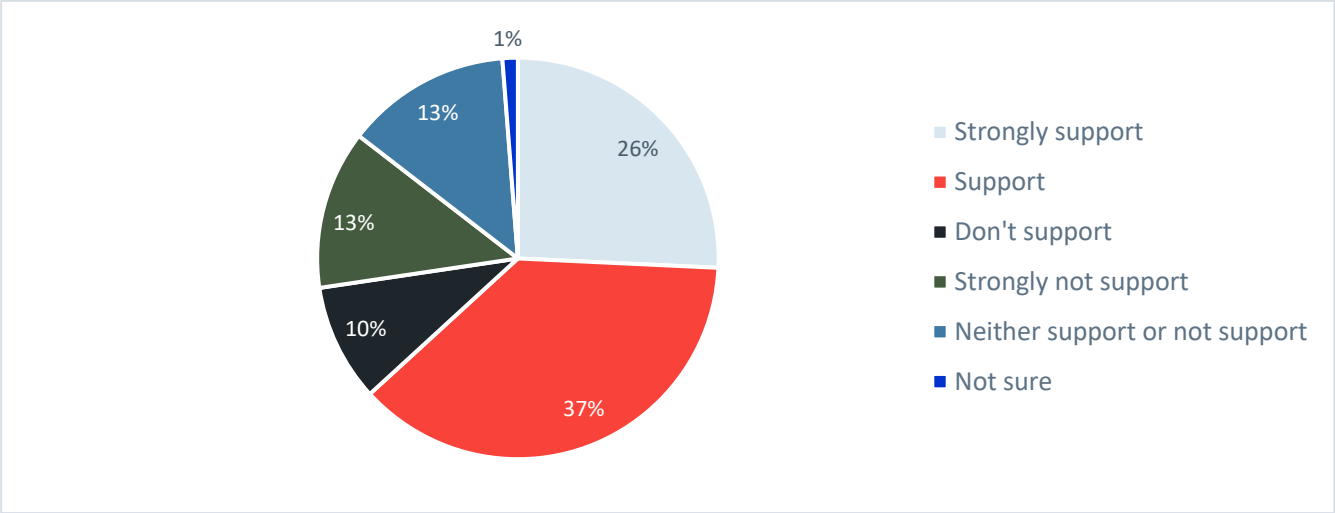
Base: Respondents who identified themselves as living in the Dorset area (n:703).

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’

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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.

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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)

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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%

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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 Earh	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.

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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

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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.

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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.

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Appendix A

ONLINE SURVEY

Dorset and BCP Councils Local Transport Plan Survey

Overview

We're creating a new Local Transport Plan (LTP) that will guide how people and goods move around Dorset and the Bournemouth, Christchurch and Poole (BCP) area from 2026 to 2041.

This joint plan between Dorset Council and BCP Council sets out a long-term vision to make travel easier, safer and more inclusive. The plan looks at how we can improve travel choices, reduce congestion, cut pollution, and make it easier for people to get to work, school, health care and leisure. It also supports our goals to tackle climate change, protect the environment, and help our communities thrive.

This new plan helps us:

- Support a growing population
- Respond to climate change
- Reflect how people live and work today
- Make everyday journeys easier and more reliable

Ensure everyone can access jobs, services and opportunities

Section 1– About You

This section will help us identify the groups of people responding to our survey. Please tick one option for each question.

Question 1.1 – Where do you live? (required)

I live in the Dorset Council area	
I live in the Bournemouth, Christchurch and Poole (BCP) Council area	
I don't live in the Dorset Council area or BCP Council area	
I'm not sure	

Question 1.2 – Where do you work or study? (required)

I work or study in the Dorset Council area	
I work or study in the Bournemouth, Christchurch and Poole (BCP) Council area	
I work or study outside of the Dorset Council and BCP Council areas	
I am currently not in employment, self-employment, or studying	
I'm not sure	

Question 1.3 - I am responding as

An individual person (or on behalf of someone)	
An organisation or group (please tell us the name of your organisation or group below)	
A Business (optional: please tell us the name of the business below)	
A Parish or Town Council Member (please tell us the name of the council below)	
An Elected Member	
Other (please specify below):	

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

Dorset Council

BCP Council

Section 2 – Our Vision

We have a plan for how people will get around from 2026 to 2041. We want to make travel easier, safer, and better for everyone—whether you walk, bike, take the bus, or drive. Over the next 15 years, we'll work on giving people more ways to travel, making roads and paths safer, helping people stay healthy, and cutting down on pollution. We made this plan by listening to people who live and work in our area, including families, businesses, and local groups.

Our transport plan contains a vision, or big idea, which shows what we want travel to be like by 2041:

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

In other words, we want travel to be **smarter** and **easier** for everyone. We will use **new technology** to help people get around in ways that are **simple**, **fair**, and work for everyone — whether you live here, work here, or are just visiting. Our transport plan will help towns and villages grow in a good way, keep the air clean, and take care of the special places in our environment.

We would like to hear how much you agree or disagree with the vision for our transport plan. Please tick one option for each question.

Question 2: Our Vision

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
2. How much do you agree or disagree with the vision for the transport strategy?						

Section 3 – Our Objectives

To achieve our vision, our transport plan includes six objectives. We would like to know how much you agree or disagree with these objectives being part of our transport plan.

We would like to know how much you agree or disagree with each objective being part of our transport strategy. The objectives and a brief description of each is included below.

The objectives are not presented in any order of priority.

Question 3: Our Objectives

A: SAFEGUARD THE CLIMATE AND ENVIRONMENT

We will significantly reduce local transport emissions to achieve our locally set Net Zero target by 2045. We will improve local air quality and protect and enhance the local environment, including Dorset Heathlands and our designated National Landscapes, and increase biodiversity.

What does success look like?



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Dorset Council

BCP Council

- By the end of the LTP period carbon emissions from transport will be reduced in line with local and government targets.
- A comprehensive and accessible charging/refuelling network that supports a faster transition to zero-emission vehicles.
- Improved choice, allowing people to get to where they need to go by zero emission transport options.
- Public transport, walking, wheeling and cycling are the preferred option for many journeys.
- Digital technologies have reduced the need to travel.
- National air quality limits for nitrogen dioxide (NO2) and particulate matter (PM) concentrations in the LTP area are fully met.
- A nature positive approach to transport design, delivery and maintenance, including increasing tree planting and installing sustainable drainage systems.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.1 How much do you agree or disagree with objective A being in our transport strategy?						

B: IMPROVE HEALTH AND WELLBEING

We will enable active lifestyles by providing comprehensive walking, wheeling and cycling routes, and deliver safe, inclusive and integrated sustainable travel networks. We will unlock a shift in travel behaviour by providing healthy transport options, particularly for short distance urban trips. We will increase transport choice to reduce social deprivation and inequality and provide greater access to local services.

What does success look like?

- More journeys are undertaken using active modes or public transport using high quality transport networks.
- Our streets prioritise active travel, provide an attractive and safe environment for making healthy travel choices.
- A connected network of walking, wheeling and cycling routes make travelling safer, inclusive and easy to access by everyone.
- Communities are healthier and happier from having access to a wide variety of transport options with high quality supporting infrastructure.
- Residents are benefiting from increased levels of physical activity and improved mental health, and this has reduced the burden on health care resources over time.
- There are more frequent transport services improving access to local facilities.

- 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						

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

			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







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6.1 To what extent do you support or not support our Transport Strategy?						

6.2 What single thing would assist you most to meet your travel needs?	

6.3 Do you have any other comments that you wish to make related to the questions in this survey on our transport strategy and Implementation Plan? Your comments may relate to the vision, themes, objectives, or polices; or you may have general comments on the transport strategy or Implementation Plan. Please let us know what you are commenting on within your response, by referencing the relevant question number, or topic area listed above. You can comment on as many or few areas as you wish. (Up to 1250 words or 5 pages of text – you can write on the back of this survey or email us at ltp@dorsetcouncil.gov.uk or ltp@bcpcouncil.gov.uk	

Section 7 – Your Preferred Mode of Transport

7.1 - Please select your most often used methods of transport over the last 12 months.

Tick one option for each column.

	Most used	Second most used	Third most used
Walking or wheeling			

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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	







"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

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

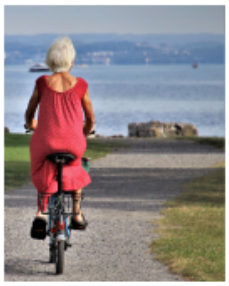
Policy 4: look after plants and animals.



- ☐ 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:

19



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



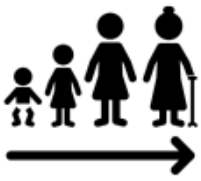
☐ motorcycle or moped

☐ other: ☐

22

Your postcode (just the first part is fine)

DT9



Your age

Do you have a disability or health condition?



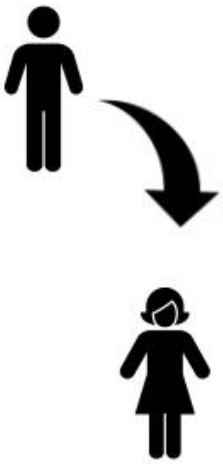
- ☐ yes
- ☐ no

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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Proposal Title: Adoption of the joint BCP and Dorset Council Local

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Amber - Minor negative impacts identified / unknown impacts	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	No positive or negative impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is:

Answers provided indicate that the carbon footprint of the proposal is:	**Low**	

Proposal ID: **764**

Proposal Title: **Adoption of the joint BCP and Dorset Council Local Transport Plan**

Type of Proposal: **Plan**

Brief description:

Foe BCP Council, through the democratic process to adopt the joint Local Transport Plan strategy document and Implementation Plan. To arrive at this point BCP and Dorset Council have compiled both documents resulting from pre-engagement and consultation including oversight through a multi councillor cross party working group. The plan will set our strategic transport strategy for the next 15 years.

Proposer's Name: **Richard Barnes**

Proposer's Directorate: **Operations**

Proposer's Service Unit: **Planning and Transport**

Estimated cost (£): **No Cost**

If known, the cost amount (£):

Ward(s) Affected (if applicable):

All Wards

Sustainable Development Goals (SDGs) supported by the proposal:

3. Good Health and Well Being 5. Gender Equality 7. Affordable and Clean Energy 8. Decent Work and Economic Growth 9. Industry, Innovation and Infrastructure 10. Reduced Inequalities 11. Sustainable Cities and Communities 12. Responsible Consumption and Production 13. Climate Action 15. Life On Land 17. Partnerships for the Goals

Climate Change & Energy

Is the proposal likely to have any impacts (positive or negative) on addressing the causes and effects of climate change? **Yes**

If the answer was No, then the explanation is below (in this case there are no answers to subsequent questions in this section):

The LTP seeks to prioritise sustainable means of transport that reduce the consumption of fossil fuels, with increasing take up of electric vehicles for individuals, public transport and freight. This overall will have a positive impact on the causes and effects of climate change.

1) Has the proposal accounted for the potential impacts of climate change, e.g. flooding, storms or heatwaves? **Yes**

2) Does it assist reducing CO2 and other Green House Gas (GHG) emissions? E.g. reduction in energy or transport use, or waste produced. **Yes**

3) Will it increase energy efficiency (e.g. increased efficiency standards / better design / improved construction technologies / choice of materials) and/or reduce energy consumption? **Yes**

4) Will it increase the amount of energy obtained from renewable and low carbon sources? **Yes**

How was the overall impact of the proposal on its ability to positively address the cause and effects of climate change rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

One of the six listed objectives in the LTP is to 'Safeguard the climate and environment' with the aim by the end of the 15 year period to reduce carbon emmissions from transport in line with local and government targets. This will be achieved by supporting the transition to zero emission vehicles - for individuals, public transport and freight; improving travel choice to ensure cycling, walking, wheeling and public transport are the preferred option for many journeys and taking a nature positive approach to transport design.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

There is a specific performance indicator to carbon emissions from the local transport sector alongside other indicators that show changes in levels of walking, wheeling, wheeling, cycling and public transport.

Communities & Culture

Is the proposal likely to impact (positively or negatively) on the development of safe, vibrant, inclusive and engaged communities? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help maintain and expand vibrant voluntary and community organisations? **Yes**

2) Will it promote a safe community environment? **Yes**

3) Will it promote and develop cultural activities? **Yes**

How would the overall impact of the proposal on the development of safe, vibrant, inclusive and engaged communities be rated?

Green - Only positive impacts identified



Reasoning for the answer (details of impacts including evidence and knowledge gaps):

Several of the LTP listed objectives - Improve health and wellbeing; Create accessible and prosperous places; Enable a safer transport system and Public transport that is inclusive and accessible - generally have a positive impact on communities and culture. Improving transport choices, particularly for people without a car, will enable greater participation in their community through better access to cultural activities. The creating accessible and prosperous places objective includes improved access to opportunities which links to engagement in community and cultural activities through a better transport system. Enabling a safer transport network includes improving personal safety for all means of travel contributing to a safe community environment.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Waste & Resource Use

Is the proposal likely to have any impacts (positive or negative) on waste resource use or production and consumption? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it prevent waste or promote the reduction, re-use, recycling or recovery of materials? **Yes**

2) Will it use sustainable production methods or reduce the need for resources? **Yes**

3) Will it manage the extraction and use of raw materials in ways that minimise depletion and cause no serious environmental damage? **Yes**

4) Will it help to reduce the amount of water abstracted and / or used? **Not Relevant**

How would the overall impact of the proposal on the sustainable production and consumption of natural resources be rated?

Amber - Minor negative impacts identified / unknown impacts 

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Through the listed LTP objective of 'Maintain a resilient and fit for purpose transport network' - climate change is a significant consideration with proposed changes to the transport network and new schemes both having to consider consider the impacts of climate change through all aspects of project feasibility. A policy in this section commits to greater use of more sustainable, resilient and recycled materials to reduce the carbon footprint of transport related construction. The objective also includes adoption of a 'Designing for climate change approach for new transport schemes' - through robust initial assessment of carbon impact and climate change resilience. Highway space will contribute to mitigating the effects of climate change through sustainable drainage systems, street trees and streetscape features to cool the urban environment.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

The 'Designing for climate change approach' includes mitigation of detrimental impacts dentified.

Economy

Is the proposal likely to impact (positively or negatively) on the area's ability to support, maintain and grow a sustainable, diverse and thriving economy? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will the proposal encourage local business creation and / or growth?
   Yes

2) Will the proposal enable local jobs to be created or retained?
   Yes

3) Will the proposal promote sustainable business practices?
   Yes

=How would the overall impact of the proposal on it's potential to support and maintain a sustainable, diverse and thriving economy be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The listed objective to 'Create accessible and prosperous places' demonstrates how the movement of people, goods and services is vital in supporting the economic development and prosperity of our area. Traffic congestion is detrimental to the ecomomy and focus through the LTP on active travel and public transport aims to reduce its impact. Tourism is an important part of our local ecomomy, the aim of improving travel options to visitor destinations will encourage more sustainable travel. General economic growth will be supported through improving the regional transport network to deliver more reliable journeys by road and rail. Existing transport inequlaities mean that employment access needs to be improved - with an increased focus on less well connected places, these equlaities can be addressed especially in deprived areas. Transport access in new developments will have an approach where sustainable and cost effective travel options are embedded so there are viable choices with good connectivity. Through partnership working, businesses and organisations will be encouraged to develop and promote more sustainable travel for their employees.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Health & Wellbeing

Is the proposal likely to impact (positively or negatively) on the creation of a inclusive and healthy social and physical environmental for all? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will the proposal contribute to improving the health and wellbeing of residents or staff?
   Yes

2) Will the proposal contribute to reducing inequalities?
   Yes

3) Will the proposal contribute to a healthier and more sustainable physical environment for residents or staff?
   Yes

How would the overall impact of the proposal on the creation of a fair and healthy social and physical environmental for all be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Improving health and wellbeing is one of the six objectives as part of the vision. Transport can make a significant contribution to tackling declining health and wellbeing in our communities. Active travel - walking, wheeling and cycling or as part of a journey involving public transport is a means of incorporating more physical activity as part of a daily routine. Focus on widening travel choice - including better public transport coverage, can reduce the transport related isolation that some in our communities face. Communities are considered happier and healthier from having access to a wide variety of transport options to enable full participation in society. Encoraging increased take up of electric vehicles will reduce the impact of transport derived air pollution on health outcomes. Access to nature and leisure through improved transport choices will have a positive health and wellbeing impact. Reducing transport inequalities is a focus throughout the strategy by reducing transport related social inclusion and improving safety - both on roads and transport infrasructure in general - noting that some groups - women and girls can feel less safe when travelling.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Proposal Title: Adoption of the joint BCP and Dorset Council Local

Learning & Skills

Is the proposal likely to impact (positively or negatively) on a culture of ongoing engagement and excellence in learning and skills? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it provide and/or improve opportunities for formal learning?
   Yes

2) Will it provide and/or improve community learning and development?
   Yes

3) Will it provide and/or improve opportunities for apprenticeships and other skill based learning?
   Yes

How would the overall impact of the proposal on the encouragement of learning and skills be rated?

Green - Only positive impacts identified 

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The positive impacts on learning and skills are related to improving our transport system to provide better access to learning opportunities for all ages. The 'Enabling a safer transport system' objective includes measures to encourage sustainable transport for school journeys to make trips to education safer. More viable sustainable transport - walking, wheeling, cycling and better public transport coverage can improve access to adult education and lifetime learning.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Natural Environment

Is the proposal likely to impact (positively or negatively) on the protection or enhancement of local biodiversity or the access to and quality of natural environments?
Yes

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help protect and improve biodiversity i.e. habitats or species (including designated and non-designated)? **Yes**

2) Will it improve access to and connectivity of local green spaces whilst protecting and enhancing them? **Yes**

3) Will it help protect and enhance the landscape quality and character?
Yes

4) Will it help to protect and enhance the quality of the area's air, water and land?
Yes

How would the overall impact of your proposal on the protection and enhancement of natural environments be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The first objective 'Safeguard the climate and environment', significantly contributes to this area. A Nature Positive approach is adopted to transport design delivery and maintenance to boost biodiversity. Throughout the strategy there is a focus on improved access to leisure and recreation through improved transport options including the relevance of the Public Rights of Way Network. Highway space where possible will include green planting to enhance the natural environment. Some of our visitor attractions are impacted by over-reliance on motor vehicles for access which can have detrimental impacts on local ammenity; the objective of 'Creating accessible and prosperous places', includes suggested measures to reduce the seasonal impact of tourism on the strategic and local transport networks through traffic management and better access by sustainable modes. This will alleviate any impacts on the natural environment.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Sustainable Procurement

Does your proposal involve the procurement of goods, services or works? **No**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

This is a long term transport strategy and implementation plan which does not directly involve procurement relating to the documents which need to be adopted by the council. Future projects which form part of the delivery of the LTP will require procurement considerations which will be subject to individual assessement as they come forward.

Has or is it intended that the Strategic Procurement team be consulted?

If the Strategic Procurement team was not consulted, then the explanation for this is:

1) Do the Government Buying Standards (GBS) apply to goods and/or services that are planned to be bought?

2) Has sustainable resource use (e.g. energy & water consumption, waste streams, minerals use) been considered for whole life-cycle of the product/service/work?

3) Has the issue of carbon reduction (e.g. energy sources, transport issues) and adaptation (e.g. resilience against extreme weather events) been considered in the supply chain?

4) Is the product/service fairly traded i.e. ensures good working conditions, social benefits e.g. Fairtrade or similar standards?

5) Has the lotting strategy been optimised to improve prospects for local suppliers and SMEs?

6) If aspects of the requirement are unsustainable then is continued improvement factored into your contract with KPIs, and will this be monitored?

How is the overall impact of your proposal on procurement which supports sustainable resource use, environmental protection and progressive labour standards been rated?

No positive or negative impacts identified

Proposal Title: Adoption of the joint BCP and Dorset Council Local

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Transport & Accessibility

Is the proposal likely to have any impacts (positive or negative) on the provision of sustainable, accessible, affordable and safe transport services - improving links to jobs, schools, health and other services? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it support and encourage the provision of sustainable and accessible modes of transport (including walking, cycling, bus, trains and low emission vehicles)? **Yes**

2) Will it reduce the distances needed to travel to access work, leisure and other services? **Yes**

3) Will it encourage affordable and safe transport options? **Yes**

How would the overall impact of your proposal on the provision of sustainable, accessible, affordable and safe transport services be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The six objectives as part of the overall vision - Safeguard the climate and environment; Improve health and wellbeing, Create accessible and prosperous places; Enable a safer transort network, A resilient and fit for purpose transport network and Public transport that is inclusive and accessible - all contribute to the above factors. Links to jobs, schools health and other services are developed through improving transport choices. Destinations need to be accessible and prosperous places served by a range of transport modes and located and designed to maximise connectivity. Development of active travel options - cycling, walking and wheeling are outlined under the Improving health and wellbeing objective through improving and creating safer connected routes which are well maintained. Public transport improvements to trains,buses and feasibility of a tram/mass rapid transit system are covered under the final public transport objective. Through prioritising location of developments in better connected locations distances required to travel should be reduced where relevant. Safe transport options both road safety and personal security are detailed under the Safer transport objective. The affordability of transport options is addressed through partnership working with transport providers and related transport strategies such as the Bus Service Improvement Plan.

Proposal Title: Adoption of the joint BCP and Dorset Council Local

Details of proposed mitigation and monitoring (inc. timescales, responsible officers, related business plans etc):

The LTP lists performance indicators which include levels of walking, wheeling and cycling, road casualties (related to safety) and levels of public transport use and satisfaction. An annual monitoring report will review performance in delivering the objectives of the LTP.

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Dorset and BCP Councils

Local Transport Plan (LTP) 2026-2041

Integrated Impact Assessment (IIA)

IIA Report Non-Technical Summary

Dorset and BCP Councils

Local Transport Plan (LTP) 2026-2041 Integrated Impact Assessment (IIA)

IIA Report Non-Technical Summary

Type of document (version) Public

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Non-Technical Summary

This Non-Technical Summary provides an overview of the Integrated Impact Assessment (IIA) for the draft Local Transport Plan 2026 - 2041 (hereafter referred to as the 'LTP') produced by Bournemouth, Christchurch, and Poole (BCP) and Dorset Councils. The following sections of this Non-Technical Summary:

- describe the purpose and scope of the draft LTP and the approach to identifying alternatives that have been considered and assessed as part of the IIA;
- describe the IIA process and how it has been applied to the draft LTP, including the IIA objectives and guide questions used in the assessment;
- present a summary of the findings of the IIA of the draft LTP (and reasonable alternatives); and
- set out the next steps in the IIA process.

The Environmental Report and this Non-Technical Summary have been completed by WSP on behalf of BCP and Dorset Councils.

The LTP

The LTP is the strategic document that sets out the priorities for transport across BCP and Dorset. The Vision Statement for LTP captures the two council's current policies and the future ambition for BCP and Dorset, with a focus on innovation, digital connectivity, sustainable economic growth and decarbonisation. The vision creates an overarching aspiration for transport's role in shaping a sustainable and prosperous future for BCP and Dorset, which is resilient to future change in national government policy.

The Vision Statement for LTP is as follows:

“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.”

The LTP is a long-term strategy, comprised of six objectives and 24 policies. The objectives are listed below:

- 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 - Maintain a resilient and fit for purpose transport network; and
- Objective F - Ensure public transport is inclusive and accessible to all.

The Implementation Plan sets out specific and supporting schemes which will be developed in order to deliver the LTP. The Implementation Plan has been structured into three five-year phases; Short Term (2026-2031), Medium Term (2031-2036) and Long Term plan (2036 – 2041). The Plan is presented in five areas to reflect the differing transport needs of the plan area, these are:

- Bournemouth, Christchurch, and Poole (BCP);
- South Eastern Dorset;
- Central Dorset;
- Northern Dorset; and
- Western Dorset.

IIA Scope and Methodology

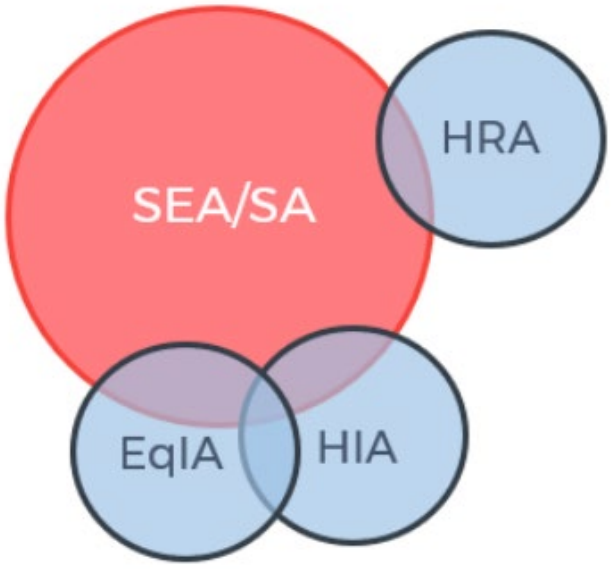
Integrated Impact Assessment (IIA)

For the assessment of the LPT4 an IIA approach is used. This process brings together multiple assessments into one streamlined process. The assessments included as part of the IIA are as follows:

- Strategic Environmental Assessment/ Sustainability Appraisal (SEA/SA);
- Health Impact Assessment (HIA);
- Equalities Impact Assessment (EqIA); and
- Habitats Regulations Assessment (HRA).

An integrated assessment approach enables synergies and cross-cutting impacts to be identified. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This is demonstrated in **Figure 1** below.

Figure 1 – IIA and Component Processes



IIA Objectives

A series of IIA objectives and guide questions have been established against which the LTP and reasonable alternatives have been assessed. The IIA objectives and guide questions used in the appraisal of the LTP reflect the topics contained in Schedule 2 of the SEA Regulations and have been informed by:

- a review of plans and programmes and the associated environmental protection objectives identified (see Chapter 4 and Appendix A of the main Environmental Report);
- baseline information (see Chapter 4 and Appendix A of the main Environmental Report);
- key issues and opportunities (see Chapter 4 and Appendix A of the main Environmental Report);
- a broad understanding of the likely generic effects arising from the construction and operation of transport infrastructure; and
- responses received to consultation on the IIA Scoping Report (see Chapter 4 and Appendix A of the main Environmental Report).

Broadly, the IIA objectives present the preferred environmental, health, equalities, social, and economic outcomes, which typically involve minimising detrimental effects and enhancing positive effects. Associated guide questions have been developed for each IIA objective to provide a detailed framework against which the LTP can be assessed. The assessment objectives and guide questions are presented in **Table 4.1** in the main Environmental Report**.**

Assessment of the LTP

BCP and Dorset's proposed LTP is a long-term strategy, comprised of six objectives, 24 policies, and accompanied by the Implementation Plan. The objectives and the associated policies that sit beneath them are summarised below:

- **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 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; and
    - Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity.
- **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, tourist destinations and heritage assets; and
    - Policy B4 - Active travel infrastructure for sustainable development.

- **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'; and
  - Policy C5 - Deliver and support residential and business behaviour change initiatives to encourage safe, healthy, and sustainable travel.
- **Objective D** - Enable a safer transport 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; and
  - Policy D3 - Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease.
- **Objective E** - Maintain 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 more frequent and extreme weather events due to 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; and
- Policy E3 - Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring.

- **Objective F** - Ensure public transport is inclusive and accessible to all:
  - 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;
  - Policy F4 - Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport; and
  - Policy F5 - Deliver inclusive design that improves the travel experience of people with specific needs.

Table 1 presents a key to the meaning of the symbols in the assessment summary table.

Table 1 - IIA key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.
--	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

For each effect identified, a score has been given using the framework set out in **Table 4.1** in the main Environmental Report and **Table 1** above. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see **Appendix B** of the Environmental Report).

Table 2 presents a summary of the assessed effects of the LTP against the IIA topics.

Table 2 – LTP Assessment Summary

IIA Topic	Residual significance
Population & Equalities	**++/-**
Human Health	**++/-**
Economy & Employment	**++/-**
Community Safety	**++**
Biodiversity & Natural Capital	**+/-**
Landscape & Townscape	**+/-**
Historic Environment	**+/-**
Air Quality	**++/-/?**
Climate Change & Greenhouse Gases	**++/-/?**
Water Environment	**++/-/?**

IIA Topic	Residual significance
Noise	**+/-/?**
Material Assets	**+/-**

Positive effects

Significant positive effects were identified against the Population & Equalities, Human Health, Economy & Employment, Community Safety, Air Quality, Climate Change & Greenhouse Gases and the Water Environment IIA topics. Significant positive effects are largely associated with the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on the relevant SEA objective. Positive effects are due to the LTP objectives, policies and implementation plan focusing on improving the transport network for the community with consideration to community needs and safety, promoting sustainable transport use, improving the local economy and reducing negative environmental impacts from the transport network.

Minor positive effects were identified for all the other SEA Objectives. In the long-term, measures that seek to improve access and availability of sustainable transport modes will have direct and indirect long-term minor positive effects on IIA topics.

Negative effects

No significant negative effects were identified against any of the SEA Objectives. Minor negative effects were identified for all of the IIA topics, excluding Community Safety. These mostly derive from potential disruption caused during the construction stage of new or improved infrastructure development. In line with national and local planning policies it has been assumed that individual proposals would seek to mitigate negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified against most of the IIA topics. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.

Uncertain effects

Uncertainty has been identified for the Air Quality, Climate Change & Greenhouse Gases, Noise, and Water Environment IIA topics. This is due to uncertainty around the uptake of electric vehicles (EVs) and climate change policies, which is difficult to predict given the current cost of living crisis resulting in individuals being less likely to make large purchases, e.g. for EVs, especially when existing infrastructure is limited. As improved EV infrastructure is implemented this may reduce uncertainty in the longer term. However, the location, timescale, or scale of specific interventions remains uncertain. It is expected that project level assessments will be undertaken to ensure no significant negative effects occur.

Cumulative effects

The SEA Regulations require that the cumulative effects of the LTP are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan). The consideration of how policies and interventions within the LTP may interact with each other (intra-plan) is presented in **Chapter 5** and **Appendix B** of the main Environmental Report. **Chapter 6** presents the consideration of how the policies and interventions within the LTP may interact with proposals in other plans, programmes and projects (inter-plan effects).

Summary

The assessment found that minor positive and negative cumulative effects are likely against the majority of IIA topics. In the short-term, the delivery of proposals set out in the LTP and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity, particularly with regard to sensitive receptors. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts, therefore, residual significant effects are unlikely.

In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network, reduced congestion and increased active transport. Alongside this, the delivery of sustainable development proposed through other plans, programmes and projects is likely to have a minor cumulative positive effect. The residual positive effect for IIA topics relating to Population & Equalities, Human Health, and Community Safety are predicted to be significant.

Assessment of alternatives

Three reasonable alternatives to the preferred approach have been assessed, in line with the requirements of the SEA Regulations. These are a *'Business as Usual Approach'*, *'Economy Driven Approach'*, and a *'People Focus Approach'*. The full assessment of these reasonable alternatives and the reasoning behind choosing the preferred approach is detailed in **Chapter 7** and **Appendix C** of the main Environmental Report. **Table 3** to **Table 6** presents a summary of the alternative options. For each effect identified, a score has been given using the framework set out in **Table 4.1** in the main Environmental Report and **Table 1**. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see **Appendix C** of the Environmental Report).

Table 3 provides a summary of Option 1 - Business as Usual. Option 1 identifies that delivery will take place at a steady pace in line with historical delivery rates. The level of ambition to achieve positive change is moderated by limited resources and access to funding. Funding opportunities will be limited as it becomes more difficult to demonstrate alignment to national, regional, and local priorities.

Table 4 provides a summary of Option 2 - LTP Vision (Preferred Approach). Option 2 focuses on reducing carbon emissions and protecting nature, while ensuring people from all communities are included and supported, and see their wellbeing improve. There is a balancing of both the people and place agendas. Under this option, many people and businesses switch to new and decarbonised modes of transport. In parallel, investment is made in 'avoid' and 'shift' measures.

Table 5 provides a summary of Option 3 - Economy Driven. Option 3 prioritises the economy and greater use of technology across the economy and communities. This leads many people to switch to new modes and services, and use the latest technologies, such as artificial intelligence and automation. This helps to increase productivity, generate new jobs, and simulate modest growth in new economic sectors. However, prioritising economic growth leads to fewer services and support for those most in need, and less investment in ways to improve physical and mental health and keep services affordable.

Table 6 provides a summary of Option 4 - People Focus. Option 4's focus is on improving people's quality of life, educational and job opportunities. Major efforts are made to ensure everyone, including the young, elderly, with disabilities, and less affluent, can access high quality, affordable services. Those most in need are supported. There is a strong focus on improving transport routes and services to better connect villages, towns, and ensuring all services are accessible for those with disabilities. People will have more choice in how they travel.

Table 7 presents a summary of the assessment findings.

Table 3 - Reasonable Alternatives for Option 1 - Business as Usual

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
Policy A1 – Reduce transport carbon emissions on a pathway consistent with current levels of reduction. Policy A2 – Maintain the current delivery level of zero-emission supporting infrastructure. Policy A3 – Maintain current measures for assessing air quality and noise and light pollution. Policy A4 – Continue current approach to transport design, delivery, and maintenance.	Policy B1 – Continue current level of investment in the active travel network and infrastructure. Policy B2 – N/a Core policy B3 – Continue current approach to local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations. Policy B4 – Maintain current measures for including active Travel Infrastructure in Development.	Policy C1 – Maintain current access routes and methods to our key tourism areas. Policy C2 – Maintain access for goods and people to local, regional, national and international gateways. Policy C3 – Maintain current access to education, training, employment and leisure/visitor destinations. Policy C4 – N/a Core Policy C5 – Deliver current levels of support for residential and business behaviour change initiatives.	Policy D1 – Continue road safety initiatives in accordance with the Dorset Road Safety Partnership Strategy. Policy D2 – N/a Policy D3 – Continue current levels of travel initiatives to promote safety.	Policy E1 - Maintain the transport network to be adaptable to 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 – N/a	Policy F1 – Work with partner organisations to promote public transport as a travel choice. Policy F2 – Prioritise local bus services to make journeys quicker and more reliable. Policy F3 – N/a Policy F4 – Deliver clear passenger information to improve journeys involving more than one form of transport. Policy F5 – Continue current level of inclusive design that improves the travel experience of people with specific needs.

Table 4 - Reasonable Alternatives for Option 2 - LTP Vision (Preferred Approach)

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
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 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. Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity.	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. Core 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.	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. Core Policy C5 – Deliver and support residential and business behaviour change initiatives to encourage people to travel more sustainably.	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. Policy D3 - Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease.	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.	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. 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.

Table 5 - Reasonable Alternatives for Option 3 - Economy Driven

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
Policy A1 – Reduce transport carbon emissions, through accelerating technological development. Policy A2 – Accelerate the uptake of zero-emission vehicles through funding and the delivery of supporting infrastructure. Policy A3 – Maintain current measures for assessing air quality and noise and light pollution. Policy A4 – N/a	Policy B1 – Continue current level of investment in the active travel network and infrastructure. Policy B2 – N/a Core policy B3 – Improve local access to employment, and tourist destinations. Policy B4 – Maintain current measures for including active travel development infrastructure.	Policy C1 – Improve access to our key tourism areas, and employment hubs and manage the seasonal peaks in travel demand. Policy C2 – Accelerate improvements in connectivity for goods and people to local, regional, national and international gateways. Policy C3 – Accelerate improvements to access to education, training, employment and leisure/visitor destinations. Policy C4 – N/a Core Policy C5 – Deliver and support residential and business behaviour change initiatives to use the latest technologies, such as artificial intelligence and automation to increase productivity.	Policy D1 – N/a Policy D2 – N/a Policy D3 - Improve personal safety for commuting to ensure everyone can travel safely to their place of employment.	Policy E1 - Maintain and enhance a resilient transport network. 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 improve the effectiveness of network management and monitoring.	Policy F1 – N/a Policy F2 – N/a Policy F3 – Embrace and accelerate the uptake of new technologies, digital data and shared mobility models to transform how people access and use public transport. Policy F4 – Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport. Policy F5 – N/a

Table 6 - Reasonable Alternatives for Option 4 - People Focus

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
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 by addressing the key sources of pollution from transport. Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity	Policy B1 – Establish a joined up, safe and attractive active travel network supported by a significant increase in active travel infrastructure and increased funding. Policy B2 – Promote the benefits of travelling actively within our communities, including with the young, elderly, people with disabilities, and less affluent. Core policy B3 – Significantly improve local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations, through improvements to the sustainable travel network, with particular consideration to the needs of the young, elderly, people with disabilities, and less affluent. Policy B4 – Ensure that inclusive Active Travel Infrastructure is included in all new development.	Policy C1 – Improve inclusive and 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 and ensure improvements consider the needs of the young, elderly, people with disabilities, and less affluent. Policy C4 – N/a Core Policy C5 – Deliver and support residential and business behaviour change initiatives to encourage people to travel more sustainably.	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 – Fund, promote and co-ordinate road safety initiatives around schools to encourage safe and sustainable forms of travel. Policy D3 - Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease and ensure improvements consider the needs of the young, elderly, people with disabilities, and less affluent.	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, safety, inclusivity and 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.	Policy F1 – Work with partner organisations and contribute to funding improvements in public transport routes to improve the connectivity within and between rural and urban areas and the attractiveness of public transport as a travel choice. Policy F2 – Fund additional bus services and improve bus routes to make journeys quicker and more reliable and inclusive for all needs. Policy F3 – Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport, providing support for those who need it to access and use new technology. Policy F4 – Deliver high quality improvements to transport interchanges and utilise digital modes to provide clear passenger information to improve journeys involving more than one form of transport. Policy F5 – Deliver inclusive design and improvements to existing services that improves the travel experience of people with specific needs, such as the young, elderly, people with disabilities, and less affluent.

Table 7 - Summary of the Assessment of Alternative

IIA Topic	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Population & Equalities	+/-	++/-	+/-	++/-
Human Health	+/-	++/-	+/-	++/-
Economy & Employment	+/-	++/-	++/-	+/-?
Community Safety	+	++	+	++
Biodiversity & Natural Capital	+/-	+/-	+/-	+/-
Landscape & Townscape	+/-	+/-	+/-	+/-
Historic Environment	+/-	+/-	+/-	+/-
Air Quality	+/-	++/-/?	+/-	++/-
Climate Change & Greenhouse Gases	+/-	++/-/?	+/-	++/-/?
Water Environment	+/-	++/-/?	+/-	+/-

IIA Topic	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Noise	**+/-**	**+/-/?**	**+/-**	**+/-**
Material Assets	**+/-**	**+/-**	**+/-**	**+/-**

Option 1 '*Business as Usual*' is unlikely to have a significant positive or negative effect against any of the IIA topics. A minor positive effect has been identified for all the IIA topics; as this scenario is likely to deliver small improvements in line with current levels. Minor negative effects have been identified for most IIA topics, excluding community safety, mostly due to minor disturbance likely from development and maintenance activity or a lack of improvement resulting in potential negative effects. Option 1 may result in the least cost plan; however, this may not result in the best outcomes for the area, and likely would not have a significant positive impact on reaching the LTP's objectives.

Option 3 '*Economy Driven*' is likely to have a significant positive effect on the Economy & Employment, IIA topic. A minor positive effect has been identified for all the IIA topics; as this scenario is likely to deliver improvements to the accessibility and sustainability of the transport network. Minor negative effects have been identified for all IIA topics, excluding community safety. Whilst this alternative option may result in significant positive effects for the economy, implementing infrastructure with a focus on improving connectivity for employment and businesses as well as boosting tourism, it does not provide equal consideration to the wider needs of the community and the environment.

Option 4 *'People Focus'* is likely to have a significant positive effects on the Populations & Equalities, Human Health, Community Safety, Air Quality, and Climate Change & Greenhouse Gases, IIA topics. A minor positive effect has been identified for all the IIA topics; as this scenario is likely to deliver improvements to the accessibility and sustainability of the transport network. Minor negative effects have been identified for all IIA topics, excluding community safety. This option provides a good consideration of the needs of the community and environment, however, does not optimise economic goals.

Whilst Options 1, 3, and 4 all represent reasonable alternatives to the Preferred Approach, they have not been selected. This is primarily because the Preferred Approach optimises the potential transport, community, economic, and environmental benefits of the LTP with regard to the expected, and realistic funding for implementing the policies and interventions in the plan.

Monitoring and next steps

The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP;
- Track whether the LTP has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP.

Monitoring measures are presented in **Chapter 8** of the main Environmental Report.

This Environmental Report will be presented for public consultation alongside the Draft LTP. The representations received will be documented and considered in reviewing the proposals for the LTP. Following this, a Post Adoption Statement will be produced that summarises how the IIA and the consultation responses have been taken into account and how environmental, health, equalities, social, and economic considerations have been integrated into the final decisions regarding the LTP and will be issued as soon as is reasonably practicable after adoption.

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Equality Impact Assessment: Conversation Screening Tool

The Council is legally required by the Equality Act 2010 to evidence how it has considered its equality duties in its decision-making process.
The Council must have due regard to the need to -

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to -

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

A link to the full text of s149 of the Equality Act 2010 which must be considered when making decisions.

What is being reviewed?	Adoption of the new Local Transport Plan (LTP). The LTP is a legally required strategy that guides how transport is managed, maintained and improved locally, outlining how government funding will be used to make travel safer, greener and more efficient, supporting local and national transport goals. The LTP is a joint strategy with Dorset Council with a linked Implementation Plan (IP) detailing planned projects and schemes to deliver the strategy. The LTP covers a 15-year period from 2026 to 2041 with a new version (LTP4) now required as the existing version (LTP3) ends in 2026. The LTP and IP aims to cover the transport needs of all our communities and all locations in BCP and Dorset.
What changes are being made?	Draft LTP strategy and IP documents were compiled by the BCP and Dorset transport policy teams incorporating priorities arising from public and stakeholder engagement during 2024. A cross political party working group of BCP councillors steered the content of the documents. The new versions will completely replace the existing LTP3, reflecting changes in transport policy as LTP3 dates from 2011. Comprehensive public and stakeholder consultation was undertaken for the draft LTP and IP between 18 August 2025 and 13 October 2025. The outcomes of the consultation guided changes to the draft versions, with updated content. The revised LTP and IP now need to be approved by the council for adoption to provide our transport strategy towards 2041, with supporting IP covering measures and schemes to deliver the vision.

Service Unit:	Planning and Transport
Participants in the conversation:	Richard Barnes – Service Unit Equality Champion and part of Sustainable Travel Team. David Wong – Senior Transport Planner Amy Beasley – Transport Policy Team Leader Alexis Edwards – TDM and Transport Policy Manager
Conversation date/s:	November 2025, (EIA's have supported previous stages of the LTP compilation), March 2026, April 2026
Do you know your current or potential client base? Who are the key stakeholders?	Transport and our intended vision to deliver a strategy will affect all BCP and Dorset residents, visitors and tourists to our area, businesses, public sector organisations and implicitly transport providers with a role in delivering the strategy – for example bus operators and electric vehicle charging providers. Other key stakeholders include: • Associated agencies – particularly in Public Health and the Police who are partners in delivery of certain aspects of the strategy. • Councillors from both BCP and Dorset Councils, existing and over the duration of the plan who will implement the strategy and approve delivery of specific content in the IP. • Transport policy colleagues in both councils responsible for delivery and update of the IP. • National and local transport interest organisations and other groups, where transport relates to their aims responded to the engagement and consultation.
Do different groups have different needs or experiences?	Transport serves different needs, and experiences and views will vary according to peoples' protected characteristics and where they live, study, commute to and visit. Considerations can also change according to the time of day, day of the week or season. The initial public engagement (January to March 2024) stated that people have diverse transport needs and meeting these needs for all communities and demographics is a challenge due to social, economic and environmental factors that influence the way people travel. Some findings related to protected groups from this engagement are – • Older people, and people with a disability – some sought widening of the times they could use their concessionary bus pass • Older people and those with a disability – are more likely to struggle to access public transport tickets and information particularly where these are available digitally • Older people and those with a disability are more likely to have fewer transport options available leading to health and wellbeing concerns – inactivity and declining physical and mental health

	• People that are older, younger and disabled have specific transport needs that need to be understood to ensure they can use public transport easily and safely • Women and people with a disability are more likely to cite feeling unsafe or vulnerable as a concern related to public transport • Women and people with a disability view physical barriers (for example pavement parking) as a factor affecting their travel • Encouraging active travel (cycling, walking and wheeling) is supported more by some older age groups and women, but less so by people with a disability. • Older age groups are more supportive of promoting zero emission vehicles to reduce emissions locally. • Women cited concerns about the lack of safe and continuous active travel routes more than men. • Women and people with a disability are more likely to consider train stations are physically inaccessible and poorly connected to town centres. • Men are less likely to support reducing road traffic in urban areas to improve the environment for active travel • Older people and those with a disability agree to a greater extent that cost, accessibility and a lack of information are a barrier to travelling on public transport. • People with a disability are less likely to agree that active travel has the greatest potential to replace short car trips. The consultation intended to seek responses from all sections of the community and locations. Emphasis was placed on seeking viewpoints from groups that are underrepresented based on previous engagement – for example younger people, with the consultation sessions with the BCP Youth Forum and children and care experienced young people group. With 1414 total responses from across BCP and Dorset, a reasonable sample has been obtained, and range of views have been provided. Steps were taken in the survey to try to prevent multiple responses from the same individuals or organisations. The profile of responses were: • **Age** 43% over 65yrs and 2% Under 25 years. • **Gender** 45% Male, 43% female 12% prefer not to say. • **Sexual Orientation** 75% heterosexual/straight, 2% gay/lesbian, 1% bisexual, with <1% other orientations. 19% was prefer not to say. • **Ethnicity** 84% white British, 2% white other ethnicities <1%. 13% were prefer not to say. • **Disability** 79% without a disability, 11% with and 10% prefer not to say. • 48% of respondents are not in employment or studying. To compare with the general population of BCP and Dorset, there is over-representation over older aged groups and white British

	people with under representation for younger ages and ethnic minority groups. The draft LTP strategy document included an overall vision and six objectives with the consultation asking for levels of support for each. • **LTP Vision –** 63% support overall, with higher support at 67% from the 65+ age groups and 80% from the under 25's (but low sample size). Levels of agreement were lower for middle aged groups at 59%. • **Objective A Safeguard the climate and environment** 65% support overall, higher support from the over 65's at 70%, 68% from under 25's but lower support from the 40-59 age group. • **Objective B Improve health and wellbeing.** 70% Overall support, greater approval from the over 65's at 76%, lower support from the 40-59 age group. • **Objective C Create accessible and prosperous places.** 74% overall support. Over 65's more in agreement at 78% with respondents in 25-39 age bracket less likely to support than overall level. • **Objective D Safer Transport System** 75% overall support, over 65's more supportive at 81% with 25-39 ages more likely to disagree. • **Objective E Resilient and fit for purpose transport network** 79% overall support. The 65+ age group more supportive at 82% with the 25-39 age group showing lower agreement at 54%. • **Objective F Public Transport that is inclusive and accessible** 79% overall support with highest support from older people over 65 at 86% ages and lowest from 25-39 age groups check figures For both the vision and all objectives, there is greater support from the 65+ age group and usually the under 25's, noting there is a low sample size for this group. The consultation included a question asking 'What single thing would most improve your transport needs?' and also free text responses. Equality issues raised included - • Where digital technology is used to provide transport (e.g. ticketing apps) some people less comfortable with technology can feel excluded. • Mention of active travel throughout the strategy is less relevant to some elderly and disabled people. • As the LTP covers a 15-year time frame some elderly people felt it was not applicable to their immediate circumstances. • Safety and security concerns when travelling are more likely to impact on women and girls.

	• Poorly maintained pavements, pavement parking and lack of footways affect some elderly and disabled people to a greater extent. • Inappropriate use of bikes and scooters – especially on pavements was raised by the elderly, disabled and those with decreased sight. • People with more need to access healthcare raised challenges with transport to hospitals. • The location and set up of bus stops beside cycle infrastructure was a concern for some, notably for blind and partially sighted people. As younger people were underrepresented in the profile of general responses two specific engagement sessions were held through existing forums. Responses gained through these sessions included: • Younger people not yet able to drive, without access to or not being able to afford a car, felt our transport network was too focused on driving and they had fewer transport options. • Some felt that older people were better supported in their transport needs – citing that a national older person's concessionary fares scheme was available, but an equivalent was not provided for them. • The affordability of public transport was repeatedly raised. • At one of the sessions the top selected concern was the environmental impact of transport also concerning the impact of pollution on younger age groups. Guide Dogs (The guide dogs for the blind organisation) responded to the consultation mentioning exclusion from digital technology solutions; electric vehicle charging and active travel routes need to be designed to avoid hazards for blind and partially sighted people and accessibility improvements such as audio-visual stop announcements on public transport.
Will this change affect any service users?	The LTP and IP can potentially affect all residents, specific impacts will be known and assessed as individual schemes are progressed.
[If the answer to any of the questions above is 'don't know' then you need to gather more evidence. The best way to do this is to use forms 2 and 3. **Please delete prompts before publishing*]*	
What are the benefits or positive impacts of the change on current or potential users?	The LTP recognises that transport relates to the wider community and improvements should enhance the quality of life. The plan aims to benefit all no matter how you choose to travel and details the policy and potential individual schemes that will progress a balanced transport environment. Through improving the choices available, the local transport network will provide peoples' needs to a greater extent.

	The initial engagement shaped the plan and the second stage of consultation provided valuable insights into how equality considerations are linked to transport. Examples are • How important safe and well-maintained pavements for walking and wheeling are to less mobile people • Safety and security on the transport network in general – especially for active travel and public transport were highlighted by many women. This information and other points gained from the consultation has enabled the strategy to be amended to highlight these considerations. On-going monitoring of the LTP, throughout the 15 yr period will continue to identify the impacts of the strategy as some of the planned schemes are delivered. Any individual scheme listed in the Implementation Plan and others that are progressed will have their equality impacts evaluated before implementation.
What are the negative impacts of the change on current or potential users?	As part of the engagement and consultation processes some responses suggested that the parts of the plan to improve active travel were impacting on how many people travel as motorists. Some residents, due to their age and if they had a disability, felt that any focus on active travel was not relevant to their needs.
Will the change affect employees?	As colleagues commute and travel for work the plan will affect them and there is an expectation that the Councils will lead by example.
Will the change affect the wider community?	Yes, as transport affects all and the plan is for the complete transport network, the wider community will be affected.
What mitigating actions are planned or already in place for those negatively affected by this change?	The delivery of the strategy through the Implementation Plan will account for any implications – with each individual scheme subject to relevant equality assessment and mitigations at the time. Representations from different perspectives of how transport can be provided can be polarised, and this plan aims to deliver a balanced transport network with increased and more viable choices depending on peoples' requirements. The Public Sector Equality Duty means that the transport needs of all protected groups has to be taken account of in the plan and based on evidence gained through engagement and consultation the plan aims to cover these requirements through better choices and learning from past experience where transport strategy has excluded some people through where facilities are located, by design of networks and availability of active travel and public transport. Funding is unlikely to be available to cover all these needs but by including in a plan, what is required is listed.

Summary of Equality Implications:	The Local Transport Plan and associated Implementation Plan, co-produced with Dorset Council, were shaped by extensive pre-engagement and then subsequent public consultation on the draft documents. The LTP is a shared vision for how we will all travel across BCP and Dorset from 2026 until 2041, which is inclusive, sustainable and resilient. The inclusive aspect means the plan will benefit everyone no matter how you choose to travel. Consultation provided a wide range of views about how our transport system should be developed over the next 15 years and the challenge is to provide a strategy that covers as many perspectives as possible, but recognising the challenges of housing and economic growth, sustainability and climate change. The desire of personal freedom of movement compared with collective measures to provide better and more viable transport choices are part of the focus of some consultation responses. As a result, the plan aims to include both these aspects and establish that better active and public transport provide an improved transport system for all, including where travel will continue by car. The plan also aims to address some aspects of previous transport policy where the location of developments and transport access to them has excluded some in our communities. A new vision-led approach will enable better access by a variety of transport modes to new developments and deliver a more inclusive approach. Public transport was the most referenced subject in the public engagement and consultation – funding of improved bus and train services is a major challenge. However, the strategy covers what is needed to improve public transport through supporting a better structure to delivery. This will benefit the groups that currently rely on public transport – as profiled by the National Audit Office as younger people under 20, older people over 70, women and girls, people with disabilities and those on lower incomes. The Implementation Plan is focused on the first of three periods from 2026 until 3030/31 with the second and third period plans updated at a later date.

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CABINET

Report subject	**Keeping BCP Moving Safely - Moving Traffic Enforcement**
Meeting date	22 July 2026
Status	Public Report
Executive summary	This report seeks Cabinet approval to establish Moving Traffic Enforcement as a new function within the Parking Operations and Enforcement Service. The proposal would provide a structured framework for introducing and managing enforcement at appropriate locations, with the aim of improving road safety, reducing congestion, supporting public transport reliability and encouraging compliance with existing traffic restrictions. Implementation would require procurement of compliant camera technology, development of policies and procedures, and continued adherence to statutory guidance to ensure enforcement remains proportionate, transparent and targeted at problem locations.
Recommendations	**It is RECOMMENDED that cabinet recommend to Council to:** **a) Approve the introduction of Moving Traffic Enforcement as a new function.** **b) Approve the net income budget allocation of £1.3 million in 2027/28 increasing to £1.5 million in 2029/30 with ongoing reviews to refine forecasts.** **c) Approve use of remaining net income budget from moving traffic enforcement after repayment of total capital investment of £700,000 over 3 years, as investment in car parks maintenance or other allowable investment under Section 55 of the Road Traffic Regulation Act 1984.** **It is RECOMMENDED that cabinet:** **d) Approve temporary use of £500,000 from repair and maintenance reserve to fund upfront capital investment during 2026/27.** **e) Approve first call of the net income budget from moving traffic enforcement to repay the 2026/27 upfront investment of £500,000 and annual capital investment of £100,000 per annum for 2027/28 and 2028/29, a total**

	capital investment of £700,000 over 3 years. **f) Delegate to the Director of Commercial Operations in consultation with the Cabinet Member for Destination, Leisure and Commercial Operations the delivery of the Moving Traffic Enforcement function**
Reason for recommendations	This option would enable the development of the required policies, procedures and procurement arrangements to support delivery. It would allow new enforcement sites to be brought forward efficiently under an established framework.

Portfolio Holder(s):	Cllr Richard Herrett - Cabinet Member for Destination, Leisure and Commercial Operations Cllr Andy Hadley - Cabinet Member for Climate Response, Environment and Energy
Corporate Director	Glynn Barton – Chief Operations Officer
Report Authors	Zak Cusens – Parking Framework Delivery Lead
Wards	Council-wide
Classification	For Decision

Background

1. Currently BCP Council uses camera enforcement at Coach House Place to ensure compliance with a bus route, and some schemes to ensure compliance with “SCHOOL KEEP CLEAR” zig zag markings within the Bournemouth area. Until recently (April 2025) BCP Council had one mobile enforcement vehicle used primarily in the Poole area to enforce school zig zags and bus stop clearways; this was retired as a cost saving due to the age of the technology, the cost to maintain it and the low financial value it provided.
2. On 31 May 2022, regulations were introduced that allowed all Local Highway Authorities in England to apply for moving traffic enforcement powers under Part 6 of the Traffic Management Act 2004. Until then, this option was only available to LHAs within London. The guidance notes that cameras should only be used as a last resort where other methods of securing compliance have been exhausted and where continued non-compliance is problematic, for example it is causing road casualties or having a significant impact on traffic flows.
3. In order to obtain approval and receive these powers BCP Council had to chose one or more sites and follow the prescribed steps set down by the DfT, which include a 6 week public consultation. BCP Council received powers to enforce moving traffic regulations under Part 6 of the Traffic Management Act 2004 (TMA) in July 2023.
4. BCP Council allocated capital funding for 5 enforcement cameras at one location, Horseshoe Common, from its Local Transport Plan programme in 2023/24.
5. Civil enforcement of moving traffic restrictions is based on utilising established Automatic Number Plate Recognition (ANPR) camera technology as is commonly used for bus lane enforcement across the country.

6. These additional powers have potential to reduce network congestion and improve highway safety. Targeted enforcement of certain types of restrictions may also help bring about improved journey times for public transport and emergency service vehicles.

7. It is important to note that in a communication to local authorities, the DfT have highlighted the need to assess locations where contravention of restrictions could be avoided by reasonable improvements to the highway or to traffic signing before camera enforcement is considered. The following is an extract of the recent DfT email:

   "Individuals and businesses should be allowed the opportunity to raise any concerns about proposed enforcement schemes. Concerns might relate to any location where contraventions could be avoided by reasonable improvements to the highway or to traffic signing. ***Where this is found to be the case, such improvements should be made, and appropriate monitoring carried out before enforcement action is considered. Local authorities are not required to enforce every applicable traffic sign or road marking. Instead enforcement should only be used to target problem locations.***

   The 2004 Act does not provide for the list of traffic signs on a selective basis, so all the contraventions will be available to local authorities taking on moving traffic enforcement. However, in line with the general principles of good regulation, any enforcement should be carried out in a way which is transparent, accountable, proportionate and consistent; and should be targeted ***only where action is needed."***

8. Unlike Civil Parking Enforcement, the new powers do not pass the sole responsibility of enforcement onto local authorities, the Police are still be able to undertake enforcement of the offences in addition to the Highway Authority although it is possible that the police may decide not to enforce restrictions at sites where cameras have been installed.

9. Historically, in Dorset, including in the BCP Council area, camera enforcement has mainly been carried out by Dorset Police for speeding offences at fixed, mobile, core and adhoc enforcement sites. This activity has been mainly focussed at locations that have a poor road safety record or a high record of public complaints and the enforcement work has been a viable method of reducing casualties and addressing community concerns. In this way most members of the public have been predominantly supportive of enforcement work as they can understand the rationale for it and any net income has been ringfenced to road policing activities which is also positive in securing public support.

10. Although enforcement should reduce network congestion and improve highway safety there is a risk that the public will be less supportive of enhanced enforcement of prohibitions where there is no, or a very limited road safety justification, however any income would be ringfenced to uses outlined in section 55 RTRA 1984 which includes improving roads and promoting road safety.

Promotion at MTE Sites

11. DfT have stipulated the need for public engagement before moving traffic enforcement takes place. The following in an extract of the recent DfT email to local authorities:

12. This public engagement is intended to communicate the rationale for, and benefits of, moving traffic enforcement to residents and businesses to promote compliance. The Government sees the Part 6 powers as key tool in reducing congestion and improving air quality, while promoting the attractiveness of active travel by keeping vehicles out of cycle lanes. In addition, by keeping junctions clear the policy also aims to improve punctuality of bus services making travel easier for all, including disabled people. Increasing compliance through targeted enforcement at problem locations, will also bring benefits to lives of pedestrians including people with sensory impairments, older people, children, those looking after children, as well as carers.

13. Local authorities should consider the full range of media available to them when communicating with the public, for example using local press, issuing email newsletters and social media. They should consider telling every household in the affected area when they propose changes. Publicising forthcoming enforcement schemes should continue up to the start of enforcement and for a reasonable period thereafter.

14. It should be noted that there is no requirement for newspaper advertising of proposed enforcement schemes.

15. Individuals and businesses should be allowed the opportunity to raise any concerns about proposed enforcement schemes. Concerns might relate to any location where contraventions could be avoided by reasonable improvements to the highway or to traffic signing. Where this is found to be the case, such improvements should be made, and appropriate monitoring carried out before enforcement action is considered. Local authorities are not required to enforce every applicable traffic sign or road marking. Instead, enforcement should only be used to target problem locations.

Enforceable Restrictions

16. A number of different types of restrictions are included within the Part 6 regulations. A full list of enforceable restrictions is included within Appendix A but the following provides a summary of restrictions available to be assessed for camera enforcement:

- Banned Turns
- One-Way Streets
- Yellow Box Markings
- Weight Restrictions
- Structural weight limits
- Mandatory Cycle Lanes
- Restricted Access
- Prohibition of Driving
- Access restrictions
- School Keep Clear Markings
- Red Routes

17. As they always have, bus stop clearways, bus stands, and school zig-zags remain enforceable via authorised devices (cameras).

18. A number of traffic contraventions are not included within the Part 6 TMA Powers as their severity means they will remain as criminal offences. These include exceeding speed limits, overtaking on double white line systems, failing to stop at pedestrian crossings and red-light violations at traffic signals.

19. DfT guidelines state;

> "*for a period of 6 months following implementation of enforcement of moving traffic contraventions, at each particular camera location, local authorities outside London should issue warning notices for first-time moving traffic contraventions. This also applies to any new camera location in the future.*
>
> *The warning notice should set out the 6 month period and advise that any further moving traffic contravention at the same camera location would result in the issue of a PCN."*

20. During November 2025 21 sites were monitored 24 hours a day for a week, and the table below shows actual and projected contraventions at those sites. Across the 21 sites 121,386 vehicle movements were observed 5,234 of these were in contravention of the Traffic Regulation Order (TRO), this is a 95% compliance rate.

Code	Contravention	Locations	Contraventions		Traffic Volume	Compliance
			Observed	Annual (Proj.)	Observed	
		Number				%
50	Performing a prohibited turn	7	2,019	51,312	8,931	77.4%
31	Entering and stopping in a box junction when prohibited	5	1,461	37,078	99,959	98.5%
52	Failing to comply with a prohibition on certain types of vehicle	4	619	2,068	2,929	78.9%
34	Being in a bus lane	2	1,018	26,908	6,026	83.1%
33	Using a route restricted to certain vehicles	1	1	**	1,909	99.9%
51	Failing to comply with a no entry restriction	1	39	1,138	546	92.9%
53	Failing to comply with a restriction on vehicles entering a pedestrian zone	1	77	2,292	1,086	92.9%

Options Appraisal

21. The options available currently are:

22. Implementation of Moving Traffic Enforcement as a New Function

23. Cabinet may approve the introduction of Moving Traffic Enforcement as a new function within the Parking Operations and Enforcement Service. This option would enable the development of the required policies, procedures and procurement arrangements to support delivery. It would allow new enforcement sites to be brought forward efficiently under an established framework for both static and mobile cameras.

24. Approval of Selected Sites Only

25. Cabinet may approve implementation of Moving Traffic Enforcement solely at the initially identified sites. Under this option, any future sites proposed for enforcement would require individual approval by Cabinet or Full Council prior to implementation, resulting in a more iterative decision-making process. This approval would also be required to move cameras as pre-approved sites reach compliance,

26. The “Implementation of Moving Traffic Enforcement as a new function” is the recommended option as it allows for a quicker reaction to sites reaching compliance or new sites needing a quick response to improve road safety.

27. This option is also in line with the existing enforcement procedures that result in a penalty charge notice as consent to enforce is given at the time the Traffic Regulation Order is approved for implementation.

28. Do Nothing

29. Cabinet could decide not to introduce Moving Traffic Enforcement at this time. Under this option, the Council would continue to rely on existing arrangements and police enforcement only, meaning identified issues such as congestion, non-compliance with restrictions, impacts on bus reliability and road safety

concerns at problem locations may remain unaddressed or only partially addressed. This option would avoid immediate implementation and staffing costs, but it would also mean the Council would not make use of the powers already obtained under Part 6 of the Traffic Management Act 2004.

Summary of financial implications

30. A procurement exercise will need to be carried out to ensure that the equipment used is up to standard and cost effective.

31. It is estimated that a simple site consisting of one camera will have an initial install cost of between £20,000 and £25,000 with an ongoing maintenance and licensing cost of between £5,000 and £10,00 a year, with a more complex site costing between £25,000 and £40,000 to install and with a maintenance cost of £8,000 and £15,000.

32. A simple site becomes financially viable after the 6-month warning period if it generates approximately 200 paid Penalty Charge Notices (PCN's) per year (about 17 per month), assuming most are paid at the £35 discounted rate; this excludes recouping capital costs.

33. Other councils report mixed financial outcomes: some sites fail to cover costs, while others can generate large surpluses (≈ £200k per site). Predicting performance is difficult; busy locations with many vehicle movements tend to produce more contraventions. Forecasting for the first 3 years is provided in the table below.

34. Any surplus income generated from fines, must be spent in accordance with Section 55 of the Road Traffic Regulation Act 1984.

35. Surplus income, should there be any, will need to cover all costs related to enforcement. This includes the administration staff involved in collecting the fines, maintenance of cameras and the associated signs and markings together with energy, data and software costs. Money will also need to be set aside for the eventual replacement of equipment once it becomes unserviceable. Any surplus remaining after deduction of costs may to go towards:

    - further enforcement sites,
    - measures to improve public transport or
    - other highway associated improvements

36. The regulations do not permit surplus income generated from fines to be used to fund routine highway maintenance activities.

37. The initial capital investment of £500,000 to support implementation ahead of the scheme becoming operational (including initial procurement, mobilisation and staffing costs) will be met with temporary use of the repair and maintenance reserve during 2026/27.

38. Thereafter, the service is intended to become self-financing as soon as practicable through ongoing enforcement income, in line with statutory guidance. The repair and maintenance reserve will therefore be replenished

during 2027/28 with income generated from the moving traffic enforcement scheme as shown in table 2 below.

39. In addition, some sites may be supported through specific external or capital funding sources, including Local Transport Plan (LTP), Bus Service Improvement Plan (BSIP) and Section 106 contributions. The tables below set out the anticipated budget for the first three years of the service.

40. Table 1 shows the total capital investment of £700,000 incurred over a 3 year period.

Capital Investment - 2026/27 to 2028/29
Table 1

	Year 0 2026/27 £	Year 1 2027/28 £	Year 2 2028/29 £	Year 3 2029/30 £	Total £
Hardware and Installation	**£500,000**	**£100,000**	**£100,000**		**£700,000**

41. Table 2 shows the revenue income and expenditure for the scheme. Over 3 years there is an estimated net income of £4.2 million of which £0.7 million will be used as first call to repay the capital investment and the remaining £3.5 million will be invested in car parks maintenance or other allowable expenditure under Section 55 of the Road Traffic Regulation Act 1984.

42. As the function develops and grows there will be need for additional staff to manage and administer the function, this is reflected in the expenditure assumptions below.

Revenue income and expenditure - 2027/28 to 2029/30
Table 2

	Year 1 2027/28 £	Year 2 2028/29 £	Year 3 2029/30 £	Total £
Gross Revenue	**(1,742,000)**	**(1,800,000)**	**(2,080,000)**	**(5,622,000)**
Software and Maintenance	319,000	356,500	394,000	**1,069,500**
Staffing	100,000	120,000	160,000	**380,000**
Total Expenditure Moving traffic enforcement	**419,000**	**476,500**	**554,000**	**1,449,500**
Net Income moving traffic enforcement	**(1,323,000)**	**(1,323,500)**	**(1,526,000)**	**(4,172,500)**
Repayment of capital investment	**600,000**	**100,000**	**0**	**700,000**
Reinvestment into Parking Service	**723,000**	**1,223,500**	**1,526,000**	**3,472,500**
Net scheme position	**0**	**0**	**0**	**0**

43. Within Traffic Management Act 2004: statutory guidance for local authorities outside London on civil enforcement of bus lane and moving traffic contraventions - GOV.UK it states that:

For good governance, enforcement authorities need to forecast revenue in advance. But raising revenue should not be an objective of civil enforcement of bus lane or

moving traffic contraventions, nor should authorities set targets for revenue or the number of PCNs they issue.

Enforcement authorities should run their enforcement operations efficiently, effectively, and economically. The purpose of penalty charges is to dissuade motorists from breaking traffic restrictions. The objective of civil enforcement should be for 100% compliance, with no penalty charges.

Local authority civil enforcement should be self-financing as soon as practicable; but compliant applications for civil enforcement of bus lane or moving traffic contraventions will be granted without the scheme being self-financing. However, authorities will need to bear in mind that if their scheme is not self-financing, then they need to be certain that they can afford to pay for it from within existing funding. The Secretary of State will not expect either national or local taxpayers to meet any deficit

44. It is anticipated that the use of camera enforcement at sites across BCP Council will bring about behaviour change and that contravention levels currently seen (with no enforcement) will reduce once cameras are implemented.

Summary of legal implications

45. The Council has legal authority to undertake civil enforcement of moving traffic contraventions under Part 6 of the Traffic Management Act 2004, together with the supporting 2022 Regulations governing approved devices, penalty charge procedures, representations and appeals. In exercising these powers the Council must have regard to the Secretary of State's statutory guidance issued under section 87 of the Act. Any enforcement regime must therefore be supported by valid and enforceable Traffic Regulation Orders, lawful and adequate traffic signing and road markings, certified camera equipment where required, and fair procedures for issuing Penalty Charge Notices, considering representations and enabling appeal to the independent adjudicator. Key legal risks include challenge on the basis of inadequate signage, failure to follow statutory guidance, procedural impropriety, or enforcement at locations where engineering or signing improvements should first be considered. These risks can be mitigated through legal review of the scheme documentation, site-by-site assessment, compliance with consultation and publicity expectations, robust operational procedures, and ongoing monitoring to ensure enforcement remains proportionate, transparent and targeted at problem locations.

Summary of human resources implications

46. Internal resource will be required to run the MTE implementation and monitor its effectiveness; an MTE Team Leader role is built into the Parking restructure due to be launched later this year at BCP band 9 (£53,200 per annum including on costs)

47. There will be an increase in PCN activity, therefore the Parking Officers will see an increased level of appeals relative to the number of PCN's issued. It is

anticipated that 1FTE Parking Officer (BCP band 6 £42,500 including on costs) will need to be recruited per 15 sites implemented

Summary of sustainability impact

48. It is anticipated that Moving Traffic Enforcement will lead to behaviour change. The enforcement of bus lanes and reduction in congestion form non permitted movements will encourage modal shift as the buses will be more reliable and safety when walking or cycling should improve, reducing fossil fuel usage and road ware

Summary of public health implications

49. Implementing Moving Traffic Enforcement powers is expected to deliver significant public health gains through improved air quality, reduced collisions, increased activity levels, and enhanced wellbeing. These benefits align closely with BCP Council's Public Health Strategy, Active Travel objectives, and wider place-making ambitions.

Summary of equality implications

50. An Equalities impact assessment screening was carried out, the outcome of this was as follows;

51. The proposed changes impact all service users, however the changes only seek to enforce existing moving Traffic Regulation Orders that all members of the community should currently be already complying with. There is a partial argument that those on lower incomes could be disproportionately penalised by the imposition of a flat rate penalty charge. However, there is no requirement to pay the charge at all if an individual obeys the road rules. Parking charge notices for contraventions of static TROs (e.g. parking restrictions) operate on the same basis and if the fines were means tested in some way this would be likely to make the enforcement process unaffordable to operate. Individuals who disobey moving TROs tend to place themselves and others at risk of physical injury or death due to the risk of a road traffic collision arising from a dangerous or unexpected prohibited traffic movements, eg driving the wrong way down a one-way road or passing a road closed sign or ignoring a no left, no right or no entry sign (TRO), etc. It is known that injuries arising from collisions disproportionately impact males, younger people, pedestrians, cyclists, escooters and motorcyclists. As those are also affordable travel modes they may also impact individuals who are economically disadvantaged and therefore improving compliance and lawfulness on the public highway may have positive benefits to those same groups. These impacts can all be regarded as secondary and no group with protected characteristics appears to be directly impacted by this decision.

Summary of risk assessment

52. Implementation of Moving Traffic Enforcement introduces several key risks. Public perception may be negatively affected if enforcement is viewed as punitive or revenue-driven rather than focused on safety or congestion management. Financial uncertainty also exists, as some sites may not generate sufficient income to cover operational and equipment costs, particularly once driver behaviour changes and contraventions decline.

53. There are legal and compliance risks associated with ensuring all enforcement activity aligns with statutory guidance, consultation requirements, and appropriate traffic signing. Operational pressures may arise from increased PCN volumes, requiring additional staffing and administrative capacity.

54. Delays or challenges in procuring and maintaining compliant ANPR technology could impact delivery timelines and service reliability. Additionally, enforcement at locations where engineering or signage improvements would be more appropriate may lead to challenge or public dissatisfaction.

55. Overall, the introduction of this function carries reputational, financial, legal, and operational risks that require careful consideration as part of decision making.

Background papers

None

Appendices

Appendix 1 - Form 1 EIA Conversation Screening Tool MTE

Appendix 2 – Risk assessment MTE

Equality Impact Assessment: Conversation Screening Tool

[Use this form to prompt an EIA conversation and capture the discussion. This completed form or if needed, a full EIA report (form 3) will be published as part of the decision-making process ***Please delete prompts before publishing**]*

The Council is legally required by the Equality Act 2010 to evidence how it has considered its equality duties in its decision-making process.
The Council must have due regard to the need to -

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to -

(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

A link to the full text of s149 of the Equality Act 2010 which must be considered when making decisions.

1	**What is being reviewed?**	Introduction of Moving Traffic Enforcement as a new function within Parking Services, including the use of camera enforcement at appropriate locations to improve compliance with existing traffic restrictions.
2	**What changes are being made?**	The proposal introduces civil enforcement of moving traffic restrictions under Part 6 of the Traffic Management Act 2004. This includes procurement of compliant camera technology, development of policies and procedures, site-by-site assessment, public engagement, and operational processes for issuing and managing Penalty Charge Notices.
3	**Service Unit:**	Parking Services
4	**Participants in the conversation:**	Zak Cusens, Helen Taverner, Susan Dias
5	**Conversation date/s:**	March 2026
6	**Do you know your current or potential client base? Who are the key stakeholders?**	The client base includes all road users travelling through the BCP area, particularly motorists, motorcyclists, cyclists, pedestrians, bus passengers, taxi users, residents, visitors, businesses, schools, carers, emergency services and public transport operators. Key stakeholders include Parking Services, Transport/Highways, elected members, Dorset Police, local communities, disability groups, businesses and statutory consultees.

7	**Do different groups have different needs or experiences?** age (young/old), disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation, members of the armed forces community, any other factors/groups e.g. socioeconomic status, carers, human rights.	Different groups may experience the change in different ways. Disabled people, older people, children, carers and people with sensory impairments may benefit from safer crossings, clearer junctions, better compliance with restrictions and more reliable bus journeys. People on lower incomes could be more affected by a penalty charge if they contravene a restriction, although the scheme enforces existing legal requirements rather than introducing new restrictions. Some users may need accessible communications and clear on-street signing to understand any enforcement arrangements. No direct adverse impact has been identified for any protected characteristic, but there is potential for differential impact linked to disability, age, pregnancy and maternity, carers, and socioeconomic status, so these factors should be considered in implementation and monitoring.
8	**Will this change affect any service users?**	Yes. The change affects service users who drive through locations where moving traffic restrictions are already in place, and it also affects other road users who may experience safer streets, reduced congestion and improved public transport reliability.

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10	**What are the benefits or positive equality impacts of the change on current or potential users?**	Potential positive impacts include improved road safety, reduced conflict between vehicles and vulnerable road users, clearer access arrangements, better junction operation, improved bus reliability and a more predictable highway environment. These benefits may be particularly important for disabled people, older people, children, carers, pedestrians, cyclists and those who rely on public transport.
11	**What are the negative impacts of the change on current or potential users?**	Potential negative impacts include a disproportionate financial effect on people who receive a penalty charge, including some lower-income households. There is also a risk of disadvantage if signing, communications or the layout of a location are unclear, particularly for disabled people, older people, visitors and those unfamiliar with the area. Without careful implementation, some groups may perceive enforcement as punitive.
12	**Will the change affect employees?**	Yes. The change is expected to increase operational activity within Parking Services, particularly in relation to reviewing evidence, handling correspondence, representations and appeals. Additional staffing may be required as the function develops.
13	**Will the change affect the wider community?**	Yes. The wider community may benefit from safer roads, improved compliance with traffic restrictions, reduced congestion and better bus journey reliability. There may also be concerns from some residents or businesses if enforcement is perceived as revenue-driven, so clear communication about the purpose and benefits of enforcement will be important.
14	**What mitigating actions are planned or already in place for those negatively affected by this change?**	Mitigating actions should include site-by-site assessment before enforcement, ensuring traffic signs and road markings are lawful, clear and in good condition, making reasonable engineering or signing improvements where needed, and carrying out public engagement before enforcement begins. Communications should be accessible and use a range of

		channels. Ongoing monitoring should review contravention levels, representations, complaints and any emerging equality issues so adjustments can be made where necessary.
15	**Summary of Equality Implications:**	The proposal is not considered to create a direct adverse impact on any protected characteristic because it relates to enforcement of existing traffic restrictions that already apply to all road users. However, there is potential for differential impact, particularly in relation to disability, age, carers, pregnancy and maternity, and socioeconomic status if signage or communications are unclear or where a financial penalty is incurred. The scheme also has the potential for positive equality impacts through improved road safety, reduced conflict at problem locations, better access and more reliable public transport. On balance, the equality implications are manageable provided implementation is proportionate, evidence-led, accessible and kept under review.

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RISK ASSESSMENT RECORD

Service: Parking Operations and Enforcement **Assessor/s**: Zak Cusens/Helen Taverner **Reference:** Moving Traffic Enforcement

Activity assessed:
Moving Traffic Enforcement

Date:	**11 Feb 2026**
Review date:	**ongoing**

Hazards identified	Who might be harmed and how	Existing control measures	Further Action Required		
			Action	By when	Person responsible
Installation of camera posts may create temporary risks to road users if works are not properly managed.	Pedestrians, cyclists, motorists, contractors, and other road users through collision risk, obstruction, or unsafe traffic management during installation works.	Installation works are undertaken in accordance with Chapter 8 of the Traffic Signs Manual and the New Roads and Street Works Act requirements, with traffic management controls applied by competent personnel or contractors.	Require site-specific traffic management arrangements and pre-start checks for each installation, including pedestrian routing, signage, barriers, and safe working practices. Monitor contractor compliance during works.	During installation	Neighbourhood Services Site Supervisor / External Contractor
Vehicles may lose control and strike posts on which cameras are mounted.	Drivers, passengers, pedestrians, and the Council through collision damage, injury, service disruption, and liability arising from poorly positioned street furniture.	Posts are positioned to reduce collision risk and are normally set back approximately 450mm to 600mm from the kerb edge where appropriate and feasible.	Confirm siting through site assessment and road safety review before installation, taking account of vehicle tracking, verge or footway width, visibility, and local conditions. Monitor any reported incidents and amend siting practice if required.	Before installation and ongoing	Scheme Designer/Road Safety Team Leader/Parking Manager

Pedestrian access may be obstructed if posts are poorly positioned on narrow footways.	Pedestrians, wheelchair users, people with pushchairs, visually impaired people, and other footway users through obstruction, reduced accessibility, and increased risk when passing the equipment.	Posts are positioned to minimise footway obstruction and a minimum usable width of 1.2 metres should be maintained where practicable.	Check siting prior to installation, consider accessibility needs and local footway constraints, and monitor complaints or site issues after installation. Reposition equipment where necessary to maintain safe and accessible passage.	Before installation and ongoing	Scheme Designer/Road Safety Team Leader/Parking Manager
Penalty Charge Notices may be issued incorrectly due to invalid or unclear Traffic Regulation Orders, inadequate signing or road markings, poor camera evidence, or procedural error.	Motorists, businesses, and the Council through cancelled PCNs, appeals, complaints, adjudication losses, and reputational damage.	Checks are undertaken on TRO validity, traffic signing, and site suitability before enforcement. Camera evidence is reviewed before PCNs are issued and a statutory representations and appeals process is in place.	Document a formal pre-enforcement site sign-off checklist covering TROs, signs, markings, exemptions, camera evidence quality, and legal review where required. Monitor appeal outcomes and rectify any recurring issues promptly.	Before go-live and ongoing	Parking Manager
Public perception may be negatively affected if enforcement is seen as punitive, revenue-driven, or introduced without clear justification and engagement.	Residents, businesses, elected members, and the Council through complaints, adverse media coverage, reduced confidence, and challenge to the scheme.	The scheme is intended to target problem locations and support road safety, network management, public transport reliability, and compliance with existing restrictions. Dorset Police retain enforcement powers.	Implement a communications and engagement plan for each site, including clear rationale, advance publicity, local engagement where appropriate, and messaging that income generation is not the objective. Keep site selection criteria and outcomes under review and publish information where suitable.	Before go-live and ongoing	Parking Manager / Communications Team
Enforcement may be introduced at locations where highway design, signing, lining, or other engineering measures would be a more appropriate first	Road users and the Council through avoidable contraventions, unfairness, legal challenge, and reduced public	Site assessment is undertaken before enforcement and restrictions must already be in place. Existing processes consider traffic management and road safety factors.	Adopt a documented site selection methodology that records collision history, congestion impact, complaints, compliance levels, visibility of signs, and whether reasonable highway	Before site approval and ongoing	Parking Manager

response.	confidence.		improvements should be made and monitored before enforcement is approved.		
Delay, failure, or underperformance of camera equipment, software, connectivity, or maintenance arrangements could affect implementation and evidential reliability.	The Council and road users through delayed delivery, reduced enforcement capability, cancelled PCNs, additional cost, and service disruption.	Procurement processes are in place and implementation will use compliant equipment and suppliers. Existing contract management arrangements can be applied.	Specify technical, evidential, cybersecurity, maintenance, and uptime requirements in procurement documents; test all sites before go-live; maintain service level agreements and contingency arrangements for outages or faulty equipment.	During procurement and ongoing	Procurement Team / Parking Manager / ICT / Supplier
Income from some sites may be insufficient to cover operating, maintenance, staffing, and lifecycle replacement costs, particularly as compliance improves over time.	The Council through budget pressure, inability to scale the service, or reduced value for money.	Financial modelling and monitored site data can be used to inform decision making. Surplus income is ringfenced in accordance with the statutory framework.	Use phased implementation, monitor site performance, avoid setting revenue targets, and keep staffing and contract arrangements proportionate. Review underperforming sites and confirm funding arrangements for any deficits from within existing budgets.	Before go-live and quarterly thereafter	Parking Manager / Finance Business Partner
Increased PCN volumes may create pressure on notice processing, representations, evidence review, correspondence, and appeals handling.	Service users and the Council through delayed responses, procedural error, staff pressure, poor customer experience, and increased complaints.	Existing Parking Services processes for statutory correspondence and appeals can be extended to moving traffic enforcement.	Forecast workloads by site, recruit or reallocate staff as volumes increase, define service standards, provide training and quality assurance, and report regularly on appeal volumes, response times, and cancellation reasons.	Before go-live and ongoing	Parking Manager / Senior Parking Development Officer

Use of ANPR and camera evidence creates data protection, privacy, retention, and information security risks.	Motorists and the Council through unlawful processing, data breach, complaint to the ICO, or loss of public trust.	The Council already operates camera-based enforcement in limited circumstances and has corporate data protection and information governance arrangements.	Complete and maintain a Data Protection Impact Assessment, ensure appropriate privacy notices and retention schedules are in place, restrict access to evidence, and include security requirements within supplier contracts and system design.	Before go-live and ongoing	Information Governance / Parking Manager / ICT / Supplier
Some groups may experience disproportionate disadvantage if signs, publicity, exemptions, or supporting information are not sufficiently clear, accessible, or well targeted.	Disabled people, older people, infrequent visitors, and other motorists who may be less familiar with restrictions or need accessible information.	Existing equality screening has been completed and enforcement relates to restrictions that are already legally in place.	Keep the Equality Impact Assessment under review, ensure signage and communications are clear and accessible, consider local mitigation where appropriate, and monitor complaints and representations for any emerging equality issues.	Before go-live and ongoing	Parking Manager / Equalities Lead

CABINET

Report subject	**Disposal of Land at Cabot Lane, Poole**
Meeting date	22 July 2026
Status	Public Report with Confidential Appendix
Executive summary	This report seeks approval for the disposal of Council-owned land at Cabot Lane, Poole to Wessex Water. The proposed transactions support the delivery of the Poole Strategic Resource Option (SRO), a significant water resilience scheme designed to improve long-term water supply and reduce abstraction from environmentally sensitive river systems. Wessex Water has the ability to seek to acquire the land through compulsory purchase powers under Section 155 of the Water Industry Act 1991. A negotiated disposal provides the Council with greater control over the terms, timing and outcome of the transaction when compared to a compulsory purchase process, which can be uncertain, time-consuming and resource intensive. The disposals also enable the relocation of the 'New to You' service and wider asset rationalisation, which in turn supports the delivery of the Council's Special Educational Needs and Disabilities (SEND) accommodation programme. The proposals have been reviewed by the Cross-Party Strategic Asset Disposal Working Group and relevant ward councillors, who have endorsed the approach.
Recommendations	**It is RECOMMENDED that Cabinet Recommends to Council that it:** **a. Approves the disposal of land at Cabot Lane, Poole, as shown on the attached plan in Appendix 2, to Wessex Water on the principal terms set out in this report and for the consideration detailed in Confidential Appendix 3;** **b. Delegates authority to the Corporate Property Officer (Section 151 Officer), in consultation with the Portfolio holder, Monitoring Officer, to finalise the detailed terms of the disposals and enter into all necessary**

	agreements;
Reason for recommendations	1. Supports delivery of a strategically important water infrastructure scheme contributing to long-term resilience and environmental objectives; 2. Provides a negotiated alternative to compulsory purchase, enabling the Council to retain greater influence over the outcome; 3. Ensures that best consideration reasonably obtainable is achieved in accordance with Section 123 of the Local Government Act 1972; 4. Enables asset rationalisation and supports improved service delivery and accommodation provision, including the SEND programme.
Portfolio Holder:	Councillor Mike Cox
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	Sarah Knott, Senior Estates Surveyor Gwilym Jones, Estates Manager Miles Phillips, Head of Estates
Wards	Creekmoor Ward Councillor Paul Slade and Councillor Judes Butt
Classification	For Decision and Recommendation

Background

1. Wessex Water is bringing forward the Poole Strategic Resource Option (SRO), a regionally significant infrastructure scheme designed to improve long-term water resilience in the BCP area and wider region.
2. BCP land at Cabot Lane has been identified by Wessex Water as required to deliver the scheme (see plans at Appendix 2).
3. The land comprises:
    - Part of Cabot Lane Depot
    - Part of the Dolphin Indoor Bowls Club site
    - A parcel of Woodland
4. If a negotiated disposal is not agreed, Wessex Water has the ability to seek to acquire the land through compulsory purchase powers under Section 155 of the Water Industry Act 1991, subject to the relevant statutory processes.

5. Location plans and site information is provided at Appendix 1. A more detailed background for each site will now follow.

Cabot Lane Depot, Poole, BH17 7BX

6. Cabot Lane Depot accommodates the Council's reuse shop 'New to You' and is also used for storage.

7. Following an assessment of alternative sites, the vacant Wallisdown Heights former day centre has been identified as a suitable relocation site for the New to You facility.

8. The relocation will facilitate the release of the Cabot Lane depot and supports wider asset rationalisation, including the release of additional operational buildings, which in turn contributes to the delivery of the Council's SEND accommodation programme.

9. Further detail on this accommodation and SEND project is provided within the 'Wallisdown Service Hub' report coming before Cabinet in this meeting.

10. The proposed sale of Cabot Lane has resulted in the majority of vehicles, equipment and stored materials previously based at the site being relocated to alternative Council depots. However, this has placed additional pressure on the remaining operational sites, primarily Hatchpond Depot and Southcote Road Depot, both of which are already operating close to capacity. As a result, further consideration will need to be given to identifying alternative locations or rationalising existing storage arrangements to ensure sufficient capacity across the Council's depot estate.

Woodland, Waterloo Road, Poole

11. The Woodland parcel provides screening between Waterloo Road and adjacent land and is not accessible to the public.

12. The Woodland is designated as public open space within the Local Plan. Any development proposals will therefore need to demonstrate compliance with Policy DM9 (Public Open Space) and Policy PP25 (Green Infrastructure), which together seek to resist the loss of open space unless appropriately justified and require mitigation and replacement provision where necessary. In addition, the Site has recently been made subject to Tree Preservation Order TPO/26/0005 (Land to the south of Cabot Lane), which affords statutory protection to the trees identified within the Order and requires Council consent for works affecting those trees. The loss of woodland, both as an ecological resource and in terms of tree canopy cover, will therefore need to be carefully considered and appropriately mitigated, having regard to the Tree Preservation Order, the Dorset Local Nature Recovery Strategy and the Council's Urban Forest Strategy. These matters will be assessed through the planning process.

13. In accordance with section 123(2A) of the Local Government Act 1972, the Council will advertise its intention to dispose of the open space land and consider any representations received prior to completing the disposal. (see Legal Implications section below).

Dolphin Indoor Bowls, Waterloo Road, Poole

14. Dolphin Indoor Bowls Club occupies the site under a long lease with approximately 57 years unexpired. The Club constructed the building and operates a well-established facility with approximately 1,000 members. It is recognised as one of the largest indoor bowls clubs in England and provides a significant recreational and community resource for the area.

15. A portion of the southern part of the site is required by Wessex Water and will be surrendered from the bowls club lease to form part of the disposal. To ensure that the bowls club operation is not adversely affected, this land will be replaced with an equivalent area from the northern part of the Cabot Lane Depot site (see Existing and Proposed Plans at Appendix 2). As part of the reinstatement works agreed with Wessex Water, new hardstanding/ parking and boundary treatments will be provided on the replacement land.

16. Prior to the approach from Wessex Water, the Council had been in discussions with Dolphin Indoor Bowls Club regarding the potential disposal of the freehold interest in the site. As part of the overall arrangement, it is proposed that the freehold interest in the retained Bowls Club site is disposed to the Club. This reflects its long-standing occupation and will enable the Club to secure external funding and invest in the long-term sustainability of the facility. With only 57 years remaining on the lease, the Club has experienced difficulties in securing funding for future investment.

17. The terms of the proposed freehold disposal are currently being finalised and, having regard to the level of capital receipt, will be approved under delegated authority. The disposal will be subject to appropriate legal safeguards, including restrictive covenants and overage provisions, to secure continued community use and enable the Council to capture a proportion of any future uplift in value.

Options Appraisal

18. **Option 1: Do nothing**. Retain the land and risk the use of compulsory purchase powers. This option is not recommended due to the potential loss of control, programme delay, and associated financial and reputational risks.

19. **Option 2: Agree a Negotiated Disposal with Wessex Water (Recommended).** Secures compensation, avoids compulsory purchase, supports delivery of strategic infrastructure, and enables wider service and accommodation benefits.

Cross Party Strategic Asset Disposal Working Group

20. The Cross-Party Strategic Asset Disposal Working Group (CPSADWG) and it's guiding principles were established at Cabinet on 26 July 2023.

21. The CPSADWG considered the proposed disposals at its meeting on 19 June 2026 and endorsed the recommendation to dispose of the land, subject to clarification on the following matters:

    - Whether the Transportation Service requires any of the land to facilitate future improvements to Waterloo Road in support of sustainable transport initiatives.

- Why the area of land shaded red on the plans is proposed to be retained by the Council rather than transferred to the Bowls Club.

In response to these queries, the following can be confirmed:

- The Transportation Service has advised that a strip of land adjoining Waterloo Road should be retained to facilitate the future provision of a combined footway and cycleway. The relevant area is outlined in green and identified by hatching on the plans contained in Appendix 2. This provision would support the delivery of a proposed cycle route identified within the BCP Local Cycling and Walking Infrastructure Plan.

  Accordingly, the required strips of land will be retained in Council ownership and excluded from the disposal. In addition, Officers will seek agreement with Wessex Water for the transfer to the Council of a small adjoining parcel of Wessex Water land that is also required to facilitate the proposed cycleway, as part of the wider transaction.

- The area shaded red on the plans is to be retained by the Council as it does not form part of the land currently demised under the existing Bowls Club lease.

Summary of financial implications

22. The financial implications are detailed in confidential Appendix 3.

23. The Council will receive compensation comprising the market value of the land, together with disturbance, relocation and statutory loss payments, as appropriate.

24. These compensation arrangements reflect the principles of compulsory purchase compensation and are intended to place the Council in an equivalent financial position as if the land had been acquired compulsorily.

Summary of legal implications

25. The Council has the necessary statutory powers to dispose of this land pursuant to section 123 of the Local Government Act 1972, which provides a general power of disposal subject to the duty to obtain the best consideration reasonably obtainable.

26. Independent valuation advice has been obtained and confirms that the proposed disposals represent best consideration reasonably obtainable in accordance with the requirements of the Act.

27. Legal advice will be obtained to ensure that the transaction documentation secures appropriate protections, conditions and safeguards, including obligations relating to works, reinstatement and access.

28. In accordance with Section 123(2A) of the Local Government Act 1972, the Council is required to advertise its intention to dispose of the Woodland, which constitutes public open space. Notice will be published in a local newspaper for two consecutive weeks, and any representations received will be considered prior to determining whether to proceed.

Summary of human resources implications

29. As part of the relocation of services from Cabot Lane, employees currently based at the depot will transfer to the Wallisdown Hub site.

Summary of sustainability impact

30. The proposed disposals have been considered in the context of environmental, social and economic sustainability.

31. The transfer of land to Wessex Water will facilitate the delivery of strategic water infrastructure, supporting long-term water resilience and environmental management for the BCP and wider area.

32. Whilst the Woodland will be affected, this will be addressed through the planning process, including appropriate mitigation, reinstatement and landscaping works as required by planning policy.

33. Overall, the proposals represent a balanced outcome enabling essential infrastructure while mitigating environmental impacts and safeguarding community use.

Summary of public health implications

34. The proposed disposal to Wessex Water and associated land reconfiguration are not anticipated to give rise to any significant adverse public health impacts. The works will support the delivery of essential water infrastructure, which contributes to the protection of public health through the effective management of water supply and wastewater services.

35. The arrangements have been structured to ensure that the operation of Dolphin Indoor Bowls Club is not adversely affected. The retention and enhancement of the Club's facilities, including improved parking provision and long-term security of tenure through the proposed freehold disposal, will support continued participation in physical activity and community wellbeing. As such, the proposals are considered to have a neutral to positive impact on public health.

Summary of equality implications

36. The proposed relocation of depot services from Cabot Lane to the Wallisdown Hub has the potential to deliver positive equality impacts. The consolidation of services within a single, more centrally located facility across the BCP area is expected to improve overall accessibility. The Wallisdown Hub benefits from enhanced public transport connectivity and the availability of nearby parking, which may better support access for disabled people, older people, parents and carers, and others who may encounter barriers to travel.

37. However, there are also potential negative equality impacts associated with the relocation. Changes to journey length, travel cost and complexity may adversely affect some service users and staff. These impacts could disproportionately affect individuals with protected characteristics, including disabled people, those with limited mobility, people on lower incomes, carers, and individuals with caring responsibilities.

38. In addition, staff may experience anxiety and uncertainty associated with changes to their workplace and working arrangements.

39. Mitigation measures will be implemented to address these risks. These include a comprehensive staff engagement process, regular and clear communications, and opportunities for staff to raise questions and concerns. Site visits and familiarisation opportunities will be provided to support adjustment to the new location and to identify and respond to any reasonable adjustment requirements.

40. For service users and delivery partners, clear and timely information will be provided regarding the new location, access arrangements, and available transport and parking options

41. A full EIA document has been completed and approved by BCP Equalities.

Summary of risk assessment

42. The disposals have been subject to a proportionate risk assessment. Key risks include financial, delivery, planning and governance risks.

43. Financial risk is mitigated through independent valuation advice confirming best consideration.

44. The increased pressure on remaining depot sites may impact the efficient deployment, storage and maintenance of operational assets, which could in turn affect service delivery if not actively managed. In addition, the consolidation of assets into fewer locations may limit the Council's ability to respond to future service changes or growth, potentially requiring further investment in depot infrastructure or alternative sites.

45. Delivery risk associated with the implementation of Wessex Water works and reinstatement is mitigated through the inclusion of enforceable obligations and appropriate safeguards within the legal agreements.

46. Planning risks, including impacts on designated open space, will be managed through the statutory planning process and the requirement to provide appropriate mitigation and compliance with planning policy.

47. Legal and governance risks are addressed through compliance with statutory processes, including Section 123 requirements, and through legal oversight of the transaction documentation.

48. Overall, residual risks are considered to be manageable and proportionate to the strategic benefits of the proposals.

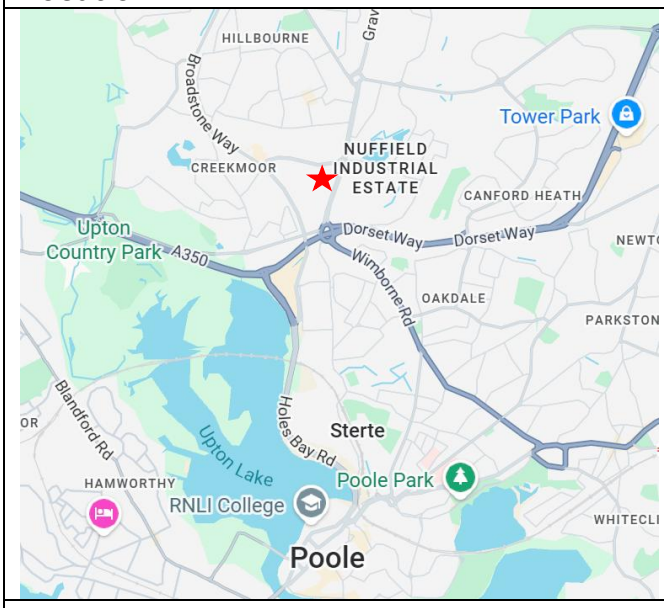
Appendices

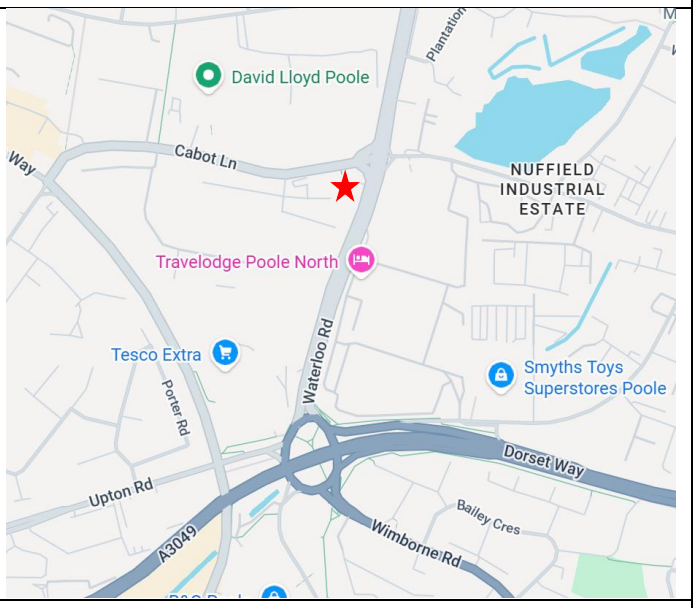
Appendix 1	**Public**	Site Information
Appendix 2	**Public**	Existing and Proposed Land Ownership Plans
Appendix 3	**Confidential**	Financial Information

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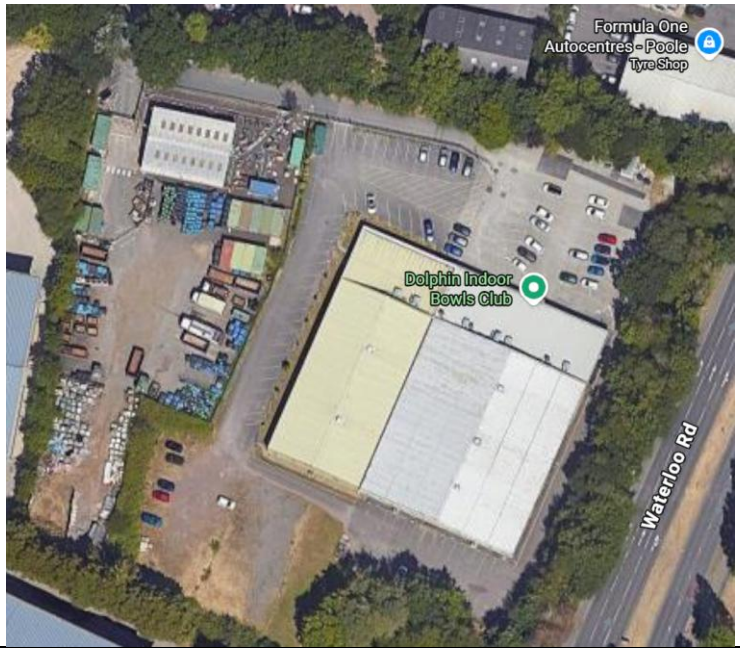
SITE INFORMATION

Location

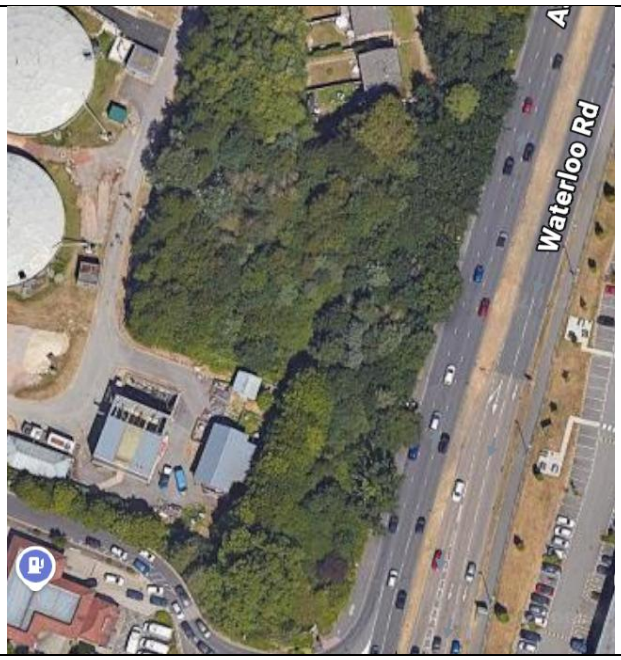




Cabot Lane Depot and Dolphin Indoor Bowls



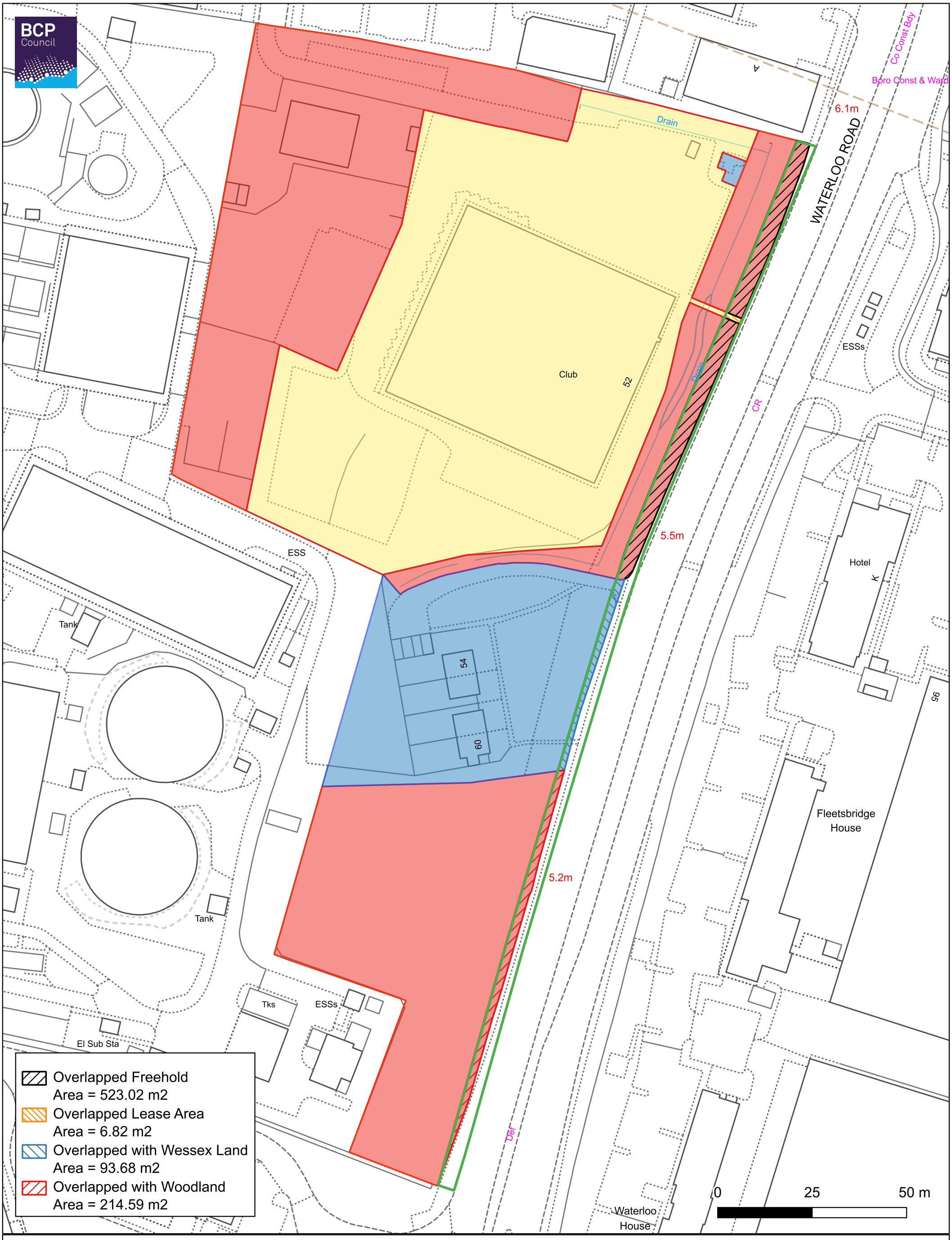
Woodland



Site Areas (Existing):
Cabot Lane Depot: 0.54 ha (1.33 acre)
Dolphin Indoor Bowls: 1.06 ha (2.63 acres)
Woodland: 0.46 ha (1.14 acres)

Tenure: Freehold
Dolphin Indoor Bowls' site is subject to a 99-year ground lease with 57 years unexpired.

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Existing Ownership Plan at Cabot Lane Depot

- Highways Retained Land
- Freehold BCP Council
- Freehold Wessex Water
- Freehold BCP Council, Leasehold Dolphin Indoor Bowls Club

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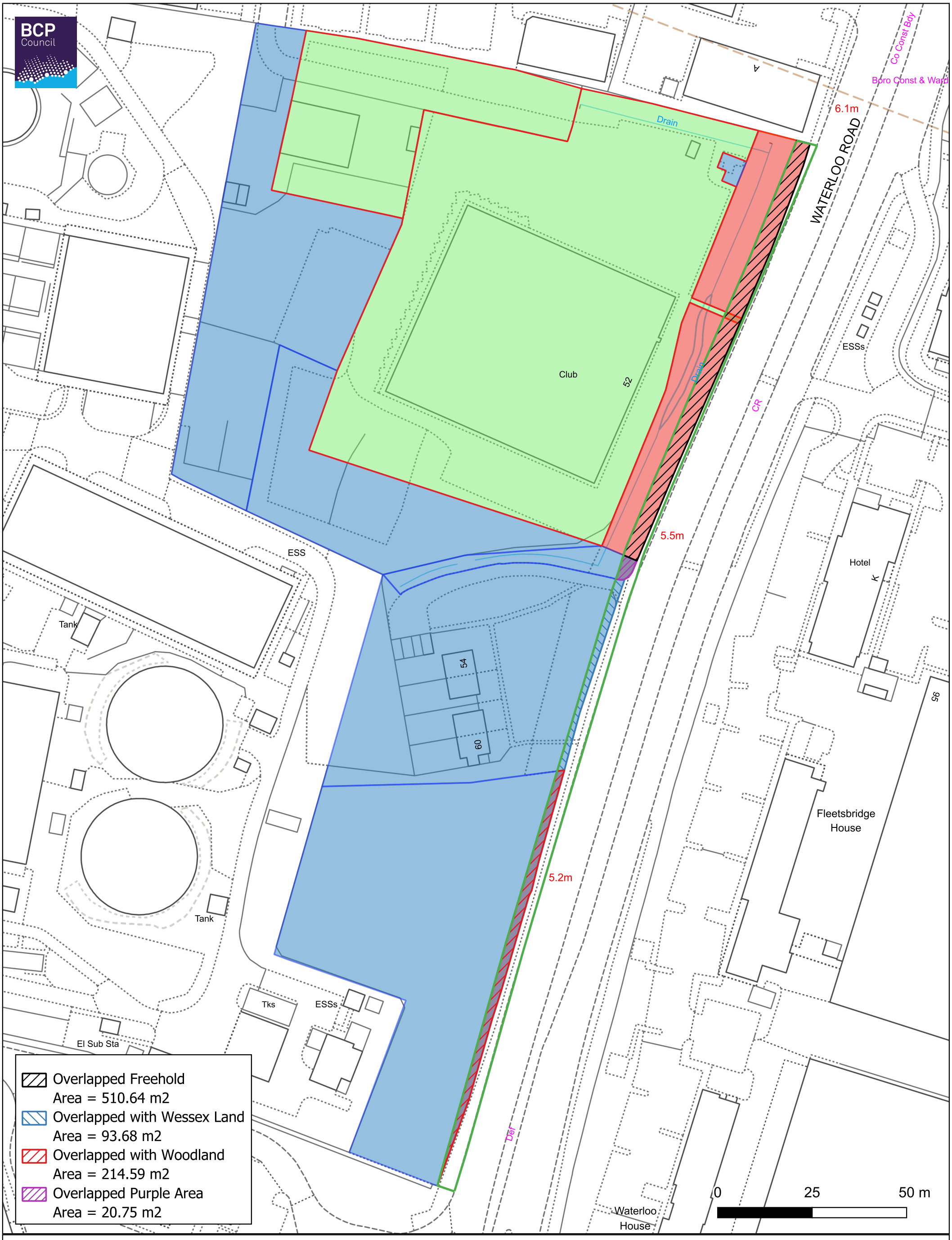
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Proposed Ownership Plan at Cabot Lane Depot

- Highways Retained Land
- Freehold BCP Council
- Freehold Wessex Water
- Freehold Dolphin Indoor Bowls Club

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Date: 03/07/2026

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