Notice of Cabinet

Date: Wednesday, 22 July 2026 at 10.15 am

Venue: HMS Phoebe, BCP Civic Centre, Bournemouth BH2 6DY

Membership:

Chairman:
Cllr M Earl

Vice Chairman:
Cllr M Cox

Cllr D Brown
Cllr R Burton
Cllr A Hadley
Cllr J Hanna
Cllr R Herrett
Cllr A Martin
Cllr S Moore
Cllr K Wilson

All Members of the Cabinet are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to view the live stream of this meeting at the following link:

https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?MId=6484

If you would like any further information on the items to be considered at the meeting please contact: Sarah Culwick (01202 817615) on 01202 096660 or email democratic.services@bcpcouncil.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 118686 or email press.office@bcpcouncil.gov.uk

This notice and all the papers mentioned within it are available at democracy.bcpcouncil.gov.uk

Available online and on the Mod.gov app

AIDAN DUNN
CHIEF EXECUTIVE

14 July 2026

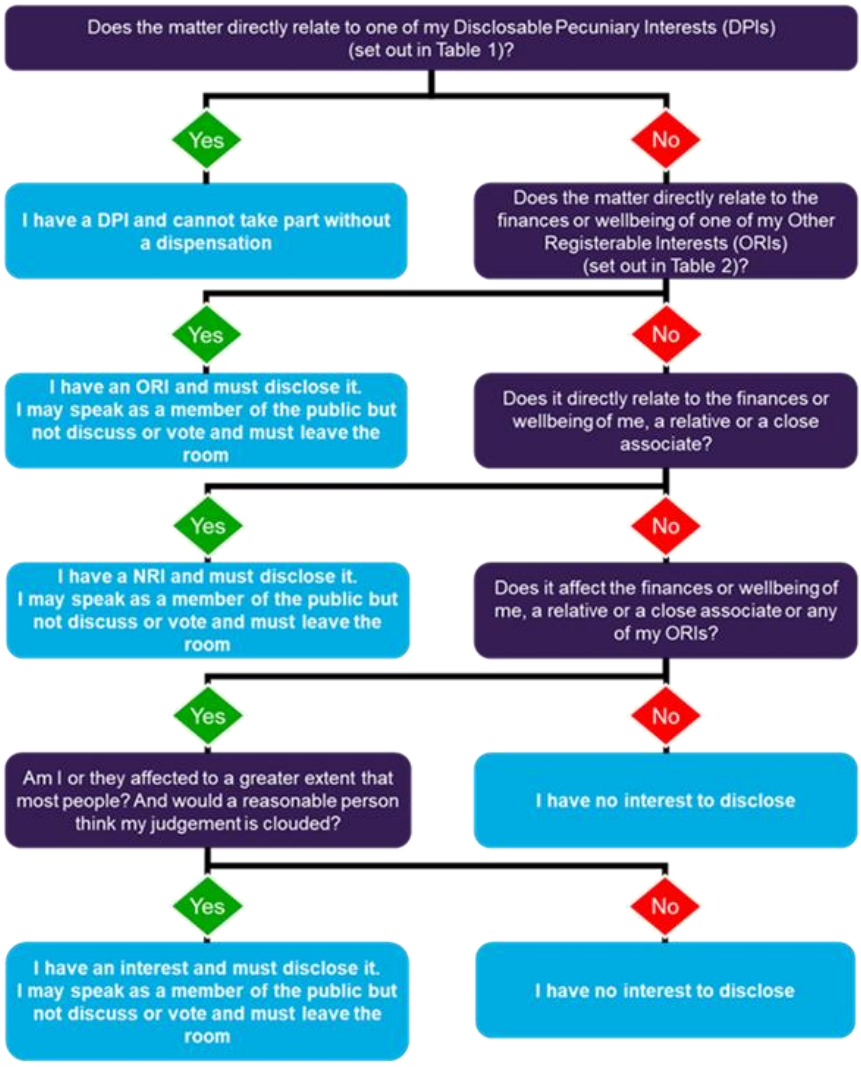
DEBATE NOT HATE

Maintaining and promoting high standards of conduct

Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests



What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

Bias Test	Predetermination Test
In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?	At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer

Selflessness

Councillors should act solely in terms of the public interest

Integrity

Councillors must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships

Objectivity

Councillors must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias

Accountability

Councillors are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this

Openness

Councillors should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing

Honesty & Integrity

Councillors should act with honesty and integrity and should not place themselves in situations where their honesty and integrity may be questioned

Leadership

Councillors should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs

AGENDA

Items to be considered while the meeting is open to the public

1. Apologies

To receive any apologies for absence from Councillors.

2. Declarations of Interests

Councillors are requested to declare any interests on items included in this agenda. Please refer to the workflow on the preceding page for guidance.

Declarations received will be reported at the meeting.

3. Confirmation of Minutes 9 - 18

To confirm and sign as a correct record the minutes of the Meeting held on 24 June 2026.

4. Public Issues

To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view at the following link:-

https://democracy.bcpcouncil.gov.uk/ieListMeetings.aspx?CommitteeID=151&Info=1&bcr=1

The deadline for the submission of public questions is mid-day on Thursday 16 July 2026 [mid-day 3 clear working days before the meeting].

The deadline for the submission of a statement is mid-day on Tuesday 21 July 2026 [mid-day the working day before the meeting].

The deadline for the submission of a petition is Wednesday 8 July 2026 [10 working days before the meeting].

5. Recommendations from the Overview and Scrutiny Committees

To consider recommendations from the Overview and Scrutiny committees on items not otherwise included on the Cabinet Agenda.

ITEMS OF BUSINESS

6. BCP Growth Plan 19 - 82

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.

7. Dorset Destination Management Plan 83 - 114

VisitEngland established the Local Visitor Economy Partnership (LVEP) programme to create nationally accredited, strategically aligned destination management organisations capable of driving sustainable visitor economy growth.

Dorset Council has worked collaboratively with Bournemouth, Christchurch and Poole (BCP) Council, the Dorset Tourism Association and wider industry partners to secure LVEP status for Dorset. Dorset Council Cabinet approved the creation of Dorset LVEP with Dorset Council as Accountable Body in July 2024.

The Dorset LVEP achieved formal accreditation with VisitEngland in May 2025. Being formally designated as an LVEP gives Dorset and BCP councils access to VisitEngland support including data, expertise, and marketing opportunities.

A condition of all LVEPs is the creation of a Destination Management Plan (DMP).

The Dorset LVEP DMP 2026-2035 sets out a plan to create a year-round destination: addressing seasonality, enhancing visitor spend, improving perceptions of Dorset, strengthening accessibility, embedding sustainability, and enabling sector-wide collaboration.

This report seeks Cabinet approval to formalise the Destination Management Plan and Dorset Council's role as accountable body for the Dorset LVEP; endorsing the associated governance arrangements for partnering organisations to implement the Dorset LVEP Destination Management Plan Framework.

8. Youth Justice Plan 2026-2027 115 - 186

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.

9. Linwood School Post-16 Place Expansion 187 - 202

In accordance with statutory guidance on making significant changes to maintained schools, this report sets out a proposal to expand post-16 provision at Linwood School's Skills Centre site. The proposed expansion supports the Council's statutory responsibility to secure sufficient specialist places and forms part of a broader programme to increase access to high-quality, local SEND provision.

The proposal responds to growing demand for specialist places, driven by rising numbers of Education, Health and Care Plans (EHCPs), and the associated reliance on independent and non-maintained special schools and alternative provision.

By making use of existing accommodation at the Skills Centre for post-16 delivery, the Council intends to strengthen local capacity, enabling more young people to access suitable education closer to home. Expanding provision in this way is expected to reduce dependence on costly out-of-area placements, which often incur higher fees and significant transport costs. It will also support improved outcomes by allowing young people to remain within their local communities, while delivering longer-term financial efficiencies for the Council.

10. Safer BCP (Community Safety Partnership) Domestic Abuse Strategies 203 - 462

This Cabinet report accompanies the three Domestic Abuse Strategies as part of the Safer CSP Community Safety Partnership's commitment in response to Domestic Abuse in line with the Domestic Abuse Act 2021.

11. Local Transport Plan 463 - 904

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.

12. Keeping BCP Moving Safely - Moving Traffic Enforcement 905 - 924

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.

13. Disposal of Land at Cabot Lane, Poole 925 - 940

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.

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

14. Wallisdown Service Hub 941 - 956

This report proposes the development of a service hub at Wallisdown Heights, which will accommodate services that require a community based location, and which are being displaced as a result of disposal or repurposing of council properties elsewhere in the conurbation.. Cabot lane depot currently accommodates the New to you service, highways materials and equipment storage and electoral services items and is subject to a potential compulsory purchase. The proposal would relocate the New to You service from Cabot Lane Depot alongside Children's Services, Adult Social Care and partner teams currently based at North Bournemouth Local Office (NBLO) and 79 Lansdowne Road. In doing so, it would maintain important community services, improve accessibility for residents through a

single multi-service location, and support better collaboration between co-located teams. The proposal also contributes to the Council's wider estates rationalisation objectives by enabling the disposal of Cabot Lane Depot, releasing North Bournemouth Local Office and 79 Lansdowne Road from operational use. This provides opportunity for alternative uses in line with the Council's aspirations for SEND alternative provision. The preferred option requires capital investment of £476k and uses revenue budgets of £46.1k from the existing assets budgets, with delivery both dependent on, and enabling of, the progression of the Cabot Lane disposal.

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[PLEASE NOTE: Should Cabinet wish to discuss the detail of the confidential appendices at Appendix 1 or Appendix 2 the meeting will be required to move into Confidential (Exempt) Session].

15. Exclusion of Press and Public

In relation to the items of business appearing below, the Committee is asked to consider the following resolution: -

'That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 in Part I of Schedule 12A of the Act and that the public interest in withholding the information outweighs such interest in disclosing the information.'

16. Bournemouth Town Centre Business Improvement District (BID) 957 - 986

Bournemouth Town Centre Business Improvement District's (BID) current 5-year term will finish on 31 March 2027. The BID is currently preparing for a new ballot on 4 November 2026 for a fourth term. This report seeks Cabinet approval to allow Bournemouth Town Centre BID to go to ballot for a fourth term.

17.	**Bournemouth Coastal Business Improvement District (BID)** Bournemouth Coastal Business Improvement District's (BID) current 5-year term will finish on 30 June 2027. The BID is currently preparing for a new ballot on 4 November 2026 for a fourth term. This report seeks Cabinet approval to allow Bournemouth Coastal BID to go to ballot for a fourth term.	987 - 1036
18.	**Cabinet Forward Plan** To consider the latest version of the Cabinet Forward Plan for approval.	1037 - 1050
19.	**Urgent Decisions taken by the Chief Executive in accordance with the Constitution** The Chief Executive to report on any decisions taken under urgency provisions in accordance with the Constitution.	

No other items of business can be considered unless the Chairman decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

CABINET

Minutes of the Meeting held on 24 June 2026 at 10.15 am

Present:-

Cllr M Earl – Chairman

Cllr M Cox – Vice-Chairman

Present:	Cllr D Brown, Cllr R Burton, Cllr J Hanna, Cllr R Herrett, Cllr S Moore and Cllr K Wilson
Also in attendance:	Cllr P Canavan (Chair of the Health and Adult Social Care Overview and Scrutiny Committee) and Cllr S Carr-Brown (Chair of the Children's Services Overview and Scrutiny Committee)

11. Declarations of Interests

There were no declarations of interest made on this occasion.

12. Confirmation of Minutes

The Minutes of the meeting held on 27 May 2026 were confirmed and signed as a correct record.

13. Public Issues

Cabinet was advised that there had been no petitions or questions submitted by members of the public on this occasion, but that one statement had been submitted in relation to Minute No. 15 (Financial Outturn 2025/26), Minute No. 16 (Medium Term Financial Plan (MTFP) Update) and Minute No. 17 (Corporate Performance Report – Q4).

Public Statement

Public Statement from Philip Gatrell read by Democratic Services

The multi dimensional reports and projections today underscore the cost of local authority operations in a harsh economic environment and the impact on our community.

For example, the cost of improving previously failing Children's Services requires significantly increased expenditure which - more recently - has yielded an OFSTED "Good Provider" rating.

It is timely therefore to acknowledge Cathi Hadley's positive input as a trouble shooting Service Director in that role.

All will wish Ms Hadley well for the future when moving from the Council. Her successor in the currently advertised opportunity will doubtless continue the good work.

An objective analysis of multifarious components comprising the financial data highlights the broader scope of challenges including capital investment constraints.

The liquidity test would not be overlooked; where the Council's draft 2025/26 Accounts show worsening year end net "overdrawn" bank and cash balances of £(5,537,000) after £5,000,000 short term investments.

14. Recommendations from the Overview and Scrutiny Committees

Cabinet was advised that two recommendations had been received from the Children's Services Overview and Scrutiny Committee on items not otherwise indicated on the Cabinet agenda.

The Chair of the Children's Services Overview and Scrutiny Committee, Councillor Sharon Carr-Brown presented the recommendations from the Committee as set out below, copies of which had been circulated to Members of the Cabinet and published on the Council's website prior to the meeting.

Recommendations from the Children's Services Overview and Scrutiny Committee held on 16 June 2026

Children's Services O&S Committee agenda item 14 (BCP Council's alignment with the National Youth Strategy)

The Children's Services Overview and Scrutiny Committee recommend to Cabinet that, within the summary of implications section of all Council reports, a requirement be included to consider the impact on children and young people.

(Unanimous Decision)

Children's Services O&S Committee agenda item 15 (Youth Justice Plan 2026-2027)

The Committee endorse the Youth Justice Plan 2026–2027 so that Cabinet can recommend its approval to Full Council.

(Unanimous Decision)

The Leader thanked Councillor Carr-Brown and the Committee for bringing their recommendations to Cabinet.

In respect of the alignment with the National Youth Strategy and the inclusion of a paragraph within the summary of implications section of all Council reports which considers the impact on children and young people the Portfolio Holder for Children, Young People, Education and Skills advised that this was already progressing and that the report template was being updated accordingly.

With regards to the Youth Justice Plan recommendation the Leader advised that this item would be presented before the Cabinet at its meeting on the 22 July 2026, and that the recommendation from the Children's Services Overview and Scrutiny Committee in support of the Plan would be noted.

15. Financial Outturn 2025/26

The Portfolio Holder for Finance presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Cabinet was advised that the report presented the revenue and capital budget outturn, reserves position, dedicated schools grant outturn, housing revenue account, and results of council company and partner organisations for the financial year 2025/26.

Cabinet was informed that the 2025/26 general fund revenue outturn of £4.6m was in line with the quarter three forecast and confirmed that demand-led social care services remained the council's most significant financial challenge. In relation to this Cabinet was advised that this was particularly within children's services which overall had overspent by (£9.1m), being 9% of the service's budget, and that planned investment and mitigation for 2026/27 would be critical to improving resilience and bringing these pressures under control.

Cabinet was advised that pressures across the main service areas were partly offset by underspends in Resources and corporate budgets, and that included in the budget were itemised savings of £9.6m with 91% achieved through service transformation, third party spend reduction, staff savings and raising additional income.

Cabinet was informed that the transformation programmes over the last six years had been crucial in reducing annual ongoing expenditure with cumulative revenue savings of £56m over this period from one off investments of £45m to date.

Further to this Cabinet was informed that the accumulated deficit of £180m for the dedicated schools grant at 31 March 2026 remains a significant threat to the council's financial stability, and that expenditure will continue to outstrip funding by an estimated further £200m over the next two financial years.

Cabinet was advised that the required SEND reform plan had been developed and if approved, central government could provide an estimated 90% contribution toward this deficit, in relation to this Cabinet was informed that this would still leave the council with a residual debt to fund of £38m.

Cabinet was advised that delivery of the £100m general fund capital programme was 60% spent by the year end, largely funded by government grant, with the balance carried forward into future years.

RESOLVED that Cabinet: -

(a) noted the final outturn position for 2025/26;

(b) agreed the general fund capital virements set out in paragraph 2 of appendix C1; and

(c) agreed the acceptance of capital grant for the HRA as set out in paragraph 20 of appendix D.

Voting: Unanimous

Portfolio Holder: Finance

Reason

To comply with accounting codes of practice and best practice which requires councils to regularly monitor the annual budget position and take any action to support the sustainability of the council's financial position.

To comply with the council's financial regulations regarding capital virements and acceptance of grants.

16. Medium Term Financial Plan (MTFP) Update

The Portfolio Holder for Finance presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

Cabinet was advised that the report: -

- Aimed to ensure the council presents a legally balanced 2027/28 budget;
- Presents an update to the MTFP;
- Proposes a budget planning process and timeline for key financial reports; and
- Proposes a financial strategy to support the delivery of a robust and financially sustainable budget for the medium term.

RESOLVED that Cabinet: -

(a) endorsed the scenario planning exercise set out in Appendix 1 that guides the potential level of activity that may now be needed to present a legally balance budget for 2027/28;

(b) approved the budget timetable and process as set out in Appendix 2; and

(c) approved the financial strategy designed to support the ongoing delivery of a balanced 2027/28 Budget and MTFP as set out in Appendix 3.

Voting: Unanimous

Portfolio Holder: Finance

Reason

To comply with accounting codes of practice and best practice which requires councils to have a rolling multi-year medium term financial plan.

To comply with the Councils Constitution and the requirement to have as a minimum a 3-year Medium Term Financial Plan

To provide Cabinet with the latest high-level overview of the medium-term financial plan.

To present a proposed financial strategy to support the ongoing delivery of a balanced budget for 2027/28.

17. Corporate Performance Report - Q4

The Leader of the Council presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

BCP Council adopted 'A shared vision for Bournemouth, Christchurch and Poole 2024-28' in May 2024.

Cabinet was advised that the shared vision was the corporate strategy which set out the council's vision, priorities and ambitions as well as the principles which underpinned the way the council works as it develops and delivers its services.

Cabinet was informed that incorporated in the vision is a set of measures of progress for achieving the vision, priorities and ambitions, and that the performance monitoring report for Quarter Four 25-26, presents an update on the progress measures.

In relation to this Cabinet was advised that the council's delivery against its priorities and ambitions can also be monitored through the performance dashboard which is available on the council's website providing up-to-date real time information on the progress measures.

Councillor Patrick Canavan addressed the Cabinet highlighting the positive news with regards to the downward arrow in respect of anti-social behaviour.

Councillor Sharon Carr-Brown addressed the Cabinet in respect of penalty notices for fly-tipping and littering questioning whether nonpayment of such fines is pursued to court if necessary and taken to their conclusion.

The Portfolio Holder for Housing and Regulatory Services highlighted the work carried out by the team dealing with fly tipping and advised that follow up fines are issued and that regular meetings are help with WISE.

Cabinet members spoke in support of the report and thanked officers across the council for all their hard work.

RESOLVED that Cabinet: -

(a) considered the Quarter Four 2025/26 performance;

(b) noted that work continues to expand the data available on the interactive performance dashboard;

(c) noted the positive activities highlighted in the report and exceptional performance reports; and

(d) noted the performance exception reports relating to areas of underperformance and task the corporate directors to take action to improve performance.

Voting: Unanimous

Portfolio Holder: Leader of the Council

Reason

Our shared vision for Bournemouth, Christchurch and Poole sets out the priorities and ambitions against which the council's performance will be judged, and as such is a vital component of the council's performance management framework.

An understanding of performance against targets, goals and objectives helps the council to assess and manage service delivery and identify emerging business risks.

18. Homelessness and Rough Sleeping Strategy 2026-2031

The Portfolio Holder for Housing and Regulatory Services presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

Cabinet was advised that homelessness continues to be one of the most significant challenges facing Bournemouth, Christchurch and Poole, and that demand for assistance had risen sharply, driven by rising private rents, household income pressures and increasing complexity of need.

Further to this Cabinet was informed that in 2024 to 2025, BCP Council determined that 2,767 households needed formal intervention because of their homelessness or threat of homelessness, representing a doubling of demand compared with 2020, and that rough sleeping reached a peak of 193 individual people seen over the month of July 2024 before beginning to reduce through targeted outreach, expanded supported housing and strengthened multi agency work.

Cabinet was advised that alongside these sustained pressures, recent performance had shown clear evidence of improvement in key areas and that strengthened prevention activity had increased early intervention, with over 1,100 households supported to avoid homelessness during the past year.

Cabinet was informed that targeted action had also reduced overall reliance on temporary accommodation, with a reduction of around 10% in recent months, and that rough sleeping, which peaked in mid-2024, had declined following expanded supported accommodation, enhanced outreach and improved multi-agency coordination, with the most significant reductions seen among people experiencing long-term rough sleeping.

In relation to this Cabinet was informed that in addition, the Council has sustained a position of no families placed in bed and breakfast accommodation for longer than six weeks, and that these improvements provided a strong foundation for the ambitions set out in the new Strategy, while recognising that demand and system pressures remain high.

Cabinet was advised that the proposed Homelessness and Rough Sleeping Strategy 2026 to 2031 sets out a long term, evidence based and partnership led plan for reducing homelessness and rough sleeping across the area, and that the Strategy is fully aligned with national Government priorities on homelessness and rough sleeping, including the emphasis on earlier prevention across public services, national commitments to reduce families and children in Bed & Breakfast, rough sleeping and the monitoring of performance within the Local Outcomes Framework.

Further to this Cabinet was informed that the Strategy had been developed through comprehensive review, extensive engagement, consultation and strong lived experience input, the Strategy presents a shared ambition to make homelessness in BCP rare, brief and unrepeated, and that it reflected updated statutory data, changing system pressures and learning from recent years.

Cabinet was advised that approval of the Homelessness and Rough Sleeping Strategy 2026–2031 would provide a clear strategic framework for the Council and its partners to prevent homelessness earlier, reduce reliance on unsuitable temporary accommodation, improve multi-agency practice and support people to secure and sustain safe and stable homes.

In relation to this Cabinet was informed that a Delivery Plan, co-produced with partners and people with lived experience, would support implementation and provide ongoing oversight of progress and impact.

RESOLVED that Cabinet: -

(a) approved the adoption of the Homelessness and Rough Sleeping Strategy 2026–2031;

(b) noted the key findings from the homelessness review, engagement and public consultation undertaken to inform the Strategy;

(c) delegated authority to the Corporate Director of Wellbeing, in consultation with the Portfolio Holder for Housing and Regulation, to approve the final design, formatting and publication of the Strategy and associated materials; and

(d) noted that delivery of the Strategy will be supported by a co-produced Delivery Plan, with progress overseen through established governance arrangements including the Homelessness Delivery Board.

Voting: Unanimous

Portfolio Holder: Housing and Regulatory Services

Reason

Local authorities are required to publish a Homelessness Strategy at least every five years to ensure a consistent and coordinated response to homelessness. With the current Strategy concluding in 2026, it is imperative to adopt a refreshed, evidence-led approach that addresses the marked increase in homelessness, the growing complexity of needs among presenting households, and the persistent challenges surrounding housing affordability.

Strengthening the Strategy at this juncture will enable the Council to respond proactively to emerging trends, leverage insights from recent engagement and consultation, and ensure that our interventions remain relevant and effective. Furthermore, this approach underscores our commitment to co-production with those who have lived experience, fostering stronger partnerships, and enhancing governance to deliver meaningful, sustainable change for our communities.

The Strategy also provides a clear framework for managing risk, aligning partner activity and demonstrating assurance to Members and senior officers over delivery and impact.

Recommendations from the Environment and Place Overview and Scrutiny Committee

Cabinet was advised that Environment and Place Overview and Scrutiny Committee had considered this item at their meeting on 25 February 2026, and that recommendations supporting the strategy had been presented to the Cabinet at the meeting on 26 March 2027.

19. Housing Strategy Review

The Portfolio Holder for Housing and Regulatory Services presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'E' to these Minutes in the Minute Book.

Cabinet was advised that the report provided the annual update on progress in delivering the Housing Strategy 2021–2027, and that over the past year, delivery had continued across all five priorities, with a focus on increasing housing supply, strengthening homelessness prevention, improving housing options, and raising standards of safety and sustainability.

Further to this Cabinet was informed that the report summarised key achievements and highlighted the main challenges and risks, including sustained housing demand, market and viability pressures affecting affordable housing delivery, ongoing pressure on temporary accommodation, and the capacity implications of regulatory reform, and that it also outlined proposed priorities for the year ahead and the intended approach and timetable for developing a new Housing Strategy, recognising that the commitment to meeting future growth needs was expected to remain a core priority and that the Council will need to continue to act as an enabler, partner and facilitator, as well as a direct deliverer of new affordable homes.

Councillor Patrick Canavan addressed the Cabinet with regards to the private sector housing conditions report and when this would be circulated.

The Portfolio Holder for Housing and Regulatory Services advised that he hadn’t seen the conditions survey to date but that this was being progressed.

RESOLVED that Cabinet noted the progress, achievements and challenges set out in the report.

Voting: Unanimous

Portfolio Holder: Housing and Regulatory Services

Reason

This report forms part of the Council’s established governance arrangements for the Housing Strategy and follows consideration by Corporate Management Board and Overview and Scrutiny Committee. It provides Cabinet with assurance on progress, achievements, risks and regulatory compliance during 2025/26, and sets out the proposed priorities for the year ahead alongside the approach and timetable for developing the new Housing Strategy.

20. Urgent Decisions taken by the Chief Executive in accordance with the Constitution

Cabinet was advised that no urgent decisions had been taken in accordance with the Constitution since the last meeting of the Cabinet.

21. Cabinet Forward Plan

The Leader advised that the latest Cabinet Forward Plan had been published on the Council's website.

The meeting ended at 11.46 am

CHAIRMAN

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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.

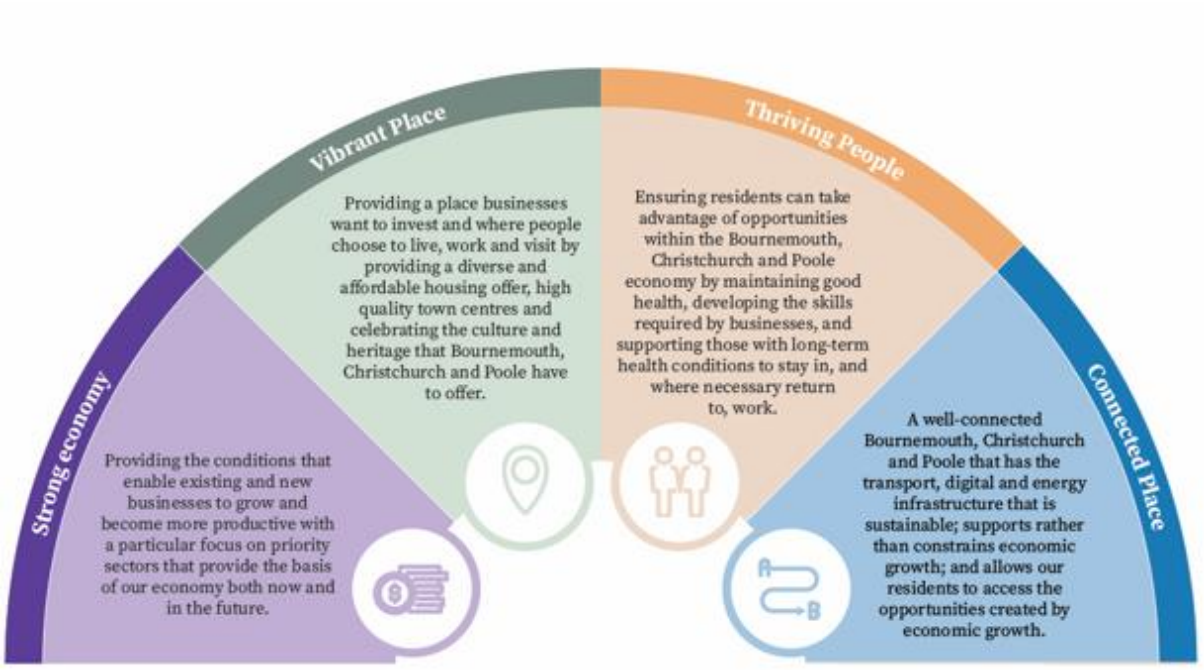
We want to make Bournemouth, Christchurch and Poole a place where people and businesses want to be, because of the vibrancy of our communities, the strengths of our economy, the skills of our people, the wealth of our culture and heritage and the quality of our infrastructure, our environment and quality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

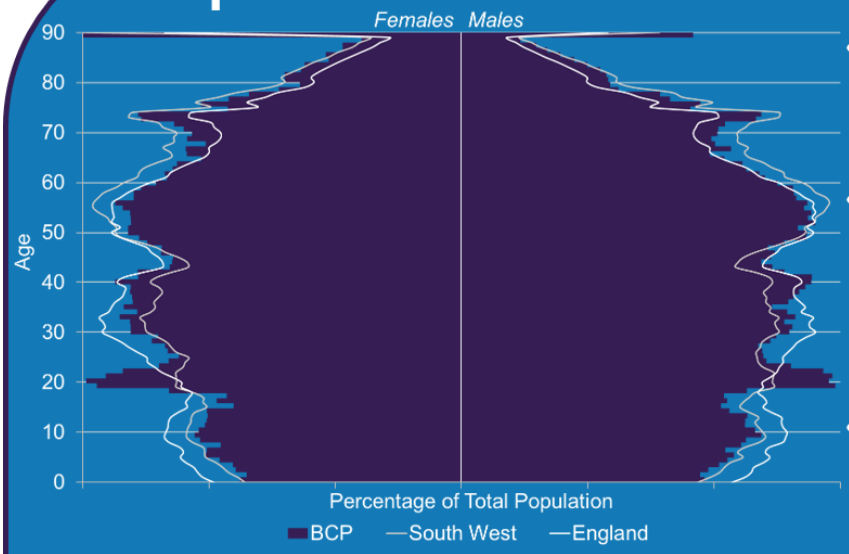
3.1 Economic and Demographic Profile: Key Baseline Indicators

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.

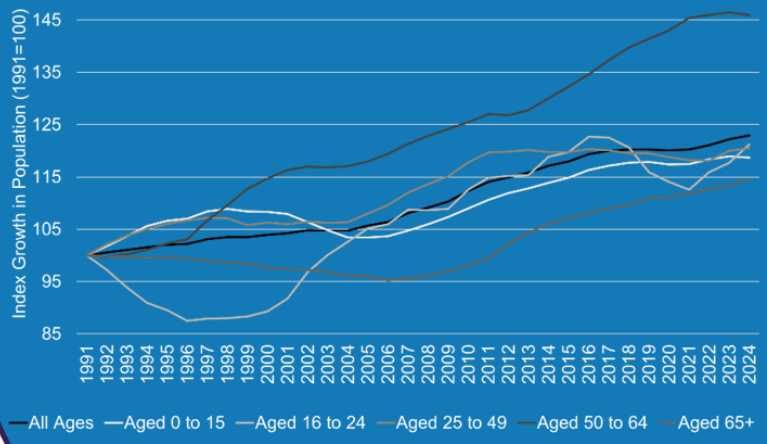
Figure 1: Key baseline indicators

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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%).

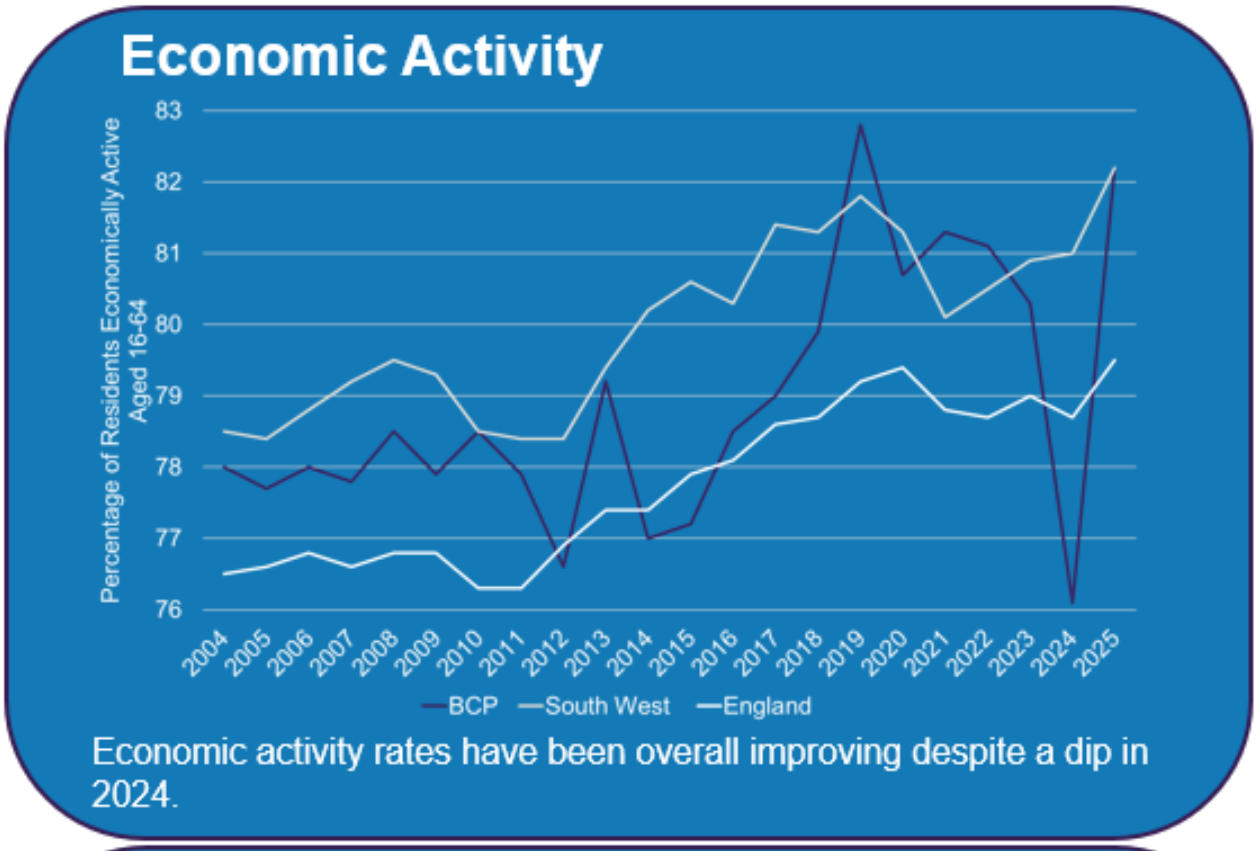
Qualifications

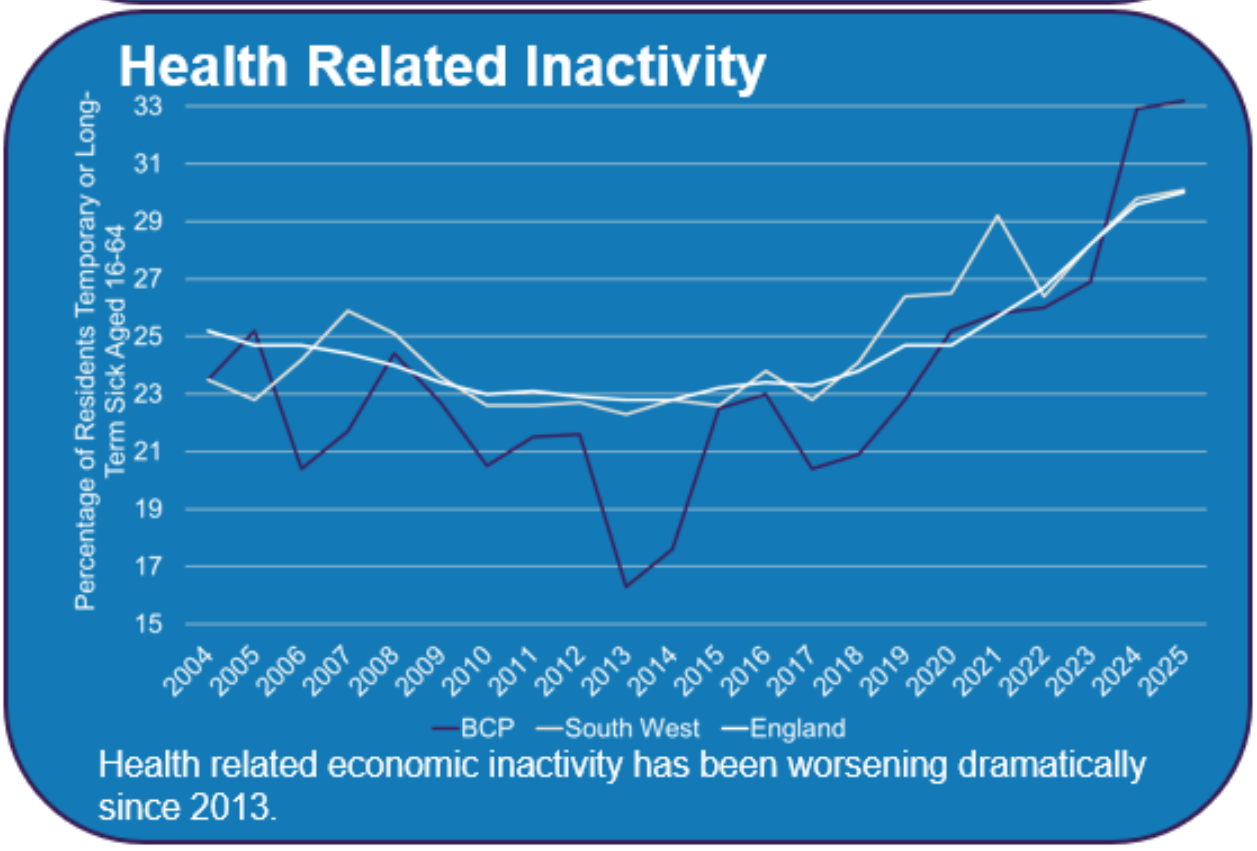
The workforce has marginally less workers with the highest levels of qualifications than regional and national averages.

Deprivation

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

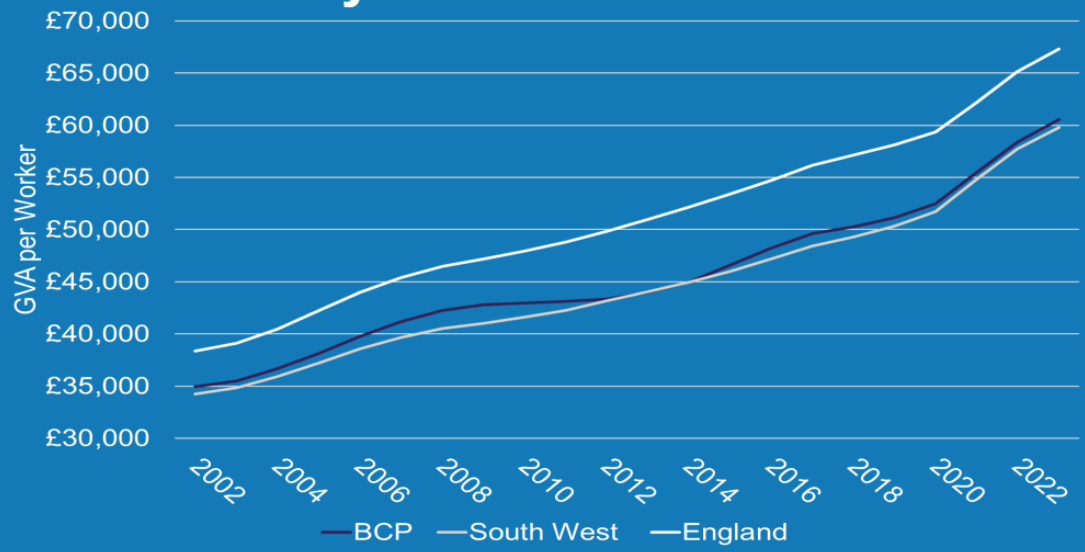
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Productivity

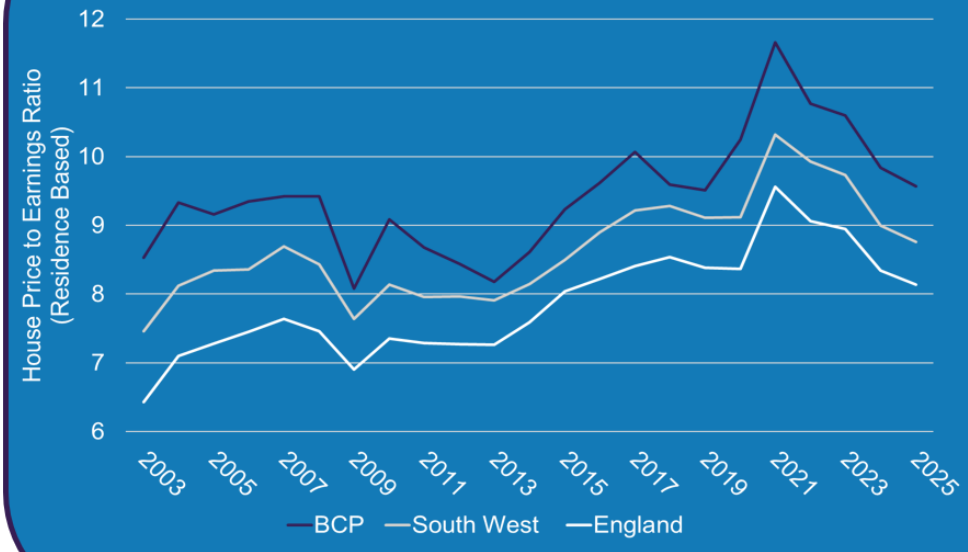


BCP has a significant and persistent productivity gap with the national average (approximately £7,000 behind by 2023).

Commuting Patterns

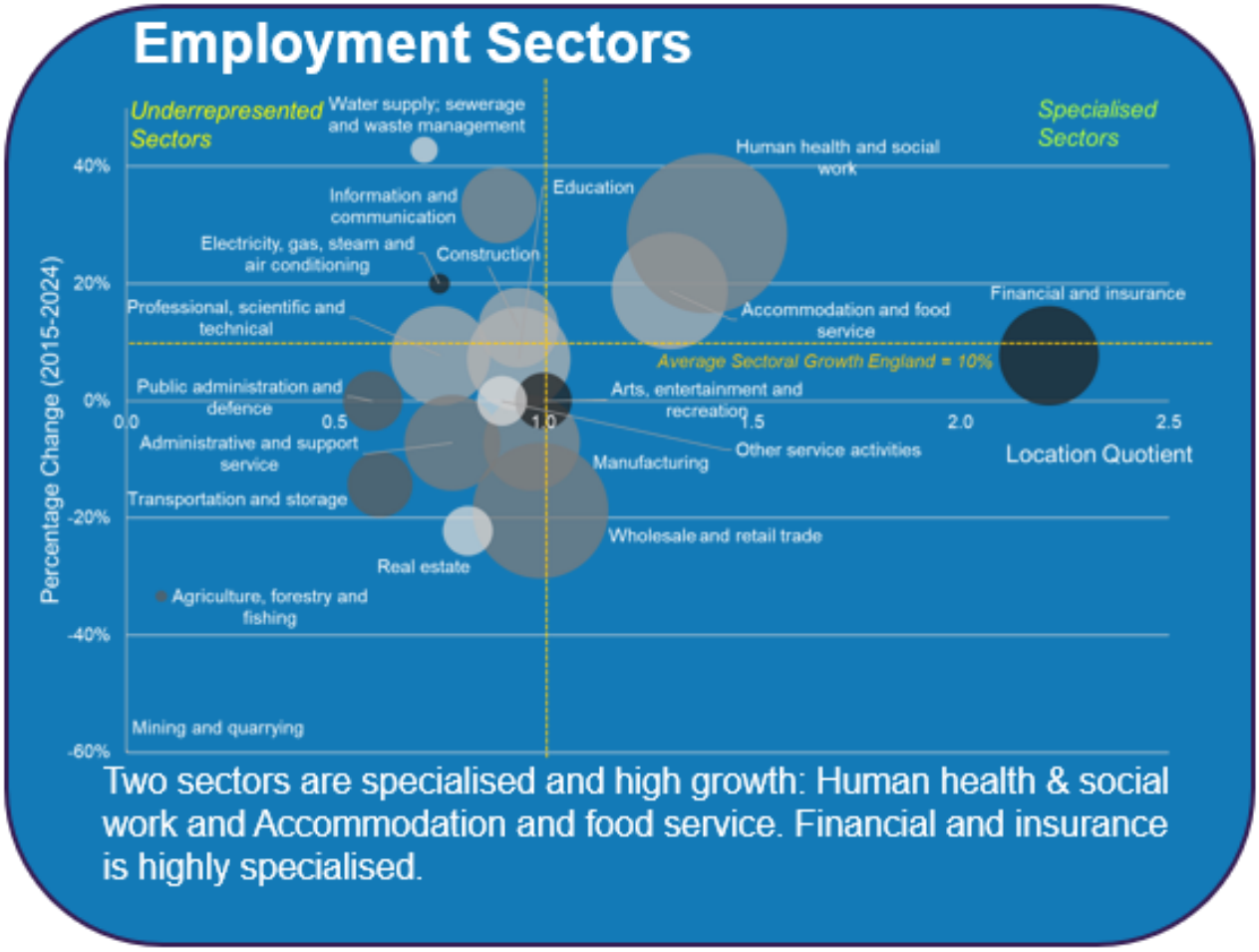
88% of the workforce in Bournemouth, Christchurch & Poole are also residents. 98% of residents work within in Bournemouth, Christchurch & Poole, Dorset, Hampshire, Southampton and Wiltshire.

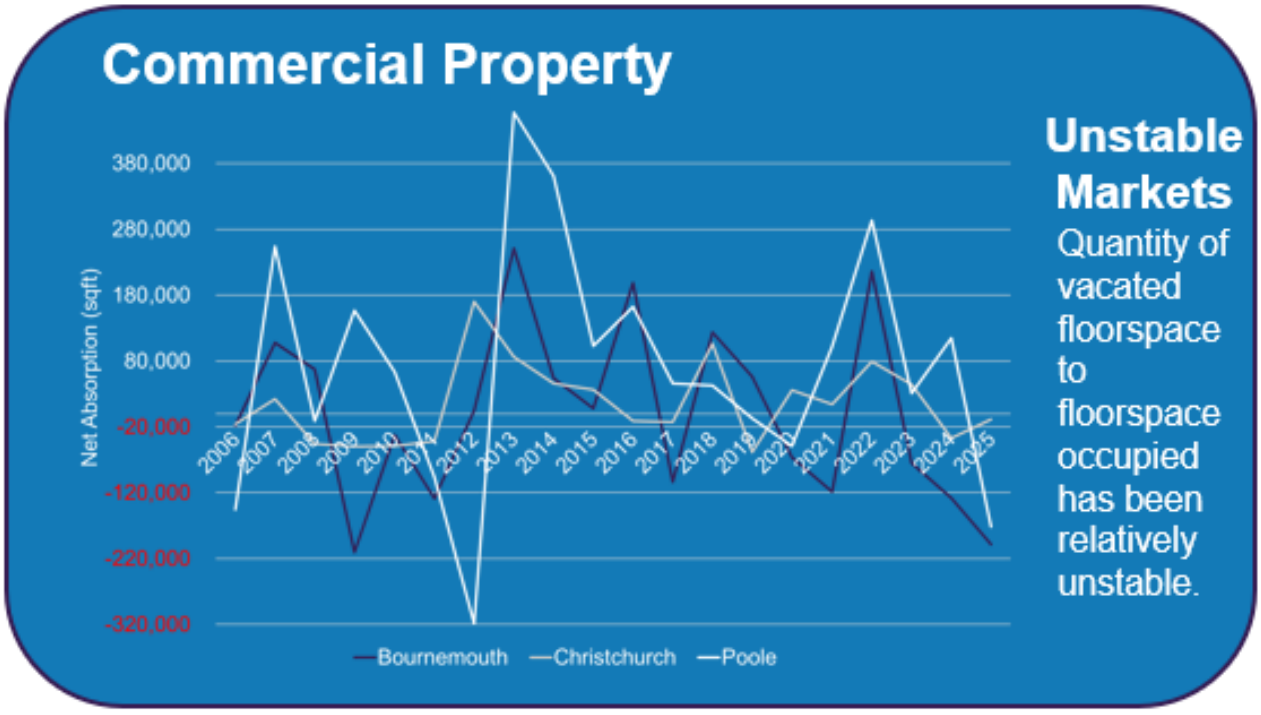
Housing affordability



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)
40%
20%
0%
-20%
-40%
-60%
0.0
0.5
1.0
1.5
2.0
2.5
Location Quotient
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.

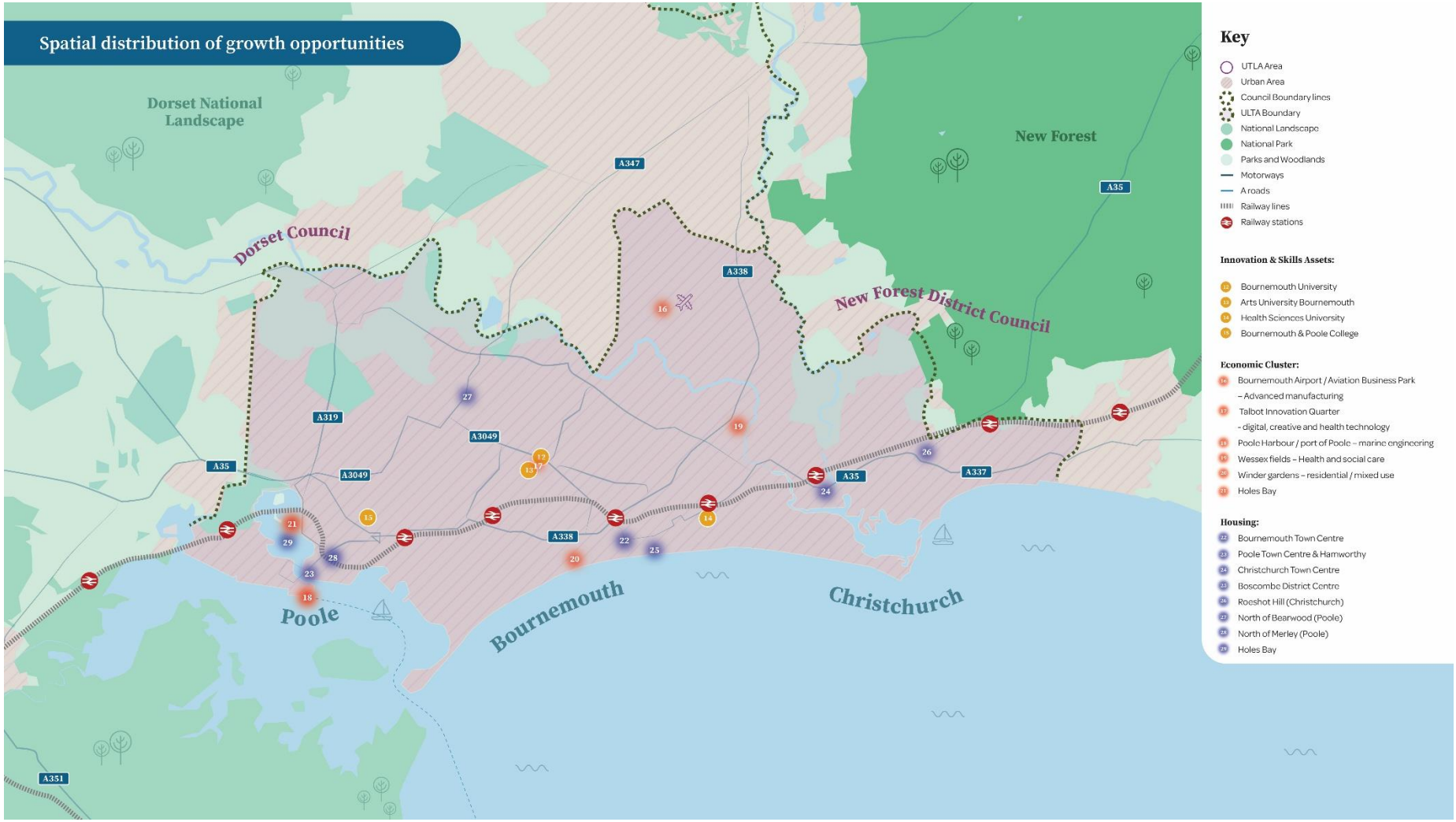
Taken together, these sector strengths provide a clear platform for targeted investment and coordinated action, supporting the Growth Plan's ambition to deliver a more productive, innovative and sustainable local economy.

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.

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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

Marked as CONTROLLED - INTERNAL

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

Marked as CONTROLLED - INTERNAL

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

Marked as CONTROLLED - INTERNAL

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

Marked as CONTROLLED - INTERNAL

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

Marked as CONTROLLED - INTERNAL

With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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Manchester
M2 3PW
UNITED KINGDOM
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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	**Dorset Destination Management Plan**
Meeting date	22 July 2026
Status	Public Report
Executive summary	VisitEngland established the Local Visitor Economy Partnership (LVEP) programme to create nationally accredited, strategically aligned destination management organisations capable of driving sustainable visitor economy growth. Dorset Council has worked collaboratively with Bournemouth, Christchurch and Poole (BCP) Council, the Dorset Tourism Association and wider industry partners to secure LVEP status for Dorset. Dorset Council Cabinet approved the creation of Dorset LVEP with Dorset Council as Accountable Body in July 2024. The Dorset LVEP achieved formal accreditation with VisitEngland in May 2025. Being formally designated as an LVEP gives Dorset and BCP councils access to VisitEngland support including data, expertise, and marketing opportunities. A condition of all LVEPs is the creation of a Destination Management Plan (DMP). The Dorset LVEP DMP 2026-2035 sets out a plan to create a year-round destination: addressing seasonality, enhancing visitor spend, improving perceptions of Dorset, strengthening accessibility, embedding sustainability, and enabling sector-wide collaboration. This report seeks Cabinet approval to formalise the Destination Management Plan and Dorset Council's role as accountable body for the Dorset LVEP; endorsing the associated governance arrangements for partnering organisations to implement the Dorset LVEP Destination Management Plan Framework.
Recommendations	**It is RECOMMENDED that:** 1. Adopt the Destination Management Plan (DMP) prepared by the Dorset Local Visitor Economy Partnership (LVEP). 2. Authorise the Director for Investment and Development, in consultation with the Portfolio Holder for Commercial Operations and Destination to enter into any agreements necessary to support delivery of the LVEP programme and LVEP accreditation in accordance with the Council's constitution and financial regulations. 3. Delegate to the Director for Investment and Development in consultation with the Portfolio Holder for Destination,

	Leisure and Commercial Operations to review and agree the role of the Destination Management Board and delivery of the DMP and strategy set by the LVEP.
Reason for recommendations	• Strengthen Dorset's position within the national visitor economy framework. • Support economic growth, employment and business development across Dorset. • Improve coordination of destination management and tourism promotion activities. • Provide access to future funding and investment opportunities. • Align local visitor economy activity with national tourism priorities.

Portfolio Holder(s):	Councillor Richard Herrett, Cabinet Member for Destination, Leisure and Commercial Operations.
Corporate Director	Glynn Barton, Chief Operation Officer
Report Authors	Amena Matin, Director Investment and Development Sam Richardson, National Coastal
Wards	Council-wide
Classification	For Decision

Background

1. VisitEngland has established the Local Visitor Economy Partnership (LVEP) programme to create nationally accredited, strategically aligned destination management organisations capable of driving sustainable visitor economy growth.

2. The Dorset LVEP was established in July 2024 with Dorset Council as Accountable Body. Dorset LVEP achieved accreditation with VisitEngland in May 2025. Accredited LVEPs act as strategic partners to VisitEngland and are expected to provide leadership, coordination and delivery across the visitor economy.

3. Dorset Council has worked collaboratively with Bournemouth, Christchurch and Poole (BCP) Council, the Dorset Tourism Association and wider industry partners to secure LVEP accreditation for Dorset. Dorset, as the strategic lead organisation for the visitor economy, provides access to enhanced engagement with VisitEngland, national programmes, investment opportunities and destination development initiatives. Being part of an LVEP gives BCP access to VisitEngland support including data, expertise, and marketing opportunities.

4. In 2024/25, both Councils committed UK Shared Prosperity Fund funding to prepare a Dorset Destination Management Plan (DMP). The visitor economy is a significant contributor to Dorset's economy, supporting businesses, jobs and investment across urban, rural and coastal communities and a DMP is a collaborative framework for investment and call to action.

5. The Dorset LVEP DMP 2026-2035 sets out a plan to create a year-round destination: addressing seasonality, enhancing visitor spend, improving perceptions of Dorset, strengthening accessibility, embedding sustainability, and enabling sector-wide collaboration. The full Destination Management Plan is provided in Appendix 1 to this report.

6. This report seeks Cabinet approval to formalise Dorset Council's role as accountable body for the Dorset LVEP, endorse the associated governance arrangements, and authorise BCP Council to adopt and implement the Destination Management Plan. The Plan is required to maintain the accreditation which recognises Dorset's strategic importance as a visitor destination and provides a framework for future growth and destination management for BCP's Destination Management Board.

7. Consultation has been undertaken with:

   - BCP Council
   - Dorset Tourism Association

- VisitEngland
- Destination Management Board
- Tourism and hospitality businesses
- Cultural and heritage organisations
- Economic development partners

8. The Visitor Economy affects tourists, businesses, jobs, the cultural and heritage offer, transport and infrastructure. The Destination Management Plan, developed by businesses, stakeholders, and cultural partners, provides a roadmap for a more resilient, sustainable, and competitive visitor economy that benefits all parts of Dorset year-round.

9. Feedback has also informed the proposed governance arrangements and strategic priorities. Dorset Council's role as accountable body will require appropriate governance, financial management and compliance arrangements. Any partnership agreements, funding agreements or contractual arrangements arising from the LVEP and DMP programme will be subject to legal review and executed in accordance with the Council's Constitution and Scheme of Delegation.

10. The Destination Management Plan also provides a framework for BCP's Destination Management Board which was constituted in 2020 and most recently updated by BCP Council in July 2025. The Board's role is to champion and advocate for the diverse interests of the visitor economy businesses across Bournemouth, Christchurch, and Poole. It will serve as a dynamic force, driving collaboration, innovation, and sustainable growth within the sector. By uniting businesses, stakeholders, and community partners, the Board will work to enhance the region's appeal, maximise economic opportunities, and ensure a thriving, competitive visitor economy.

11. The DMP sets out a 10-year strategy to establish Dorset as a welcoming, vibrant, year-round visitor destination. Developed through extensive consultation with businesses, stakeholders and cultural partners, the plan responds to key challenges including strong seasonality, rising operating costs, limited national awareness, and pressure on local infrastructure.

12. Dorset's visitor economy is a major economic driver, attracting over 22 million visitors annually and generating £1.66bn in direct spend, yet 36% of domestic overnight trips occur in July and August, demonstrating the need to spread demand more evenly across the year. The DMP focuses on addressing seasonality, enhancing visitor spend, improving perceptions of Dorset, strengthening accessibility, embedding sustainability, and enabling sector-wide collaboration.

13. Growth opportunities centre on two high-potential year-round markets: the Nature & Culture segment and the Active & Mindful segment. By prioritising these audiences, Dorset can leverage its outstanding natural landscapes, rich heritage, cultural offer and variety of outdoor experiences.

14. Key actions include developing off-peak product, targeted marketing, experience mapping, and building cultural programming in quieter months. Improving data quality, empowering local businesses, and increasing Dorset's national profile are critical to unlocking long-term economic, environmental and community benefits. Delivery of the DMP will rely on coordinated partnership across the industry, facilitated by the Local Visitor Economy Partnership (LVEP). This plan provides the roadmap for a more resilient, sustainable and competitive visitor economy that benefits all parts of Dorset throughout the year.

Options Appraisal

15. To maintain the accreditation and access to funding this is the recommended option. The only alternatives to a Destination Management Plan with broad stakeholder support are having a more narrowly focussed Plan involving fewer participants or not having a Plan at all. The value of any plan would be reduced if it was not broadly supported, and it would also likely not meet VisitEngland's LVEP requirements, potentially leading to Dorset losing its LVEP accreditation, and therefore losing access to government-funded support. Having no plan would result in the same outcomes

Summary of financial implications

16. The establishment of the Dorset LVEP and DMP will be delivered within existing approved budgets unless otherwise reported to Cabinet. While no government funding has been offered to the LVEP, Dorset has already benefitted from non-financial support from VisitEngland due to it having an established LVEP. Having a satisfactory Destination Management Plan in place is a requisite of all LVEPs.

17. Future external funding opportunities may arise through VisitEngland and other government programmes. Any significant financial commitments or funding bids requiring Council resources will be subject to separate approval in accordance with the Council's Constitution and Financial Regulations.

Summary of legal implications

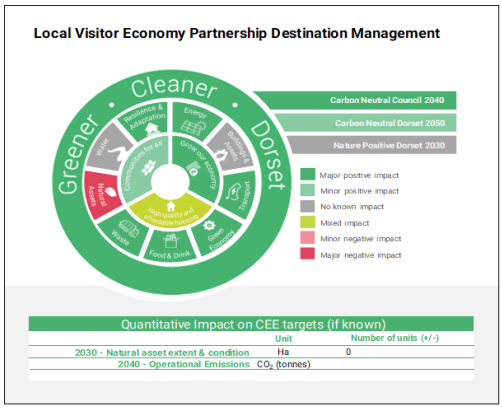
18. The Destination Management Plan is non-statutory and creates no legally binding obligations on any parties. There are no legal implications which arise from the Destination Management Plan as projects come forward these will require a legal review on a case by case basis.

Summary of human resources implications

19. There are no resource implications as the Partnership is led by Dorset Council.

Summary of sustainability impact

20. The Dorset LVEP will promote sustainable tourism principles, encouraging low-carbon travel options, responsible destination management and environmental stewardship. The visitor economy has a significant impact on Carbon emissions and the environment. Focus area five of the Plan is all about sustainability and regenerative tourism. This aligns with Dorset Council's ambitions in the natural environment, climate, and ecology strategy. The Climate wheel shows generally positive impacts and no negative impacts:

21. 

22. The Growth Plan and Destination Management Plan will incorporate sustainability objectives aligned with the Council's climate commitments.

Summary of public health implications

23. An EQIA screening was conducted as part of approval for the LVEP. “Accessibility and welcome” is Focus Area 4 of the Plan, which will have positive implications for people with disabilities and mobility challenges. Improvements may also benefit Dorset residents.

24. The proposals are expected to have a positive impact by supporting economic opportunities across Dorset and improving access to visitor experiences for residents and visitors. The Plan places particular focus on the Nature & Culture and Active & Mindful market segments, both of which encourage access to greenspace and exercise, which is known to be beneficial for physical and mental health.

25. Any future projects delivered through the LVEP programme will be assessed individually where required.

Summary of risk assessment

26. Failure to participate in the LVEP programme could reduce Dorset’s influence within national tourism structures and limit access to future funding and development opportunities.

27. There is a risk that stakeholder expectations exceed available resources. This will be mitigated through clear governance arrangements, annual business planning and performance monitoring.

28. Future funding opportunities may require match funding or resource commitments. Such commitments will be subject to separate business cases and approval processes.

Background papers

Decisions for issue Dorset Local Visitor Economy Partnership - Dorset Council

Appendices

Appendix 1 – Destination Management Plan

Funded by UK Government

Local Visitor Economy Partnership

Recognised by VisitEngland

Dorset

Destination Management Plan 2026 - 2035











Dorset Local Visitor Economy Partnership – creating a year-round destination

The Dorset Destination Management Plan (DMP) sets out a 10-year strategy to establish Dorset as a welcoming, vibrant, year-round visitor destination.

Developed through extensive consultation with businesses, stakeholders and cultural partners, the plan responds to key challenges including strong seasonality, rising operating costs, limited national awareness, and pressure on local infrastructure.

Dorset's visitor economy is a major economic driver, **attracting over 22 million visitors annually and generating £1.66bn in direct spend**, yet 36% of domestic overnight trips occur in July and August, demonstrating the need to spread demand more evenly across the year.

The **DMP focuses on addressing seasonality**, enhancing visitor spend, improving perceptions of Dorset, strengthening accessibility, embedding sustainability, and enabling sector-wide collaboration.

Growth opportunities centre on two high-potential year-round markets: the Nature & Culture segment and the Active & Mindful segment. By prioritising these audiences, **Dorset can leverage its outstanding natural landscapes, rich heritage, cultural offer and variety of outdoor experiences.**

Key actions include developing off-peak product, targeted marketing, experience mapping, and building cultural programming in quieter months. Improving data quality, empowering local businesses, and increasing Dorset's national profile are critical to unlocking long-term economic, environmental and community benefits.

Delivery of the DMP will rely on coordinated partnership across the industry, facilitated by the Local Visitor Economy Partnership (LVEP).

This plan provides the roadmap for a more resilient, sustainable and competitive visitor economy that benefits all parts of Dorset throughout the year.

This strategy has been funded by UK Government via the UK Shared Prosperity Fund



Dorset - Visitor Economy Snapshot



22 million visitors

£1.66bn direct visitor spend





22,693 FTE jobs



High seasonality

Vision for a vibrant, sustainable year-round visitor economy



Nature & Culture growth opportunity



Staying visitors
12.3% of visits
42.5% of spend

78%
Net promoter score



Strong business confidence



Active & Mindful growth opportunity

Background and introduction



Credit: VisitBritain/Kelsey Harrington

About Dorset Local Visitor Economy Partnership

In 2025 Visit Dorset and Dorset Council were awarded Local Visitor Economy Partnership status (LVEP) for the county of Dorset, covering the Dorset Council and Bournemouth, Christchurch and Poole (BCP) Council geographies.

A requirement of the newly formed LVEP was to create a Destination Management Plan (DMP) for the county of Dorset.

Destination Management Plan Methodology

In 2025 Dorset Tourism Association (the LVEP advisory board) commissioned a Destination Management Plan for Dorset. Businesses and stakeholders across the county were consulted on their ambitions for the LVEP and the visitor economy through a series of online business and stakeholder surveys, and in-person workshops held in four locations across Dorset.

This DMP has considered the strategic context of the visitor economy, a review of current performance in the sector, product audit, market trends, competitor analysis and business and stakeholder needs to ascertain the key opportunities and challenges for the visitor economy.

This is the first Destination Management Plan covering the whole County of Dorset.

About Dorset LVEP

Visit Dorset, part of Dorset Council, is the accountable body for the LVEP.

Established as a result of the De Bois Review into Destination Management, LVEPs are officially recognised by VisitEngland as the lead organisation for the development of the visitor economy in England and typically represent counties or core cities.

The Dorset Tourism Association CIC (DTA) covers the whole of Dorset and has representation from the Portfolio Holders for tourism from each local authority and representation of every constituent sector of the visitor economy.

As part of the LVEP development process the DTA has taken on the role of LVEP advisory board. The DTA in partnership with Visit Dorset will oversee the delivery of the DMP and encourage stakeholders to adopt the plan.

About Visit Dorset

Visit Dorset is the official destination management organisation (DMO) for Dorset, responsible for promoting the county as a high-quality visitor destination and supporting the growth of its visitor economy. It works in partnership with over 500 tourism businesses, local and regional stakeholders to deliver marketing campaigns, develop tourism products, and improve the visitor experience.

Visit Dorset's activity includes destination marketing and managing the official www.visit-Dorset.com website and social media channels, industry collaboration, business support, and using data and insights to drive sustainable tourism growth. It aims to increase visitor spend, extend the tourism season, and ensure Dorset remains competitive and attractive.

Visit Dorset is the accountable body for the Dorset LVEP and in this role, leads on destination development, aligning local priorities with national tourism goals, and acting as a key voice for Dorset at a national level.

Dorset's Visitor Economy

Home of the iconic Jurassic Coast - Discover Dorset, a land of epic coastline, rolling hills, and timeless charm. Dorset is your gateway to unforgettable experiences!

Dorset has a strong visitor offer with over 22 million visitors, award-winning products and globally important landscapes.

This snapshot of the Dorset visitor economy highlights the importance of the visitor economy to the county and the quality of the offer to a domestic UK and global audience.*

- Home of the UK's only natural **UNESCO World Heritage site**, the **Jurassic Coast** celebrates its 25th anniversary of World Heritage Status in 2026. It is globally renowned for its near-continuous geological record spanning 185 million years of Earth's history and extends from Old Harry Rocks near Poole to Exmouth.
- **Bournemouth, Christchurch and Poole** are home to award-winning sandy beaches, Europe's largest natural harbour, three universities, international language schools, Arts and Conference centres.
- **Dorset National Landscape** covers just over 40% of the county, stretching from Lyme Regis to Poole Harbour and inland to Blandford Forum. This beautiful and thriving landscape is actively protected and regenerated so that everyone can enjoy it and feel connected to it.
- **Purbeck** Heaths is the UK's first "super" National Nature Reserve. Purbeck's key attractions include Swanage Railway, Corfe Castle and internationally recognisable landmarks such as Durdle Door, Lulworth Cove and Old Harry Rocks.
- **Weymouth** has an award-winning beach, adjacent to the unique Chesil Beach and **Portland** cruise port serving international cruise lines.
- **Dorchester** is a thriving county town known for its Hardy connections, Dorset Museum and Art Gallery and the unique Poundbury development.
- North Dorset with its market towns of **Sherborne**, **Shaftesbury** and **Gillingham** are the hidden gems of the county. Encompassing the Cranborne Chase National Landscape and International Dark Sky Reserve.
- West Dorset including **Bridport** and **Lyme Regis** are famous for fossil hunting and popular as film and TV locations.

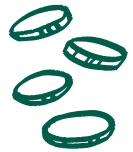
The impact of the visitor economy is equally impressive. 22.8 million visitors came to Dorset in 2024 generating £1.66bn in spend in the local economy and creating 22,693 full-time equivalent jobs.

- Staying visitors (domestic and international) make up 12% of visits but 42% of all spend.
- International visits account for just 2% of all visits but generate £209m spend (12.5%) and tend to be focussed on the Jurassic Coast.
- It is estimated that there are 29,997 actual jobs related to tourism – equivalent to 22,963 full time jobs or 8% of all Dorset employment.
- There is significant seasonal variation in overnight visitors with 36% of all domestic overnight trips taking place in July and August.
- Business events is a key sector for Bournemouth but represents just 3% of domestic and 6% of international visits for the whole county



22.8 million visitors

£1,663m direct visitor spend





Staying visitors 12.3% of visits and 42.5% of spend

22,693 FTE jobs



*See appendix A for detailed product audit

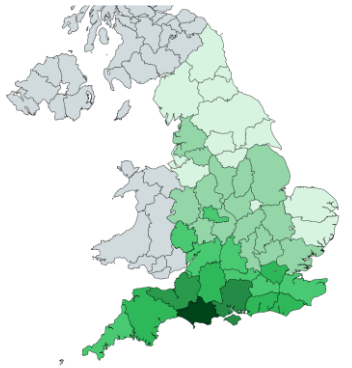
Dorset's Visitor Economy

Understanding our visitors

In 2022 detailed visitor research was undertaken for Bournemouth, Christchurch and Poole. This research was than repeated for Dorset in 2024. There was also a consumer survey conducted in 2023 of Visit Dorset's customers. This insight enables us to understand what visitors like about Dorset and how it compares to other areas.

75% of past visitors to Dorset would visit again and 39% of adults living in the South and Midlands have visited Dorset for a day visit or holiday

The map below shows the location of Visit Dorset consumers across England in 2023



Key perceptions of Dorset:

- 51% place of **natural beauty**
- 49% beautiful **beaches**
- 37% can get close to **nature**
- 31% fun, **relaxed** vibe
- 29% significant **cultural** interest

Top Barriers to visiting Dorset

- 38% too far to travel
- 23% **don't know enough** about area
- 18% Unpredictable weather
- 17% too expensive
- 11% prioritise other places

78

Net Promoter Score

Both sets of visitor research identified the current market segments and key growth opportunities. Dorset currently attracts five market segments, but the two that showed the greatest potential for **year-round growth** in Dorset were:

Active and Mindful

This group are physically active, like a challenge and enjoy new experiences. They like a combination of physical, mental and social stimulation as well as opportunities to relax. They tend to be younger (55% under 35), working, with children and higher than average household income. They are more likely to live in urban areas.

Nature and Culture

These are nature lovers with a practical approach to life. They like to explore beauty spots, arts, culture and heritage treasures. Holidays are driven by the destination and activities available. They do lots of research in advance of booking, tend to be older, and are more likely than average to be retired.



*See appendix B for more detailed visitor profile and all visitor segments

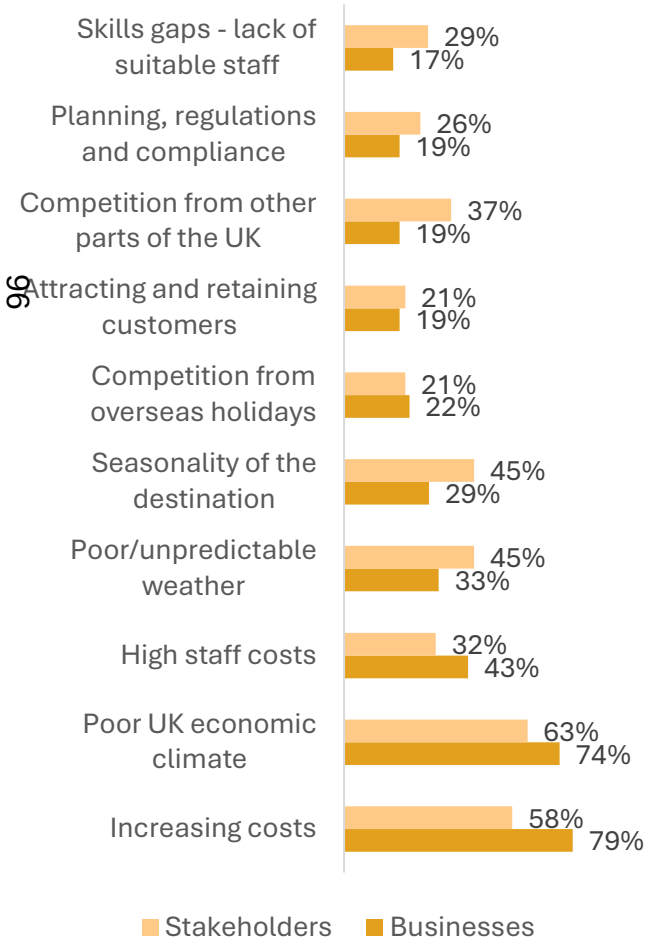
Highlights from the consultation and workshops

"What are the strengths of Dorset's visitor offer?"


nature
beautiful
landscape
dorset
towns
villages
village
heritage
history
coast
countryside
towns
beaches
jurassic
coast
well
beauty
walks
coastline
natural beauty
attraction
harbour
pubs
cultural
outdoor
places
visitor
historic
national
rural
strong
culture
seaside
food drink
great
forest
quaint
known
thomas hardy
scenery
destination
traditional
picturesque
offer
strength
holidays
walking
diversity
stunning
interest
distinctive
access
charming
tranquility
area
literary
glorious
buildings
quiet
charm
market
events
tradition
new
family
best
swcp
pubs
pubs
small
proximity
environment
coastline
coastal
natural beauty
appealing
variety
country
visit
good
local
british
arts
well
beauty
picturesque
traditional
connections
rich
peace
landmarks
scenery
destination
thomas hardy
known
walks
quaint
forest
great
food drink
seaside
countryside
rural
strong
culture
beach
natural
interest
distinctive
access
charming
tranquility
area
literary
glorious
outdoor
places
cultural
harbour
pubs
food
pubs
small
attraction
historic
visitor
national
diversity
holidays
walking
stunning
offer
strength

Dorset's Visitor Economy

Key challenges facing the visitor economy in Dorset



Business performance in Dorset

Business confidence is relatively strong - two-thirds (66%) are very or somewhat confident about the next year of trading.

Seasonality is a key issue with almost a third (30%) of businesses stating that they take more than 50% of their income in July and August.

The majority of Dorset tourism businesses are open year round (80%), January and February are the key months businesses tend not to be open.

Businesses are "committed to growing and investing in their business" (60%) while 25% say they are "maintaining the current level of performance", just 6% are "Establishing a new business" and 11% are either "planning to downsize" or "planning to sell/retire in next 3 years"

Key challenges (see chart) are increasing costs and the poor UK economic climate. Weather, staff costs and seasonality also get a high response from businesses and stakeholders.

Policy context

The Destination Management Plan takes into account a number of relevant local, regional and national policy and plans that will impact on the Dorset LVEP.

Dorset LVEP works across two local authority boundaries, Dorset Council and BCP Council.

Dorset Council Plan 2024-2029 and Dorset's Economic Growth Strategy 2025 to 2040 include a focus on growing the visitor economy with an aim to increase total visitor-related spend in Dorset by 5% by 2029.

This will be achieved through encouraging more off-peak visits, increasing spend per visitor and spreading the benefits of tourism across the county to ensure tourism provides year-round economic activity.

BCP: Working together to deliver a great destination 2023-2027 prioritises building a year-round economy. It also set the ambition for the industry to take a lead role in destination management, which has now been realised through the BCP Destination Management Board.

At a regional and national level there is a focus on:

- **Increasing visitor spend** and reducing reliance on day visits, as well as spreading the benefits of tourism to all areas of the country.
- Tourism being more **accessible.**
- A shift towards a more **responsible** visitor economy and realising the **social and environmental benefits** of tourism.
- A more **strategic** and **collaborative** approach.

These are also points featured in local policies.

Destination SWOT Analysis

Strengths

- Quality product, nationally and international recognised
- Outstanding natural landscape (UNESCO World Heritage, National Landscapes,
- Well-known brands and icons (e.g. Jurassic Coast, Bournemouth, Weymouth, Gold Hill, Cerne Abbas Giant, Pliosaur, Bournemouth Symphony Orchestra)
- Proximity to London, Bristol and West Midlands
- Strong business confidence and engagement
- Wide range of sustainable tourism products
- Unique access to full range of watersports – via harbours, coast and rivers
- Growing cruise market (Portland)
- Good mix of accommodation, venues and attractions
- Strong cultural offer (Hardy, Blyton, Arts by the Sea, Inside Out, BSO, Lighthouse, Dorset Museum & Art Gallery, Tank Museum, Camp Bestival, BIC events)

Weaknesses

- Low awareness of Dorset among non-visitors
- Diversity and range of product make it challenging to articulate key strength
- Industry believe there is no one stand out "attraction"
- Limited resources for Destination Management
- Investment in tourism (public and private) is lower than competitor locations
- Impact of the reduction in funding for Local Authorities - BCP Council no longer have a tourism function and increased pressure on support for Cultural services and venues
- Reliant on volunteer support from industry to realise benefits of LVEP
- Relatively low level of new business development
- Lots of small and micro businesses to coordinate
- Limited direct access routes from International markets (Bournemouth Airport and the Port of Poole are predominantly outbound traffic)
- Public transport within the county can be limited especially in North and West Dorset

Opportunities

- Priority growth market segments – Nature and Culture, Active and Mindful are aligned to consumer trends and a wide range of products and experiences that are available across Dorset
- Dorset Council identified tourism as high level priority for growth
- Joined up approach across Dorset and BCP Councils
- Wessex Partnership to form a strategic authority strengthening collaboration across the region and should unlock new funding and opportunities for growth
- Government focus on regional dispersal and increasing attention on seaside towns
- Dorset has achieved LVEP status which enables access to support from VisitEngland and engagement with DCMS to raise the profile of the county.
- Strong cultural programme across the county
- Weymouth & Portland regeneration
- Investment in MEMO Portland project will unlock new markets and large-scale interest
- Portland well positioned to benefit from Cruise growth in Northern Europe itineraries

Threats

- Economic climate driving later bookings, limited spend and competitive market
- Competition from international destinations, and reduced investment in domestic marketing, strong competition from city-based UK breaks
- Competitor investment in Tourism is higher than Dorset (e.g. Destination North East, Visit West, Yorkshire, Tees Valley)
- Climate change and rapidly evolving coastline impacting on Dorset experience – especially if trying to grow shoulder and off-peak visits
- Geo-political situation causing fluctuating costs and demand
- Increasing operating costs for businesses making small independent businesses less viable
- No agreed date for Mayoral Strategic Authority that includes Dorset
- Resource needed for coordination and mobilisation of industry engagement
- Government focus on and investment in the North













The ambition

Ambition

Dorset is known as a welcoming and vibrant year-round destination which offers quality experiences

Priorities

- Welcoming visitors to all parts of Dorset all year round
- Increase the spend per visitor encouraging visitors to stay longer, buy local and return
- Improve awareness and perceptions of Dorset - known as the key destination for natural landscapes, heritage, rural and coastal breaks, a culturally vibrant, sustainable and accessible place
- Working collaboratively to deliver exceptional visitor experiences and advocate for the sector at regional and national level

Areas of focus

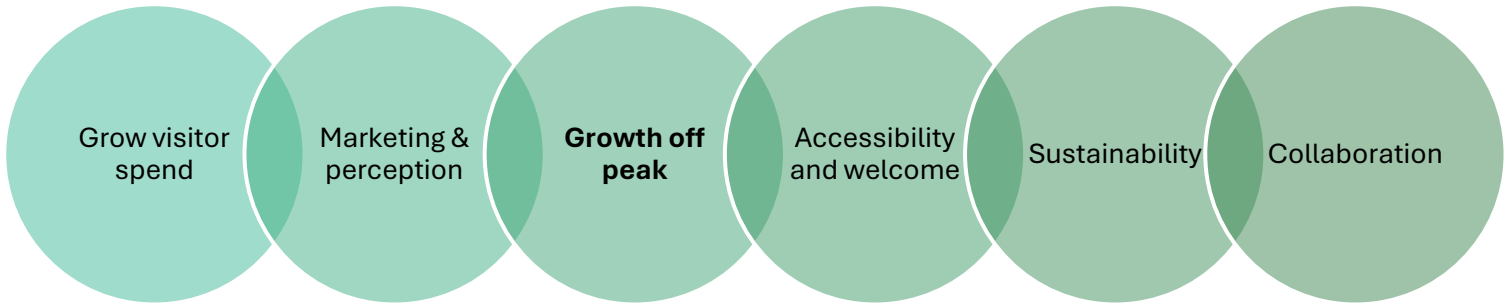






Photo by Freysteinn G. Jonsson on Unsplash

Dorset is known as a welcoming and vibrant year-round destination which offers quality experiences

The key ambition for this destination management plan is that **Dorset becomes a year-round visitor destination.**

Throughout the consultation process for this DMP, businesses and stakeholders **repeatedly stated that the key focus of this strategy must be to tackle seasonality** and support the industry to encourage visitors to come all year round, to all parts of the county and increase the spend of visitors by encouraging them to stay longer, support local suppliers and come back to Dorset.

The county already has a **reputation for being a quality destination** – with high number of entrants into the Dorset Tourism Awards, and many businesses with TripAdvisor Travellers Choice Awards and a high number of top 10% winners. Weymouth and Bournemouth Beaches are consistently ranked amongst the best in the World. Dorset has also had three winners in VisitEngland Awards for Excellence 2025 and two winners in VisitEngland Awards for Excellence 2024.

Visitor research showed that Dorset is known as a friendly place, where visitors feel welcome.

Dorset has a strong cultural offer creating **a vibrant place** for people to visit, live, work and invest.

The destination management plan aims to cement Dorset's position as a welcoming, vibrant and quality destination but drive growth in shoulder and off-peak period so that visitors can have that experience all year round.

How will this be achieved?

Dorset is known as a welcoming and vibrant year-round destination which offers quality experiences

In order to achieve the ambition of this destination management plan over the next 10 years, key priorities have been identified alongside specific areas of action that the Dorset LVEP can support.

These priorities and areas of action have been informed through data and consultation, and it is that data that will help provide an understanding of how the ambition can be realised.

In the next section of this report each area of focus will be explored to show why it matters and how it can support the ambition and priorities of the DMP. Presenting a roadmap to realising the ambition of the DMP.

















Areas of focus

Focus area 1

Delivering a year-round destination

Growth off-peak

Addressing seasonality to encourage more visitors to come in the shoulder and off-peak period and supporting more business to create experiences that can be enjoyed and viable all year round is the key priority of the DMP.

Priority:

Welcoming visitors to all parts of Dorset all year round

Why?

- There is huge seasonal variation in overnight visitors with 36% of all domestic overnight trips taking place in July and August.
- The recent VisitBritain report "Economic Value of tourism in the United Kingdom" highlighted Dorset as the 5th most seasonal county for international visits.
- Almost a third (30%) of businesses state that they take more than 50% of their income in July and August.

Where to focus?

In order to reduce the seasonality of visits to Dorset the LVEP will need to work with partners and businesses to tackle key issues of awareness, product offer and experience. Using data to guide and shape decisions.

1. Improving data to inform decisions

The Dorset Economic Impact data shows January - April are the quietest months in terms of overnight visitors to the county, then May, June and October, November perform similarly with c. 6-7% of visits.

However, occupancy data provided by a selection of key businesses across the county shows us this data may contain inaccuracies that are misleading. Whilst there is no doubt that Dorset is a seasonal economy, variations within the county are likely to be much more nuanced than the data implies.

Once the LVEP has a greater understanding of where the potential for growth exists both in terms of months of the year, parts of the county and days of the week an action plan can be developed to target markets with a high propensity to travel at those times.

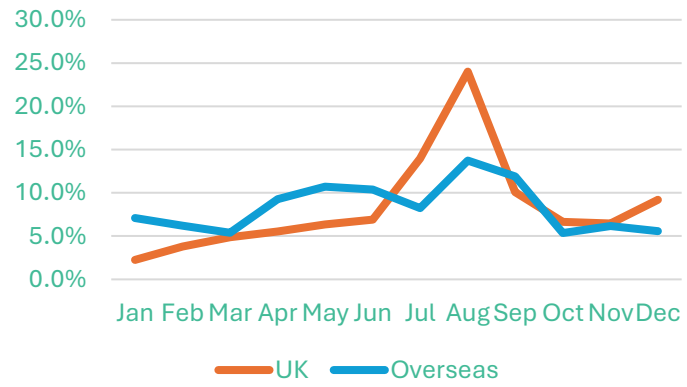
Recommended actions:

Work with businesses to develop a more accurate understanding of visits and seasonality. Monitor annually to track progress

2. Experience mapping

Whilst a more in-depth understanding of the data is gathered the focus could be on understanding the current and potential product offer for the shoulder and off-peak period. Being realistic about what visitors can expect to experience and how to ensure that visitors that do come in the shoulder and off-peak period have the best possible experience.

Seasonality of overnight stays (2024)



Focus area 1

Delivering a year-round destination

Growth off-peak

2. Experience mapping cont.

Working with businesses, initially those that have expressed interest in developing their year-round availability, Dorset can facilitate product development by providing insight on the growth markets and their interests and encouraging businesses to work together to create packages and cross-promote their products to visitors.

In addition, Dorset stakeholders can utilise the information gathered to adapt their current marketing activities to reflect the current product available.

Recommended actions:

Review current product offer in off-peak

Hold regular networking and workshops across the county to share insights and facilitate networking to develop new products.

3. Raising awareness

The visitor research undertaken in 2022 and 2024 identified the two key visitor segments for growth across the county as "Nature and Culture" and "Active and Mindful". Both of these segments are aligned to the product available and have potential for all year-round visits.

Focussing marketing efforts on these two segments and encouraging businesses that are open all year round to do the same will grow reach and awareness with these segments.

The new **Culture strategy** for the county highlights the importance of growing the economic impact of Culture and encouraging more cultural visitors to the county. Working in partnership with the Cultural sector, Dorset can increase the profile of the heritage and cultural offer and develop new products and experiences that appeal to the Nature and Culture segment.

Recommended actions:

Prioritise existing or new marketing activity on Nature and Culture and Active and Mindful segments. Encourage businesses open year-round to do the same.

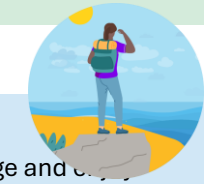
Work with Cultural sector to build events, festivals, heritage and cultural programme in shoulder and off-peak period including an innovative cultural and arts offer that will appeal to a wide range of ages and interests beyond traditional cultural programming.



Nature and Culture

These are nature lovers with a practical approach to life. They like to explore scenic landscapes, heritage, arts and cultural attractions and events. They state weather matters less because they like learning, culture and nature. Specifically, 27% would visit off-peak. Market size is 7 million in Dorset drive-time regions.

- 65% Visit parks and gardens
- 56% Visiting Museums and Art Galleries
- 55% Visiting Historic or Heritage sites
- 54% Hiking or Walking
- 52% Visit street markets
- Accommodation is not important its just a base to explore the destination
- 27% have children so are looking for family activities



Active and Mindful

This group are physically active, like a challenge and enjoy new experiences. Many of their favourite activities can be enjoyed in Dorset in the shoulder and off-peak period and 15% would visit off-peak. Market size is 6.4 million in Dorset drive-time regions.

- Running (37%), walking (35%), cycling (26%) and swimming (34%) are popular
- 46% enjoy cooking and 44% prioritise healthy eating
- 47% visit parks and gardens
- 35% prioritise self-improvement
- 32% Visiting museums and art galleries
- Attracted to accommodation and activity providers who support environment initiatives
- Over half this segment have children

*See appendix D for more detailed information about Nature and Culture and Active and Mindful off-peak appeal

Focus area 1

Delivering a year-round destination

Growth off-peak

4. Additional opportunities:

Other key markets that travel all year round are Business & Conference visitors, Groups and Travel trade and increasingly cruise visits. These three sectors are important in varying degrees across the county depending on the product and facilities available, but working collaboratively and enabling those stakeholders and businesses to take advantage of the support the LVEP can access will be key to delivering growth.

Business & Conference visitors represent 6% of International visits and 3% of Domestic visits to the county, but with key facilities in Bournemouth and Poole in particular it is a market that could be expanded to deliver year-round growth.

The growing trend for "Bleisure" and Association travel presents opportunities to showcase attractions and towns across the county for days out around the business visit.

Research conducted by BVA BRDC in 2022 identified the key opportunities as:

- promote accessibility of the location, engage with planners, and broaden awareness of the offer.

Groups and travel trade – partners across Dorset have been working together over the last few years to represent Dorset at domestic and international group and travel trade events focused on growing leisure coach groups and tour operator engagement.

Supporting those businesses and enabling access to the opportunities made available to the LVEP will be key to delivering growth in this market.

Cruise – Portland has seen significant cruise growth in recent years achieving almost 100,000 passengers and more than 60 calls in 2025. Predominantly German, USA and UK visitors with an average spend of £100 per day, cruise tourism is a high-value sector that operates year-round and offers an opportunity to give international markets at taste of Dorset and encourage them to return to the county for a longer holiday.

Recommended actions:

Enable businesses and stakeholders to realise the full benefits of LVEP status and encourage engagement with VisitEngland for support.

Identify "lead" contacts / volunteers for Business Events, Travel trade and Cruise for the LVEP to maximise opportunities made available through the LVEP within resource constraints.

Explore opportunities to work in partnership to build dedicated content on Visit Dorset website for these markets to support growth of these key sectors.



Focus area 2

Delivering a year-round destination

Growth in visitor spend

Add value by encouraging visitors to spend more, spend differently and support local

Priority:

Increase the spend per visitor encouraging visitors to stay longer, buy local and return

Why?

Dorset Council and Visit Dorset have an objective to increase visitor spend by 5% by 2029

68% of stakeholders and 49% of Businesses said growing visitor spend was one of their top three priorities for the Destination Management Plan

Where to focus?

Growing spend from all visitors is a top priority for the DMP, gaining maximum economic benefit with minimal environmental impact. Adjusting the mix of tourists can also deliver growth in spend.

Key areas of focus could include:

- **Encouraging day visitors to stay overnight**
- **Encouraging existing overnight visitors to stay longer**
- **Encouraging visitors to spend differently** prioritising local businesses and supporting the local economy. Highlighting local markets, featuring local businesses in communications and considering initiatives that enable visitors to easily recognise Dorset products.
- **Supporting local producers** (especially food and drink) to meet visitor businesses and collaborate so that more local businesses stock local products.
- **Attracting more international visitors** – international visitors stay longer than domestic visitors and on average spend £6.45 more per person per day than a domestic overnight visitor and £16.79 more per day than a day visitor. Key markets for growth are Netherlands, Germany and other near European countries alongside long-haul English speaking countries.

Delivering growth off-peak will also contribute to a growth in visitor spend.

Recommended actions:

Review marketing activity to encourage overnight stays and buy local messaging

Facilitate networking events between local producers and visitor economy businesses

Utilise VisitEngland opportunities to grow international markets aligned to Dorset product



Focus area 3

Delivering a year-round destination

Marketing and Perceptions

Raise awareness of the Dorset visitor offer to target audiences and build brand awareness of key themes whilst maintaining existing visitor markets

Priority:

Improve awareness and perceptions of Dorset - known as the key destination for natural landscapes, heritage, rural and coastal breaks, a culturally vibrant, sustainable and accessible place

Why?

Almost half of all respondents to the DMP surveys and workshops (47%) said one of their top 3 priorities was “Investment in destination marketing”

Visitor research identified that 47% of non-visitors would consider a visit to Dorset. However, 23% of non-visitors said a key barrier to visiting was “I don’t know enough about the area” this rose to 29% of non-visitors to Bournemouth.

Where to focus?

Dorset has an enviable position of having a wide range of high-quality visitor experiences and products. However, this can make it more difficult to achieve a clear brand position for Dorset.

During the consultation the key strengths of the county visitor offer were identified as:

- **Natural landscapes**
- **Heritage and Culture**
- **Food and drink**

With the key USP for **new visitors** (especially international visitors) being **the Jurassic Coast World Heritage Site**. Using this hook to attract new visitors to the county and then encouraging visitors to explore all areas of the county is key.

Consumer marketing

Develop a clear brand narrative for the overall visitor offer for the whole of Dorset as a vibrant place for outstanding natural landscapes, culture and heritage.

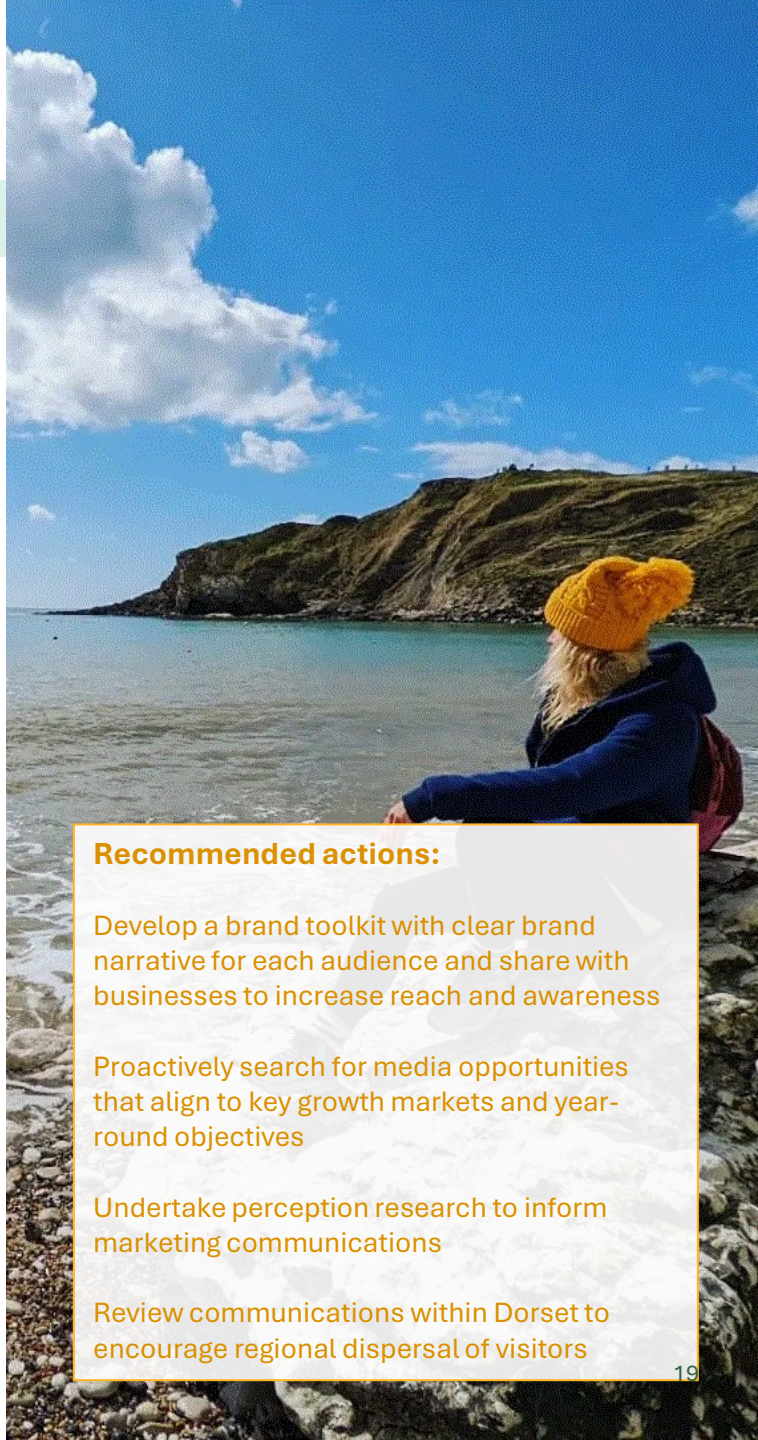
Focus targeted marketing messages with key audiences to increase awareness of the Dorset visitor offer year-round.

Consider creating a brand toolkit that can be shared with businesses to ensure Dorset is promoted in a consistent style and tone of voice.

Proactively seek and maximise opportunities to gain free media exposure with press visits, influencers and media aligned to the priority growth segments.

Undertake research to understand the perceptions of Dorset as a year-round destination and test the strength of Dorset’s associations with the key themes compared to competitor locations.

Review communications within the county to **encourage visitors to explore ALL parts of Dorset**, especially the north and west of the county. Work with Town Councils and provide tools and copy to enable businesses to spread the word.



Recommended actions:

Develop a brand toolkit with clear brand narrative for each audience and share with businesses to increase reach and awareness

Proactively search for media opportunities that align to key growth markets and year-round objectives

Undertake perception research to inform marketing communications

Review communications within Dorset to encourage regional dispersal of visitors

Focus area 4

Delivering a year-round destination

Accessibility and welcome

Inspiring growth across Dorset through local exemplar businesses

Priority:

Improve awareness and perceptions of Dorset - known as the key destination for natural landscapes, heritage, rural and coastal breaks, a culturally vibrant, sustainable and accessible place

Why?

The accessible Tourism market is worth £14.6bn in the UK and improving the accessibility and inclusivity of the visitor economy is a national and regional priority.

26% of stakeholders and 20% of businesses in Dorset stated it was a key priority.

Accessible visitors travel all year round so growth in this market can support the ambition to grow year-round demand.

Where to focus?

Businesses and stakeholders identified key areas of support needed to improve their accessibility and inclusivity:

- Accreditation and legal compliance
- Funding or financial incentives to invest
- Inspiration and best practice from other businesses

In addition, the consultation highlighted a need to support businesses to understand what is the minimum standard and inspire them to see what it means to be truly accessible and inclusive as well as understand the market potential to providing accessible facilities.

The **Dorset National Landscape** (DNL) has invested nearly £500,000 in improving access with further funding secured for more activity.

The **Coast For All** project aims to position Dorset as the UK's most inclusive blue space, ensuring beaches and coastal environments are fully accessible to visitors and residents with a wide range of access needs, enabling them to fully participate in beach and water-based activities.

The LVEP should work in partnership with initiatives like DNL and Coast For All to help realise product development and promote accessibility improvements to visitors.

Recommended actions:

Use local "exemplars" to showcase and inspire businesses to invest

Signpost businesses to support available via the LVEP

Utilise VisitEngland expertise and support through the LVEP to understand Dorset's current position and key areas to improve

Encourage investment in accessibility improvements and work in partnership with initiatives like DNL and Coast For All to enable product development and support with promotion to visitors.



Credit: Marsham Court Hotel

Focus area 5

Delivering a year-round destination

Sustainability and regenerative tourism

Tourism can be a force for good in Dorset

Priority:

Improve awareness and perceptions of Dorset - known as the key destination for natural landscapes, heritage, rural and coastal breaks, a culturally vibrant, sustainable and accessible place

Why?

65% of businesses in Dorset said improving Sustainability was very important and 59% are actively progressing their approach to sustainable or regenerative tourism.

Improving the environmental, social and community benefits of tourism is a key national priority.

32% of consumers claim they look for sustainable accommodation

Where to focus?

Businesses in Dorset have made great progress improving their sustainability over the last few years, but as the industry moves towards aspirations of more regenerative tourism, the key areas of support businesses and stakeholders in Dorset would like are:

- Inspiration and best practice from other businesses (76%)
- Funding or financial incentives to invest (69%)

Just 15% of businesses said sustainability was fully embedded in their businesses so there is still a lot of work to be done.

Recommended actions:

Use local "exemplars" to showcase and inspire businesses to invest

Signpost businesses to support available via the LVEP

Utilise VisitEngland expertise and support through the LVEP

What is regenerative tourism?

Going beyond minimising impacts of tourism, tourism should leave places better than they were before actively improving places, communities, and ecosystems.



Regenerative tourism helps businesses to build resilience, integrate sustainability and support long-term economic, community and environmental benefits.

Focus area 6

Delivering a year-round destination

Collaboration

In order to deliver change Dorset LVEP must work collaboratively within and across the sector

Priority:

Working collaboratively to deliver exceptional visitor experiences and advocate for the sector at regional and national level

Why?

Dorset LVEP is a partnership of businesses, stakeholders and organisations involved in the visitor economy. Resources are limited but collaboration creates a shared ownership of the DMP and enables the LVEP to access a wide range of skills in the sector to deliver change.

Businesses and stakeholders highlighted collaboration as key to delivering change.

Where to focus?

The Dorset LVEP have a clear leadership role in the county, but with resources limited the sector needs to work in partnership to deliver the ambitions of the DMP.

Gaining support for change

Visit Dorset working in partnership to deliver the LVEP have access to a wide range of expertise in the advisory board and supporting groups and associations. With representatives from each sector of the industry the LVEP can ensure that the industry is kept informed and involved in the delivery and development of the DMP.

Regular engagement events and workshops to inform priorities for action and gain support for deliverables will be key to realising the DMP, alongside a committed board and working groups focussed on key areas.

Advocating for Dorset

A third of businesses and stakeholders prirotised a greater focus on advocating for Dorset's visitor economy at a regional and national level.

Achieving LVEP status creates an opportunity for the County to raise its profile with VisitEngland and DCMS at a national level but also highlight the importance of the visitor economy at a regional level. Dorset is also a key partner in the Great South West Tourism Partnership. However, these partnerships place greater demands on the Visit Dorset team to attend and engage with events, conferences and meetings.

In order to realise the full benefits of the LVEP and raise Dorset's profile there is a need to create a network of "Ambassadors" who can represent the county at key events, conferences and meetings.

Working in partnership

The LVEP will work in partnership with other organisations to ensure that the Visitor Economy is represented on issues such as skills development, transport infrastructure, innovation and inward investment.

Recommended actions:

Regular engagement events to inform and engage the sector in the delivery and development of the DMP.

Create a network of "Ambassadors" who can represent Dorset at key events and are well informed about the industry's priorities, challenges and performance.

Work in partnership with other sectors and specialists to influence investment in skills, transport and economic development.

How will we monitor progress and change?

In order to understand whether the ambition of this plan has been met, the LVEP must monitor progress. **Action plans should be developed in three-year cycles with progress reviewed annually.**

Measuring change in the visitor economy is not without its challenges though, national data is often slow to be published and can be inaccurate at county level and below. It does however provide a consistent benchmark of performance and the ability to track trends. The table below identifies ways in which key performance indicators can be measured, this is not intended as an exhaustive list as research techniques are continually improving. Therefore, an additional recommendation of this DMP must be that there is continued investment in data and improving the quality of the data.

What to measure	How
Seasonality	National surveys (GBTS, GBDVS, IPS) Accommodation occupancy and Visits to attractions
Visitor spend	Cambridge economic impact research, national surveys, visitor surveys (in-situ and / or online), VE card spend data
Length of stay	Cambridge economic impact research, national surveys, Business survey
Dispersal of visits	Visitor survey (in-situ and / or online), footfall
Accommodation occupancy	Business survey, T-Stats, software providers (e.g. Amadeus)
Perception and awareness	Visitor survey (in-situ and/or online), National omnibus survey
Marketing impact	Campaign performance, website stats, perception research, visitor numbers
Type of visitor	Segmentation research, business surveys

Budgets permitting, utlising more than one method for each measure helps provide a more robust view of performance and reduce the inaccuracies of national data where sample size at county level is often relatively small.



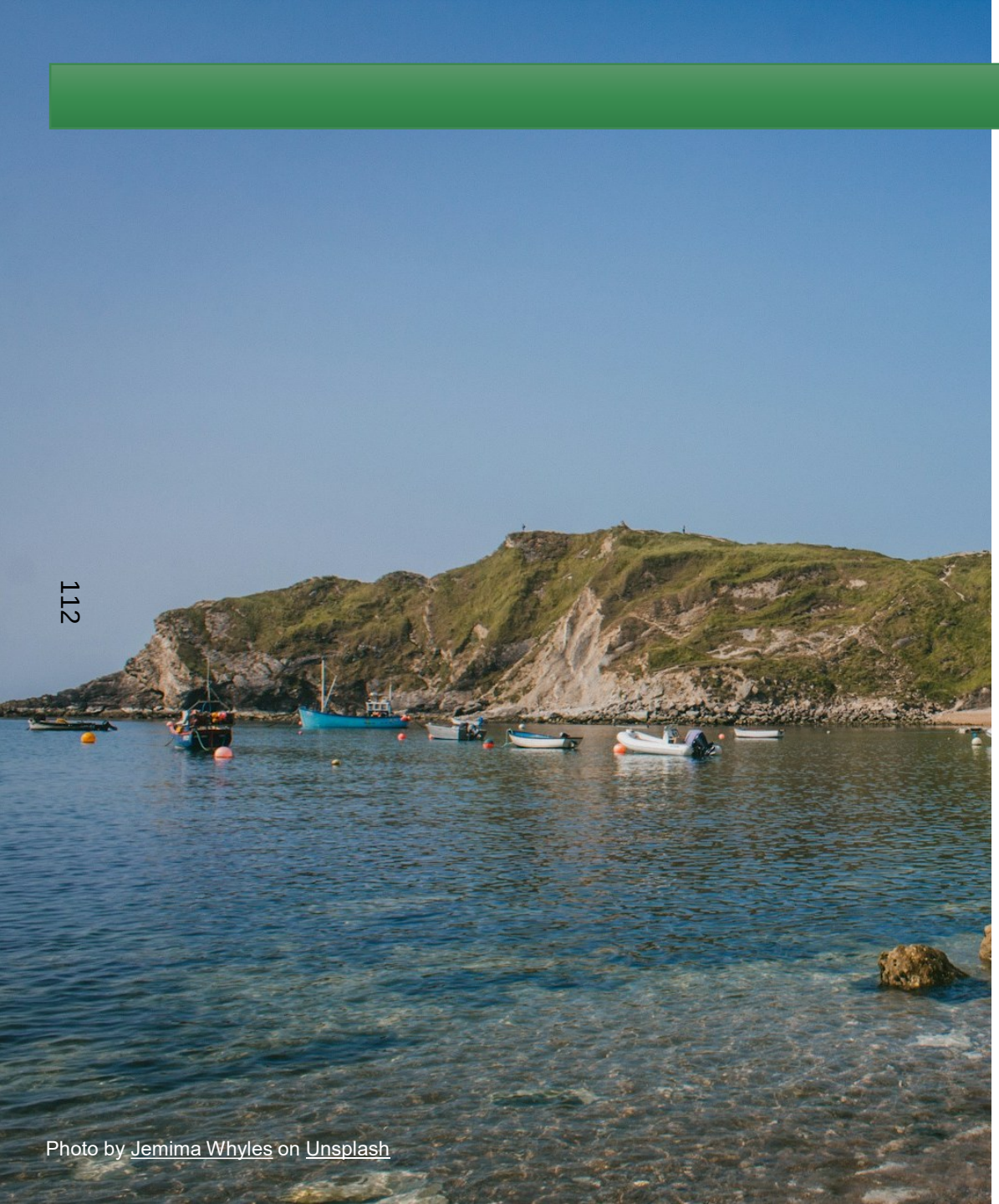


Photo by Jemima Whyles on Unsplash

Delivery of this DMP requires partnership working

This Destination Management Plan has been created to identify the role and priorities of the Local Visitor Economy Partnership (LVEP). Although the LVEP is coordinated through Visit Dorset it is responsibility of the whole tourism sector in Dorset to contribute to the delivery of the DMP. The Dorset Tourism Association CIC acting as the advisory board for the LVEP will oversee progress on delivery of the ambitions of the DMP across all parts of Dorset.

Key performance indicators

Delivery of the DMP will me measured by the following KPIs

- Change in seasonal spread of visits – reduction in the dependence on summer visits by 10%
- 5% growth in visitor spend by 2029
- Growth in visitor numbers to North & West Dorset

Next steps

The DMP will be published and shared with the industry then workshop(s) and engagement events will take place across the county to inform an Action Plan for the first 3 year of delivery.

Action plans will be set for a three-year period with progress monitored annually via the LVEP advisory board.

With thanks to our supporters and contributors

Visit Dorset – lead for Dorset LVEP, Dorset Council's Tourism Team

Dorset Tourism Association - Advisory board for the Dorset LVEP

Local Authorities

- Dorset Council (accountable body for the LVEP)
- BCP Council

Town Councils and BIDs

Sector organisations

- Arts Development Company, Dorset
- Best of Dorset Attractions
- BH Area Hospitality Association
- Bournemouth, Christchurch and Poole Destination Management Board
- Dorset Food and Drink
- Dorset Museum Group
- Dorset National Landscape
- National Trust

The consultation involved online responses from 124 business and 45 stakeholders.

Four workshops were then delivered across Dorset in November 2025. These were attended by 83 businesses, stakeholders and interested parties.

With thanks to the businesses that hosted the workshops: The Grosvenor, Shaftesbury, The Kings Arms, Dorchester, Marsham Court Hotel, Bournemouth and Highlands End, Eype, Bridport.

This strategy was funded by the UK Government via the UK Shared Prosperity Fund

Funded by UK Government













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Supported by:

Dorset Council

BCP Council

VISIT DORSET

Dorset Tourism Association

DMB Destination Management Board

BAHA BH Area Hospitality Association

museum development md south west

BEST OF DORSET ATTRACTIONS

Arts Development Company

Dorset Food&Drink

Dorset National Landscape

DISCOVER DORCHESTER The Heart of Dorset

WE ARE WEYMOUTH

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%).

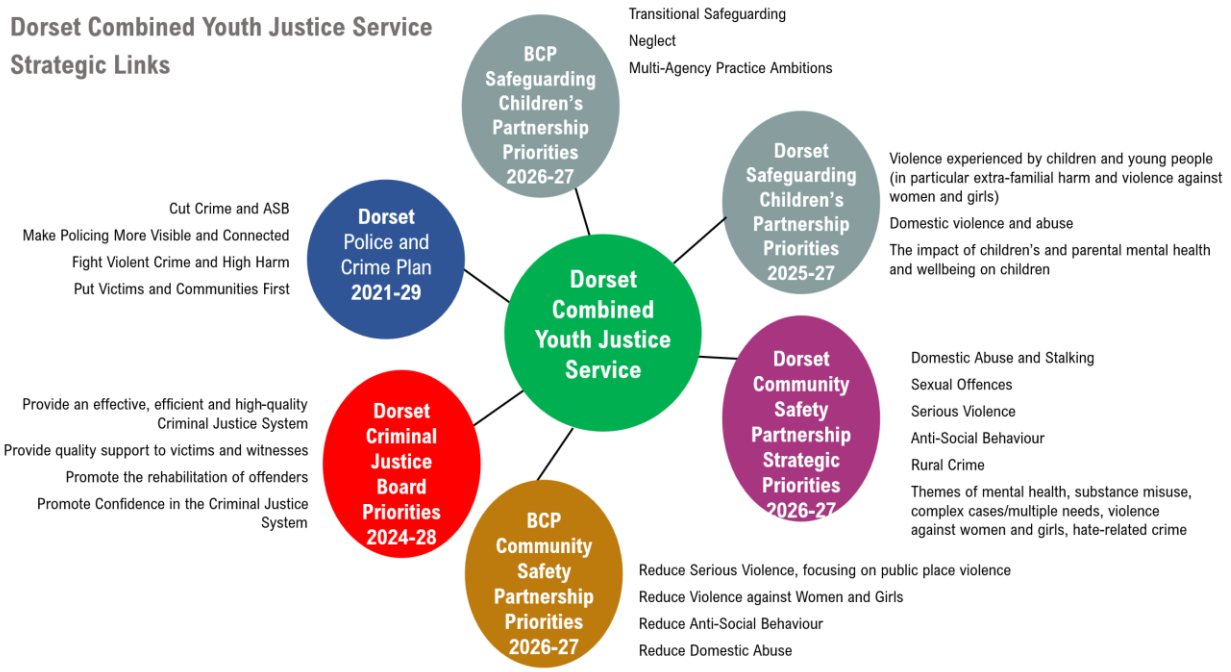
3 Governance, leadership, and partnership arrangements

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.

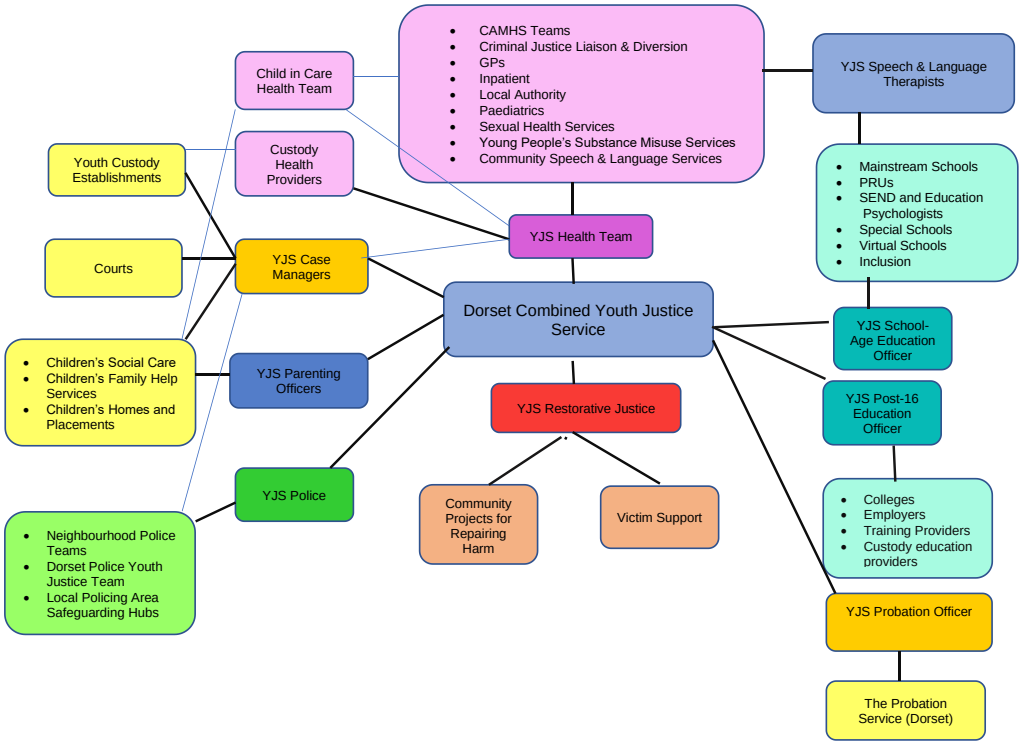
The Partnership Board also provides oversight and governance for local multi-agency protocols in respect of the criminalisation of children in care and the detention of children in police custody. The DCYJS Manager chairs multi-agency operational groups for each protocol and reports on progress to the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

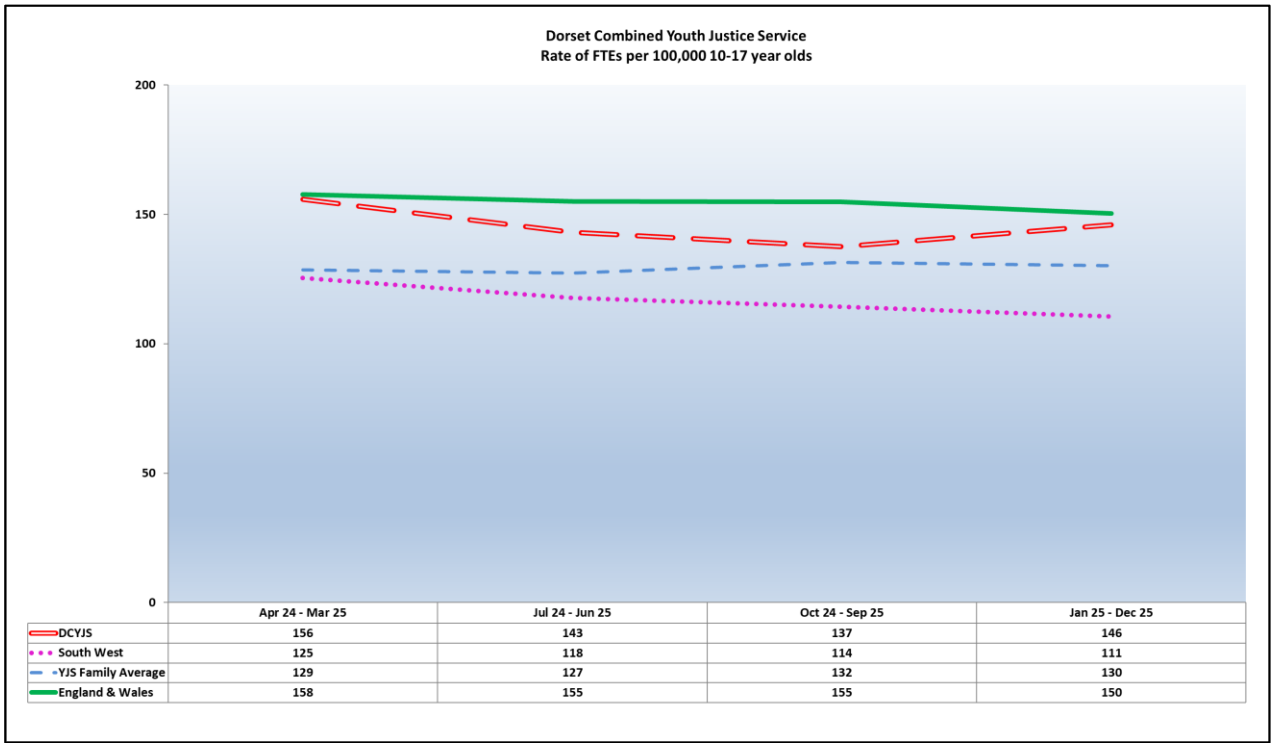
HMI Probation published an Effective Practice Guide in October 2025, as part of their thematic inspection of work with children on Out of Court Disposals. The Effective Practice Guide identified our local joint-decision making arrangements as an example of good practice. The Guide stated that the Dorset 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.

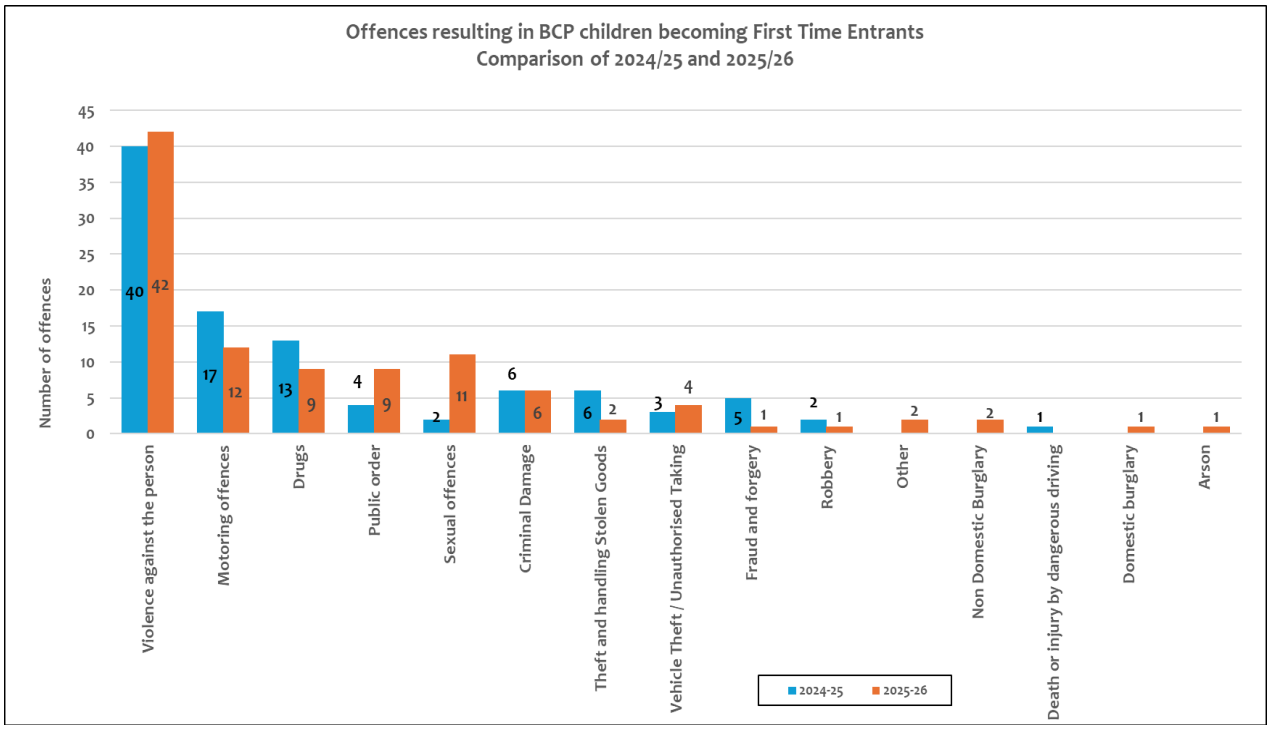
The increase in Dorset First-Time Entrants in 2023-24 reflected delays in the previous year in dealing with some older offences. Numbers of First-Time Entrants have been stable in Dorset since a significant reduction in 2020/21.

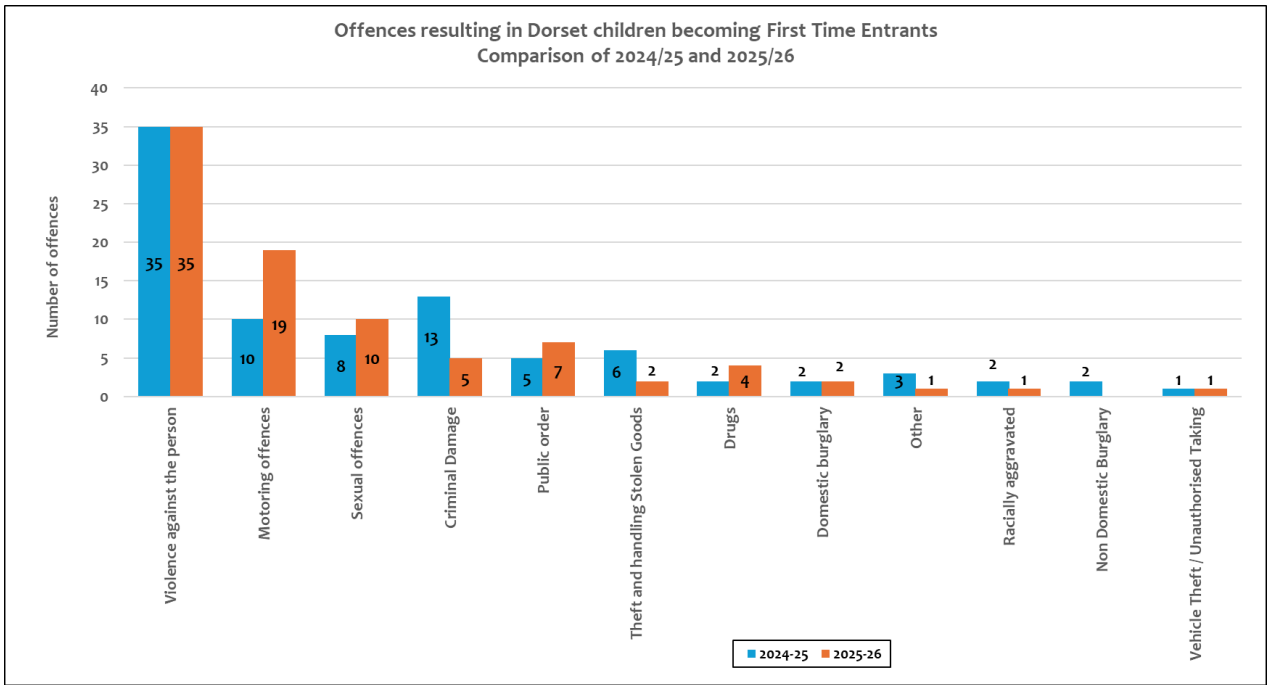
Offences Leading to Children Entering the Justice System

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.





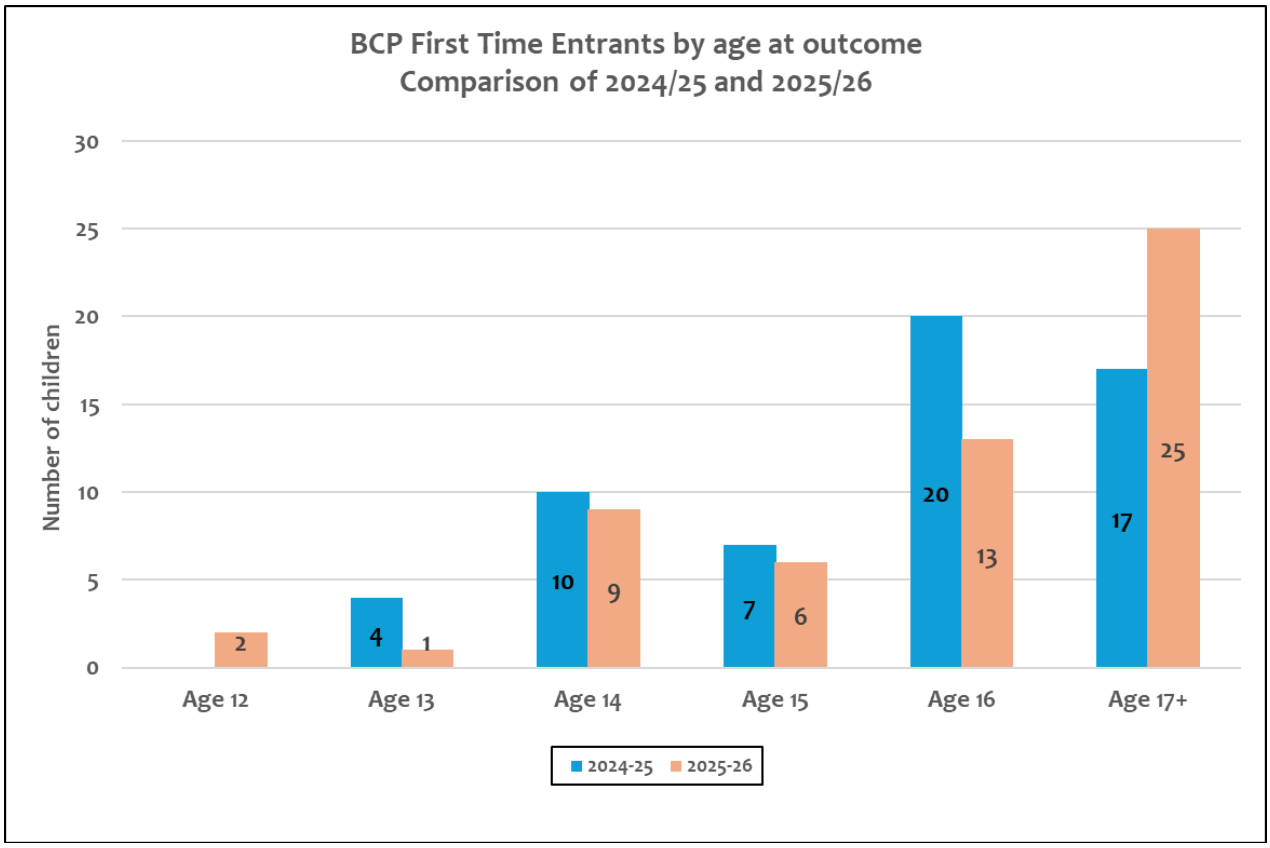
Offences involving possession or use of a weapon, or assaults on emergency workers, are included in the 'Violence against the Person' category and in almost all cases result in a caution or court disposal. Diversion options for these offence types are only considered in exceptional circumstances. The 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.

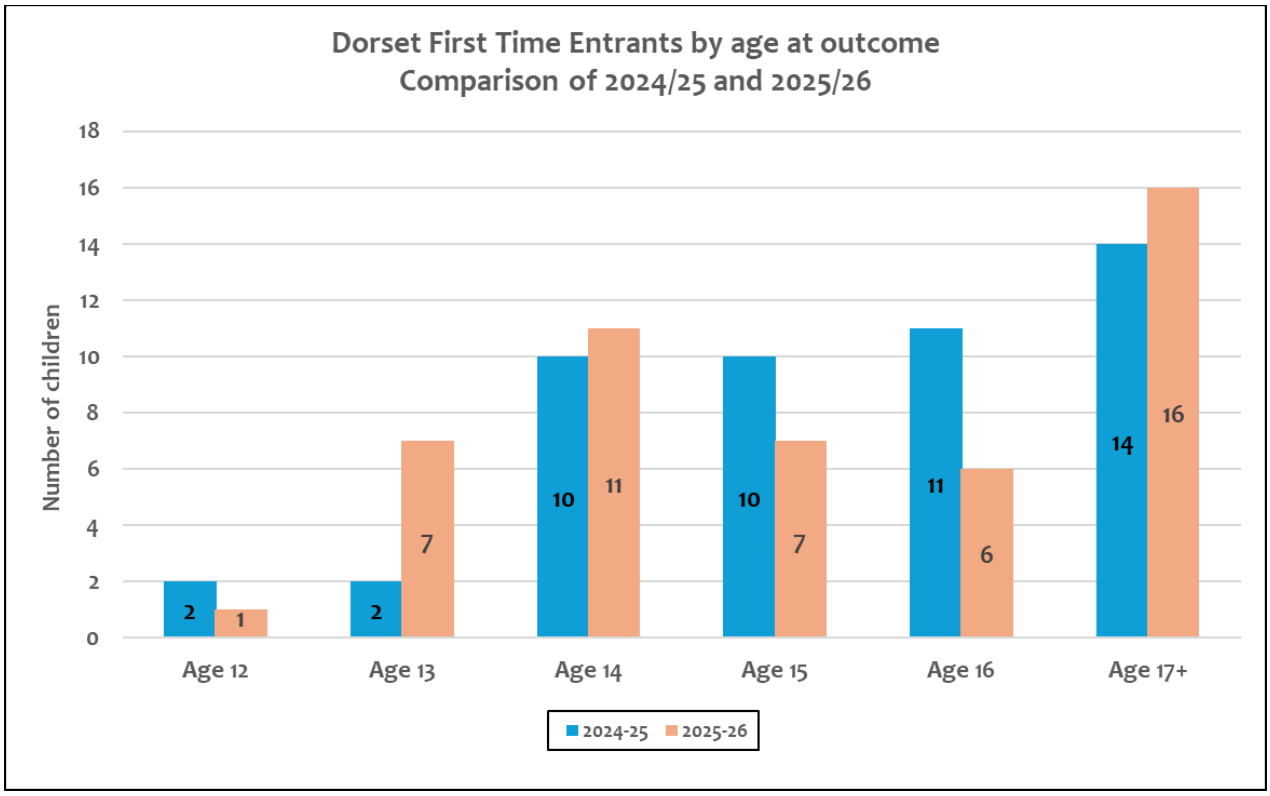
There was an increase in sexual offences in 2025/26. 6 children committed a total of 21 offences across both local authorities. 3 of the children committed contact sexual offences, the other 3 committed offences involving indecent images.

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.

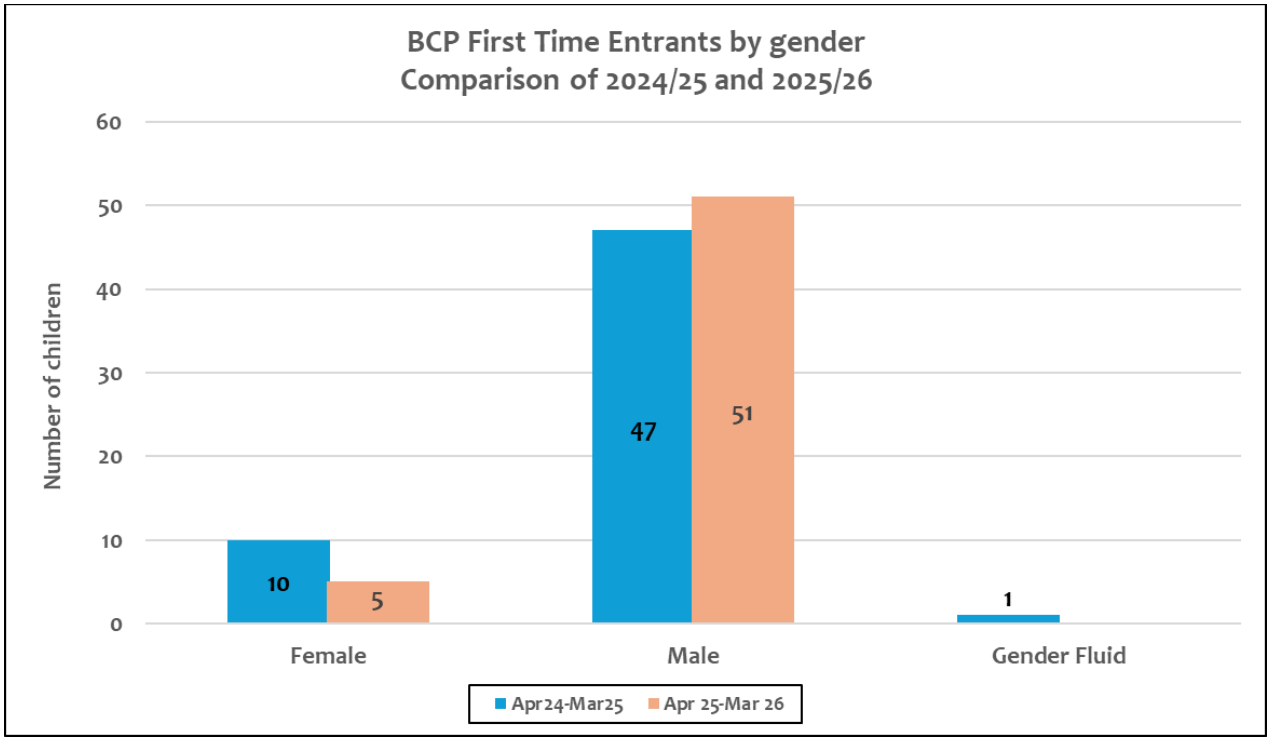


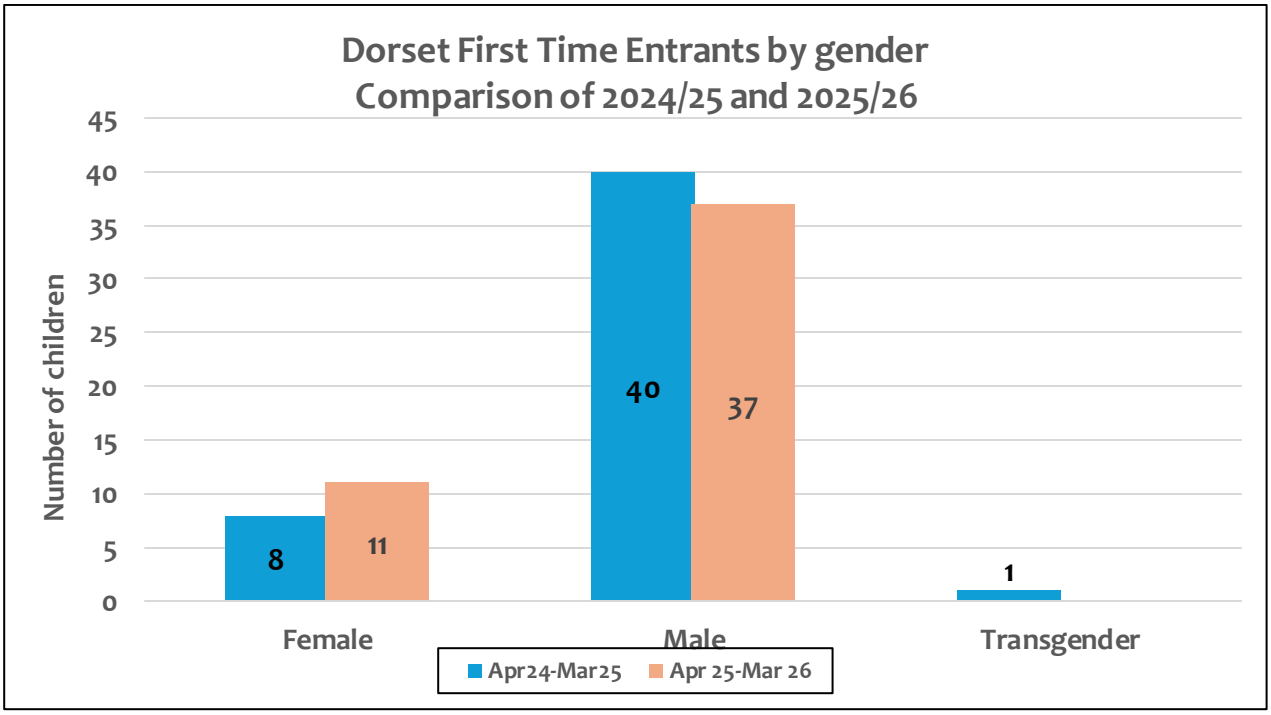


Previous analysis has shown that children who enter the justice system before the age of 14 are likely to have complex needs and may go on to commit further, more serious offences. During 2024-25, a total of 8 children under the age of 14 entered the justice system across our two local authorities. This 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.

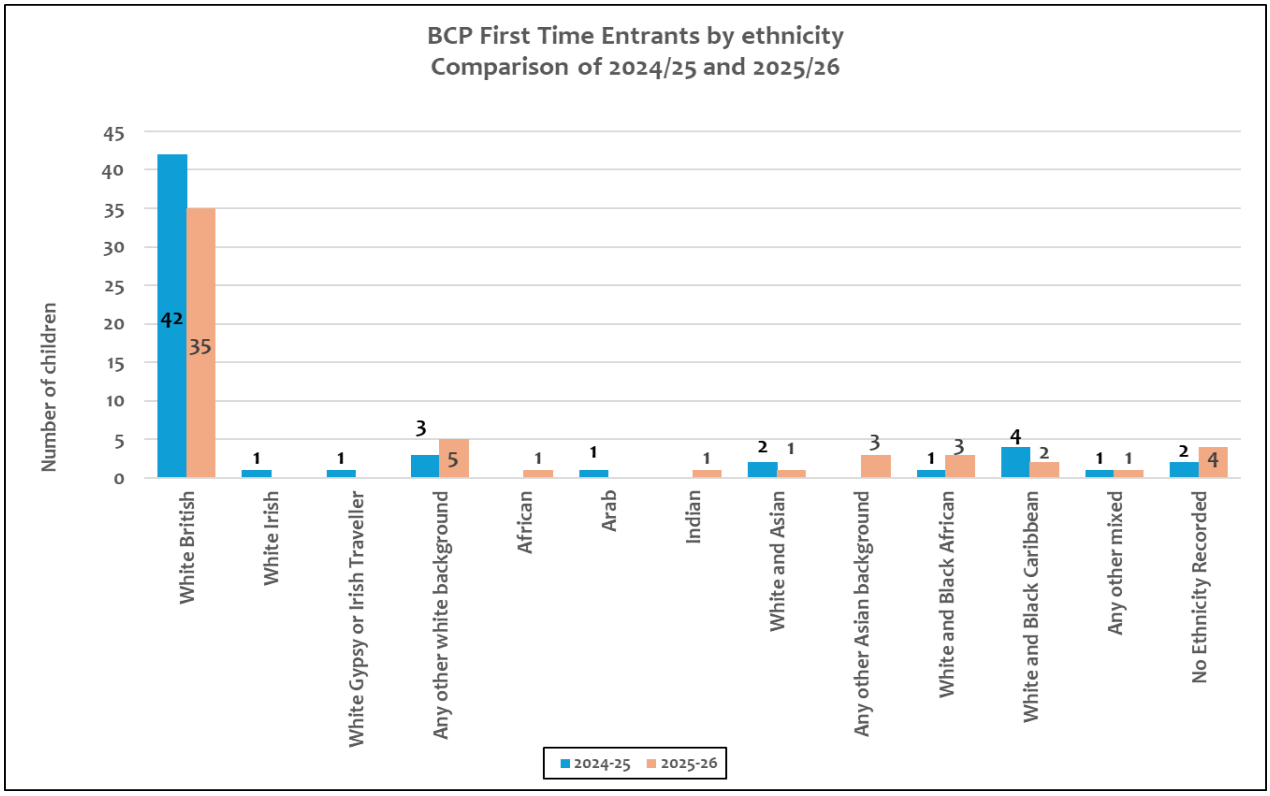




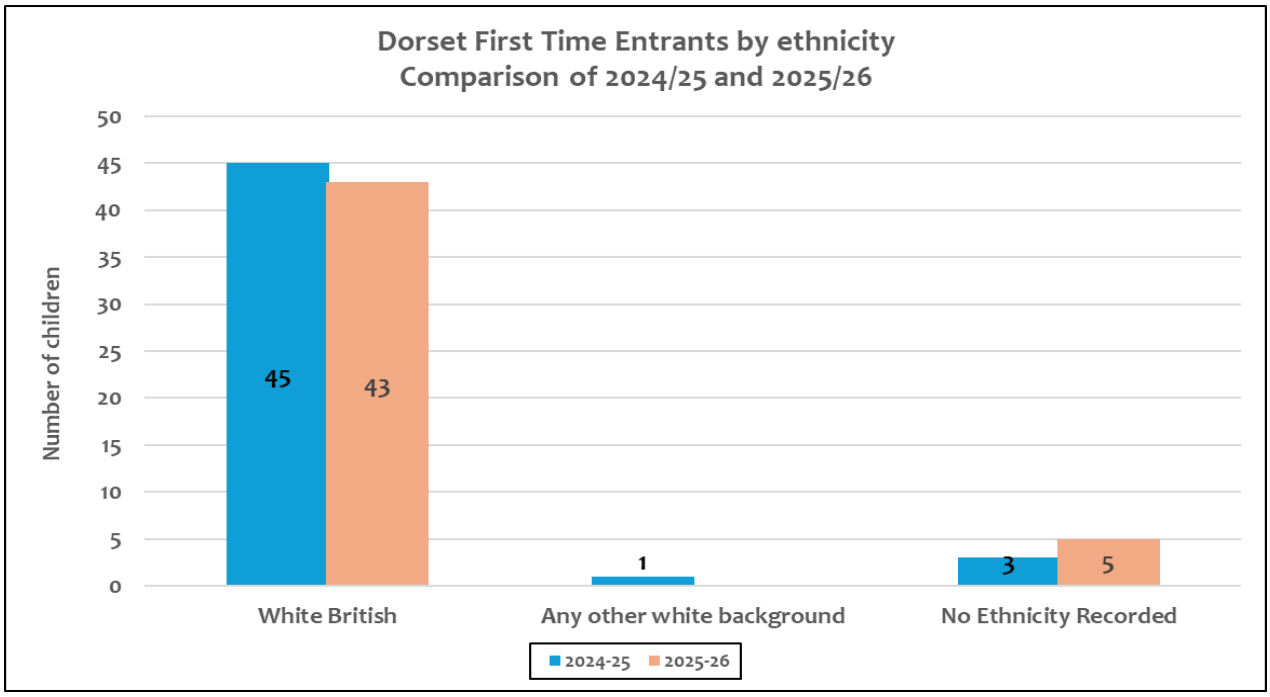
The proportion of girls on the YJS caseload is usually around 18-20%. The low numbers of First-Time Entrants mean that small shifts in numbers can disproportionately affect the percentage figures. The charts show that there has been a drop in the numbers and proportion of girls among BCP Council First-Time 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.



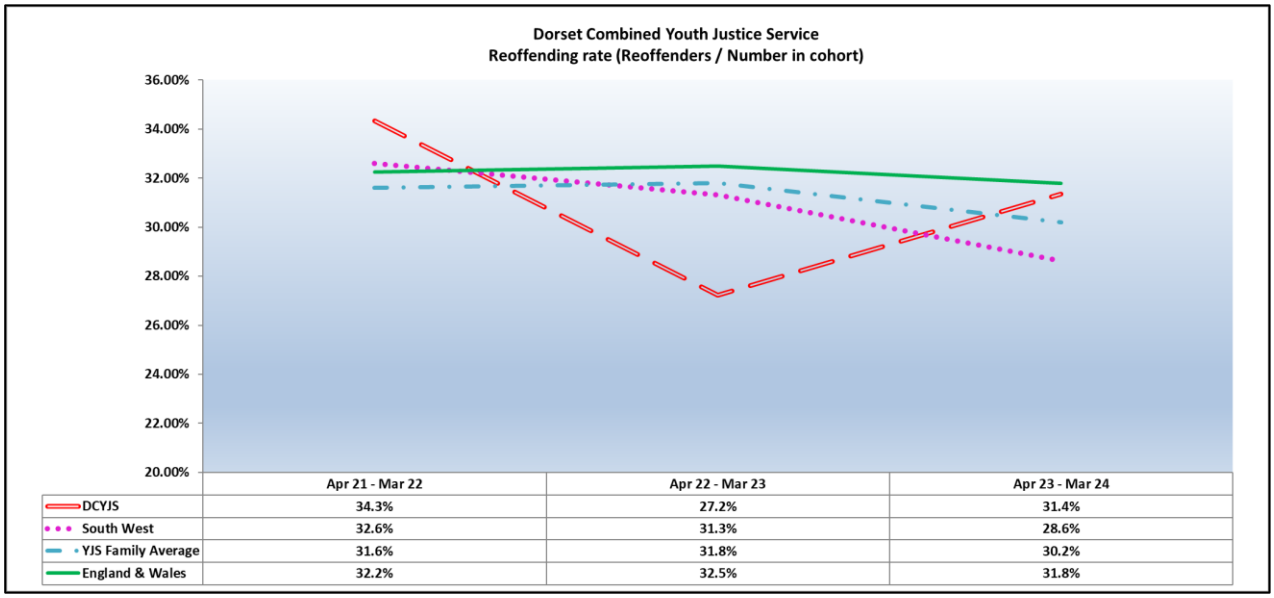
In the Dorset Council area, the January 2026 school census shows that 6.3% of children are from 'non-white backgrounds'. This compares to 100% of Dorset First-Time Entrants either identifying as White British or having No Ethnicity Recorded.

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.

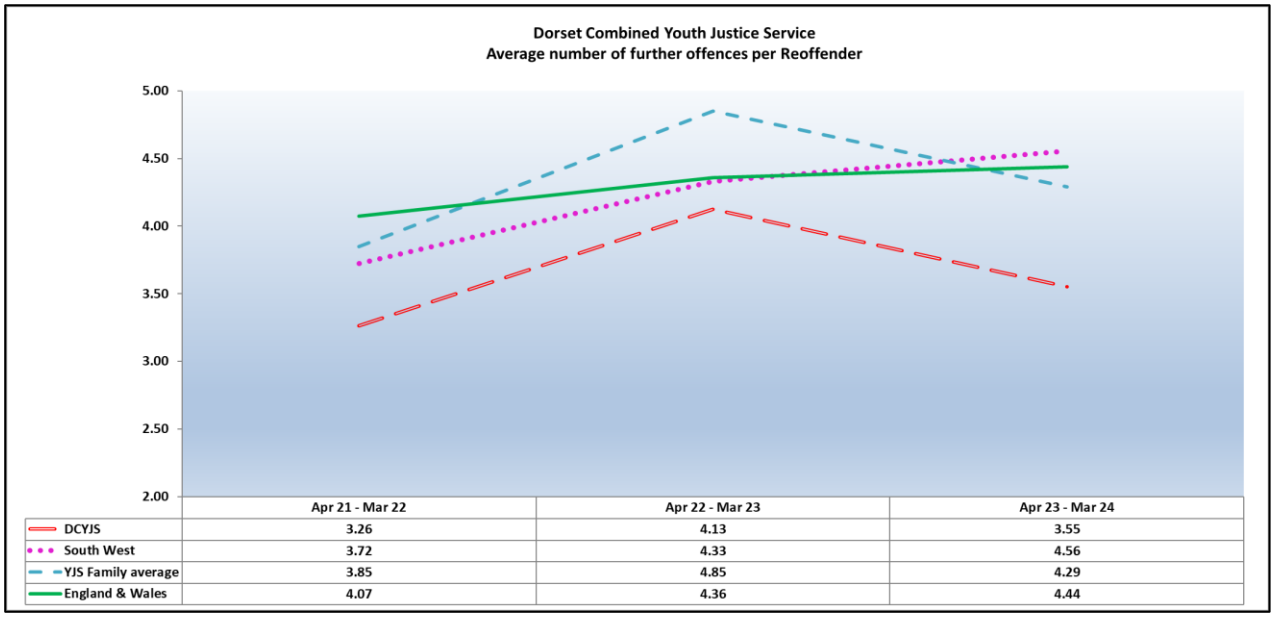
Reoffending rate (Reoffenders/Number in cohort)



	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%

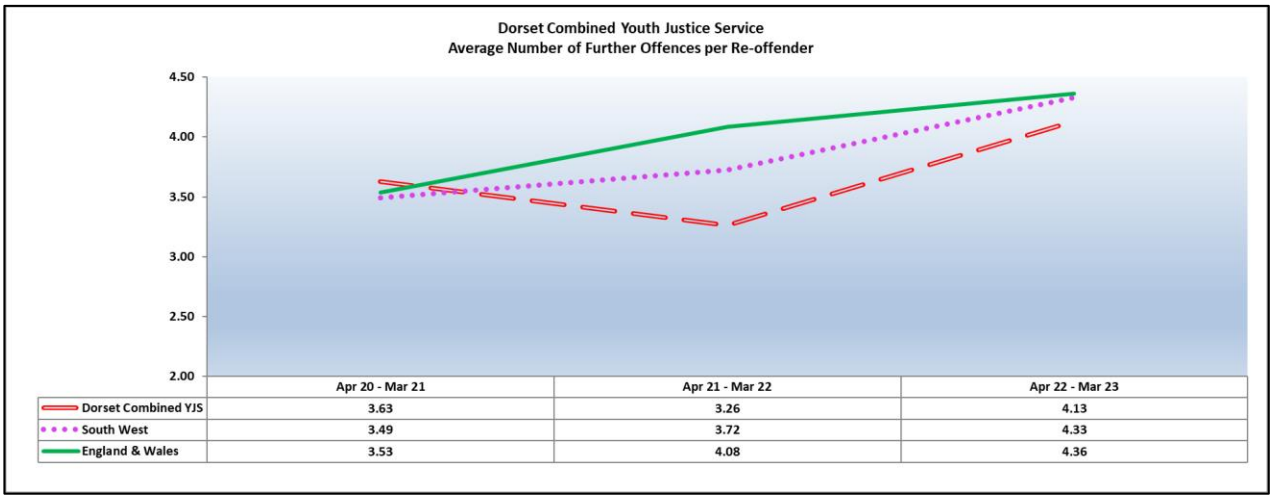
The binary reoffending rate for the most recent year, to March 2024, shows an increase on the previous year, reflecting the fluctuations in this data measure. DCYJS performance sits between the regional, national and 'YJS Family' averages.

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

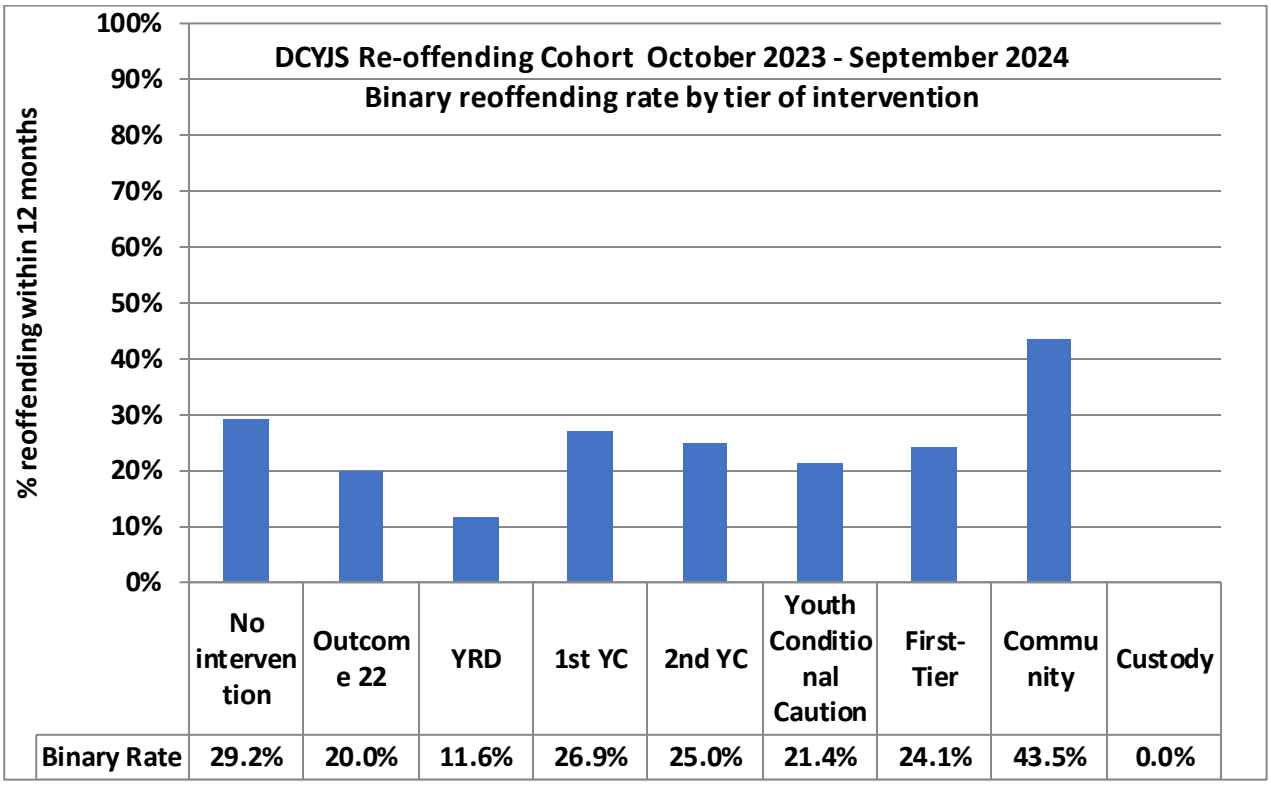
There has been a reduction in the average number of offences per reoffender. DCYJS has remains below the regional, national and YJS Family averages for this measure.



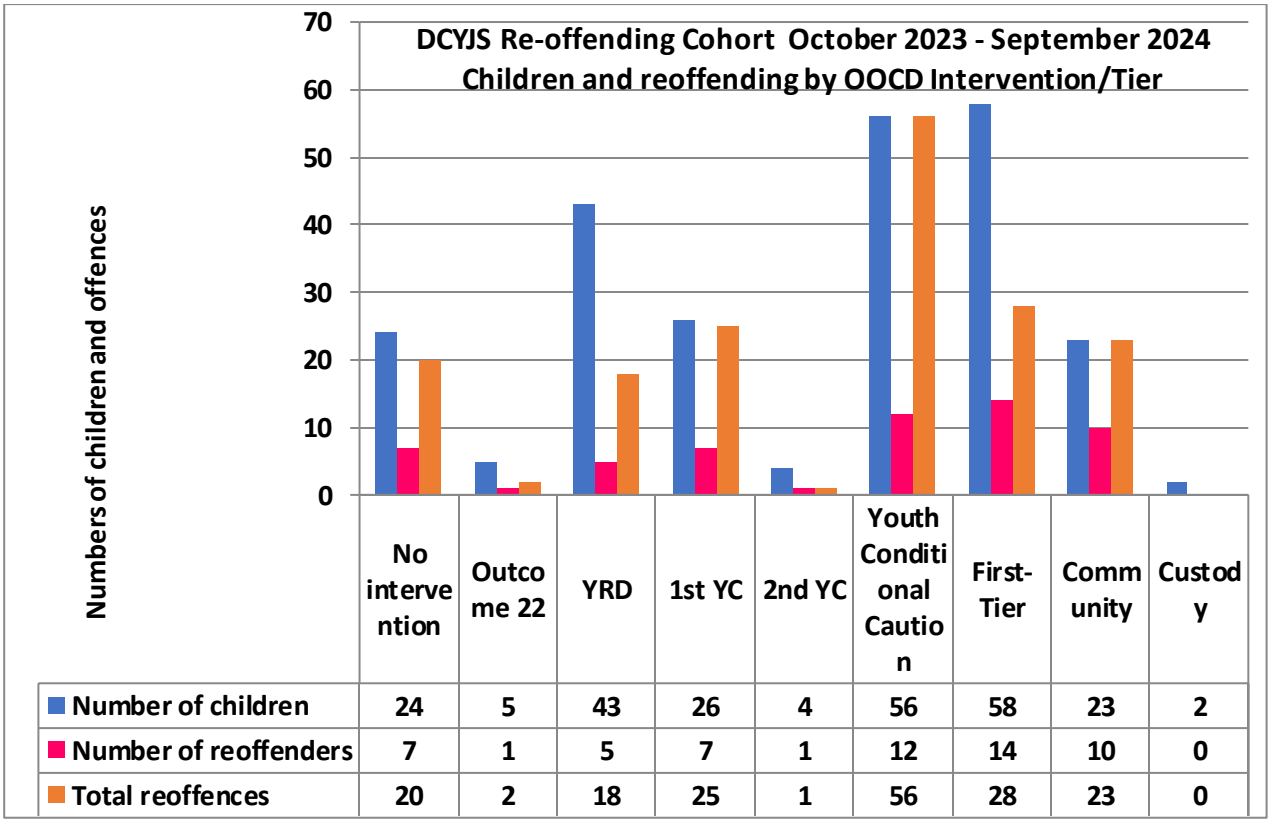
	Apr 20 - Mar 21	Apr 21 - Mar 22	Apr 22 - Mar 23
Dorset Combined YJS	3.63	3.26	4.13
South West	3.49	3.72	4.33
England & Wales	3.53	4.08	4.36

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).

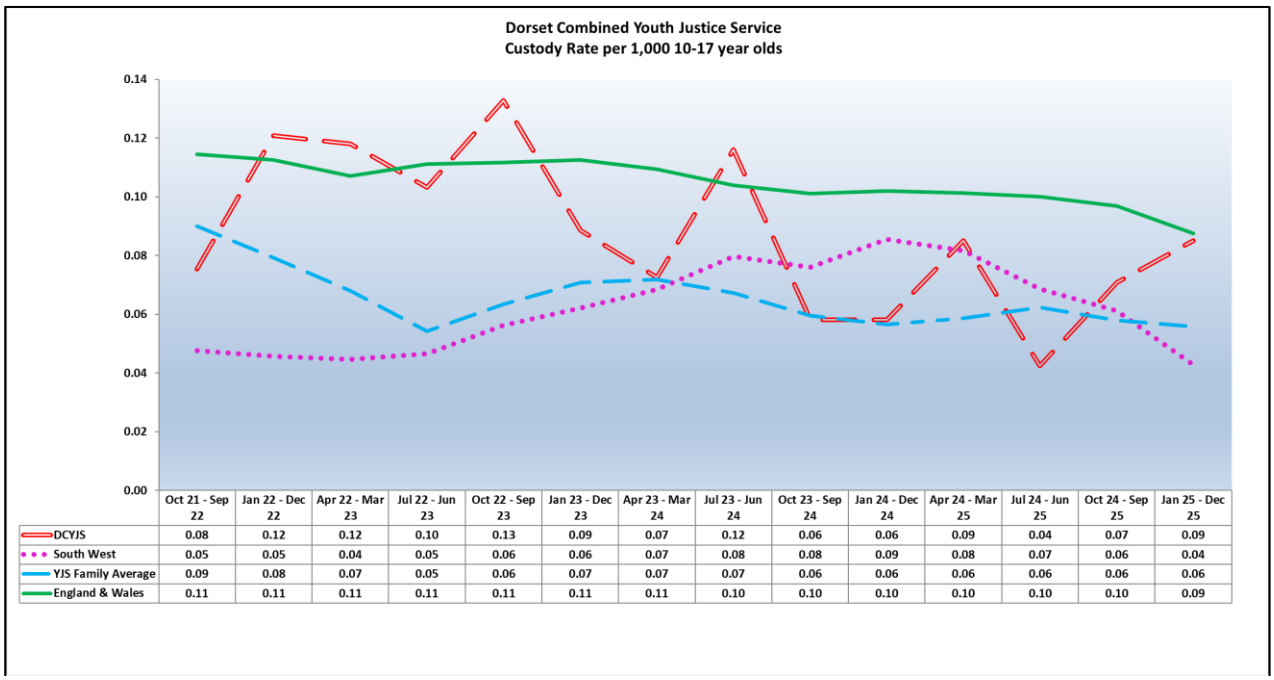
- Although fewer girls reoffend, the average number of further offences per reoffender is higher for girls (5.67 further offences) than for boys (2.89 further offences)
- Black and mixed heritage children show a lower reoffending rate and frequency than white children, but the numbers of black and mixed 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:



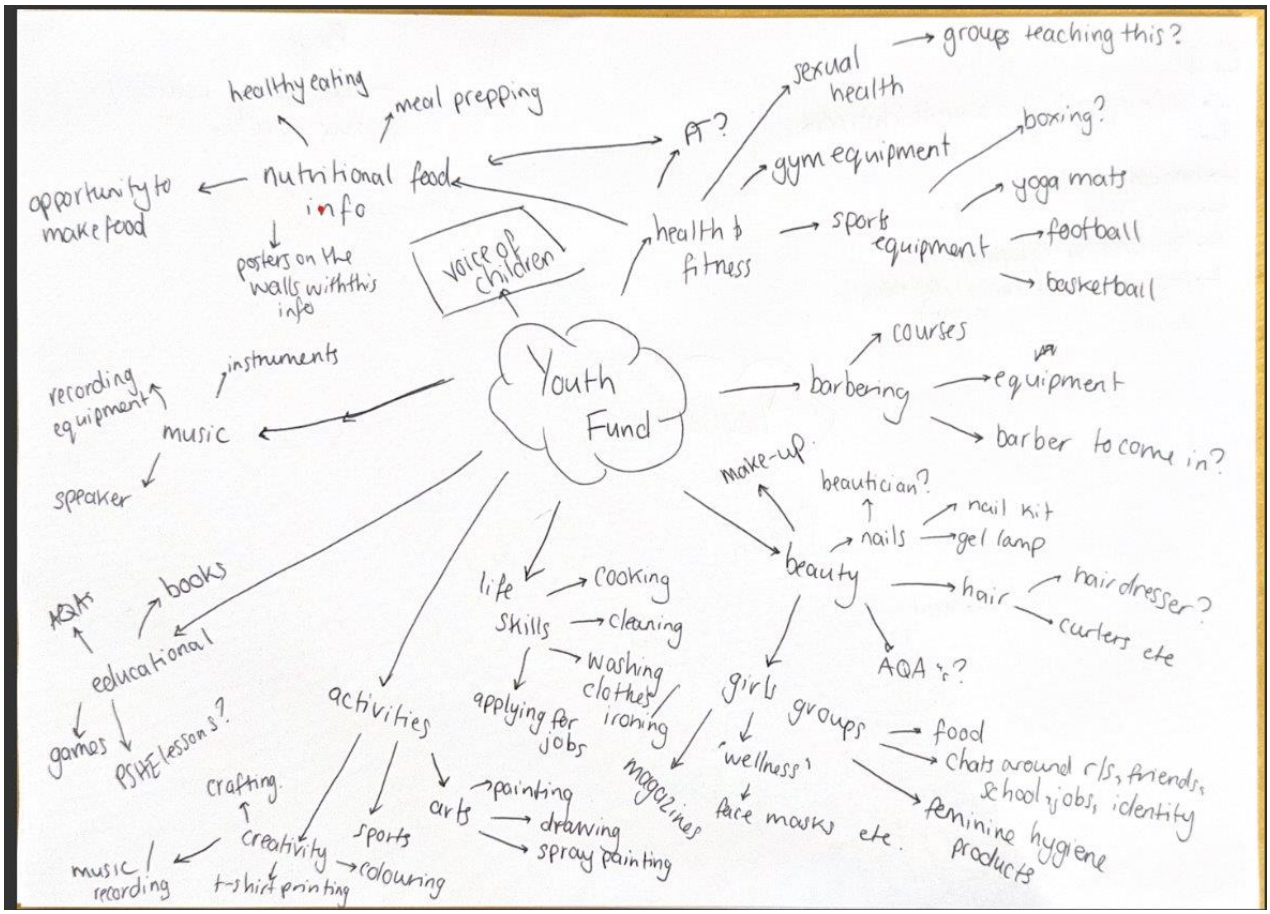
The following extracts from case records show how the use of Talking Mats can help to elicit information and reflections from children:

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.

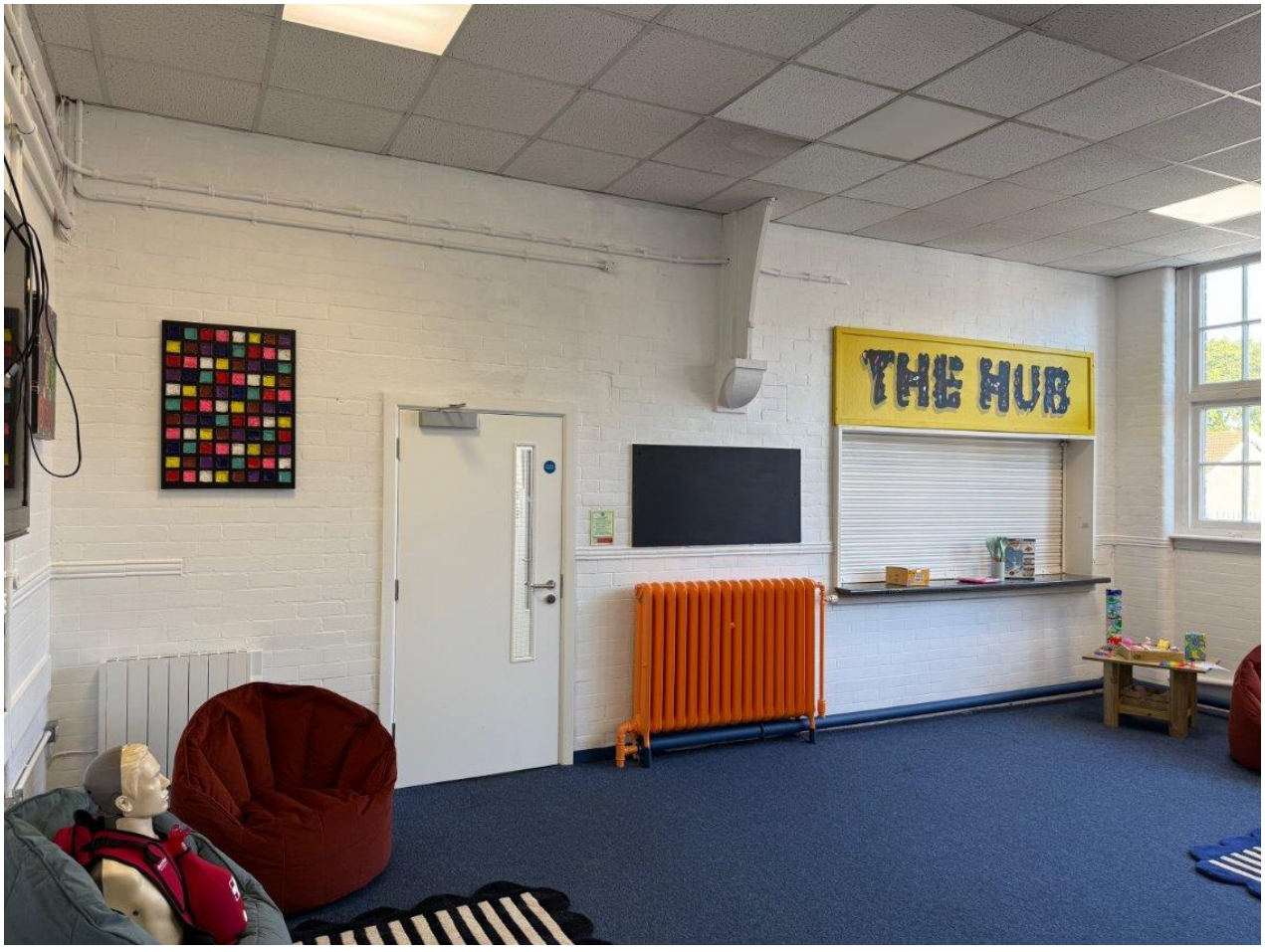
Over the past year, the YJS has also been developing its collaboration with children to design our projects and spaces. These developments will be continued in 2026/27.

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:

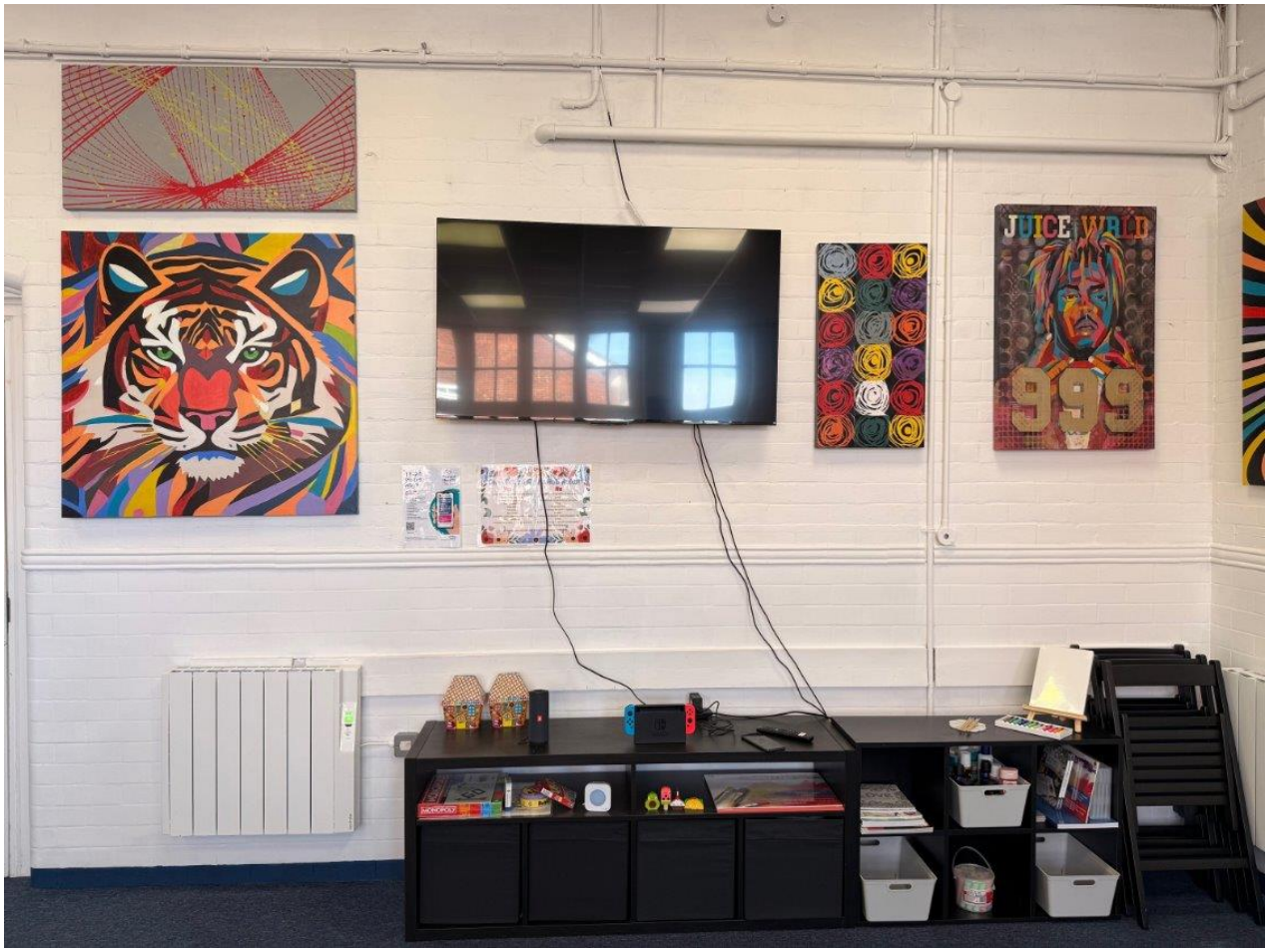


Children working with the YJS also helped us to transform one of our bases into a welcoming space for children, illustrated in these 'before and after' pictures:


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.

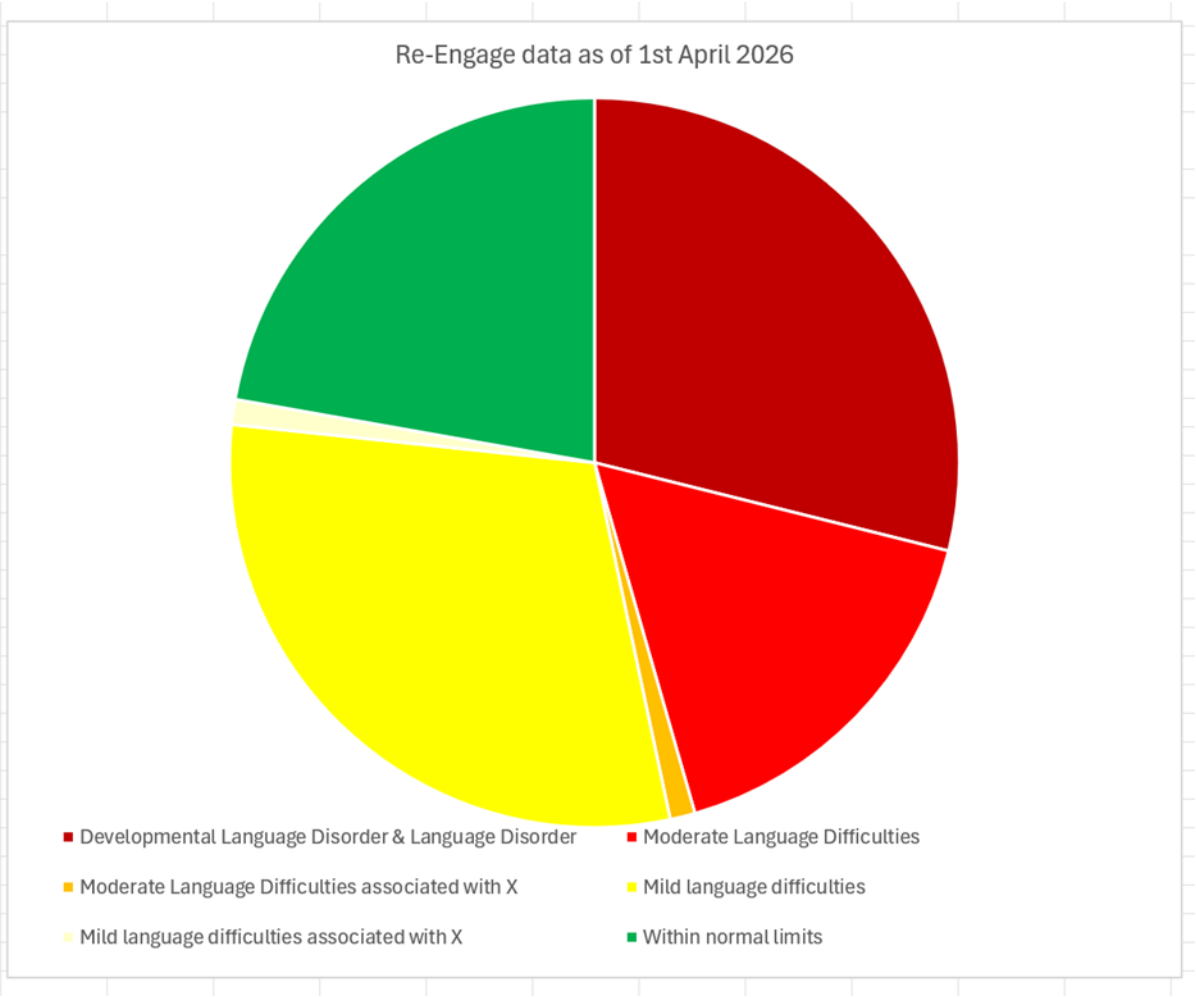
The Re-Engage project works with schools to focus on children in Key Stage 3 who are at risk of permanent exclusion and whose behaviour indicates a risk of future offending. The aim is to identify the child's communication needs at an earlier stage, to prevent school exclusion and future offending.

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

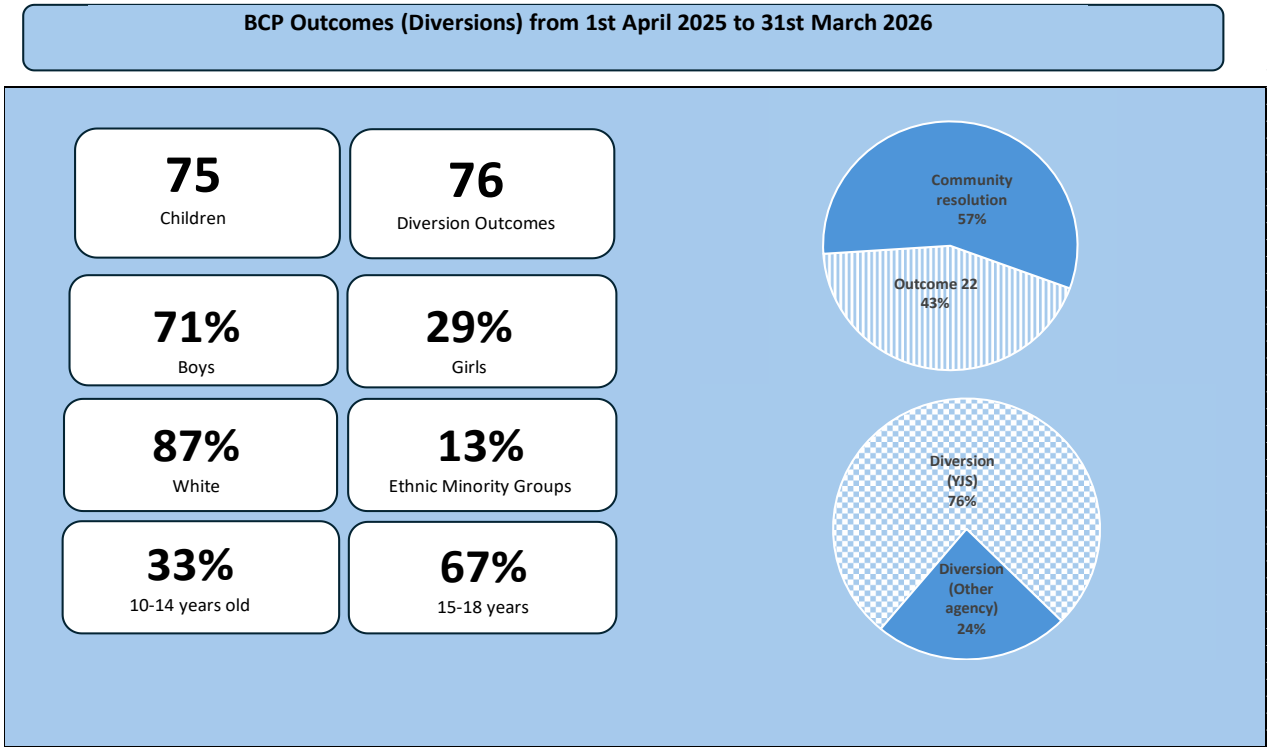
National data shows that some groups of children, such as those with diverse ethnic heritage, children in care and children with Special Educational Needs are over-represented in the youth justice system. DCYJS monitors caseload information for children from minority and disadvantaged groups to identify 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

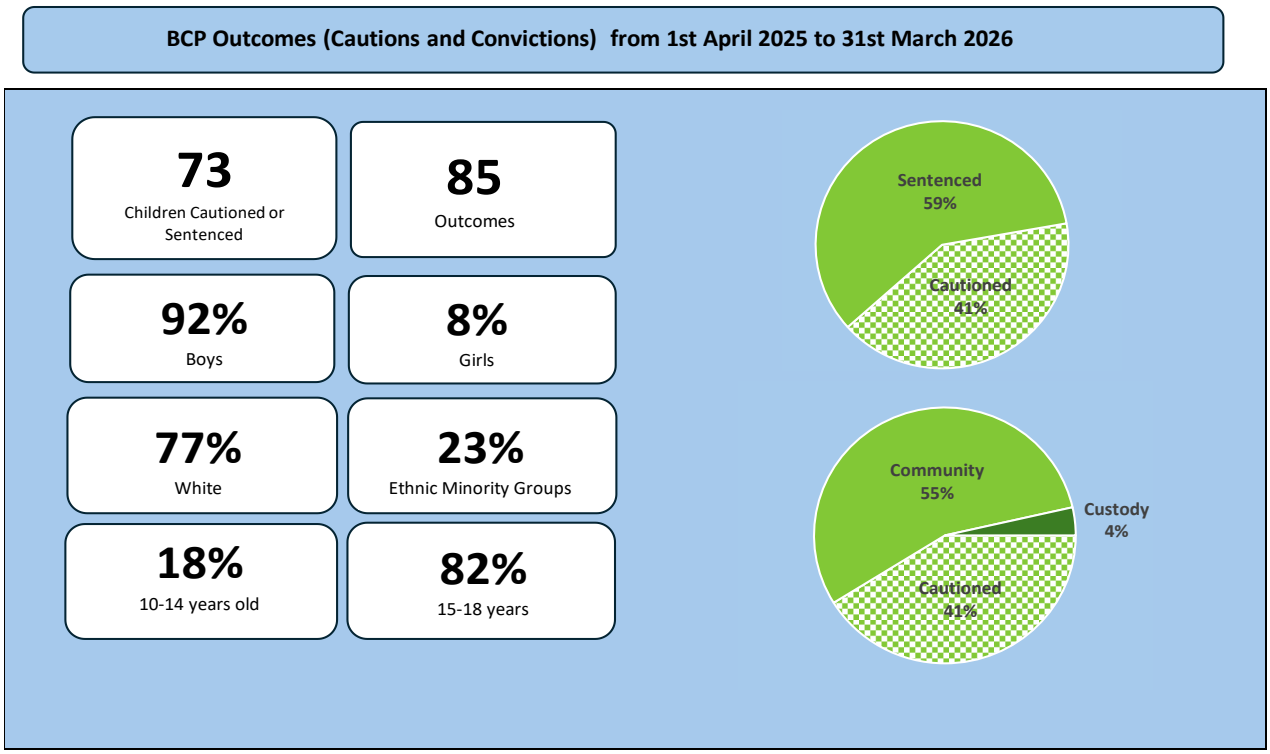
Data from the January 2026 School Census shows that 17.8% of 10-17 year-olds at schools in the BCP Council area identify as not having a white ethnicity. The equivalent figure for schools in the Dorset Council area is 6.3%. This data helps us compare the rate of children on our caseload from different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

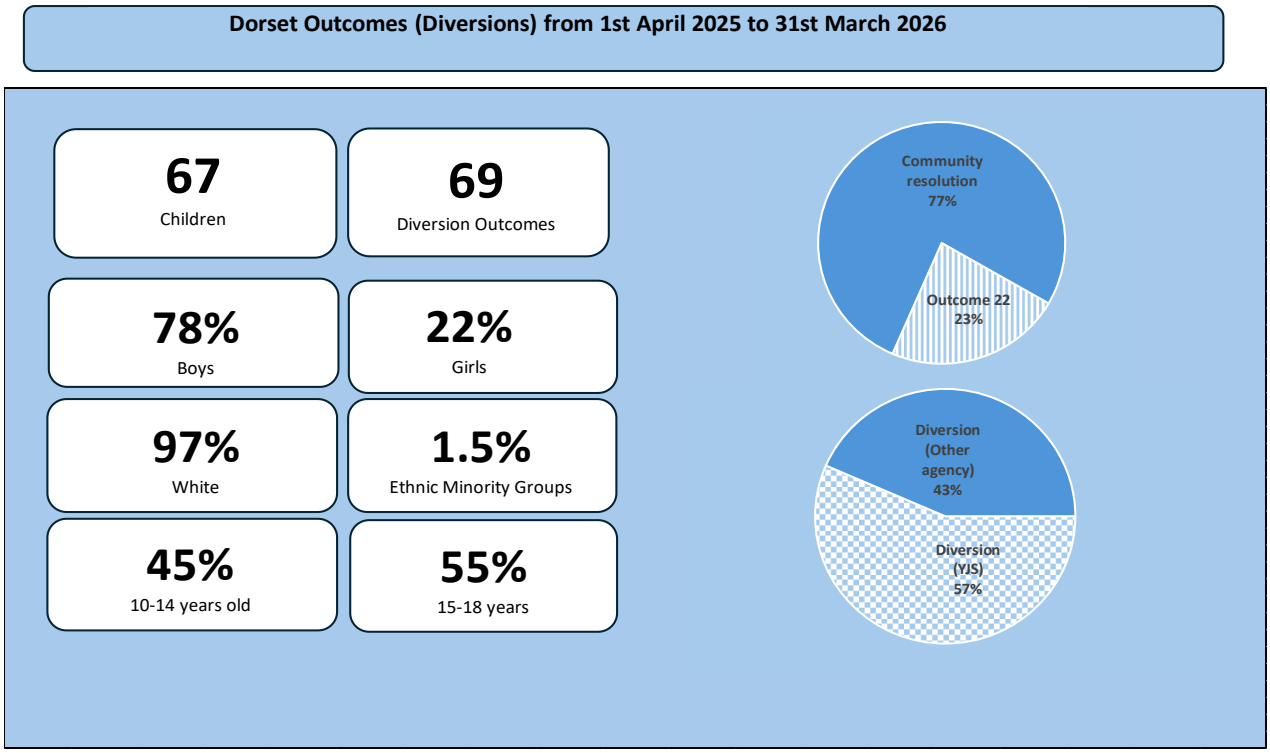
BCP Council children who were diverted from the justice system in 2025/26



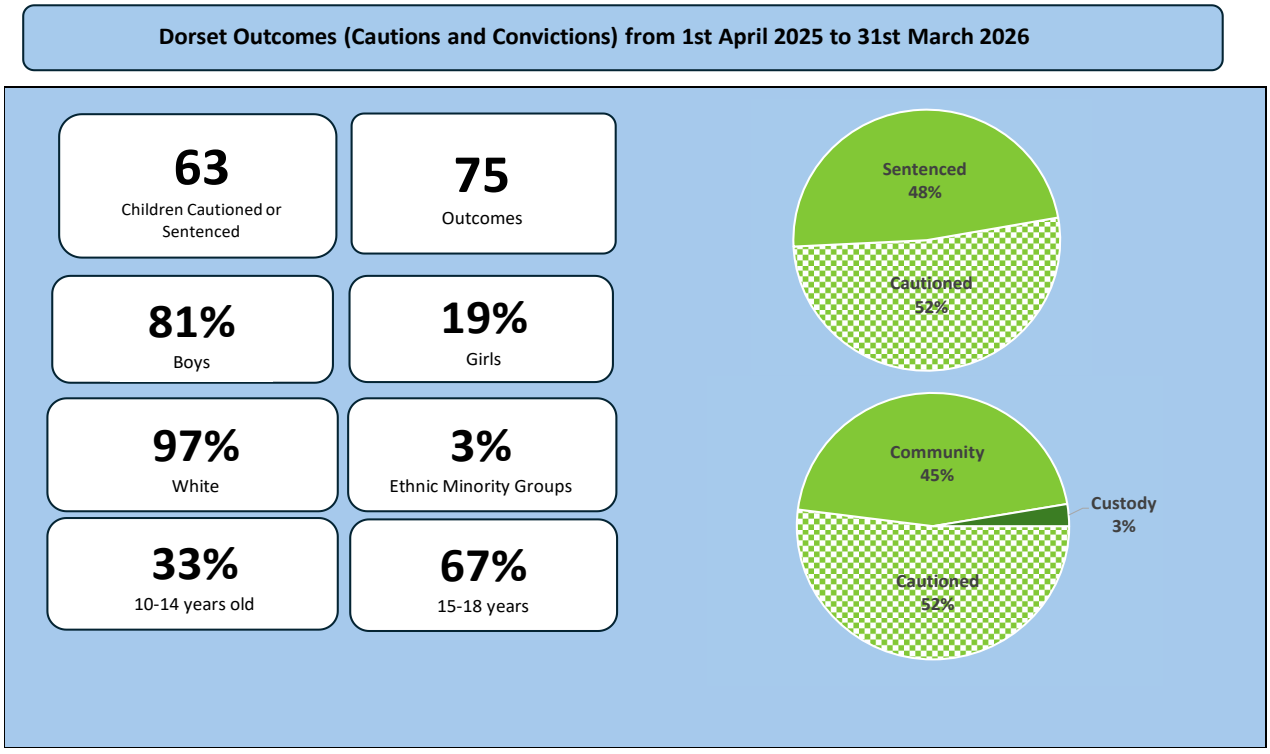
BCP Council children who were cautioned or sentenced in 2025/26



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.

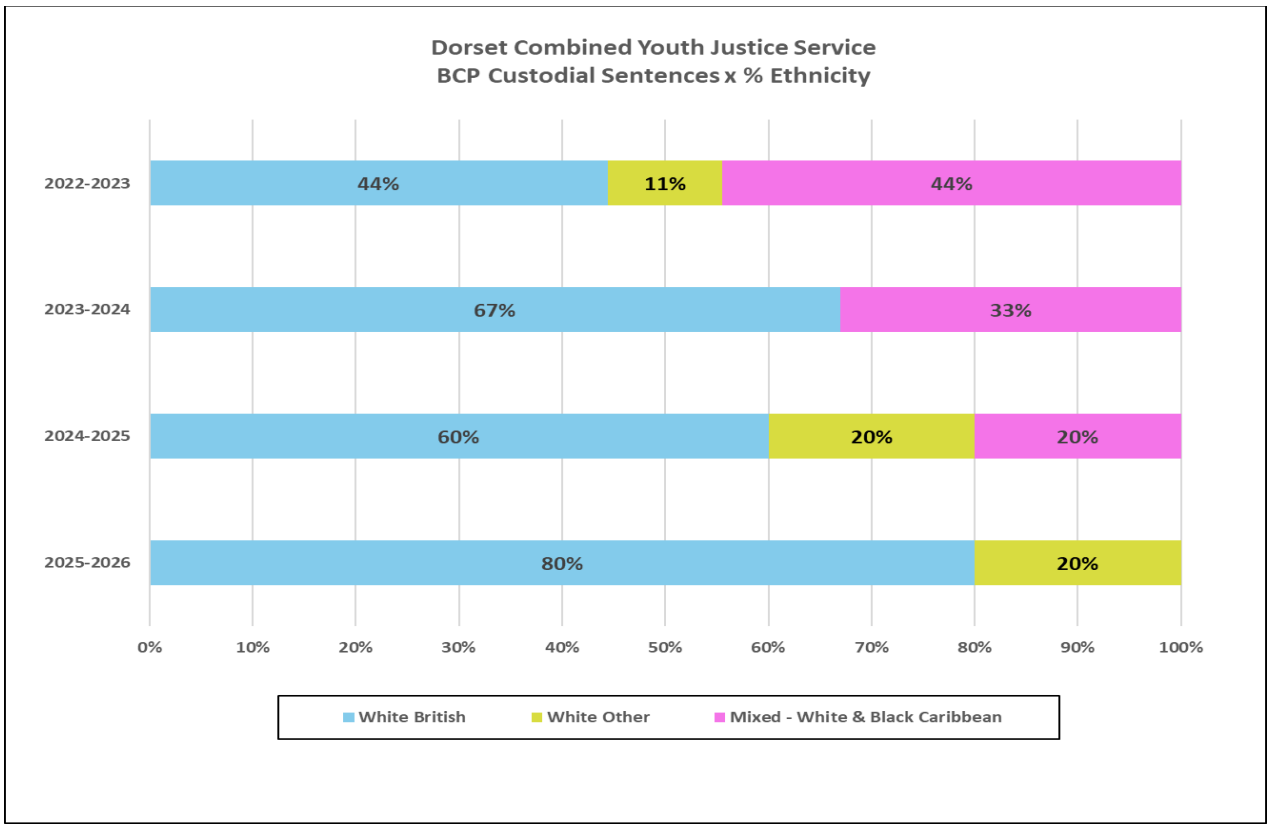
Information about the ethnicity, gender and age of First-Time Entrants is presented and analysed earlier in this document, in section 4.2.

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

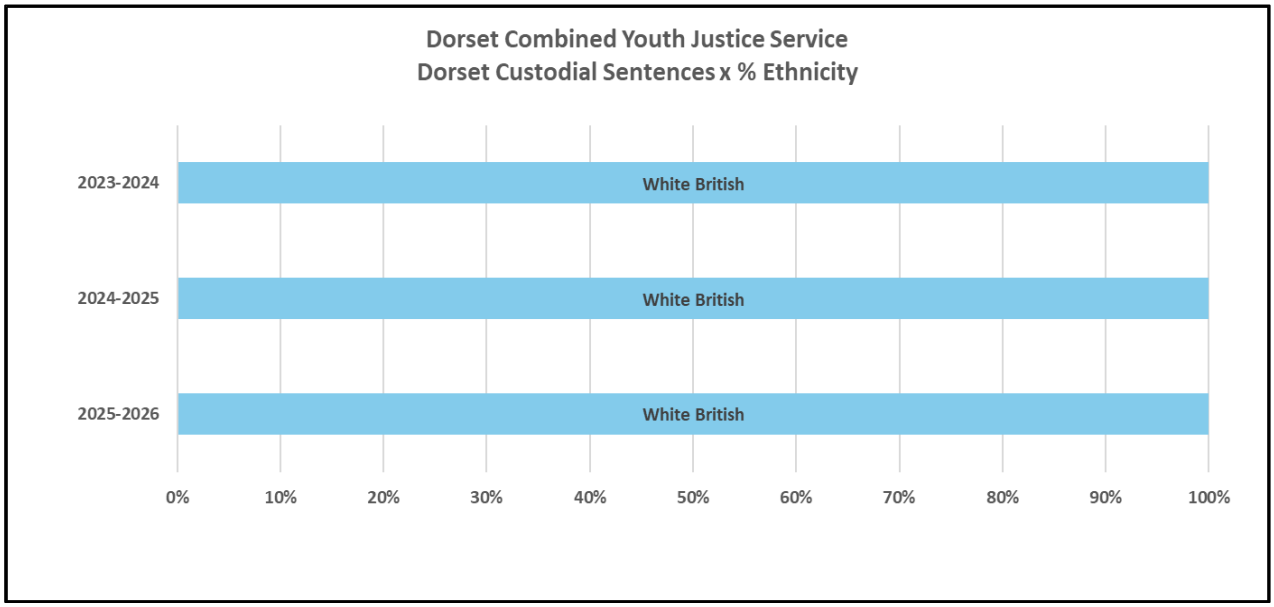
The charts showing the numbers of children cautioned or sentenced in 2025/26 indicate that children from ethnic minority groups in the BCP Council area are over-represented amongst those receiving a caution or court order. The reasons for this over-representation, and the response to it, are likely to 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.

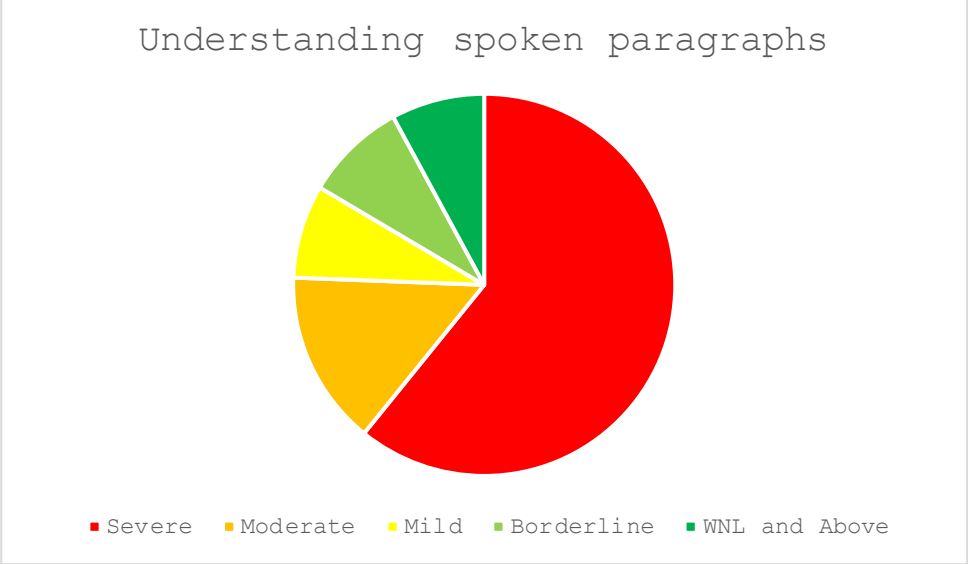
Speech and Language Therapists have been based in the YJS since 2018. Data has been reported in previous Youth Justice Plans to show that around 90% of children in contact with the justice system locally have speech, language and communication needs (SLCN).

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".*

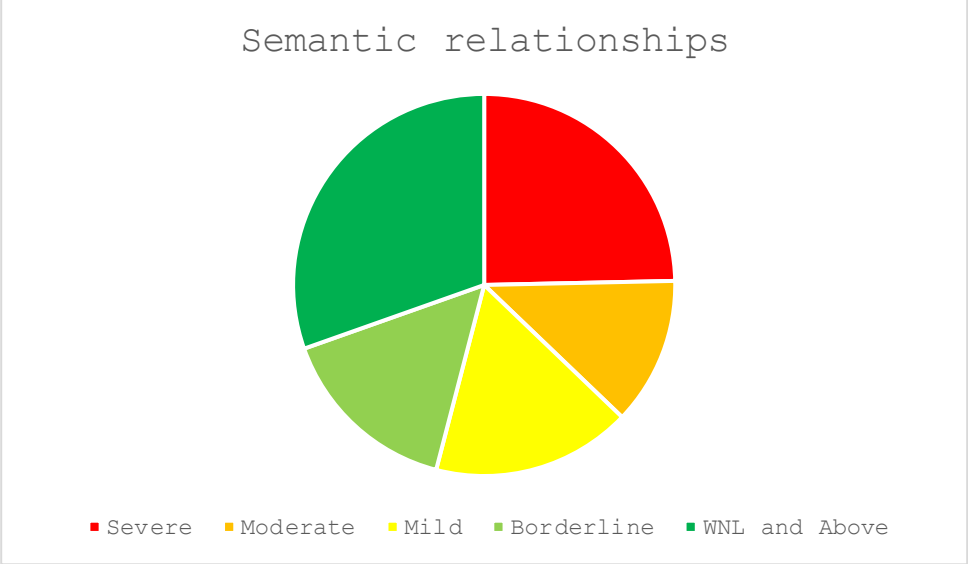
The YJS Speech and Language Therapists use the formal language assessment 'Clinical Evaluation of Language Fundamentals – v5' (CELF) as part of their assessments, alongside assessment of Language for Behaviour and Emotions. Each assessment involves several sub-tests, to investigate different aspects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

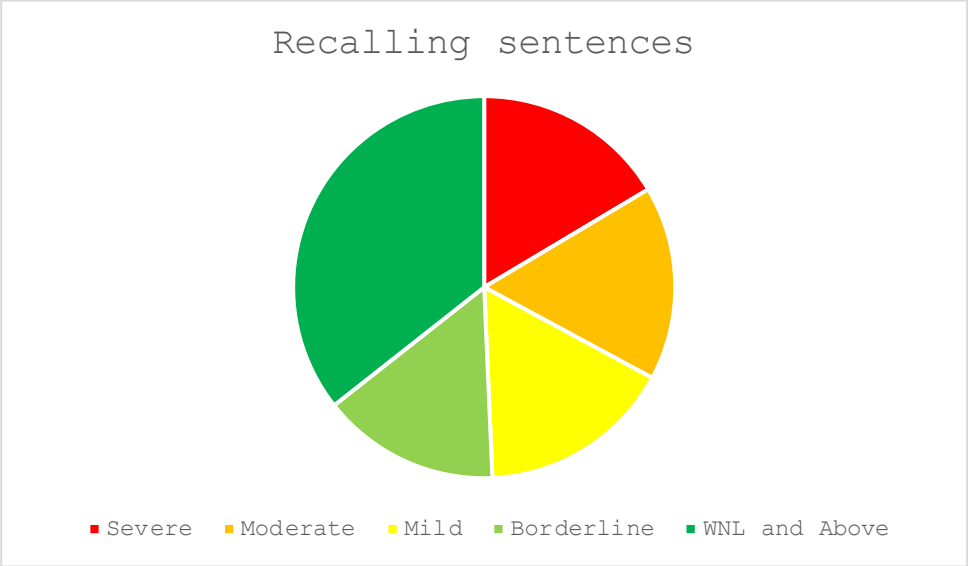
A total of 296 assessments had been completed by the end of March 2026, providing a robust sample size. The following charts show the aggregated results for each sub-test in the CELF assessment (NB 'WNL' = Within Normal Limits).



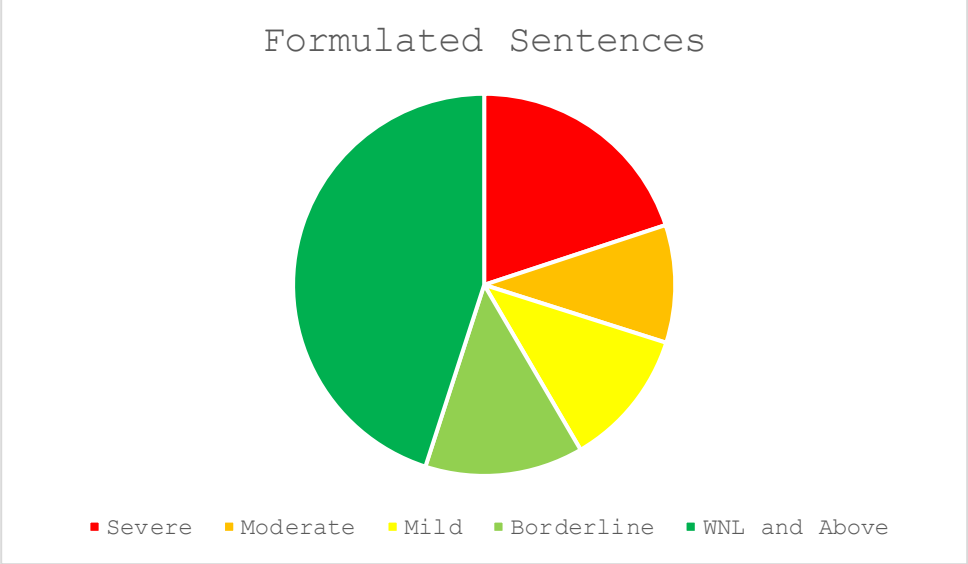
Only 8% of children were rated within normal limits for this test. 61% of children were rated to have severe needs in this area. Children with low scores are likely to have difficulty understanding inputs in lessons or meetings with professionals, understanding and remembering longer explanations/instructions, 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

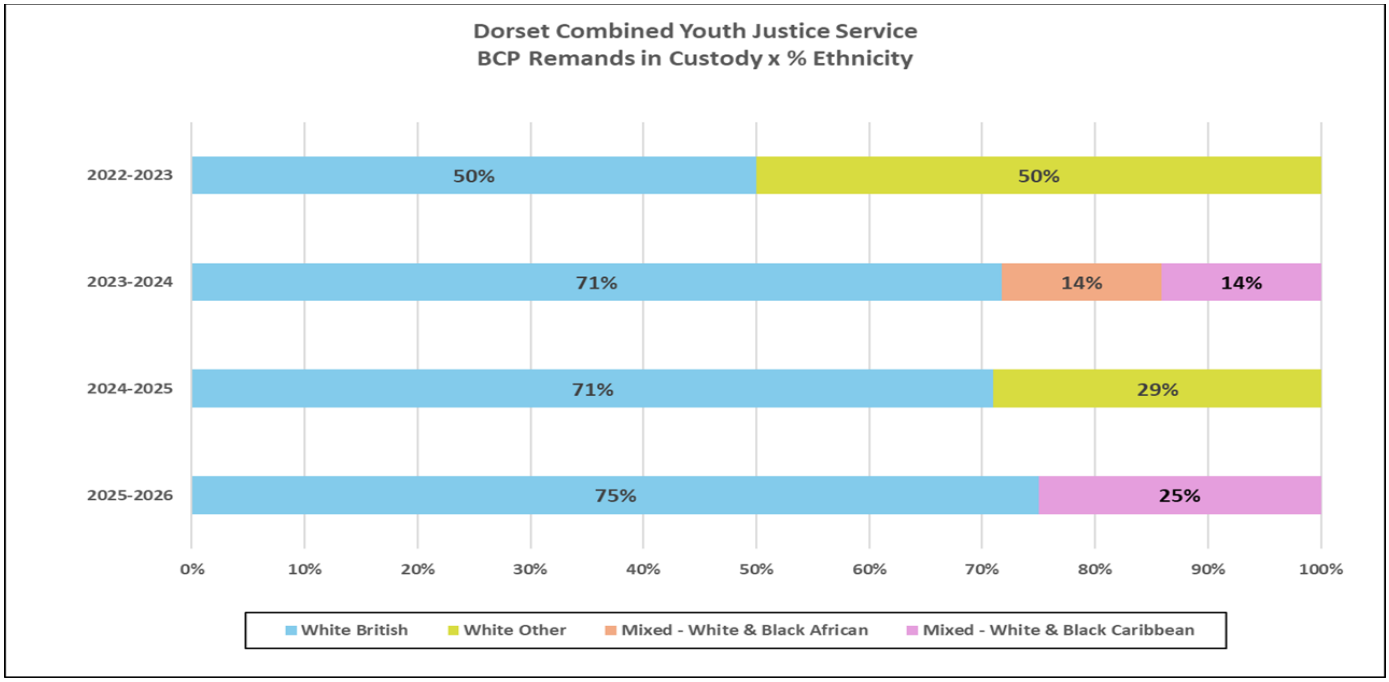
Six children were remanded in custody during 2025/26, compared to seven children in each of the two previous years. Four of the six children were from BCP Council, two were from Dorset Council.

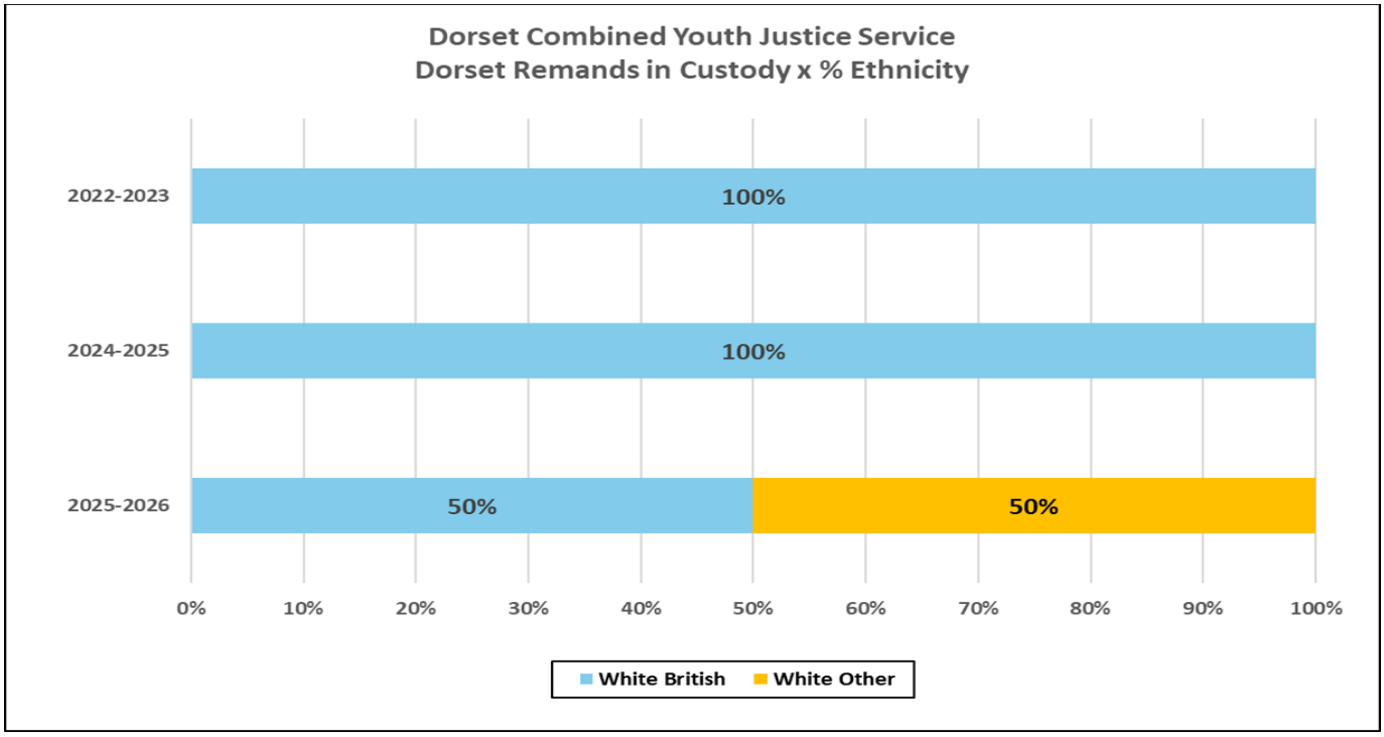
All six children were male.

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.

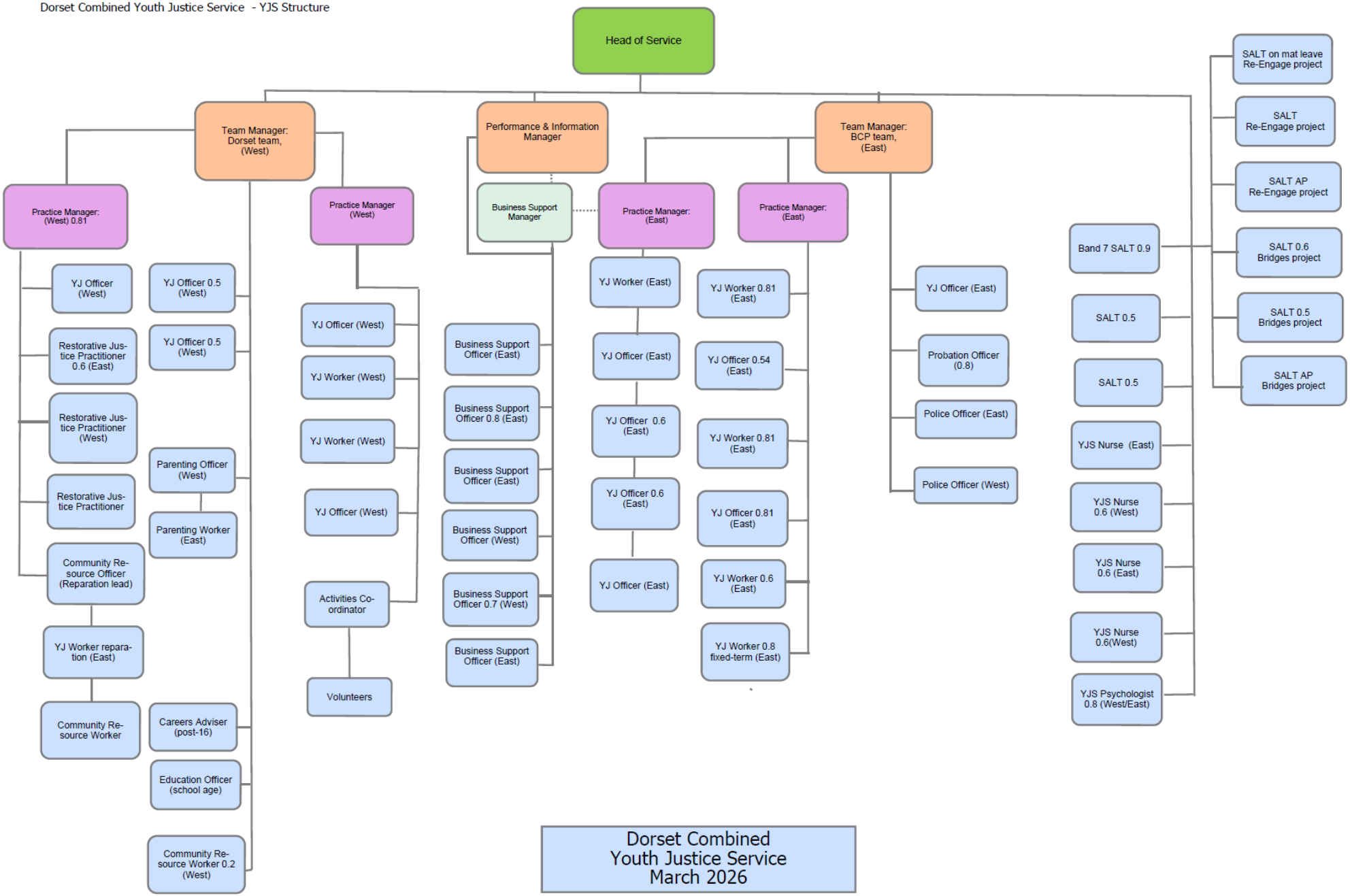
In accordance with 'Regulation 4 of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000', Youth Justice Plans must be approved by the full council of the local authority. This Youth Justice Plan is subject to the scrutiny and approval processes of our two local authorities. 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	

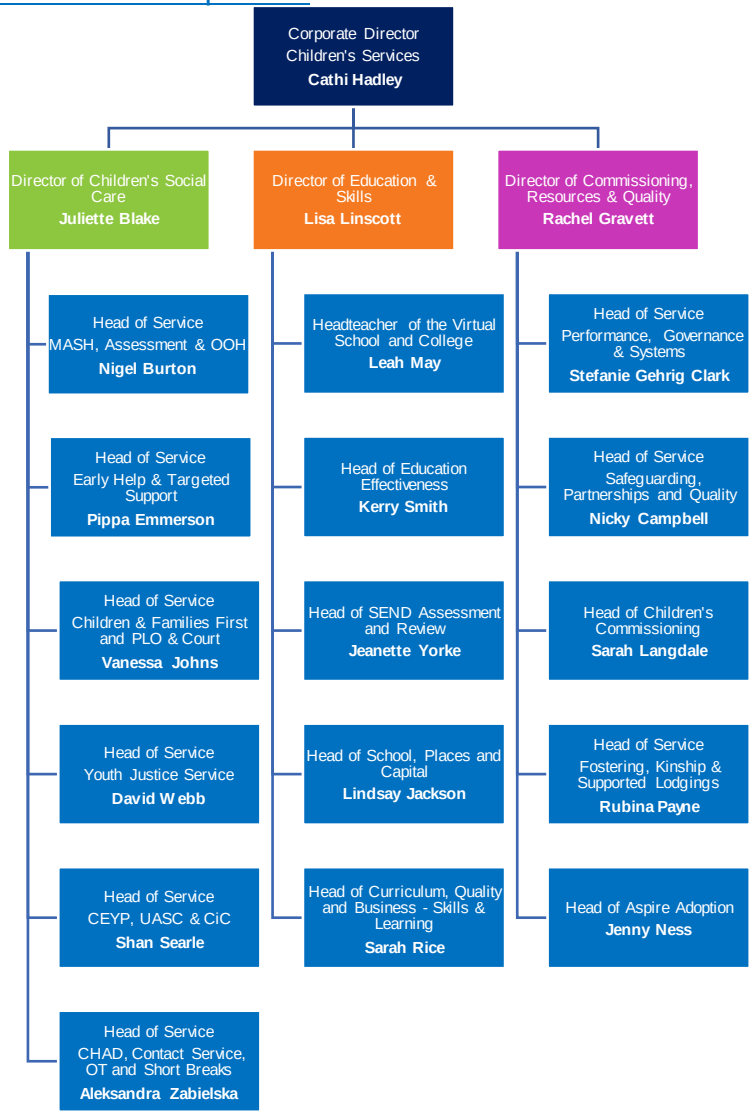
8 Appendix 1 – Service Structure Chart

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

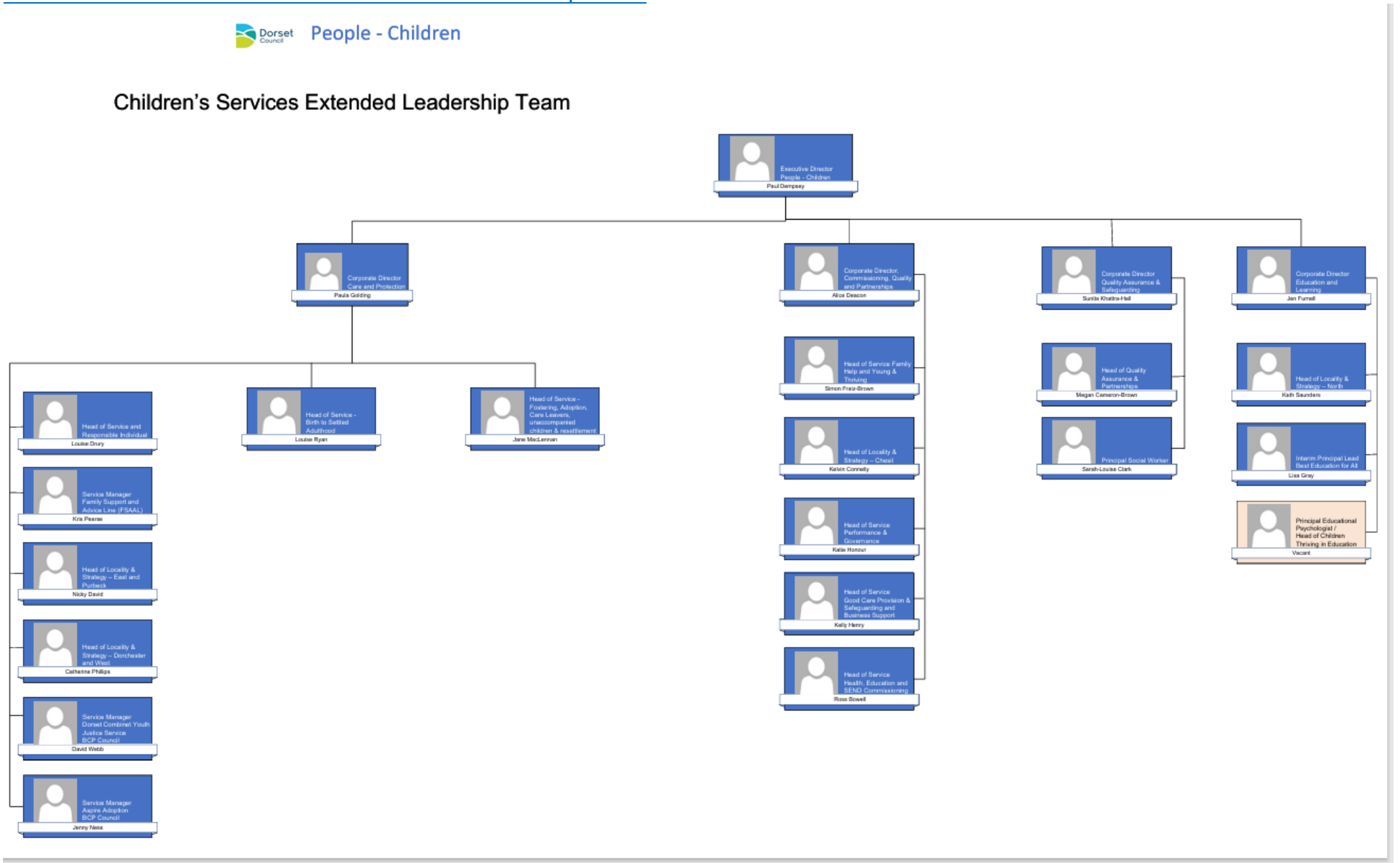
Dorset Combined Youth Justice Service - YJS Structure



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

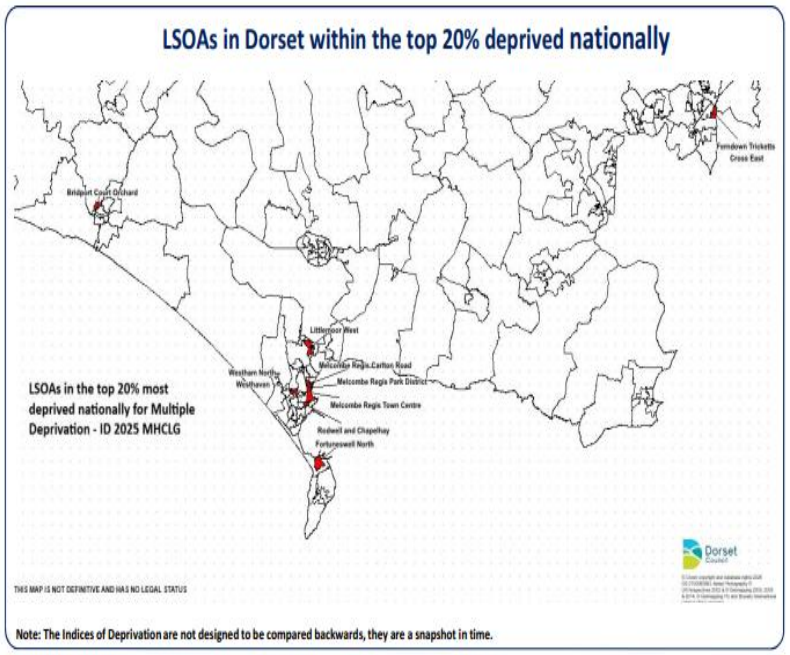
Partner Agency	**25/26 Revenue** (excluding recharges)	**Staff**
Dorset Council	£536,164	
Bournemouth, Christchurch and Poole Council	£628,622	
Dorset Police and Crime Commissioner	£84,794	2.0 Police Officers
The Probation Service (Dorset)	£5,000	0.8 Probation Officer 0.3 Probation Service Officer
NHS 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**	

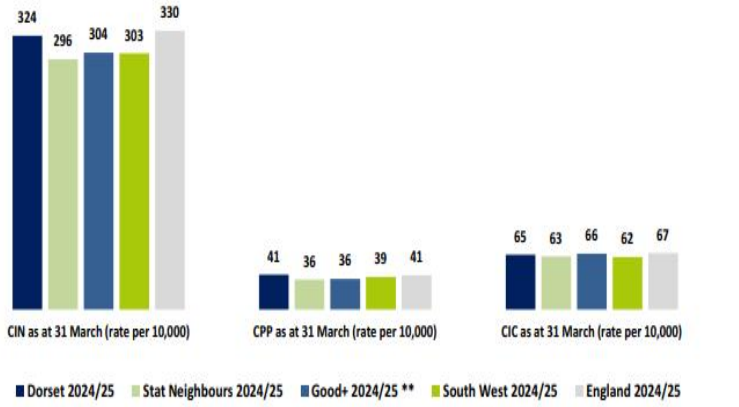
10 Appendix 3 – Local Authority Demographic Information

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





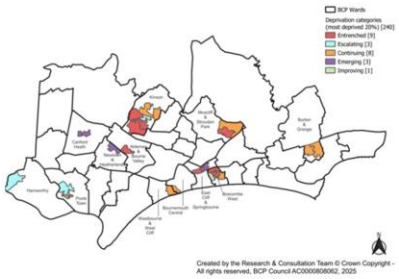
** Good+ Local Authorities are: Derbyshire, Essex, Kent, North Yorkshire, Shropshire, Somerset and Worcestershire

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

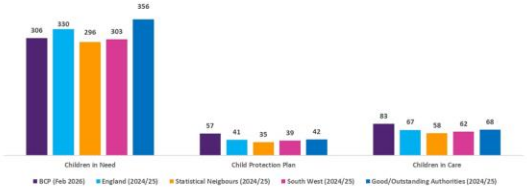
Escalating – LSOAs whose ranking has deteriorated and moved in the most deprived 10% in 2025

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	**Linwood School Post-16 Place Expansion**
Meeting date	22 July 2026
Status	Public Report
Executive summary	In accordance with statutory guidance on making significant changes to maintained schools, this report sets out a proposal to expand post-16 provision at Linwood School's Skills Centre site. The proposed expansion supports the Council's statutory responsibility to secure sufficient specialist places and forms part of a broader programme to increase access to high-quality, local SEND provision. The proposal responds to growing demand for specialist places, driven by rising numbers of Education, Health and Care Plans (EHCPs), and the associated reliance on independent and non-maintained special schools and alternative provision. By making use of existing accommodation at the Skills Centre for post-16 delivery, the Council intends to strengthen local capacity, enabling more young people to access suitable education closer to home. Expanding provision in this way is expected to reduce dependence on costly out-of-area placements, which often incur higher fees and significant transport costs. It will also support improved outcomes by allowing young people to remain within their local communities, while delivering longer-term financial efficiencies for the Council.
Recommendations	**It is RECOMMENDED that:** **Cabinet agrees with the proposal to expand Linwood School's post-16 places at the Skills Centre, with effect from 1 September 2026.**
Reason for recommendations	This recommendation is to support the increase of local specialist capacity using existing accommodation, reducing reliance on high-cost placements and transport, and improving cost control within the High Needs Block. It is the only option that supports financial sustainability.

Portfolio Holder(s):	Councillor Richard Burton, Children and Young People
Corporate Director	Cathi Hadley, Corporate Director Children's Services
Report Authors	Lindsay Jackson, Head of Access to Education
Wards	Council-wide
Classification	For Decision

Background

1. Local authorities have a statutory duty under the Education Act 1996 to ensure sufficient school places, including appropriate provision for children with special educational needs and/or disabilities (SEND). Nationally and locally, demand for specialist provision has risen significantly due to sustained growth in the number of children and young people with Education, Health and Care Plans (EHCPs). This mirrors trends reported in other council areas, where the increasing prevalence of complex needs has placed pressure on both mainstream and specialist provision.
2. Across the local area the number of maintained EHCPs has risen sharply in recent years and is forecast to continue to grow. This has contributed to increased demand for specialist placements and greater reliance on Independent and Non- Maintained Special Schools (INMSS), which typically involve higher placement costs and require longer journeys for pupils. Other councils have similarly highlighted that insufficient local capacity has resulted in escalating expenditure on out- of- area placements and reduced opportunities for children to be educated within their own communities.
3. To address these pressures, the Council's SEND Sufficiency Strategy sets out the need to expand local specialist and inclusive provision. Establishing accessible specialist post-16 places is recognised nationally as a key mechanism for supporting inclusion and enabling pupils with EHCPs to receive tailored support.
4. Linwood School seeks to enhance its current post-16 offer at the Skills Centre in Parkstone by creating 30 additional places, enabling more young people with SEND to access high-quality maintained specialist provision locally. Expanding maintained provision ensures greater continuity of support, closer alignment with the curriculum and therapeutic approaches with stronger oversight of quality through established local authority governance. It also reduces reliance on independent placements, which are typically higher-cost and often located outside the local area. By increasing local maintained capacity, the Council can offer more stable, inclusive pathways for young people, improve long-term outcomes, and deliver better value for money.

The proposal for the expansion of post-16 places

5. **Type of Provision:** The Council proposes to formally increase the available post-16 places provided by Linwood School at the recently established Skills Centre, based on Ashley Road in Parkstone from 30 to 60 places with effect from September 2026. This expansion will continue to support the ongoing education and development of young people age 16 to 19 years old with Education, Health and Care Plans (EHCPs). The proposal constitutes a significant change, under the "*Making*

significant changes ('prescribed alterations') to maintained schools 2025", and the required publication and statutory consultation requirements have been followed accordingly.

6. The need for this expansion arises from a well- documented increase in demand for specialist provision both nationally and locally. Growing numbers of children with EHCPs have placed increased pressure on existing specialist and mainstream provision, a trend mirrored in other local authorities where sharp rises in EHCPs have resulted in increased dependence on Independent and Non- Maintained Special Schools. The lack of specialist places has resulted in some pupils travelling considerable distances or being placed out-of-area. Expanding the number of available places to young people will address this gap and form a key component of the Council's strategy to strengthen local inclusion and reduce reliance on high- cost placements.

7. The site will continue to be fully integrated within the Linwood School family, reflecting its values and fostering a sense of belonging for all pupils, aligning with the SEND Code of Practice and the Children and Families Act 2014 by promoting inclusion and supporting parental preference for local provision.

8. **Accommodation:** The proposed expansion of post-16 places will be through existing floorspace within the Skills Centre with no requirement for building modification or refurbishment.

9. **Staffing:** If required, additional qualified SEN teachers and teaching assistants will be appointed to meet the needs of students.

10. **Admissions:** Admissions to the provision will be determined through the Council's SEND Panel as part of the statutory EHCP process, ensuring that placements are made transparently and in line with identified need. Assessments will consider whether the environment is appropriate to secure the outcomes set out in their EHCP.

11. **Governance:** Governance and monitoring arrangements will align with Linwood School's leadership structures and the Council's SEND governance framework. The Council will monitor the effectiveness of the Skills Centre through pupil progress data, attendance, inclusion indicators and feedback from parents and pupils. This is consistent with the requirements of the SEN Improvement Test, which places emphasis on securing improved access, quality and outcomes for children and young people with SEND.

12. **Community Benefits:** The place expansion at the Skills Centre is expected to bring substantial benefits for young people, families and the wider community. It will enable more young people to be educated closer to home, reducing travel time and associated stress for families. It will also contribute to a more sustainable pattern of provision across the area.

13. Overall, the proposal represents a strategically aligned and careful expansion of specialist provision. It is intended to improve outcomes for young people with a diverse set of learning difficulties and complex needs, enhance inclusive capacity within Parkstone and the wider area, and support the Council in meeting its statutory duty to secure sufficient and appropriate school places for all children and young people.

Consultation

14. The Council launched its formal statutory consultation on 11 May 2026, in accordance with the *School Organisation (Prescribed Alterations to Maintained Schools) Regulations 2013*. The representation period ended 15 June 2026.

15. To ensure wide awareness, the consultation was publicised through multiple channels, including:

    - an advert in the local newspaper.
    - publication on the Council's website and through social media.
    - targeted communication issued to parents and staff of Linwood School and notifications to local headteachers, local early years settings and other statutory consultees.

16. The consultation received 16 responses, with the outcome attached as Appendix 1. Overall, feedback demonstrated a mixed but broadly supportive position, with most respondents in favour of the proposal, including comments such as:

    - "Increasing capacity means that many more young people will now have access to the high level, specialist support they need not just to succeed, but to truly thrive."
    - "The focus on independence, employability, communication skills and preparation for adulthood is particularly positive".
    - "I think it is a much needed provision as there are never enough spaces for SEND students."
    - "The amount of young people coming out of education NEET (Not in Education, Employment or Training) is rising and this will help to rectify this issue within our local area."
    - "This will enable more young people with SEND to have the choice of opportunity for a Post 16 provision within BCP."

17. Some objections and concerns were raised which are addressed below to ensure transparency and informed decision-making:

    - "This is a high density housing neighbourhood on a road which becomes badly congested so that the prospect of up to 30 more cars arriving in the areas to drop off and pick up every day must be addressed."
    - "The level of need and specialist support some of the students require makes it inappropriate to have large class sizes."
    - "Stop spending all of local taxpayers money on SEND. This money could be spent on initiatives to benefit everyone. Let parents look after their own children's education and welfare."
    - "There is not adequate space or teaching resources. There is a small amount of teachers so this will lead to bigger class sizes with inadequate support. This will lead to increased deregulation."

18. Provision is organised into small, needs-led cohorts consistent with SEND practice and so the increase of places from 30 to 60 will not result in large teaching groups. Delivery is structured through personalised timetables and supported activities, ensuring learning remains individualised.

19. The Skills Centre has capacity to accommodate additional learners and uses existing space without requiring capital development. Provision is delivered across a range of practical and learning environments, with a phased implementation supporting a controlled expansion.

20. Additional SEN staff will be appointed as required, with provision driven by EHCP outcomes to ensure staffing levels reflect learner need. This approach maintains quality and ensures appropriate expertise is in place.

21. In June 2025, BCP's Highways response to the planning application to change the use from a family centre to a post-16 special education school forecast that the change to an education use would result in a reduction of traffic flow to the site. This was due to the family centre hosting activities spread across the day delivered by multiple organisations. The number of staff journeys to site is comparable in both uses but analysis of Linwood's existing cohort showed that pupils predominantly arrive at site by minibus, with some young people using public transport as part of their travel independence training. Analysis of the existing Linwood post-16 cohort showed only 8 pupils using private transport or taxi, which is substantially smaller rather than the expected 60+ site users a day for the family centre. BCP Highways reviewed this strategy as part of the Planning Application and made no objections. Bicycle shelters have been added to the site in line with planning conditions. A copy of BCP Highways team response to the original Planning Application is attached as Appendix 2.

22. The Council has a statutory duty to provide SEND places, and local provision supports better outcomes, including independence and employability. Increasing local capacity also reduces reliance on more costly placements.

Options Appraisal

23. In consideration of the consultation results two options have been considered:

    Option 1: Expand local specialist provision (Preferred Option)

    This option increases local specialist capacity through use of existing accommodation, in line with the Council's SEND Sufficiency Strategy and SEND and AP Improvement Plan. It reduces reliance on high-cost independent and out-of-area placements and associated transport expenditure and provides a clear mechanism to manage demand-led pressures and improve cost control within the High Needs Block. This option requires completion of the statutory 'significant change' process, with consultation responses considered prior to a formal decision by BCP Council.

    This option supports financial sustainability and improved budget control.

Option 2: Maintain the status quo (Do nothing)

This option does not increase local capacity and would:

- Sustain high-cost placement reliance with limited cost control
- Drive continued growth in transport expenditure
- Increase exposure to demand-led pressures and reactive spend
- Reduce the Council's ability to manage High Needs expenditure, increasing deficit risk

This option would result in ongoing cost escalation and reduced financial resilience and is not financially sustainable.

Summary of financial implications

24. The proposed provision will utilise existing floorspace with the Skills Centre with no requirement for capital funding to accommodate the expansion of places.

25. The Post 16 Skills Centre will be commissioned as a Linwood satellite using the current Linwood Banding Locators. This reduces the need to use high-cost external placements.

Setting	SEND Top up	DfE Place Funding	Total
Linwood School - Locators 2, 3, 4 & 5	£9,844.86	£10,000	£19,844.86
Linwood School - Locator 6	£12,747	£10,000	£22,747
Linwood School - Locator 7	£19,572	£10,000	£29,572

The proposal will support the High Needs Block Recovery Plan by reducing reliance on costly Independent Non-Maintained Special School (INMSS) placements and out-of-area settings, which costs significantly more than local provision. Based on a unit cost comparison of specialist provision versus INMSS (approximately £35k difference), the proposal for an additional 30 post-16 places achieves cost avoidance in the region of £1m, contributing meaningfully to reducing the High Needs Block deficit.

Summary of legal implications

26. The Council has statutory duties to ensure that children and young people with special educational needs and disabilities (SEND) can access *sufficient and appropriate* education within its area.

27. Under Part 3 of the Children and Families Act 2014, the Council is required to identify and assess children and young people with SEND, and to secure the special educational provision specified in their Education, Health and Care Plans (EHCPs). The Council must also keep education and training provision for children and young people aged 0-25 with SEND under review to ensure sufficiency, quality and effectiveness. These duties are reinforced through requirements for joint commissioning and integrated working across education, health and care partners (Sections 25–27), and must be delivered in accordance with the SEND code of Practice (0-25).

28. The Education Act 1996 (Section 14) further requires the Council to secure sufficient primary and secondary education provision for children in its area.

29. The proposed expansion constitutes a prescribed alteration to a maintained school and must comply with the statutory process set out in the School Organisation (Prescribed Alterations to Maintained Schools) (England) Regulations 2013, including requirements for publication, consultation and decision-making.

30. In determining the proposal, the Council must therefore be satisfied that it supports the delivery of sufficiency and appropriate provision, meets assessed needs, and is consistent with its statutory duties.

Summary of human resources implications

31. Linwood School will ensure that appropriate staffing capacity and specialist expertise are in place to support the increased number of post-16 learners.

32. As the provision will be delivered within the existing school structure, workforce planning, recruitment and deployment of staff will be managed through the school's established leadership and governance arrangements. This may include the use of existing staff capacity alongside, where required, the recruitment of additional suitably qualified teaching and support staff.

33. Any staffing changes will be progressed in line with the school's usual HR policies and procedures, including consideration of staff development, training and retention to ensure the continued delivery of high-quality SEND provision.

Summary of sustainability impact

34. Establishing local provision contributes positively to the Council's sustainability objectives by reducing travel distances for pupils, which in turn lowers carbon emissions and transport related costs. It also supports wider active and sustainable travel ambitions, enabling more young people to access education closer to home. In the longer term, strengthened local capacity reduces reliance on high cost out-of-area placements, contributing to both environmental and financial sustainability.

Summary of public health implications

35. Local specialist provision supports key public health objectives by reducing long journey and travel times. In turn this may help mitigate stress and fatigue for young people with SEND and contribute to improved wellbeing and readiness for learning. Local places for local young people further help strengthen inclusive local provision, promote community cohesion and thereby promote better mental health outcomes.

Summary of equality implications

36. The Council has had due regard to its duties under the Equality Act 2010. An EIA conversation and screening exercise has been undertaken as part of the development of this proposal to ensure compliance with equalities duties.

37. In summary, the proposal primarily benefits young people with SEND (disability) by increasing access to appropriate local post-16 provision, supporting improved educational outcomes and reducing travel burden for pupils and families. Positive impacts are also expected for parents and carers, including improved engagement and reduced cost and time pressures. Limited adverse impacts may arise during

transition into expanded provision and through increased workforce pressures; these will be mitigated through phased implementation, EHCP-led placement decisions and ongoing monitoring. No differential impacts have been identified for other protected characteristics. Overall, the proposal supports greater inclusion and equitable access to education.

38. The completed EIA assessment is available here.

Summary of risk assessment

39. **Workforce capacity and delivery risk**: Expansion introduces risk that staffing capacity does not scale in line with growing and increasingly complex demand, potentially impacting quality of provision and pupil outcomes. Mitigation: Schools to ensure that workforce planning is aligned to phased pupil intake, with flexibility to deploy existing staff and recruit incrementally where required. Ongoing demand forecasting and funding review will ensure staffing models remain sustainable and appropriate.

40. **Strategic sufficiency and financial risk (if not approved)**: Failure to approve the proposal would perpetuate reliance on high-cost Independent and Non-Maintained Special School (INMSS) placements, increasing pressure on the High Needs Block and limiting local sufficiency. Mitigation: The proposal is supported by a strong evidence base, aligns with SEND Sufficiency Strategy and Recovery Plan and delivers measurable cost avoidance alongside improved local capacity.

41. **Programme delivery and Implementation risk**: Delays to implementation may constrain place availability, increase pressure on existing provision and impact parental confidence and statutory sufficiency duties. Mitigation: A structured implementation plan with defined milestones, early engagement with school leadership, and programme oversight through place sufficiency governance arrangements.

42. **Demand and capacity risk**: If demand exceeds planned capacity, there is a risk of oversubscription, increased out-of area placements, and pressure on system-wide resources. Mitigation: Regular monitoring of demand and placement trends, alignment with the wider sufficiency planning, and use of flexible delivery models to respond to emerging need.

Background papers

- Capital Strategy Report 2026/27 - 2028/29.
- SEND Sufficiency Strategy May 2024.
- SEND and AP Improvement Plan 2025.
- Belonging Strategy 2025

Appendices

Appendix 1: Outcome of the Consultation Paper – Linwood School Proposal to Expand Post-16 Places

Appendix 2: Highways Response to Planning Application P-25-01070-PNVS

APPENDIX 1

Proposals to increase Linwood School SEND places

June 2026

Research and Consultation Team

Proposal to increase Linwood School SEND Places

This report summarises the results of the consultation on 'Proposals to increase Linwood School SEND places'.

Methodology

The consultation ran from 11 May 2026 to 15 June 2026.

An online form was available at https://haveyoursay.bcpcouncil.gov.uk/en-GB/projects/linwood-post-16 and paper copies were available from all BCP libraries. Alternative formats could also be requested.

A statutory public notice was published in the Bournemouth Echo (paper and online versions) at the start of the consultation.

Schools were asked to display posters on site and posters were displayed at local libraries. A press release was also published.

Emails were sent out by the Headteacher of Linwood School to promote the survey. Emails were also sent to local councillors. The Headteacher sent a reminder email during the consultation period.



Proposals to increase Linwood Post-16 SEND places

BCP Council is working with Linwood School to help meet the growing need for specialist education places. We are proposing to increase the number of Post-16 places at the school from the 2026-27 academic year.

The proposal is to provide more specialist places for young people aged 16 to 19 who have an Education, Health and Care Plan (EHCP). It would add up to 30 additional specialist places at Linwood School's Skills Centre on Ashley Road, on top of the 30 places already available. This means the school would be able to offer up to a total of 60 Post-16 places at Ashley Road.

Please read the information below about the proposal, or if you prefer, you can read the same information in a PDF document.

- About Linwood Post-16 Skill's Centre
- Admissions
- Why is This Change Needed?
- How Will It Work?
- Formal Process
- Timeline

Have your say

We would like to hear your thoughts on the proposal. Anybody can object to, or comment on, the proposal.

Please give your views by:

- completing our online form
- sending your comments by email to sendsufficiency@bcpcouncil.gov.uk
- sending your comments by post to: Linwood School Post-16 Consultation, Education and Skills, BCP Council, Town Hall, Bourne Avenue, Bournemouth BH2 6EB

Paper copies are available from BCP libraries, or by emailing sendsufficiency@bcpcouncil.gov.uk

The representation period ends at midday on Monday 15 June 2026.

The consultation will report to Cabinet on 22 July 2026.

Give your views

Have your say

Proposal

- Linwood Post 16 SEND places Consultation Proposal

Key dates

Consultation starts:
11 May 2026

Consultation ends:
15 June 2026

Contact us

sendsufficiency@bcpcouncil.gov.uk

Linwood School

Linwood School website

Marked as CONTROLLED - INTERNAL

Response

There were 16 online responses to the consultation. One email was also received as part of the consultation.

The consultation web page was viewed by 101 unique visitors.



Respondents

- Two respondents are parents of a child or children at secondary school
- One respondent is a parent of a child or children at another special school
- Eight respondents are teachers or staff at Linwood
- Other respondents included a Bournemouth resident, a taxpayer and two parents

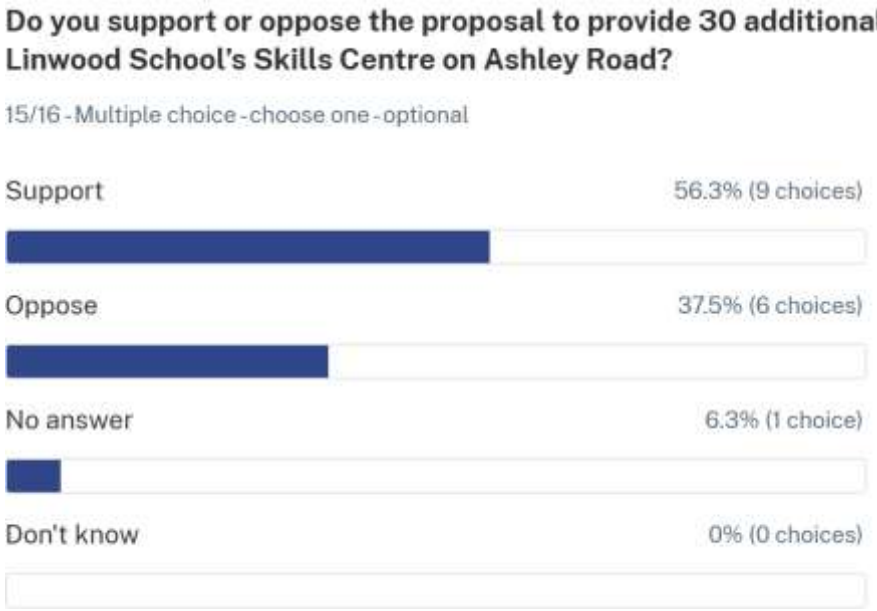
Views on the proposal

Do you support or oppose the proposal to provide 30 additional specialist places at Linwood School Skills Centre on Ashley Road?

Of the online respondents:

- 56% support the proposal
- 37% oppose the proposal
- 6% did not answer

Marked as CONTROLLED - INTERNAL



Survey Comments

11 respondents commented on the proposal. Their comments are shown below unedited:

1) The level of need and specialist support some of the students require makes it inappropriate to have large class sizes. Doubling the student population would cause many problems in terms of regulation, space, noise and subsequently the ability to meet need.
2) There is not adequate space or teaching resources. There is a small amount of teachers so this will lead to bigger class sizes with inadequate support. This will lead to increased deregulation.
3) Give opportunities to young people as much as possible
4) I welcome the proposal to increase Post-16 specialist provision at Linwood School. There is a clear and growing need for additional SEND places within the BCP area, and expanding local provision will help more young people remain within their communities while receiving education that meets their individual needs. The focus on independence, employability, communication skills and preparation for adulthood is particularly positive. The supported business activities provide practical opportunities for students to develop real-world skills and confidence in a structured environment. However, I believe the proposal could be strengthened by providing further information on the expected outcomes for students, including progression into further education, supported employment, volunteering and independent living. It would also be helpful to understand how local employers and community organisations will be involved in providing work experience and transition opportunities. Additional detail regarding staffing levels, specialist support services, and how the existing facilities will accommodate an increase from 30 to 60 students would provide reassurance to parents and stakeholders that the quality of provision will be maintained. I would also encourage the Council and Linwood School to consider developing the Skills Centre as a centre of excellence for preparing young people with SEND for adulthood, with strong links to employers, further education providers, health services and community organisations. Overall, I support the proposal and recognise the importance of increasing local specialist provision. I hope the Council will continue to work closely with parents, carers, students and partner organisations to ensure the expansion delivers positive long-term outcomes for young people and their families.
5) Yes, stop spending all of local taxpayers money on SEND. This money could be spent on initiatives to benefit everyone. Let parents look after their own children's education and welfare.
6) I think it is a much needed provision as there are never enough spaces for SEND students

Marked as CONTROLLED - INTERNAL

7) The increase in number is required to reduce the number of NEET students in the BCP area. Specialist support for students is important to ensure that the best outcomes are achieved. It would be fair to ensure that the correct funding from BCP is included in this to ensure that provision can remain high quality with regards to quality of teaching as well as funding the support services required for positive student outcomes.
8) The provision is very much needed within the community.
9) This expansion will enable more SEND students to have the opportunity to learn and develop skills in a specialist environment to meet their needs at this crucial stage of their education.
10) This is a fantastic positive development for the Skills Centre in Linwood. Expanding capacity from 30 to 60 places is more than just a numerical increase it represents a meaningful investment in our local young people with additional needs supporting them in accessing their local community, work or training. Doubling the number of places means that more individuals will have access to vital training, support, and pathways into employment. For many, this can be truly life-changing by building confidence, developing practical skills, and opening doors that may not have been done without this specialist level of support. It also reflects a strong commitment to listening to local need and responding proactively. Increasing capacity shows belief in the potential of the young people within the BCP local community and a recognition that there is both demand and ambition among learners with additional needs. The amount of young people coming out of education NEET is rising and this will help to rectify this issue within our local area. The support offered by the Linwood Skills Centre is truly outstanding. Increasing capacity means that many more young people will now have access to the high level, specialist support they need not just to succeed, but to truly thrive as they move into adulthood.
11) This will enable more young people with SEND to have the choice of opportunity for a Post 16 provision within BCP

Email Comments

One email was received in response to the consultation. This response is included below.

1) I object to the expansion of this school to include 30 additional SEND places until an acceptable travel plan has been included in the proposal document. Please put the consultation on hold until this has been provided. This is a high density housing neighbourhood on a road which becomes badly congested so that the prospect of up to 30 more cars arriving in the areas to drop off and pick up every day must be addressed.

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Highway Authority Consultation Response

Application Number:	P/25/01070/PNVS/2
Site Address:	The Ted Webster Family Centre 519A Ashley Road Poole BH14 0BD
Description of Development:	Prior approval for change of use from a family centre to a post 16 special education school.
Planning Officer:	Babatunde Aregbesola
Highways Officer:	Lee Smith
Report Date:	11 June 2025

Considerations of the Local Highway Authority (LHA)

The application includes a document comparing the traffic movement and parking activities of previous allowed uses of the site with the proposed use. From the information contained within this document it is clear that there is likely to be a significant reduction in vehicles trips to and from the site from the proposed use compared with previous uses. The previous family centre uses had multiple organisations on site carrying out various activities, some of these being a variety of group class activities spread out over the day, each creating their own vehicle trip and parking demands. The move to principally one user of the site and the outlined operation of that use will likely reduce the vehicle trips to and from the site which is welcomed.
The proposal also includes the provision of a bicycle shelter which is welcomed to encourage cycling to and from the site.

The Highway Authority raise no objections to the proposal. If it is possible to put a condition on this Prior Notification application we'd suggest a condition requiring:

The Cycle Shelter shown on the approved plans shall be erected prior to the use hereby approved commencing. At all times thereafter the Cycle Shelter shall remain available for bicycle and scooter parking use only.
In the interests of the encouraging of sustainable modes of transport in accordance with Poole Local Plan Policy PP35.

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CABINET

Report subject	**Safer BCP (Community Safety Partnership) Domestic Abuse Strategies**
Meeting date	22nd July 2026
Status	Public Report
Executive summary	This Cabinet report accompanies the three Domestic Abuse Strategies as part of the Safer CSP Community Safety Partnership's commitment in response to Domestic Abuse in line with the Domestic Abuse Act 2021.
Recommendations	**It is RECOMMENDED that:** Cabinet approve: • The overarching Safer BCP Prevention of Domestic Abuse Strategy 2026-31 • The Safe Accommodation Strategy 2026-31 • The Perpetrator Strategy 2026-31 • The accompanying Safe Accommodation & Community Services Commissioning Plan
Reason for recommendations	It is a statutory requirement under the Domestic Abuse Act 2021 for local authorities to create a Safe Accommodation strategy every five years. These three strategies form the Council's strategic framework to preventing and respond to domestic abuse across Bournemouth, Christchurch and Poole (BCP) in partnership with statutory and voluntary sector agencies. Whilst it is not a requirement to have a Perpetrator Strategy or an overarching Preventing Domestic Abuse Strategy, the Community Safety Partnership have developed these complimentary strategies to focus on preventative, early intervention work and ensure that a holistic approach is taken to addressing domestic abuse and perpetrating behaviours in BCP. All three strategies have been developed through significant public consultation and development, including lived experience groups, Councillor task and finish group and wider stakeholder

	engagement. The commissioning plan that accompanies the strategies will inform the commissioning of our domestic abuse services in BCP.
Portfolio Holder(s):	Councillor Kieron Wilson
Corporate Director	Laura Ambler, Corporate Director for Wellbeing
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Wards	Council-wide
Classification	For Decision

Background

1. Domestic abuse remains a significant issue locally and nationally, with 5,467 domestic abuse crimes recorded in BCP in 2023/24 and high levels of repeat victimisation. The three strategies provide a whole-system, coordinated response aligned to statutory duties under the Domestic Abuse Act 2021, including the requirement to deliver safe accommodation and support for survivors.

2. The strategies are built on four overarching priorities:

   - Prevent abuse before it occurs
   - Protect and recover survivors
   - Pursue perpetrators and hold them accountable
   - Strengthen relationships through partnership working

   Together, they set out a comprehensive approach addressing:

   - Prevention and early intervention
   - Survivor support and housing provision
   - Perpetrator behaviour change and enforcement
   - Multi-agency coordination and data improvement

3. Cabinet approval is sought to formalise adoption and enable delivery through a multi-agency implementation plan. Throughout the strategies we refer to those affected as ‘Survivors’ of Domestic Abuse. This is to reflect the strength and courage they have

shown in response to the harm that has been levied against them and also the feedback from our lived experience group.

4. Domestic abuse is a complex and pervasive issue affecting individuals, families and communities regardless of background. Nationally, 2.3 million people experienced domestic abuse in the year ending March 2024, with domestic abuse also being a leading cause of homelessness.

   Locally:

   - 734 high-risk MARAC cases were heard in 2023–24
   - 40% of recorded crimes involved repeat victims
   - 898 repeat suspects were linked to 2,443 offences

   Domestic abuse also has significant impacts on children, who are recognised in law as victims where they experience or witness abuse.

5. BCP Council and partners have statutory duties relating to domestic abuse under:

   - Domestic Abuse Act 2021
   - Crime and Disorder Act 1998
   - Serious Violence Duty

   These strategies respond to those duties and build on the previous 2020–2025 strategy. The three strategies operate as a suite of interdependent documents:

6. The "Preventing Domestic Abuse Strategy 2026 - 2031" (Appendix 1) sets the overarching vision that no resident should live in fear of domestic abuse. It focuses on prevention, survivor support, perpetrator accountability, and partnership activity and embedding a Coordinated Community Response (CCR) approach to domestic abuse as recommended by SafeLives and the Domestic Abuse Commissioner for the UK.

7. The "Safe Accommodation Strategy 2026 – 2031' (Appendix 2) meets our statutory duty to provide support within safe accommodation. It establishes priorities including:
   - Prevention and early identification
   - Access to appropriate housing and support
   - Supporting survivors to remain at home or move on

   It also responds to historical capacity challenges for support (e.g. 77% of refuge applicants not accepted historically).

8. The "Perpetrator Strategy 2026 – 2031' (Appendix 3) focuses on changing behaviour and reducing reoffending; promoting a shift from "why doesn't the victim

leave?" to "why doesn't the perpetrator stop?". It supports evidence-based interventions with proven reductions in reoffending.

Key Priorities and Objectives

9. Prevention and early intervention forms the foundation of our domestic abuse focus, particularly around:

    - Increasing public awareness and education of domestic abuse and perpetrator behaviours
    - Targeting children and young people (for support and education)
    - Identifying abuse earlier and reducing escalation

10. Protecting and Supporting Survivors is also fundamental to our work, ensuring that we:

    - Improve access to safe accommodation and community support
    - Deliver trauma-informed, survivor-led services
    - Address inequalities and barriers for marginalised groups

11. Tackling Perpetrators is key to breaking the cycle and preventing future abuse, and our focus here is on evidence driven practices including:

    - Expanding access to behaviour change programmes
    - Strengthening enforcement and accountability
    - Developing integrated referral pathways

12. Partnership and System Leadership underpins the activity of the three strategies, ensuring accountability and challenge by:

    - Strengthening our multi-agency governance (Domestic Abuse Strategic Group, Community Safety Partnership)
    - Embedding Coordinated Community Response
    - Improving data sharing and performance monitoring

Outcomes and Impact

13. The strategies aim to achieve:

    - Reduction in domestic abuse prevalence and harm
    - Increased safety and recovery outcomes for survivors
    - Increased number of perpetrators engaging in interventions
    - Improved housing stability and reduced homelessness

14. Safe accommodation investment will:

    - Reduce homelessness linked to domestic abuse
    - Improve long-term outcomes for children and families

15. Delivery of the three strategies will be funded through (Appendix 4 Safe Accommodation & Community Services Commissioning Plan):

    - Existing Council budgets
    - Government grants (including Safe Accommodation Grant funding)
    - Partner contributions

16. Evidence shows that perpetrator programmes can reduce offending (e.g. 30% reduction in incidents and significant harm reduction outcomes). National evidence indicates strong value for money, particularly for early intervention programmes such as the UP2U Domestic abuse perpetrator programme which seeks to change harmful behaviours. The Up2U perpetrator programme saved approximately £749,714 in 2023/24 through reduced harm. Future commissioning and funding opportunities will be explored to sustain and expand provision.

17. The strategies have been informed by:

    - Public consultation
    - Lived experience surveys
    - Experts by Experience Board
    - Partner agency feedback
    - Survivor voice has been central to development, ensuring services are trauma-informed and responsive.

Consultation Report Summary (Domestic Abuse Strategies 2025–2030)

18. Public consultation was undertaken on all three strategies between the 17th March 2025 and the 28th April 2025. The full consultation report is attached as Appendix 5 but in summary there was:

    - **Strong support for the overall direction:**
      Stakeholders broadly supported the proposed strategies, particularly the focus on prevention, survivor support, and holding perpetrators accountable.
    - **Need for greater awareness and accessibility:**
      Many respondents highlighted that people often do not know what services are available or how to access them, indicating a need for clearer communication and outreach.

- **Improving survivor experience:**
  Feedback emphasised the importance of trauma-informed, person-centred support, with consistent, compassionate responses from professionals across all services.
- **Gaps in provision and inclusion:**
  Respondents identified unmet needs for specific groups, including those with high complexity needs, disabled survivors, LGBTQ+ individuals, male victims, and those with no recourse to public funds.
- **Housing and accommodation challenges:**
  Access to safe accommodation remains a key issue, with demand exceeding supply and limited options for people with larger families or complex needs.
- **Importance of early intervention and education:**
  There was strong support for preventative work, including education in schools, public awareness campaigns, and earlier identification of abuse.
- **Focus on perpetrators welcomed:**
  Contributors supported the emphasis on behaviour change programmes and stronger accountability, alongside early intervention with those using harmful behaviours.
- **Value of partnership working:**
  Effective multi-agency collaboration was seen as essential, with calls for better coordination, data sharing, and clearer pathways between services.
- **Central role of lived experience:**
  Respondents stressed the importance of continuing to involve survivors in shaping services to ensure they are relevant, effective, and responsive.

Commissioning of Domestic Abuse Services

19. The Domestic Abuse Safe Accommodation and Community Services Commissioning Plan (Appendix 4) sets out how the council will organise and improve services for people affected by domestic abuse. It brings together housing (safe accommodation) and community support into one joined-up system, so people can get the right help at the right time. The focus is on preventing abuse where possible, identifying it earlier, and helping more people stay safely in their own homes through outreach, security measures, and specialist support. For those who cannot stay at home, the plan expands access to different types of safe accommodation and ensures all services provide high-quality, trauma-informed support.

20. From August 2027, services will be redesigned into a single, more flexible model that combines community outreach with a range of accommodation options, including refuge and dispersed housing. The plan is supported by funding of £1.44 million per year, although there may be financial pressures in later years, which will be managed through efficiencies and future funding opportunities. A full procurement process will take place during 2026–2027 to appoint a specialist domestic abuse support provision to deliver high-quality services. Key risks, such as increased demand or

limited provider interest, have been identified, with plans in place to manage these and maintain effective support for residents.

Summary of financial implications

21. Appendix 4 details the financial implications of the commissioning of future services.

Summary of legal implications

22. The strategies support compliance with the:

- Domestic Abuse Act 2021 (including safe accommodation duty)
- Equality Act 2010
- Safeguarding responsibilities

Adoption ensures the Council meets statutory requirements to:

- Assess need for survivors of domestic abuse
- Publish strategies
- Commission and monitor services

Implementation of the strategies will be overseen by:

- The BCP Domestic Abuse Strategic Group (DASG)
- Safer BCP Partnership

23. Progress will be monitored through:

- Delivery plans
- Key performance indicators
- Annual reviews and reporting

Summary of human resources implications

24. No impact as a result of the adoption of the strategies.

Summary of sustainability impact

25. No impacts.

Summary of public health implications

26. The fundamental purpose of the three strategies is to address the significant mental, physical and financial impact that domestic abuse has upon our local communities.

Summary of equality implications

27. A full Equalities Impact Assessment has been completed (Appendix 6). The research and data conducted for the three new Safer BCP domestic abuse strategies indicate people with protected characteristics and/or multiple disadvantage may have different experiences of domestic abuse and face additional barriers when disclosing domestic abuse and accessing support services.

Experiences of abuse through a gendered lens allows us to recognise the societal imposed norms, roles and expectations of masculinity and femininity and how this effects intimate partner relationships and family structures and considers power dynamics. Intersectionality theory explains the intersect between social categorisations applied to an individual or group which create an overlap of disadvantage and discrimination.

28. By using a gendered and intersectional lens to develop these strategies we can guide our response to domestic abuse across BCP Council area to ensure that all members of BCP can receive fair and equal treatment when accessing services. In relation to violence against women and girls and domestic abuse the barriers and discrimination survivors with intersecting identities face when accessing support around domestic abuse, are well documented, and the strategies have been developed with that in mind.

The Preventing Domestic Abuse Strategy, Safe Accommodation Strategy and Perpetrator Strategy aim to address inequalities in access to information and services, by using the intersectional analysis to inform the strategies and the comprehensive delivery plans.

29. The overwhelming identification through research both locally and nationally is that those with protected characteristics and/or multiple disadvantage are:

- under-represented in DA services,
- struggle to access appropriate services which are culturally competent,
- a coordinated response from services is greatly variable leading to re-victimisation
- often experience societal and/or organisational discrimination in addition to the domestic abuse.

30. The survivors of domestic abuse affected are; women, men, LGBTQ+ people, BAME people, disabled people, older people and children and young people, as well as care experienced adults, pregnant women, people with mental health conditions, carers and armed forces families.

The strategies and delivery plans aim to eliminate the barriers faced by individuals with protected characteristics in BCP experiencing domestic abuse. By implementing the following methods, we anticipate achieving the following outcomes:

- Education and training of professionals and communities on protected characteristics, unconscious bias and intersectionality and domestic abuse.
    - Outcome: Increased awareness and understanding will lead to more effective and inclusive support.

- Commissioning of specialist domestic abuse community services and domestic abuse safe accommodation, with a requirement that the service providers are trained in protected characteristics and intersectionality,
    - Outcome: Improved understanding of the needs of those with protected characteristics and the support provided will lead to improved life outcomes.

- BCP domestic abuse safe accommodation will be modelled to meet the needs of all who may need to access it, including those with protected characteristics and/or multiple disadvantage.
    - Outcome: A safe supported environment will be provided for everyone regardless of their background and circumstances which will lead to improved life outcomes.

- Development of the survivor voice work to ensure the voices of all survivors and those that are currently underrepresented, inform the work we do in response to domestic abuse in BCP.
    - Outcome: Interventions will be better tailored to meet the needs of all individuals affected by domestic abuse, leading to improved support and life outcomes

- Targeted information is available to individuals with protected characteristics across BCP, so that they know the services understand their needs and are available for them.
    - Outcome: This will ensure individuals know the services understand their unique needs and are available to support them, leading to better access to resources and improved overall well-being.

- Community engagement is developed across BCP with individuals and communities which are underrepresented in domestic abuse services.
    - Outcome: Communities are better represented and their specific needs are addressed leading to more effective and comprehensive domestic abuse services.

- Professional relationships are further developed to ensure pathways of support are collaborative and consider the whole person.
    - Outcome: Support pathways will be integrated and comprehensive, addressing various aspects of an individual's needs.

- Work with both the BCP Safeguarding Adults Board and BCP Safeguarding Children Partnership around domestic abuse will be strengthened and pathways to support embedded within teams.
    - Outcome: An integrated and supportive environment for individuals affected by domestic abuse.

- Data collection will be improved so emerging themes and local need can be recognised and responded to.
    - Outcome: Emerging needs and trends are identified to ensure resources and services are directed to areas with the greatest need.

- Education of children and young people across BCP about violence against women and girl, domestic abuse and positive masculinity to help reduce sexual discriminatory behaviours.

- Outcome: There will be a safe and more inclusive environment for everyone.

31. A key positive outcome of the strategies is to improve domestic abuse support services in BCP, tailored to the diverse needs of survivors of domestic abuse and children, including those with protected characteristics, through commissioning specialist domestic abuse providers for community and safe accommodation services. Through community engagement and targeted materials, we will engage with all survivors of domestic abuse from underrepresented groups across BCP, reducing risk to these survivors and their children and improving longer term outcomes.

32. There will be ongoing consultation with people who have lived experience of domestic abuse and work to engage underrepresented groups, to ensure that we continue to hear the voices of all survivors and respond to these using a co-production framework so these voices help shape the domestic abuse work across BCP.

33. Through education and awareness raising with professionals and communities we aim for them to understand the dynamics of domestic abuse better but also the additional issues faced by marginalised members of the community and reduce discriminatory beliefs and behaviours across BCP.

34. We will develop the BCP primary prevention offering, educating children and young people to help reduce current and future sexually discriminatory and sexually harmful behaviours.

35. We will further develop the relationships across agencies and professionals, to ensure a joined up and whole person response to survivors and perpetrators of domestic abuse, this will help to reduce risk, mitigate long term harm and improve longer term outcomes for all.

36. The improved data collection will help to identify local needs and themes and enable the partnership to respond to domestic abuse in a more localised way whilst also learning from national research and data.

37. Extensive consultation has been conducted, including a public consultation, consultation with the experts by experience board, the BCP domestic abuse survey, stakeholder workshops and domestic abuse provider events. This comprehensive approach ensures that the strategies are not developed in isolation and incorporate the perspectives of a diverse range of individuals and organisations, thereby meeting the needs of all.

38. All three strategies will be reviewed annually from (2025-2030). The Domestic Abuse Strategic Group (DASG) will oversee the implementation through a detailed delivery plan and report to the Community Safety Partnership Executive Board every six months to ensure accountability and achievement of the strategy outcomes.

Summary of risk assessment

39. Funding from central government for Domestic Abuse services has not increased in line with inflation over the last 5 years, which when coupled with the pressure on local government resources places a risk upon our ability to deliver the level of

service we strive to achieve for survivors of domestic abuse. The following summarises our approach to trying to mitigate these pressures.

Risk	Mitigation
Insufficient capacity in services	Commissioning and partnership approach
Funding uncertainty	Diversified funding streams
Inconsistent data	Development of shared data framework
Barriers for marginalised groups	Targeted inclusion strategies

Background papers

Domestic Abuse statutory guidance.

Appendices

Appendix 1- Prevention of Domestic Abuse Strategy 2026-31

Appendix 2- Safe Accommodation Strategy 2026-31

Appendix 3- Perpetrator Strategy 2026-31

Appendix 4- Domestic Abuse Safe Accommodation and Community Services Commissioning Plan

Appendix 5- Consultation Report

Appendix 6- Equality Impact Assessment

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Bournemouth, Christchurch and Poole

SAFER BCP

PREVENTING DOMESTIC ABUSE STRATEGY

2026-2031



SAFERBCP Partnership

BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.

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INTRODUCTION



This is the Safer BCP Partnership's Preventing Domestic Abuse Strategy 2026-31.

The Safer BCP Partnership was formed as the Community Safety Partnership for BCP Council area in April 2019 following local government re-organisation.

The partnership consists of BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.

This strategy and its delivery plan are owned by the Safer BCP Partnership and there is a joint commitment across the partnership to its implementation. In addition to specific duties for BCP Council as the Local Authority, the BCP Community Safety Partnership, Safer BCP, holds the statutory duties under the Domestic Abuse Act 2021 and the Crime and Disorder Act 1998 for Domestic Homicide Reviews (DHR's).

Domestic abuse is a complex social problem that impacts people, communities, and services across our society. It is very common and can happen regardless of social group, class, age, gender, race, disability or sexuality of the individuals involved.

This strategy details the work undertaken by the Safer BCP Partnership over the last four years and our plans to address domestic abuse across the conurbation over the next five years. We have used our lived experience surveys, our Experts by Experience board, our Domestic Abuse Needs Assessments, public consultation results and our Strategic Needs Assessments to build on our understanding of local need, to develop our strategic priorities, to inform and develop our local response and to review whether our local provision effectively meets the needs of survivors, their families and children and those who use abusive behaviours.

Thank you

We would like to thank those who have helped shape our strategy with their lived experience through our public consultation and surveys and through the Experts by Experience Board.

Tackling domestic violence and abuse is everyone's business and we hope by increased community engagement, multi-agency working and robust survivor, child and perpetrator response services we will end domestic abuse across the BCP Council area.

Our vision is that "no resident living in Bournemouth, Christchurch and Poole, should live in fear of or experience domestic abuse" and this strategy is our commitment to working together over the next five years with our aim to end domestic abuse in our area.

This strategy builds on the Safer BCP Partnership's Preventing Domestic Abuse Strategy 2020-2025 which was written in 2020 during the Covid 19 pandemic and in anticipation for the Domestic Abuse Duty coming into effect in 2021.

The Safer BCP Partnership is fully committed to ending domestic abuse in the Bournemouth, Christchurch and Poole area.

Extensive work has been undertaken to listen to the voices of survivors of domestic abuse to inform how services respond to abuse. Research, review and collaboration has taken place to make the BCP area a safer place to live and visit, with an on-going commitment by all partners to continue to make this happen.

The new Preventing Domestic Abuse Strategy 2026-31 uses the knowledge gained since the last strategy and information gathered from survivors of domestic abuse, children and young people who have suffered domestic abuse and those who use abusive behaviours to build a comprehensive and effective strategy to reduce domestic abuse in our communities.

Chief Superintendent Heather Dixey,
Chair of the Safer BCP Partnership

Cllr Kieron Wilson,
Cabinet Member for Housing
and Regulatory Services,
Vice Chair of the Safer BCP Partnership

> "No resident living in Bournemouth, Christchurch or Poole, should live in fear of or experience domestic abuse."

OUR APPROACH



This strategy is set within the wider context of the Domestic Abuse Duty, the National Domestic Abuse Plan, the National Violence Against Women and Girls Strategy 2021, the National Violence Against Women and Girls Statement of Expectation 2022, the Domestic Abuse Commissioner's priorities and the Istanbul Convention Article 12 obligations; all of which we have used to set our priorities aligning with the central government framework.

This strategy is underpinned by listening to the voices of survivors of domestic abuse and what they have told us about their experiences, as well as gendered and intersectional analysis. Our strategy and delivery plan have been written using the following local data:

- Workshops, surveys and focus groups with domestic abuse victim/survivors and professionals.
- Housing and commissioned services data.
- BCP Domestic Abuse Lived Experience Survey 2024.
- Co-production with the BCP Domestic Abuse Experts by Experience board.
- Standing Together Needs Assessment 2021.
- Safer BCP Strategic Assessment 2024.
- Safer BCP Serious Violence Needs Assessment 2024.
- Safer BCP Community Safety Partnership Strategy.
- Lessons learned from Domestic Homicide Reviews and Serious Case Reviews.
- Public consultation feedback.

We have used national research and best practice around domestic abuse, which provide quantitative and qualitative data and evaluation details to inform this strategy and delivery plan. These pieces of research are invaluable in tracking domestic abuse themes on a larger scale to develop our response and inform best practice.

Links to other strategies

The BCP Community Safety Partnership Strategy 2022-2025, sets out the strategic priorities for the partnership using an evidence-based approach. These are:

- Tackle violent crime in all its forms.
- Keep young people and adults-at-risk safe from exploitation, including online risks.
- Work with communities to deal with antisocial behaviour (ASB) and crime hotspots, including ASB linked to substance misuse.
- Tackle issues relating to Violence Against Women and Girls (VAWG).

The Home Office's national **Serious Violence Strategy** sets out the government's response to serious violent crime and in addition to the above, the Safer BCP Partnership also has statutory duties under the Serious Violent Crime Duty. **The Safer BCP Partnership's Serious Violence Strategy**, was adopted in January 2024. The four priorities for Safer BCP under the Serious Violence Duty are:

- Sexual Assaults and Rape
- Violence Against the Person- Knife Crime
- Robbery
- Domestic Abuse

This strategy sits alongside the new BCP Safe Accommodation Strategy and the new BCP Perpetrator Strategy which also cover the period 2026-2031.

The BCP Council's Corporate Strategy also sets out a clear vision where 'nature, coast, communities and towns come together to create a healthy and sustainable environment'. It includes a priority of 'People and Communities who care for each other, have access to great opportunities, a safe place to call home and live their best lives.'
It includes key objectives that are relevant to the Domestic Abuse Duty, which are to:

- Ensure the most vulnerable receive the care they need to feel secure and supported.
- Work with partners to ensure everyone feels safe.

Alongside complementary priorities of our statutory partners, the duty also aligns with the **Dorset Police and Crime Plan 2021-29**, particularly in relation to the PCC's commitments to cut crime, to fight violent crime and high harm, and to put victims and communities first.

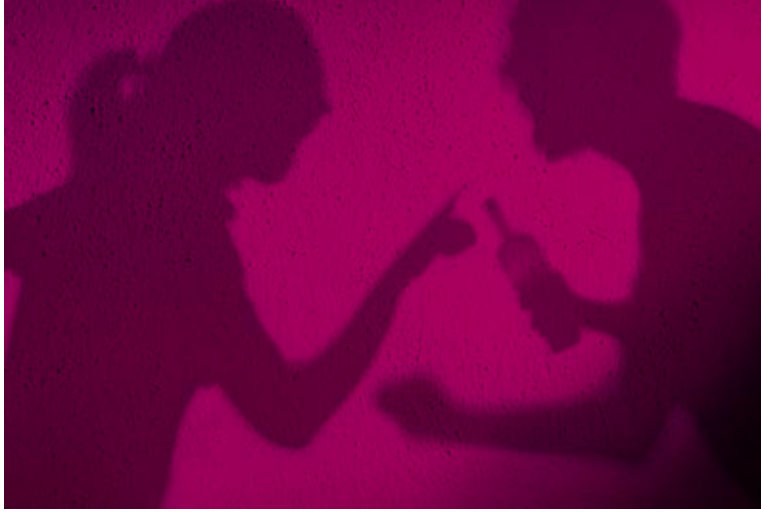
The introduction of the **Domestic Abuse Act 2021** and the **Police, Crime, Sentencing and Courts Act 2022** gives greater focus on violence, both within and outside the home, and on our collective ability to effectively safeguard and protect those within our communities who are vulnerable to these and other forms of harm. **From harm to hope: a 10-year drugs plan to cut crime and save lives** is an ambitious and action-focused 10-year strategy to enable real and sustained change. Combating drugs is one of the government's top priorities and ministers across government are engaged and focused on delivering our strategy.

We recognise that successful delivery of this Strategy depends on robust and effective partnership working. The Strategy will be supported by annual multi-agency partnership plans aligned to a robust performance framework so impact can be measured. Performance will be reported to the Domestic Abuse Strategic Group, the Safer BCP Partnership Executive Board and the BCP Council Overview & Scrutiny Board.

Links to other strategic groups

Our work to address domestic abuse links closely with the **BCP Adults Safeguarding Board**, and **BCP Safeguarding Children's Partnership** alongside other groups including Domestic Abuse Strategic Group, Serious Violence Delivery Group, Sex Workers Risk Assessment Conference, MARAC (High risk domestic abuse) and other task and finish groups as identified through monthly data analysis.

WHAT IS DOMESTIC ABUSE?



The Domestic Abuse Act 2021 has a cross-government definition of domestic abuse and is in two parts. Having a precise definition means we all understand what is meant by domestic abuse.

The definition of domestic abuse can be found in Section 1 of the Domestic Abuse Act 2021. The definition of domestic abuse is:

"(2) Behaviour of a person ("A") towards another person ("B") is "domestic abuse" if:

(a) A and B are each aged 16 or over and are personally connected to each other, and

(b) the behaviour is abusive.

(3) Behaviour is "abusive" if it consists of any of the following:

(a) physical or sexual abuse

(b) violent or threatening behaviour

(c) controlling or coercive behaviour

(d) economic abuse

(e) psychological, emotional, or other abuse and it does not matter whether the behaviour consists of a single incident or a course of conduct."

The definition also encompasses what is called Honour Based Abuse (HBA), Female Genital Mutilation (FGM) and Forced Marriage and it is clear that victims are not confined to one gender, sexuality, ethnicity, or socio-economic group.

While the definition above applies to those aged 16 or above, Child and Adolescant to Parent Violence and Abuse (CAPVA) can equally involve children under 16 as well as over 16. There is currently no legal definition of child and adolescent, however it is recognised as a form of domestic abuse.

Further information on the new statutory definition of domestic abuse can be found in the Statutory Guidance:

Definition of domestic violence and abuse: guide for local areas - GOV.UK (www.gov.uk)

DOMESTIC ABUSE ACT 2021



The Domestic Abuse Act was passed by both Houses of Parliament and enacted into law on 29 April 2021.

The Domestic Abuse Act 2021 provides further protections to the millions of people who experience domestic abuse, as well as strengthen measures to tackle perpetrators.

The Domestic Abuse Act:

- Creates a statutory definition of domestic abuse, emphasising that domestic abuse is not just physical violence, but can also be emotional, coercive or controlling, and economic abuse.
- As part of this definition, children will be explicitly recognised as victims if they see, hear or otherwise experience the effects of abuse.
- Creates a new offence of non-fatal strangulation.
- Extends the controlling or coercive behaviour offence to cover post-separation abuse.
- Extends the 'revenge porn' offence to cover the threat to disclose intimate images with the intention to cause distress.
- Clarifies the law to further deter claims of "rough sex gone wrong" in cases involving death or serious injury.
- Creates a statutory presumption that victims of domestic abuse are eligible for special measures in the criminal, civil and family courts.
- Establishes in law the role of Domestic Abuse Commissioner, to stand up for victims and survivors, raise public awareness, monitor the response of local authorities, the justice system and other statutory agencies and hold them to account in tackling domestic abuse.
- Places a duty on local authorities in England to provide support to victims of domestic abuse and their children in refuges and other safe accommodation.
- Places the guidance supporting the Domestic Violence Disclosure Scheme ("Clare's Law") on a statutory footing.
- Ensures that when local authorities rehouse victims of domestic abuse, they do not lose a secure lifetime or assured tenancy.

- All eligible homeless victims of domestic abuse are automatically provided with a 'priority need' for homelessness assistance.
- Stops vexatious family proceedings that can further traumatise victims by clarifying the circumstances in which a court may make a barring order under section 91(14) of the Children Act 1989.
- Prohibits GPs and other health professionals from charging a victim of domestic abuse for a letter to support an application for legal aid.

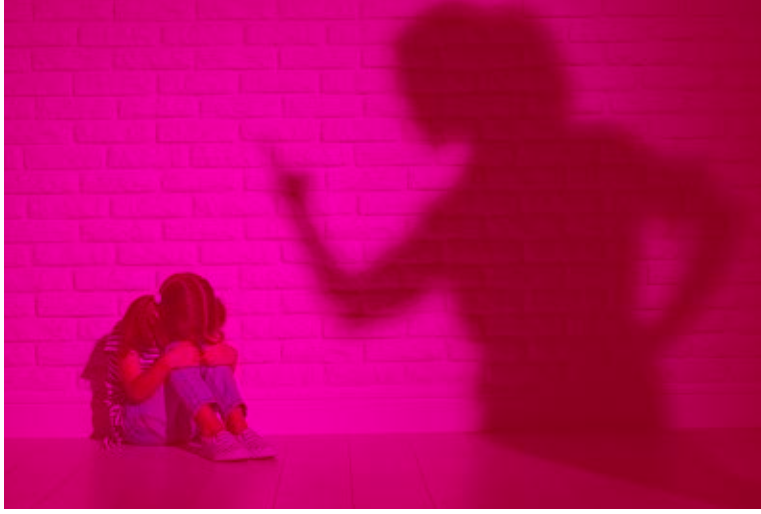
The Act places a duty on local authorities in England to:

- Appoint a multi-agency Domestic Abuse Local Partnership Board with which it will consult as it performs certain specified functions.
- Assess the need for accommodation-based domestic abuse support in their area for all victims or their children, including those who come from outside the area.
- Develop and publish a strategy for the provision of domestic abuse support to cover their locality, having regard to the needs assessment.
- Give effect to the domestic abuse strategy (through commissioning/de-commissioning decisions).
- Monitor and evaluate the effectiveness of the domestic abuse strategy.
- Report back to central government.

Other recent developments in UK legislation include:

- Claire's Law (2014): A scheme allowing an individual to ask Police to check whether a new or existing partner has a violent past. A disclosure can be made by the Police if it is legal, proportionate and necessary to do so.
- Coercive Control Offence (2015): Victims who experience coercive and controlling behaviour that stops short of serious physical violence, but amounts to extreme psychological and emotional abuse, can bring their perpetrators to justice.
- Stalking Protections Orders (2020): A civil order that protects victims from stalking, harassment, and other unwanted contact.
- Serious Violence Duty 2024: for local partnerships to undertake an assessment of the type of Serious Violence that most impacts their area and to develop a strategy and interventions to address them. In the BCP area, domestic violence is one of the four key priorities under the Duty.

THE IMPACT OF DOMESTIC ABUSE ON CHILDREN AND YOUNG PEOPLE



Children are now recognised in law, as victims in their own right if they witness or experience domestic abuse.

They could witness domestic abuse between adults, experience domestic abuse in their own intimate relationships and use abusive behaviours in relationships. Some children will be incited to undertake physical violence and/or psychological abuse by the perpetrator, causing untold amounts of harm to the child. Witnessing domestic abuse and violence is a known Adverse Childhood Experience (ACE). ACEs are known to have a lifelong impact on the children who are exposed to them, including poorer outcomes across all areas of their lives such as education, employment, mental health and physical health. Not all adults realise the harm caused to children and young people living with domestic abuse and we need to raise awareness within communities about these risks.

National statistics show the real and tangible links between domestic abuse and harm to children and young people:

A study of

139

overview reports from Serious Case Reviews (SCR) found that about two-thirds (63%) of cases featured domestic abuse [3]

20%

or 1 in 5 children have lived with an adult perpetrating domestic abuse [1]

An estimated

16,000

children are living with domestic abuse today [2]

In the review of

293

SCRs Sidebotham et al (2016) found that domestic abuse was a feature in almost all instances of filicide [4]

1in5

teenage girls have experienced domestic abuse in their dating relationship [5]

[1] NSPCC: Child abuse and neglect in the UK today, 2019

[2] Women's Aid: The Hidden Victims of Domestic Abuse, 2018

[3] Women's Aid, Nineteen Child Homicides, 2016

[4] Department of Education, Pathways to harm, pathways to protection: a triennial analysis of serious case reviews 2011 to 2014

[5] SafeLives, 2017. Safe Young Lives – Young People & Domestic Abuse

Domestic abuse and pregnancy:

1in3

Women experience domestic abuse during pregnancy, approximately

275,000

women per year in England and Wales [6]

Domestic abuse during pregnancy puts the mother and unborn child **in danger** [7]

It increases **the risk of miscarriage**, infection, premature birth, and injury or death to the baby [8]

It can lead to **structural brain changes** in the unborn baby [9]

14

Maternal deaths during 2014-16 were murders. 10 women died during pregnancy or up to six weeks after pregnancy, and four in the period from six weeks to a year after the pregnancy. All 14 were killed by a partner or former partner [10]

Quote from a domestic abuse survivor:

> He made them kick and punch me and they did because they were so frightened of him. [Son] kicked me, he punched me in the face. But, when he had done it his father told him he hadn't done it hard enough, and he was to go and put his shoes on and do it harder. [11]

Anonymous, Radford and Hestor, 2006.



[6] NHS, 2023
[7] British Journal of Obstetrics and Gynaecology, 2005
[8] NHS, 2023
[9] University of Bath, Domestic abuse in pregnancy linked to structural brain changes in babies, 2023
[10] MBBRACE-UK, Saving Lives, Improving Mother's Care, 2017
[11] Radford and Hestor, Mothering through domestic violence, 2006

THE NATIONAL AND LOCAL PICTURE



The latest figures, to the year ending March 2023, found that around **one in four women (27%)** have experienced domestic abuse since the age of 16. For men, the figure is around one in seven (13.9%). For partner abuse only, the figures are 22.7% for women and 10.2% for men (ONS, 2023). [12]

In the year ending December 2023, across the UK the Police recorded a **domestic abuse offence approximately every 40 seconds** (ONS, 2024). [13]

A total of **242 domestic abuse related deaths** were recorded between April 2022 to March 2023 nationally. [14]

In post separation abuse cases, **50% of victims sighted their abuser as an ex-partner** after they had separated. [15]

In the UK, **women are much more likely than men to be the victims of high risk or severe domestic abuse**: 93% of those going to MARAC and 95% accessing an Independent Domestic Violence Advisor (IDVA) service are women. [16]

The number of suspected **suicides of victims following domestic abuse overtook intimate partner homicides** for the first time during 2024. [17]

Recent studies found that **one in seven** UK women experienced **economic abuse** from a current or former partner – equivalent to 4.1 million women. [18]

Those with **disabilities are also more likely to experience domestic abuse**. Disabled women are significantly more likely to experience domestic abuse and disabled men are more likely to experience higher rates of domestic abuse than non-disabled men. [19]

It takes a **disabled person on average 3.3 years to seek support for domestic abuse**, compared to 2.2 years for a non-disabled person. [20]

Evidence suggests that **60-80% of LGBTQ+ survivors of domestic abuse have never reported incidents** to the police or attempted to seek help or advice from support services. [21]

[12] Office for National Statistics (ONS) (2023). Domestic abuse victim characteristics, England and Wales: year ending March 2023 Published online: ONS

[13] Office for National Statistics (2024). Crime in England and Wales: year ending December 2023. Available online

[14] Vulnerability Knowledge and Practice Programme (VKPP) Domestic Homicides and Suspected Victim Suicides 2020-2023 Year 3 Report, available online

[15] Spearman, Post Separation Abuse: A Concept Analysis, 2022

[16] Safelives, Insights IDVA dataset, 2021-2022

[17] NPCC, Scale of homicides and suicides by domestic abuse victims revealed, 2024

[18] Surviving economic abuse, 2024, online

[19] Safelives, Disabled Survivors Too, 2017

[20] Safelives, Disabled Survivors Too, 2017

[21] Magic and Kelley, LGBT+ and Peoples Experience of Domestic Abuse: A report on GALOP's domestic abuse service, 2018

32% of victims over the age of 60 are living with their perpetrator, compared to 9% of under 60's.

44% of victims over the age of 60 are abused by family members, compared to 6% of under 60's.

BCP Council has the **12th largest population** of any council in England. [22]

18% of residents identify as being from a **minoritised ethnic group**.

22% of the BCP Council area are **over the age of 65**, around 3% more than the national average.

18% of the population identify as having a **long-term illness or disability**.

3.9% identify as being **LGBTQ+**.

More than **51%** of households in the BCP area are **affected by deprivation**, with 1 in 10 residents (45,500) living in areas considered within the 20% most deprived in England, compared to 1 in 5 (83,768) living in areas considered amongst the least deprived in England.

1,925 referrals were made to our commissioned community domestic abuse service in 2024-2025.

The commissioned community domestic abuse service received **1,012 calls** to their helpline during 2024-2025.

The Health Domestic Abuse Advocates (Health DAA) had **430 referrals** in 2024/25 and delivered **domestic abuse training** to **388 health professionals**.

The Children and Young People domestic abuse advocates (CYPDAA) **worked with over 200 children and young people** in 2024/25.

The Bournemouth, Christchurch and Poole Multi Agency Risk Assessment Conference (MARAC) heard **721 high risk domestic abuse cases** in the year 2024/25. 95% of cases heard were for female victims. [23]

Domestic abuse crimes in by year

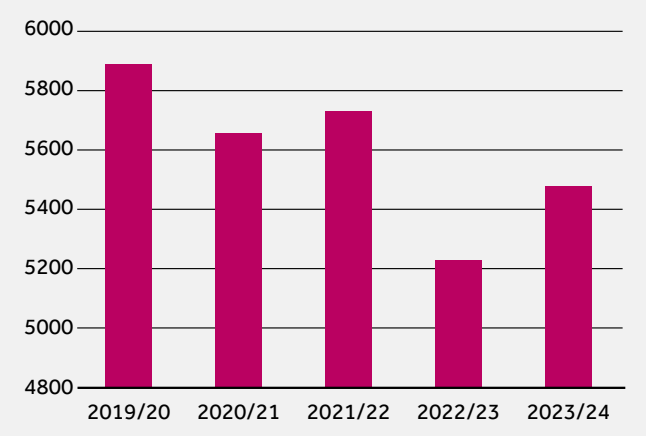


Figure 1 above shows the numbers of domestic abuse crimes recorded by Dorset Police in the BCP area per financial year. However, we know that domestic abuse is an under-reported crime and therefore it is likely that in reality these figures are higher. The figure shows that numbers were highest in 2019/2020, and lowest in 2022/23. Although there are notable fluctuations between the years, there were no years which showed a statistically significant change, meaning that crime rates for all of the years are within a 'normal' range.

5,467 domestic abuse crimes were recorded in the BCP area in year 23-24. 63% of these offences were committed by current or ex-partners. [24]

[22] Office for National Statistics, Census, 2021
[23] BCP MARAC Annual report 2023-2024
[24] BCP Council, Strategic Assessment, 2024-2025

Figure 2 below shows the numbers of domestic abuse incidents recorded by Dorset Police. An incident is any event that comes to police attention and is recorded as an incident. If the police find sufficient evidence of criminal activity, a crime will usually be recorded. [25]

Table 3 below uses Dorset Police domestic abuse crime data to provide information on the type of domestic abuse crimes which were reported to and recorded by Dorset Police in the financial year 2023/24. The majority of domestic abuse recorded crime in the BCP area had a main crime group of violence against the person.

Domestic abuse incidents in the BCP area by year

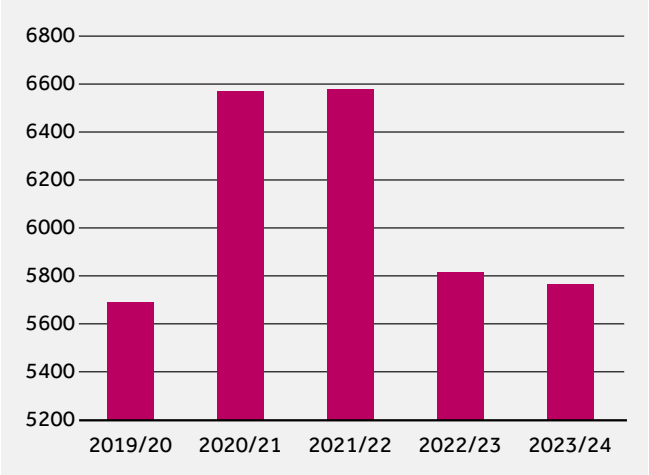


Figure 2 - DA incident numbers by year in BCP

Table 3 below shows the top 10 crime types when the main crime group was violence against the person.

Main crime group	Count	%
Violence Against the Person	4,247	77.68%
Criminal Damage	381	6.97%
Sexual Offences	273	4.99%
Public Order	226	4.13%
Theft	163	2.98%
Other Offences	48	0.88%
Dwelling Burglary	42	0.77%
Drug Offences	26	0.48%
Theft of Motor Vehicle	21	0.38%
Possession of Weapons	17	0.31%
Robbery	10	0.18%
Blank	9	0.16%
Theft From Motor Vehicle	4	0.07%
Total	**5467**	**100%**

Table 2- Main crime group for domestic abuse crimes in BCP reported to and recorded by Dorset Police in financial year 2023/24

[25] Lewis, S., Birks, D., Chandan, S.K., Chenevoy, N., Cumbria Constabulary. (2023). Understanding the Geospatial and Contextual Patterns of Rural Domestic Abuse: An Exploratory Study'. Available at: Understanding the Geospatial and Contextual Patterns of Rural Domestic Abuse: An Exploratory Study - White Rose Research Online

Table 4 below shows the top 10 crime types when the main crime group was violence against the person.

Crime Type	Count	%
Assault occasioning actual bodily harm (Section 47)	985	23.19%
Common assault (S39) and assault without injury (Class 105A)	856	20.16%
Assault by beating (recordable)	598	14.08%
Stalking involving serious alarm / distress (recordable)	327	7.70%
Non-fatal strangulation and suffocation - Serious Crime Act 2015 s75	241	5.67%
Stalking involving fear of violence (recordable)	226	5.32%
Stalking without fear / alarm / distress (recordable)	225	5.30%
Harassment without violence (recordable)	163	3.84%
Send communication / article of an indecent / offensive nature (recordable)	162	3.81%
Engage in controlling / coercive behaviour in an intimate / family relationship (recordable)	99	2.33%

Table 4 - Top 10 crime types when the main crime group was violence against the person for DA crimes reported to and recorded by Dorset Police, occurring in BCP in financial year 2023/24.

2,216 occurrences involved repeat victims, accounting for 40% of all domestic abuse recorded crime. 72% of these occurrences also involved repeat suspects. This suggests that 72% of repeat victims were victimised multiple times as part of the same relationship.

15% of the occurrences involving repeat victims involved suspects who were suspects just once. This suggests that 15% of repeat victims were victimised as a result of different relationships. 13% of suspects were unidentified when the victim was a repeat victim.

In total, there were **3,360 suspects** for the 5,467 domestic abuse crimes recorded by Dorset Police in BCP in financial year 2023/24. There were 743 occurrences which did not have identified suspects. Unidentified suspects made up 14% of the data.

Of the 3,360 suspects, **2,401 (72%) were male**, and **958 (29%) were female**. There was 1 suspect whose gender was unidentified.

Age group	Count	%
Under 10	3	0.09
10-14	21	0.63
15-19	259	7.71
20-24	333	9.91
25-29	396	11.79
30-34	490	14.58
35-39	496	14.76
40-44	457	13.60
45-49	280	8.33
50-54	240	7.14
55-59	172	5.12
60-64	80	2.38
65-69	39	1.16
70-74	23	0.68
75-79	26	0.77
80-84	9	0.27
85-89	11	0.33
90+	3	0.09
Blank	22	0.65
Total	**3360**	**100.00**

Table 5 - Age groups for suspects of domestic abuse crimes recorded by Dorset Police in BCP in financial year 2023/24.

Table 5 shows the age groups for suspects of domestic abuse in BCP in financial year 2023/24. The age groupings for suspects follow a very similar pattern to victims of domestic abuse. The age groups 30-34 and 35-39 are the largest, with the age groups 25-29 and 40-44 also being high.

- **898 individuals** were repeat suspects. These 898 individuals were involved in 2,443 recorded domestic abuse crimes.
- There were **2,461 unique suspects**, who appeared just once within the data 2023/24. These suspects who appeared just once were responsible for 50% of domestic abuse recorded crimes.
- **156 individuals** presented to BCP Council with a statutory homelessness requirement and domestic abuse as a support need in 2022-2023. [26]
- Data from the Ministry of Housing, Communities and Local Government, details that **162 households had become homeless** in the year to March 2021, while forty-two needed assistance to avoid losing their homes due to domestic abuse. That means a total of 204 households needed a place to stay due to domestic abuse during 2020-21. [27]
- **306 people** applied for a refuge space in BCP 2020-2021, however 77% of those were unable to be accepted for reasons such as: too close to refuge; too high needs; no suitable space for size of family and/or low DASH score compared to other referrals (The Dash risk checklist is used by frontline professionals to identify and assess risks when a potential victim discloses domestic abuse, honour based violence or stalking).
- **4,004 victims** of domestic abuse were recorded by Dorset police across BCP, of which 68% were female, 32% male. [28]
- **7,322 reported incidents** of stalking and harassment took place in 22-23 across Dorset, 70% of reports are from female victims, only 3% of these reports resulted in a perpetrator being charged with stalking or harassment. [29]
- **2,576 reports of stalking** were reported in Dorset, 80% were female victims and only 3% were prosecuted for Stalking. [30]
- **88% of reported stalking** incidences in Dorset are by an ex-partner. [31]
- During 2023-4 we started the coordination of four Domestic Homicide Reviews and the findings of these will be reported through to the CSP and relevant Safeguarding Boards once signed off by the Home Office. All four of the victims were female.
- The UP2U perpetrator programme saw an **8% increase in referrals** to 85 in the 2024/5 year.

[26] Ministry of Housing, Communities and Local Government, Homelessness Tables, 2022-2023
[27] Ministry of Housing, Communities and Local Government, Homelessness Tables, 2020-2021
[28] BCP Council, Strategic Assessment, 2024-2025
[29] Dorset Police, Stalking and Harassment, 2022-2023
[30] Dorset Police, Stalking and Harassment, 2022-2023
[31] Dorset Police, Stalking and Harassment, 2022-2023

PROGRESS AGAINST THE PREVENTING DOMESTIC ABUSE STRATEGY 2020-2025

The Preventing Domestic Abuse Strategy 2020-24 had four strategic priorities:

Priority 1
Prevent violence and abuse

Priority 2
Provision of services

Priority 3
Partnership working

Priority 4
Responding to perpetrators

Progress against:

Priority 1
Prevent violence and abuse

We said that we would focus on:

- Ensuring all victims receive appropriate service provision.
- Ensuring there is a single pathway to access services.
- Ensuring that the Multi Agency Risk Assessment Conference (MARAC) is effective.
- Ensuring the workforce is skilled and knowledgeable.
- Children and young people have the skills to identify and develop healthy relationships.
- Survivors with care and support needs are safeguarded.

Since we published the SAFER BCP Preventing Domestic Abuse Strategy we have:

- Used campaigns across the BCP area to raise awareness of domestic abuse and how to challenge it.
- Developed a Front Door system to children's social care, so families can access specialised support at the point of referral.
- Produced 'pathways to support' for professionals for all domestic abuse services; victim/survivors, children and young people, and perpetrators making it easier for professionals to navigate and refer to the correct services.
- Provided Violence Against Women and Girls (VAWG) training across BCP for colleagues and partners.
- Established a Multi-Agency Safeguarding Hub (MASH) Independent Domestic Violence Advocate (IDVA), placed in the MASH team to provide specialised domestic abuse support and advice at the point of contact.
- Used Family Hubs across the BCP area as an early access to support system.
- Developed an easy access to Claire's Law disclosure system through Dorset Police.
- Provided Child on Parent abuse training across the BCP area for colleagues and partners.

- Provided Level 1 and Level 2 Domestic Abuse training for BCP Council staff. This is available to partner agencies across the area.
- Hosted domestic abuse forums as a network for practitioners who encounter domestic abuse survivors in their services, offering themed educational opportunities every 6 weeks to upskill and educate as well as forging relationships across colleagues and partners to improve the response to domestic abuse.
- Accredited BCP Council with the White Ribbon Campaign, which aims to educate and raise awareness of the harm caused by violence against women and girls.
- Hosted learning events following each Domestic Homicide Review, so that the learning can prevent further deaths.

Progress against:

Priority 2
Provision of service and

Priority 3
Partnership working

We said that we would focus on:

- Co-producing and co-evaluating our services with service users.
- Ensuring there is quick, fair and easy access to services.
- Providing specialist services in a number of different settings.
- Reviewing and improving our practices, learning from lessons and sharing knowledge.
- Ensuring services are able to meet and respond to capacity.
- Work with a wide a range of agencies and community and voluntary sector organisations to protect the most vulnerable through effective data sharing.
- Reviewing service provision with partners and service users.
- Highlighting good practice and share learning from DHRs and Serious Case Reviews (adults and children).

Since we published the SAFER BCP Preventing Domestic Abuse Strategy we have:

- Provided a Domestic Abuse Community Outreach Service.
- Provided Safe Accommodation spaces across the BCP Council area.
- Provided eight specialised Safe Accommodation spaces for female victims with complex needs, including mental health, substance misuse and homelessness.
- Employed six Children and Young People's Specialist Domestic Abuse Workers across the BCP area.
- We have Children and Young People's specialists who can provide therapeutic interventions.
- We have an Independent Domestic Violence Adviser (IDVA) working in the Multi Agency Safeguarding Hub (MASH) to provide specialist support at the point of contact.
- Provided a 'By and For' (refers to organisations that are specifically designed and led by individuals from the communities they serve) national services list to our partners working with victim/survivors across the BCP area.

- We have recruited Health IDVAs in two main hospitals in the BCP area who provide support and education to health colleagues and victim/survivors of domestic abuse who can also be both patients and staff.
- We have provided male refuge spaces.
- We have recruited a Domestic Abuse Specialist in the housing team to give advice and support to victim/survivors in temporary accommodation.
- Hosted 6 weekly domestic abuse forums to share knowledge and information on local services.
- Have a Domestic Abuse Strategic Group, whose aim is to reduce domestic abuse and the harm it causes across BCP Council area by implementing strategic assessment and solutions.
- Have a Domestic Abuse Strategic Lead to co-ordinate the domestic abuse response across the BCP area.
- Run a Perpetrator and Stalking working group to share local information, learning, recognise local themes and agree how to respond.
- Set up a local Experts by Experience Board so we can listen to the voices of those who have experienced domestic abuse to help guide our response.
- Have an established MARAC core group of attendees who commit to sharing information where appropriate to reduce the risk caused by domestic abuse.
- Have a MARAC Steering Group who are responsible for quality assuring the BCP Council MARAC process.

> "I think more information needs to be out there for everyone. It can be hard to understand you are a victim of domestic abuse because you always think of violence and not the other types like financial abuse, emotional abuse and coercive control. And then you don't seek help because you don't even know you are a victim."
>
> Anonymous survivor, BCP Experts by Experience Board, 2025.

Progress against:

Priority 4
Responding to perpetrators

We said that we would focus on:

- Holding serial perpetrators of domestic abuse to account through the criminal justice system.
- Increasing the number of victimless prosecutions.
- Prioritising the safety of survivors using both criminal and civil powers.
- Offering behavioural change programmes to perpetrators.

Since we published the BCP Preventing Domestic Abuse Strategy we have:

- Provided a behaviour change programme for perpetrators of domestic abuse to any person residing in BCP Council area, perpetrators can be referred or self-refer to the programme.
- Worked alongside academic partners to ensure we are using the most appropriate and researched programmes for perpetrators of domestic abuse.
- Hosted a perpetrator working group with colleagues and partners, to review local data and themes and provide an actionable response to local perpetrator issues.
- Supported victim/survivors to report domestic abuse to the police through our community outreach team.
- Provided advocacy support to victim/survivors in court, and emotional and practical support.
- Co-ordinated work with local legal practices to support victim/survivors in gaining protection orders.
- Developed a draft Perpetrator Strategy as a guiding arm on how to address those that use harmful behaviours in a comprehensive way using a whole systems approach.
- Support the work of the High Harm Perpetrator Panel (HHPP) which looks to work with the highest risk perpetrators of domestic abuse.
- Have an established and proficient MARAC process which aims to challenge perpetrator behaviour and focuses on holding perpetrators to account.

A FOCUS ON EXAMPLES OF BEST PRACTICE WITHIN OUR EXISTING WORK



Progressive Masculinity Seminars

We hosted a series of Progressive Masculinity Seminars across the BCP Council area. Progressive Masculinity is an organisation which empowers boys and men to construct models of masculinity consistent with their values. Their mission is to challenge outdated models of masculinity and promote a healthier, more open-minded perspective. By offering this training across BCP Council area we hope to help facilitate this mission.

White Ribbon Accreditation

White Ribbon is the UK's leading charity engaging men and boys in the conversation about violence against women and girls. BCP Council has gained accreditation which means they now have three years to complete White Ribbon's comprehensive action plan which includes educating men and boys about VAWG and the harm it causes, reviewing our training offering, reviewing our domestic abuse services and engaging our communities. These actions will align with our domestic abuse delivery plan. Find out more about White Ribbon here; **White Ribbon UK.**

MASH IDVA

We have an experienced IDVA who sits within the BCP Council MASH team. The IDVA can help identify domestic abuse at the earliest opportunity when the referral comes into the MASH, ensuring the children, victim/survivor and perpetrator are offered the correct support at the point of contact. It also allows for risk assessment at an early stage and for safety measures to be in place to prevent further harm to the children and victim/survivor as soon as possible. The service provides a domestic abuse specialist within the MASH team to educate and inform colleagues, as well as to provide their support to victim/survivors when needed and help them gain the correct support needed in a timely manner.

HEALTH Domestic Abuse Advocates (DAA)

We have two Health Domestic Abuse Advocates in both our main hospitals in Poole and Bournemouth. They offer a two-pronged service; training our health partners in domestic abuse, so they are best equipped to respond to disclosures appropriately and, working directly with victim/survivors who are visiting the hospitals. We have found that the Health DAA reach a different demographic of older victim/survivors which we were not seeing through our outreach services. Hospital referrals to MARAC have increased since their roles started.

Domestic Abuse Recovery Together (DART)

Through Domestic Abuse Recovering Together (DART™), children and mothers can talk to each other about domestic abuse, learn to communicate and rebuild their relationship. Over ten weeks, mothers and children aged 7-14 meet for a weekly two-hour group session. They work together for an hour at the start of the group and then take part in activities in separate groups and at the end of each session, they join together again. Women learn more about how domestic abuse happens and how it affects children and explore experiences and strategies that can be used as a parent. Children take part in activities that help them build their own understanding of domestic abuse and how they are feeling.

Domestic Abuse Housing Alliance (DAHA) Accreditation

The Domestic Abuse Housing Alliance's (DAHA) mission is to improve the housing sector's response to domestic abuse. BCP Council's Housing and Community Services have committed to adopting DAHA's set of values and standards through accreditation to demonstrate that we have safe and effective interventions for domestic abuse. This work focuses specifically on BCP Homes' social housing tenants/residents but is expected to permeate and directly contribute as part of meeting the wider aims as outlined within this strategy. BCP Council Housing Services shares the vision to end domestic abuse for our residents.

> "The most important thing is to be heard and for those professionals to really understand the dynamics and impact of domestic abuse has on survivors, not just whilst in the relationship but for a lifetime."
>
> Anonymous survivor, Women's Aid, Are you listening? 2022.

LISTENING BROADLY AND LISTENING DEEPLY

Experts by Experience Board

In 2024 we established an Experts by Experience Board of female survivors of domestic abuse to help shape and inform the development of our domestic abuse strategies and our commissioning of not and future services. We also engaged with other members of the BCP community who are survivors of domestic abuse but did not want to be part of a group, including men and members of the LGBTQ+ community. This is some of the feedback that they gave us on their experiences of domestic abuse:

"Freedom programme and Power to change have been really helpful!"

"I want more awareness out in the community to make everyone aware of domestic abuse."

"The kid's school signposted me to services and helped me make the referral."

"I think all children need more education on domestic abuse."

"I didn't know where to start to find help!"

"Victims must be believed; it is so hard to ask for support and then when you are not believed you feel completely isolated."

"My domestic abuse advocate was really helpful and kind."

"I couldn't access any support because my Mum was the perpetrator and professionals didn't recognise this as domestic abuse, even though I was an adult and it was domestic abuse."

"I think more information needs to be out there for everyone, it can be hard to understand you are a victim of domestic abuse because you always think of violence and not the other types like financial abuse, emotional abuse and coercive control and then you don't seek help because you don't even know you are a victim."

"A mum at the school told me who I needed to phone to get support."

"The domestic abuse services need to be publicised better; it can be hard to find where to get support."

"I was discriminated against because of my mental health."

"I don't think anyone understands the long-term consequences of domestic abuse and what an impact it has on your mental health for years to come, including how little things can trigger the memories and it can make it hard to function."

"My kids rang the police, and they came really quickly."

"I think we really need to target boys and young men, to educate them better before they start having relationships."

"The survivor groups have changed my life."

"More needs to be done to help the people who suffer, I felt like he got everything given to him on Probation and all I got was accused of not protecting my children."

"Being a male survivor of a female abuser, I couldn't get help anywhere and all the services treated me terribly."

The Domestic Abuse Commissioner's Office conducted widescale research with survivors of domestic abuse to find out what support they wanted – over 4,000 survivors across England responded. The results are shown in the table below.

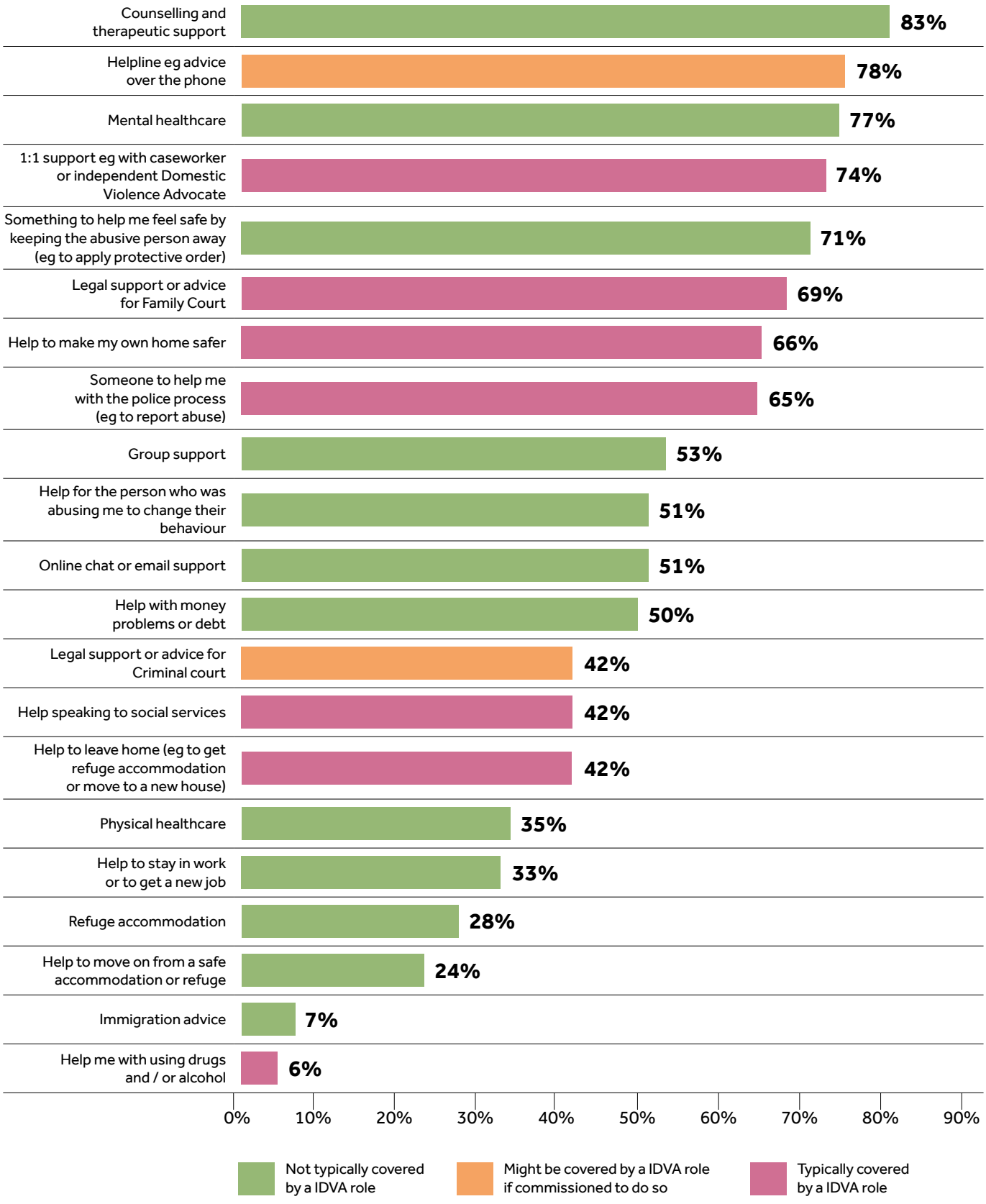


Figure 6 - Percentage of respondents wanting support for domestic abuse during the previous three years, according to intervention type.

BCP Domestic Abuse Survey:

The BCP Domestic Abuse Survey 2024 highlighted some key areas for improvement and development:

1 Most respondents who felt support was not available to them, said so because they were not aware of the support available.

2 Respondents were not happy with the response they received from organisations/ professionals after they told them about the domestic abuse they experienced for the first time.

3 Less than a fifth of respondents said they spoke to a housing provider about the abuse they had experienced (1 in 20).

4 Most respondents said they have not accessed support to ensure their accommodation is safe (71%).

5 Most respondents said the children currently living with them were not exposed to domestic abuse.

6 Respondents said the main reason their children did not receive support was that they were not aware of the services available.

7 A lack of support post-separation particularly with co-parenting

8 A lack of counselling support for victims/ survivors and their children.

9 Long waiting times for services.

> "Being part of something where I, as a survivor, can help a fellow survivor feels like a no-brainer to me... I used to say, "this is my life". I now say; "that was my life".
>
> Safelives Pioneer, Safelives, 2023."

OUR PRIORITIES



The BCP area is a place where domestic abuse is not tolerated, and we will work to ensure no resident lives in fear of abuse.

We are using the four priorities from the National Domestic Abuse Plan to guide our work across the BCP Council area in response to domestic abuse.



OUR PRIORITIES
1. PREVENT



Prioritising prevention – We recognise that the most effective approach to preventing domestic abuse is through education and early intervention. By educating individuals, we aim to prevent people from becoming perpetrators and encourage victims to seek help earlier.

In order to prevent abuse happening in the first place we aim to educate and empower local residents. We want to provide communities in the BCP area, including children, with information on domestic abuse and give them the tools to recognise and challenge abusive behaviours, in their homes and in the community.

Our three strategic objectives are:

- **Education** – to increase and improve the recognition of domestic abuse and the harm it causes.
- **Early intervention** – to minimise the harm of domestic abuse.
- **Challenging behaviours** – taking a whole system approach towards domestic abuse.

We will:

1 Increase public awareness of domestic abuse, including coercive control and stalking and harassment.

2 Continually improve our early intervention pathway to support children experiencing Adverse Childhood Experiences (ACEs), to reduce those children becoming victims and/or perpetrators of domestic abuse.

3 Work with our Safeguarding partners to identify and support early intervention in vulnerable adults, including those with learning disabilities and older victims.

4 Support domestic abuse Champions and Ambassadors across BCP Council, to raise awareness and to help ensure a better response to domestic abuse by our colleagues and the wider community.

5 Introduce Bystander Intervention Awareness campaigns, to challenge harmful attitudes, language and behaviour relating to domestic abuse – from challenging a disrespectful statement to noticing signs of domestic abuse and offering support that can then be undertaken by anyone.

6 Continue to provide violence against women and girls learning opportunities to educate and change attitudes and beliefs.

7 Implement a training package for schools with a focus on boys, learning about the societal and individual impact of harm caused by violence against women and girls, and how they can challenge it.

8 Research and explore pathways for children and young people using harmful behaviours.

9 Commit to the three – year White Ribbon accreditation action plan to continually challenge violence against women and girls in BCP Council area.

10 Make ACE training readily available to educate colleagues and partners.

Fact

Research conducted in partnership between University College London, the University of Kent and the Association of School and College Leaders in 2024, found a fourfold increase in the level of misogynistic content in the "For You" page of TikTok accounts over just five days on the platform in an algorithmic modelling study. Through interviews with young people and school leaders, the researchers also found that hateful ideologies and misogynistic tropes have moved off screens and into schools, becoming embedded in mainstream youth cultures. [33]

> Primary prevention aims to prevent domestic abuse from ever happening by challenging attitudes, values and the structures that sustain inequality and violence.
>
> United Nations Women, 2021.

[33] University of Kent, Safer Scrolling - How algorithms popularise and gamify online hate and misogyny for young people, 2024.

OUR PRIORITIES
2. PROTECT AND RECOVER



We will support all survivors of domestic abuse to get the support they need to live healthy lives free from abuse, with access to education, employment, health services and housing.

This priority is covered in more detail through the BCP Safe Accommodation Strategy 2026-31.

We will strive to commission the best possible services across BCP Council area to support all survivors of domestic abuse and collaborate with our partner agencies to improve access to these services.

We recognise that a 'one-size-fits-all' approach will not be effective for all survivors. Experiences of domestic abuse and access to safety will differ based on identities such as race, gender, sexuality, disability and more. We will recognise and respond to how discrimination can present significant barriers for survivors to access support.

Our four strategic objectives are:

- **Commissioning** – providing quality services that are adaptable to meet the needs of our communities.
- **Victim led** – using trauma informed approaches and prevent re-traumatisation.
- **Accessibility** – ensuring there are clear, accessible pathways to services and support.
- **Experts by experience** – ensuring services are shaped by people with lived experiences of domestic abuse.

We will:

1 Commission high quality specialist domestic abuse services to work across BCP Council area.

2 Use our Domestic Abuse Safe Accommodation Strategy 2026-2031, to guide our work and commission the best quality safe accommodation services for survivors of domestic abuse.

3 Use the Preventing Domestic Abuse 2026-2031 delivery plan to deliver our domestic abuse response across BCP Council area.

4 Provide rapid response, trauma informed services, which avoid waiting lists and losing people in the system, which could make them more at risk of further harm.

5 Commission high quality specialist domestic abuse support services for children and young people.

6 Provide clear and accessible pathways for all victim/survivors and children and young people experiencing domestic abuse.

7 Explore how we can provide a single point of contact within each domestic abuse service to make it easier for victim/survivors to access help.

8 Provide inclusive and progressive services to all victim/survivors of domestic abuse including those who have protected characteristics and intersectionality, by upskilling and educating the people who work with victim/survivors.

9 Make a comprehensive plan of how to reach victims/survivors who are furthest from our services, focusing on those with protected characteristics, mental health and substance misuse barriers.

10 Provide a domestic abuse specialised counselling service to adult and child victim/survivors.

11 Work with survivors of domestic abuse through an Experts by Experience Board to offer on-going peer and professional support network.

12 Provide education and tools to address the link between suicidality and domestic abuse.

Specialist domestic abuse services

Specialist domestic abuse services, offer a holistic package of wrap around support and wellbeing services.

Access to specialist domestic abuse services prevents further abuse and reduces duplication of effort and pressure on other services.

> A strong team dynamic needs to exist between the psychological recovery and practical steps to be settled and safe, and a to and fro interdependency between the disciplines to attain the most effective outcomes.
>
> Anonymous, 2022, p72.[34]

[34] Women's Aid, Are you listening? 7 Pillars for a survivor-led approach to mental health support, 2022

OUR PRIORITIES
3. PURSUE



We will pursue perpetrators and hold them accountable for their actions. We will offer behaviour change courses to perpetrators so they can access support for sustainable change around their harmful behaviours. This is covered in more detail in our SAFER BCP Perpetrator Strategy 2026-31.

We will support survivors to report domestic abuse and be listened to. We will support our victim/survivors in reporting domestic abuse to the police and advocate on their behalf without prejudice. We will work with our partners to establish ways to identify those causing harm. We will provide a holistic approach to those that cause harm but also commit to pursuing perpetrators of domestic abuse to hold them accountable for their actions.

Our three strategic priorities are:

- **Accountable** – ensuring perpetrators are held to account for their actions.
- **Listening** – we will listen to victims of domestic abuse and believe them.
- **Change** – we will support perpetrators who want to change their harmful behaviours.

We will:

1 Continue to provide a behaviour change programme for perpetrators of domestic abuse across the BCP Council area.

2 Review, assess and develop the behaviour change programmes we use to ensure they are using the most up-to-date knowledge on how to address domestic abuse perpetration.

3 Recognise intersectional barriers to accessing behaviour change programmes and provide a targeted campaign in these areas.

4 Increase the number of perpetrators accessing the behaviour change programme through awareness campaigns, events and collaboration with colleagues and partners.

5 Encourage multi-agency working to provide a whole systems holistic response to those who cause harm.

6 Recognise that the person causing harm may also be experiencing multiple disadvantages.

7 Develop and provide awareness of perpetrators of domestic abuse to colleagues and partners to encourage earlier recognition of perpetrator behaviours, leading to a swifter response to harmful behaviour.

8 Develop a more targeted response to perpetrators who use stalking as part of their harmful behaviour.

9 Increase the use of trauma informed practice by all colleagues and partners to victim/survivors of domestic abuse and through education increase the reporting of domestic abuse to seek positive criminal justice outcomes and access to 'orders' to enhance safety.

10 Work towards actioning our Perpetrator Strategy to reduce the harm caused by domestic abuse.

Fact

There are approximately 400,000 perpetrators causing high and medium levels of harm (including murder) across England and Wales, and yet only a tiny percentage of these – fewer than 1% – get a specialist intervention that might prevent future abusive behaviour. [35]

> My Up2U worker has undoubtedly made the most impact in my life in the history of me having talking therapy. I am 3 months sober- which has never happened before. I wanted to thank him for the support, mentorship over last year. It really has made a noticeable impact on my cognitive functions and no doubt will be woven into my inner tapestry of coping mechanisms for years to come.
>
> Anonymous, BCP Up2U CHR Completer client survey, 2024.

[35] Respect DVPP Commissioning Guidance for Police and Crime Commissioners, 2013

OUR PRIORITIES
4. RELATIONSHIPS



We will lead by example by working collaboratively with our colleagues, partners and communities to reduce the harm caused by domestic abuse across the BCP Council area. A Coordinated Community Response (CCR) will shift the focus away from individuals being responsible for their own safety onto the communities and services which support them.

Coordinated Community Response model (CCR)

The CCR encompasses the broadest possible response to domestic abuse, addressing prevention, early intervention, dealing with crisis, risk fluctuation, and long-term recovery and safety – working with a wide range of services, pathways, agencies and systems.

The fundamental premise of the CCR is that no single agency or individual can see the complete picture of the life of a household or individual within that household, but all may have insights and can provide interventions that are crucial to their safety and wellbeing. The CCR enables a whole system response to a whole person. It shifts responsibility for safety away from individual survivors to the community and services existing to support them.

Survivors of domestic abuse, adults or children, require a coordinated, multiagency approach with all agencies working collaboratively to provide a response that is effective in meeting their needs and making them safer. The model guides coordinators to build interventions within their systems that are aligned with the lived experience of victims/survivors.

The CCR is made up of twelve components which are:

1 **Survivor Voice and Engagement** – the voices of those with lived experience of domestic abuse should be integral in guiding local strategies and developing services.

2 **Intersectionality** – an intersectional response must be aligned across all partners in the CCR and the additional barriers marginalised communities face need to be acknowledged and responded to.

3 **Shared objective** – all partners in the CCR need to have a shared objective and vision, to guide their work together whilst recognising that while partners may have a different priority in terms of their work, they can still hold a shared objective and ethos and prevent silo working.

[36] Standing Together Against Domestic Abuse - A refreshed guide to effective domestic abuse partnership work – The Coordinated Community Response (CCR) 2020 – available online

4 **Structure and governance** – governance and structure between the partners through strategic and operational groups will help guide and create shared objectives and allow for implementation of the domestic abuse agenda in a CCR model.

5 **Strategy and leadership** – Strategic leadership enables the CCR model to be implemented across the partnership and strategies are there to provide a guiding arm to the domestic abuse response and the creation of delivery plans. Primary prevention of domestic abuse should play a key role in local strategies.

6 **Specialist services** – specialist domestic abuse services are an essential part of the CCR model, providing appropriate support for survivors and a sustainable approach to domestic abuse.

7 **Representation** – the right representation of all agencies at the right level is key to ensuring the success of the CCR. It is essential that consideration is given to which agencies need to be represented and where their input is required.

8 **Resources** – a combination of resources are essential for a comprehensive response to domestic abuse at local level, including funding, commitment, assets, people and drive to ensure sustainable services are implemented.

9 **Coordination** – the coordination of services around survivors, children and perpetrators shapes the way for reducing risk and long-term change in domestic abuse. This is the responsibility of all agencies involved in the CCR and does not fall to one individual but through a collective system.

10 **Training** – training across localities ensures a collective understanding of domestic abuse and VAWG, enhancing a coordinated response and creating shared objectives.

11 **Data** – local data collection is required to track local thematic data and ensure the local CCR are responding and modelling in response to local need. It also allows for the measurement of success against a deliverable.

12 **Policies and processes** – collective and agency-centric policy and procedures document the why and how a response is delivered, and helps build a framework for delivery for DA, VAWG and the CCR model. [1][2]

To end domestic abuse we need to look at the whole person, the individuals and family members involved, so that responses are coordinated and sustainable. It is essential that all professionals and the wider community are educated and prepared to take on appropriate roles, to activate change and intervene to end the harm caused by domestic abuse.

Our strategic priorities are:

- **Joined up** – we will work with partners to ensure that the needs of individuals experiencing domestic abuse are met.
- **Holistic** – we will strive to ensure that all the needs of the individual are met.
- **Quality** – we will work towards achieving White Ribbon and DAHA accreditation.

[1] Standing Together Against Domestic Abuse, In Search of Excellence, A refreshed guide to effective domestic abuse partnership work – The Coordinated Community response (CCR), 2020, available online.

[2] Standing Together Against Domestic Abuse – CCR Leaders Course.

We will

1 Continue to sit at a strategic level across multi-agency partnerships to address domestic abuse across BCP Council area.

2 Enhance opportunities for multi-agency working by developing innovative ways of collaboratively working.

3 Continue to develop and collaborate with our Experts by Experience Board to ensure survivor voices continuously inform our response to domestic abuse.

4 Offer educational and learning opportunities to colleagues, partners and the community to enhance their knowledge of domestic abuse, enabling them to effectively respond.

5 Commit to the actions under the White Ribbon Campaign which include: education of men and boys about the harm caused by gender-based violence; education of communities about the harm caused by gender-based violence and; engagement of communities as a response to gender-based violence.

6 Develop a platform for real-time sharing of local domestic abuse services to ensure professionals and communities know what is available.

7 Commit to taking the actions to gain the Domestic Abuse Housing Alliance (DAHA) accreditation to improve our response to domestic abuse across BCP Council housing and community services.

8 Work towards CCR accreditation to enhance our whole systems response to victim/survivors.

> The more you are working together the better the outcomes you're going to be able to achieve, but absolutely it requires strong leadership from a strategic perspective.
>
> Research participant, STADA, In Search of Excellence, 2020.

WE WILL KNOW WE ARE SUCCESSFUL WHEN



- People know where to get support and how to access it.
- Accessibility to domestic abuse services increases.
- Victim/survivors feel listened to and understood.
- Reports to police about domestic abuse increase.
- More perpetrators of domestic abuse access behaviour change programmes.
- Children and young people suffering domestic abuse receive timely support increasing their likelihood of being able to thrive.
- Our colleagues and partners feel confident to recognise domestic abuse and take the appropriate action as a response.
- We identify and support all victim/survivors of domestic abuse, including those that often find it hard to access support from marginalised communities.
- Our children and young people are educated about the harmful effects of domestic abuse and gender-based violence, so they can make healthier choices in their futures.
- Our children and young people are educated about healthy relationships.
- All people within our communities feel equipped to respond to domestic abuse.
- Victim/survivors are considered as a whole person and the response to their need is met, to reduce risk and enhance long-term outcomes.
- More perpetrators of domestic abuse are held to account for their actions through the Criminal Justice System.

FUNDING AND RESOURCES



The work identified within this strategy will be funded by the local authority budget alongside grant funding and partnership budgets.

We will continue to explore and apply for funding opportunities where appropriate to help successfully deliver this strategy and meet the needs of BCP Council area.

Help is available

If you or someone you know needs support around domestic abuse, there is help available from the organisations listed below and more information can be found here including:

Help with domestic abuse | BCP

Local support organisations:

- BCP BCHA Domestic Abuse Referrals & Support Line 01202 710 777
- BCP Refuge 01202 547 755
- Sexual Trauma and Recovery Service (STARS) 01202 308 855
- Victim Support Dorset 0300 303 0163
- Paragon Dorset 0800 032 5204

There are also national organisations which can help:

- **'By and For' services**
- National Domestic Violence Helpline 0808 2000 247
- The National Centre for Domestic Violence 0800 970 2070
- Women's Aid 0808 2000 247
- Mankind Initiative 01823 334 244

Link to other Strategies:





DELIVERY PLAN

PRIORITY 1 – PREVENT							
Outcome	**Actions**	**Lead**	**Year 1** 2025/26	**Year 2** 2026/27	**Year 3** 2027/28	**Year 4** 2028/29	**Year 5** 2029/30
Public awareness of domestic abuse, including coercive control and stalking and harassment will be improved	Develop a rolling programme of community education and awareness around domestic abuse and its' impact	BCP Council		✓	✓	✓	✓
A multiagency training offer for domestic abuse which is trauma informed and up to date with current research, will be available	Design a BCP domestic abuse training framework	BCP Council		✓			
All agencies are aware of their role in Multiagency Risk Assessment Conference (MARAC)	Include the MARAC training in the BCP domestic abuse level 2 training and offer on-demand training when required	BCP Council	✓	✓	✓		✓
Domestic abuse Champions and Ambassadors across BCP Council will raise awareness to colleagues and the wider community	Create an internal communications plan for BCP Council colleagues to support them becoming White Ribbon and/ or domestic abuse Champions and Ambassadors	BCP Council		✓	✓		✓
Workforce development and competency around domestic abuse will continue to improve and develop	Commission ad-hoc violence against women and girls (VAWG) learning opportunities via the bi-monthly domestic abuse forums, and during other key dates throughout the year eg, 16 Days of Activism Against Gender Based Violence and Sexual Violence Awareness Week	BCP Council	✓	✓	✓		✓
Children and young people will learn about the societal and individual impact of harm caused by violence against women and girls, domestic abuse and how they can change the narrative	Share the Women's Aid Expect Respect free training offer with schools and colleges	BCP Council	✓		✓		✓
	Support delivery of the new Harmful Sexual Behaviour framework across the BCP area	BCP Council and Voluntary and Community Sector (VCS)	✓	✓			
	Commission positive masculinity workshops into secondary schools	Community Safety Partnership (CSP)			✓		✓
	Support implementation of Relationship Sex Education (RSE) including healthy relationship training into all education settings	BCP Council			✓		

The early intervention pathway to support children experiencing domestic abuse, to reduce those children becoming victims and/ or perpetrators of domestic abuse will be robust and informed by best practice	Ensure domestic abuse and its effects on children and young people training is available to all colleagues and partners across the BCP area	BCP Council	✓				
	Review the domestic abuse intervention pathway in Early Help and Children's Social Care (CSC)	BCP Council		✓	✓		
The early intervention pathway for vulnerable adults experiencing domestic abuse, including those with learning disabilities and older victims, will be established and embedded across the BCP area	Review the domestic abuse intervention pathway for vulnerable adults including older adults and those with learning disabilities	BCP Council		✓	✓		
	Ensure training on domestic abuse and vulnerable adults is available across the BCP area for all colleagues and partners	BCP Council		✓			
Children and young people using harmful behaviours, in the home and/or in intimate relationships will be supported to make sustainable change to improve their long-term outcomes	Identify programmes which can be used with children and young people using harmful behaviours	BCP Council			✓	✓	
	Raise awareness of child on parent and peer to peer abuse	BCP Council		✓			
Bystander Intervention Awareness campaigns will be established and embedded across BCP Council area to challenge harmful attitudes, language and behaviour relating to domestic abuse and VAWG	Roll out the #Justdont campaign	BCP Council					
	Advertise the free Suzy Lamplugh trust 'Stand Up Against Harassment – Bystander Training' to BCP Council staff and the wider community	BCP Council	✓	✓	✓	✓	✓
BCP Council area will be an area where victim blaming and dehumanising language is not tolerated or used	Educate professionals and the community of the harm caused by using victim blaming and dehumanising language, on the Safer BCP and BCP Council domestic abuse webpages	BCP Council			✓	✓	✓
BCP Council to maintain the White Ribbon accreditation	Continue the work in the white ribbon action plan over the next three-years working in conjunction with the domestic abuse delivery plan	BCP Council	✓	✓	✓		

PRIORITY 2 – PROTECT AND RECOVER							
Outcome	**Actions**	**Lead**	**Year 1** 2025/26	**Year 2** 2026/27	**Year 3** 2027/28	**Year 4** 2028/29	**Year 5** 2029/30
Specialist domestic abuse community services will be modelled to reflect local need	Develop a comprehensive commissioning plan for specialist domestic abuse community outreach services	BCP Council	✓	✓			
	Continue to develop data collection to ensure services meet the needs of all across the BCP area	Domestic Abuse Strategic Group	✓	✓	✓	✓	✓
The Safe Accommodation offering will continue to be developed based on local need and best practice	The Safe Accommodation strategy will guide the work in developing the offering in the BCP area	BCP Council	✓	✓			
Children and young people who have suffered domestic abuse will the get the correct specialist support to help them recover from the abuse	Include children and young people's specialist domestic abuse services within the commissioning plans	BCP Council	✓	✓			
Health Domestic Abuse Advocates (DAA) will be embedded in the local health services	Explore sustainable funding with NHS colleagues for the health DAA scheme	BCP Council and NHS	✓	✓			
A domestic abuse counselling service for adult and child survivors will be explored as part of the holistic response to domestic abuse	Explore a domestic abuse counselling service and funding options	BCP Council			✓	✓	
All services will have a clear pathway to accessing support for the community and professionals	Develop communications plans for domestic abuse services for integration and high visibility into the community	BCP Council and Commissioned Service Providers		✓	✓		
	Embed awareness of the domestic abuse services across the agencies in the BCP area to enable easy referral pathways	BCP Domestic Abuse Strategic Group and Commissioned Service Providers		✓	✓		
	Publish a children and young peoples' domestic abuse advocate (CYPDAA) pathway document for all agencies across the BCP area	BCP Council	✓	✓	✓	✓	✓

Survivors with protected characteristics and multiple disadvantage will have access to domestic abuse support services without facing additional barriers to support	Continue to develop and use gendered and intersectional analysis to ensure all survivors of domestic abuse are supported appropriately and without discrimination	Domestic Abuse Strategic Group	✓	✓	✓	✓	✓
	Ensure the services we commission have appropriate training to enable them to work with all survivors in a culturally appropriate way	BCP Council	✓	✓			
	Provide culturally appropriate domestic abuse resources for the communities we work across	BCP Council	✓	✓	✓	✓	✓
	Deliver intersectionality awareness training to professionals across the BCP area	BCP Council	✓		✓		✓
	Publish a 'By and For' services list for professionals and the community	BCP Council	✓	✓	✓	✓	✓
Survivors accessing domestic abuse services across the BCP area will be responded to in a trauma informed and responsive way which supports safety and recovery	Explore the feasibility of a single point of contact model for domestic abuse services across the BCP area to enhance the survivors' experience and reduce re-victimisation	BCP Domestic Abuse Strategic Group	✓	✓			
Suicide related to domestic abuse will be reduced	Explore funding options for a community mental health Independent Domestic Violence Advocate (IDVA)	BCP Council		✓			
	Resources relating to domestic abuse and mental health will be shared with professionals across the BCP area, including Safelives 'Mental Health Practice' Briefing and the Domestic Abuse and suicidality toolkit	BCP Council	✓	✓	✓	✓	✓
	A suicide safety plan will be developed for use by professionals in contact with those affected by domestic abuse	BCP Council and CMHT	✓	✓			
The link between suicidality and domestic abuse will be understood and responded to	Explore training options available on suicidality and domestic abuse	BCP Council			✓		
Survivors will have access to education, training and employment opportunities	A pathway will be developed to make the Dorset 'Connect to Work' scheme readily available to survivors	BCP Council and commissioned service providers		✓			
	The national 'Access to Work' scheme will be promoted to survivors of domestic abuse who are eligible	BCP Council and commissioned service providers		✓			
Those with lived experience of domestic abuse will inform and shape the way we respond to domestic abuse across BCP	Develop a co-production framework for domestic abuse survivor work, to ensure we capture and utilise their voices in all the domestic abuse work we do across the BCP Council area	BCP Council		✓			
	Develop a framework for capturing the voices of child survivors of domestic abuse	BCP Council			✓		

PRIORITY 3 – RELATIONSHIPS

Outcome	Actions	Lead	Year 1 2025/26	Year 2 2026/27	Year 3 2027/28	Year 4 2028/29	Year 5 2029/30
All relevant statutory, VCS agencies and individuals across the BCP Council area will sit across strategic partnerships to address domestic abuse	Ensure all relevant organisations, departments and individuals sit at the correct strategic level to influence change and implement tasks	BCP Council	✓	✓	✓	✓	✓
Work collaboratively at a local and national level to support the domestic abuse response across BCP	Maintain regional and national partnership engagement	BCP Council	✓	✓	✓	✓	✓
	All relevant agencies will attend multiagency meetings to reduce and respond to domestic abuse when required	BCP Community Safety Partnership	✓	✓	✓	✓	✓
	Share key learning points locally through strategic groups and improved communications	BCP Council	✓	✓	✓	✓	✓
Improve workforce competency to identify and respond to domestic abuse	Continue to deliver and publicise domestic abuse training opportunities for agencies across the partnership	BCP Council	✓	✓	✓	✓	✓
	Develop a platform for real-time sharing of local domestic abuse services and educational materials across the partnership	BCP Council		✓	✓		
The Community Safety Partnership will have a shared vision on how to prevent and respond to domestic abuse	Continue to develop the Coordinated Community Response (CCR) partnership and model across the BCP Commmunity Safety Partnership	BCP Commmunity Safety Partnership	✓	✓	✓	✓	✓
	BCP Council domestic abuse lead to attain CCR leader accreditation	BCP Council	✓				
The Experts by Experience will inform all the work we do in response to domestic abuse	A representative from the Experts by Experience group will sit on the BCP Domestic Abuse Strategic Group to feedback at a strategic level	BCP Council	✓	✓	✓	✓	✓
	Experts by Experience will have oversight of domestic abuse work being developed and their input will be included	BCP Council	✓	✓	✓	✓	✓
Data collection will be improved to identify trends, gaps and emerging needs around domestic abuse in the BCP area	New domestic abuse data collection sets will be developed through research and agreed at DASG	BCP Domestic Abuse Strategic Group.	✓				
Domestic Abuse Housing Alliance (DAHA) Accreditation will be achieved by BCP Homes	Commit to undertaking the actions to gain the DAHA accreditation to improve our response to domestic abuse across BCP Council	BCP Council	✓	✓			
Performance will be measured to help track progress, identify areas for improvement, and make informed decisions	Monitor the performance of the strategies through measurables and the domestic abuse key performance indicators (KPI) using qualitative and quantitative data	BCP Domestic Abuse Strategic Group	✓	✓	✓	✓	✓



PRIORITY 4 – PURSUE							
Outcome	**Actions**	**Lead**	**Year 1** 2025/26	**Year 2** 2026/27	**Year 3** 2027/28	**Year 4** 2028/29	**Year 5** 2029/30
All perpetrators of domestic abuse in the BCP area will have the opportunity to be accountable for their behaviours by engaging with behaviour change programmes	Ensure the programmes we offer in the BCP area hold the perpetrator to account whilst treating them with respect and as individuals	BCP Council	✓				
	Provide perpetrator behaviour change programmes which are aligned with national recommendations and guidance	BCP Council	✓				
Perpetrators of domestic abuse who use stalking as part of their abusive behaviour will be engaged appropriately	Explore the current offering for those who use stalking behaviours as part of the domestic abuse	Probation Service		✓			
	Increase the use of stalking protection orders (SPO's) to increase survivor safety	Dorset Police	✓				
Survivors of domestic abuse will feel listened to and supported to report domestic abuse to the police.	Work with the Criminal Justice Service in the BCP area to look at improving prosecution rates for domestic abuse related offences	BCP Community Safety Partnership	✓	✓	✓	✓	✓
	Increase the use of Domestic Violence Protection Notices (DVPN's) to increase survivor safety	Dorset Police	✓	✓	✓	✓	✓
Confidence in the Criminal Justice System (CJS) response will be increased for survivors	Explore the model of Specialist Domestic Abuse Courts	BCP Domestic Abuse Strategic Group	✓	✓	✓		
The Safer BCP Perpetrator Strategy 2026-2031 will be actioned	Form a SAFER BCP Perpetrator working group to implement the Perpetrator Strategy	BCP Domestic Abuse Strategic Group		✓			
Survivors of domestic abuse will feel seen and heard	Provide trauma-informed domestic abuse training for all professionals across the BCP area who could interact with survivors of domestic abuse to improve confidence in reporting	BCP Council	✓				
Perpetrators of domestic abuse will be given the opportunity to change their behaviour through behaviour change programmes	Continue to offer perpetrator behaviour change programmes across the BCP area	BCP Council	✓	✓	✓	✓	
	Develop sustainable funding plans for the behaviour change programmes	BCP Domestic Abuse Strategic Group	✓	✓			
	Commission academic review and research to ensure we are using the most effective programmes	BCP Domestic Abuse Strategic Group	✓				
Increase the numbers of perpetrator's accessing the perpetrator behaviour change programme	Raise awareness of the BCP Council perpetrator behaviour change programme to professionals and the community	BCP Council	✓	✓	✓	✓	✓
Agencies will be more aware of domestic abuse perpetrators and how to refer them in to support pathways	Develop and provide awareness of perpetrators of domestic abuse to colleagues and partners to encourage earlier recognition of perpetrator behaviours, leading to a swifter response to harmful behaviour	BCP Council		✓	✓	✓	



SAFERBCP

Partnership

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Bournemouth, Christchurch and Poole

SAFER BCP

SAFE ACCOMMODATION STRATEGY

2026-2031

SAFERBCP Partnership

BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.

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INTRODUCTION



This strategy is part of the wider Bournemouth, Christchurch and Poole Community Safety Partnership's response to domestic abuse and contributes to the BCP Preventing Domestic Abuse Strategy 2026-2031.

It sets out how we plan to respond to our statutory duty under the Domestic Abuse Act 2021 and our commitment to the delivery of Safe Accommodation within BCP for people fleeing domestic abuse over the next five years.

This strategy supports the vision of the Preventing Domestic Abuse Strategy (2026 – 2031) "that no resident living in Bournemouth, Christchurch and Poole, should live in fear of or experience domestic abuse".

The Domestic Abuse Act 2021 sets out in statute that local authorities must prepare and publish a local strategy based on a robust needs assessment that details the ways in which provision for accommodation-based domestic abuse support will be developed, commissioned, and delivered.

The Act provides guidance on how to further protect the millions of people who suffer and experience domestic abuse, as well as measures to strengthen the response to those who use abusive behaviours. The Act sets out the requirements around the provision of Safe Accommodation:

- Assess the need for accommodation-based domestic abuse support in their areas for survivors and their children including those who come from outside of the area.
- Prepare and publish a Safe Accommodation Strategy for the provision of such support to cover their area having regard to the needs assessment.
- Give effect to the strategy (through commissioning-decommissioning decisions).
- Monitor and evaluate the effectiveness of the strategy.
- Report back annually to central government.

Thank you

We'd like to thank everyone who has contributed to shaping this strategy, including stakeholders and individuals with lived experience, through our public consultation, surveys and the Experts by Experience Board.

WHAT IS DOMESTIC ABUSE?



The Domestic Abuse Act 2021 has a cross-government definition of domestic abuse and is in two parts. Having a precise definition means we all understand what is meant by domestic abuse.

The definition of domestic abuse can be found in Section 1 of the Domestic Abuse Act 2021. The definition of domestic abuse is:

"(2) Behaviour of a person ("A") towards another person ("B") is "domestic abuse" if:

(a) A and B are each aged 16 or over and are personally connected to each other, and

(b) the behaviour is abusive.

(3) Behaviour is "abusive" if it consists of any of the following:

(a) physical or sexual abuse

(b) violent or threatening behaviour

(c) controlling or coercive behaviour

(d) economic abuse

(e) psychological, emotional, or other abuse and it does not matter whether the behaviour consists of a single incident or a course of conduct."

The definition also encompasses what is called Honour Based Abuse (HBA), Female Genital Mutilation (FGM) and Forced Marriage and it is clear that victims are not confined to one gender, sexuality, ethnicity, or socio-economic group.

While the definition above applies to those aged 16 or above, Adolescent to Parent Violence and Abuse (APVA) can equally involve children under 16 as well as over 16. There is currently no legal definition of adolescent to parent violence and abuse, however it is recognised as a form of domestic abuse. Further information on the new statutory definition of domestic abuse can be found in the Statutory Guidance:

Definition of domestic violence and abuse: guide for local areas - GOV.UK (www.gov.uk)

BCP PREVENTING DOMESTIC ABUSE STRATEGY 2026-2031



Safer BCP, the Community Safety Partnership for the Bournemouth, Christchurch and Poole area commits to a collaborative, robust and effective response to Domestic Abuse following three key principles.

1 We will **put the survivor at the centre** of all work.

2 We will **respond to local need** based on needs assessments, local data collection and lessons learnt from Domestic Homicide Reviews.

3 We will **work collaboratively** to ensure a consistent zero tolerance approach to domestic abuse.

Domestic abuse is not merely a collection of statistics and descriptions; it inflicts immense harm on millions of survivors and survivors each year. BCP Council and the BCP Community Safety Partnership are committed to reducing this harm by offering the most comprehensive Safe Accommodation service possible within our current capabilities.

This strategy sets out our aims around Safe Accommodation in line with the Preventing Domestic Abuse Strategy under the following four priorities:



SAFE ACCOMMODATION



Safe Accommodation for the purpose of s.57 of the Act is defined by the Domestic Abuse Support (Relevant Accommodation and Housing Benefit and Universal Credit Sanctuary Schemes) (Amendment) Regulations 2021.

It includes accommodation provided by local housing authorities, a private registered provider of social housing, or a registered charity whose objectives can include provision of support to survivors of domestic abuse.

Safe Accommodation can take many forms, and the table below gives a definition of the types of accommodation which includes provision of support to survivors and their children.

Table 1: Safe Accommodation

Accommodation	Description
Refuge	A refuge offers single gender or single sex accommodation and domestic abuse support which is tied to that accommodation. The address will not be publicly available. Accommodation may be in shared or self-contained housing, but in both cases the service will enable peer support from other refuge residents.
Dispersed accommodation	Self-contained accommodation dedicated to supporting survivors of domestic abuse with a similar level of specialist domestic abuse support as provided within a refuge but which may be more suitable for survivors who are unable to stay in a refuge with communal spaces, and/or where peer support from other residents may not be appropriate, owing to complex support needs, or where older teenage sons cannot be accommodated in a women only refuge, for example.
Specialist accommodation	Specialist Safe Accommodation offering single gender or single sex accommodation, alongside dedicated domestic abuse support which is tailored to also support those who share particular protected characteristic(s) eg. LGBTQ+, disability and/or who share one or more vulnerabilities requiring additional support e.g substance misuse, mental ill health.

Move on accommodation	Dedicated accommodation facilitating move on from more intensive services for those who still need low level support around domestic abuse.
Sanctuary schemes	Providing enhanced security measures to survivors' remaining in their own homes, where it is safe for them to do so, where it is their choice, and where the perpetrator does not live in the accommodation.
Other domestic abuse emergency accommodation	Other safe spaces provided on a temporary basis to those experiencing domestic abuse in an emergency, must be provided by Local Housing Authorities (LHA), social housing providers or specialist charities. Bed and Breakfast which is not separate and self-contained is not a form of Safe Accommodation.

The statutory guidance sets out the different types of domestic abuse support that might be provided under the Duty. The aim is to ensure that survivors and their children in Safe Accommodation receive expert help provided by specialist staff from domestic abuse support services. This includes support that is directly provided within Safe Accommodation services such as refuges, and outreach support services provided to survivors in other types of relevant accommodation, including their homes in the case of a sanctuary scheme. It is the responsibility of the local authority to assess whether an individual survivor needs accommodation-based support and ensure that their support needs are met.

Table 2: Examples of support required for accommodation-based survivors.

Type of support	**Example**
Advocacy	Risk assessment and development of safety plans. Liaison with other professionals, eg, social workers, Health.
General advice	Financial, Benefits, back-to-work support, legal.
Housing advice and support	Securing a permanent home, rights to existing accommodation and advice on how to live safely and independently.
Domestic abuse prevention	Support to recognise the sign of domestic abuse to prevent re-victimisation. Domestic abuse courses.
Specialist support for those with protected characteristics and/or multiple disadvantage	Interpretation services, using by and for specialist organisations when required, drug and alcohol services, mental health support.
Children's support	Advocacy, dedicated 1-2-1 support, group work.

THE NATIONAL AND LOCAL PICTURE



Nationally, we know that Domestic Abuse is a leading cause of homelessness for women. National data shows that **1 in 5 women** who experience Domestic Abuse **will become homeless** compared to just 1% of women who do not experience domestic abuse. [1]

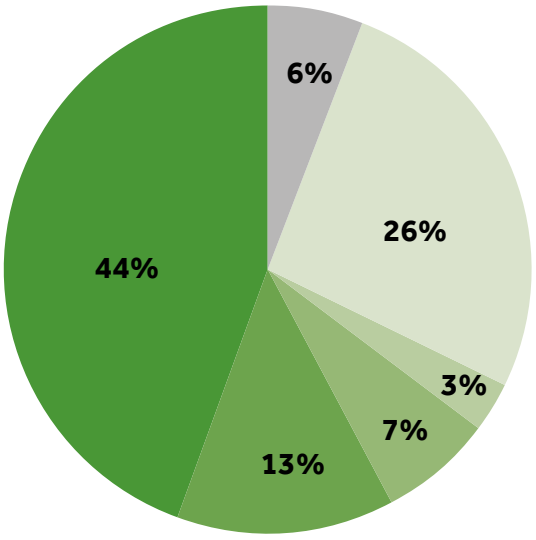
Figures on male survivors who become homeless owing to domestic abuse are unavailable at this time, but one can assume a proportion of male survivors will also become homeless owing to domestic abuse and surveys suggest male survivors find it very hard to access support for domestic abuse. Survivors of domestic abuse are legally classed as a vulnerable adult entitling them to priority housing support.

The Crime Survey for England and Wales estimated that **2.3 million people** aged 16 years and over (1.6 million women and 712,000 men) experienced domestic abuse in the year ending (YE) March 2024.

National figures show that the police recorded **851,062 domestic abuse-related crimes** in England and Wales in the YE March 2024.

There were **51,183 domestic abuse-related prosecutions** in England and Wales in the YE March 2024. Of these, 38,776 resulted in convictions and 12,407 resulted in non-convictions. [2]

National data shows the number of individuals accessing Safe Accommodation by type below. In 2022-2023, of the **51,000 individuals** supported, just under half of those were children. It was estimated that **25,000 individuals** who applied for Safe Accommodation were not supported, owing to capacity constraints. For **5,500 of those** individuals the reason they were not supported was because the Local Authority could not meet their needs owing to multiple disadvantage. [3]



44% Refuge 22,490
26% Sanctuary 13,380
13% Dispersed 6,660
7% Specialist 3,780
6% Other 2,910
3% Second stage 1,450

[1] Centre for Homelessness Impact, Women, Homelessness and Violence: What works?, 2021
[2] www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/domesticabuseinenglandandwalesoverview/november2024
[3] HM Government, Domestic Abuse Commissioner's Report: "A Patchwork of Provision: how to meet the needs of victims and survivors across England and Wales", 2023.

Local picture

Table 3: Table 3 shows Dorset Police data for the last 3 years relating to Domestic Abuse crimes and incidents, which shows consistency across the 3 years with a slight reduction in figures for 22/23.

Domestic Abuse	2021/22	2022/23	2023/24
Violent Crimes	4,708	4,348	4,514
Incidents	6,554	5,719	6,353
Serious Sexual offence	249	199	238
MARAC Cases	743	725	734

Table 4: Table 4 shows the utilisation data for Bournemouth and Poole refuges across the last 3 years; there was a reduction in 2023/2024 owing to a large-scale enquiry during which time the service was closed to new referrals.

Service	2021/22	2022/23	2023/24
Bournemouth Refuge	93%	92%	78%
Poole Refuge	97%	95%	76%

In addition to our commissioned Safe Accommodation, households can be accommodated in temporary accommodation when there are no vacancies, or our commissioned Safe Accommodation will not meet their needs. As of the 7th January 2025, there were 30 households being supported in temporary accommodation as a result of fleeing domestic abuse. In the BCP area there are well established accommodation based and community services in place supporting survivors of domestic abuse. These include refuge and respite room accommodation as well as home security for people in their own homes, outreach service, hospital in reach and children's specialist support. The current provision has been in place for a number of years with service delivery models which predate the Domestic Abuse Act 2021.

Table 5: Table 5 shows the number of households that approached the Council for assistance owing to being homeless or worried about becoming homeless because of domestic abuse in 2021/22, 2022/23 and 2023/24.

	2021/22	2022/23	2023/24
No. of Domestic Abuse Approaches	340	416	439
No. owed a homeless duty	204	167	168
Prevention (prevented from becoming homeless)	50	50	39

Housing data for those placed in temporary accommodation in September 2024 showed the following groups were unable to access refuge accommodation.

- Survivors with higher levels of need due to mental ill-health, substance misuse and accessibility.
- Survivors with a disability, including learning and physical disability (e.g. wheelchair user).
- Survivors local to BCP who do not want to flee the area but cannot safely access refuge.
- Families with 3+ children.
- Children's needs too high for refuge.
- Support needs too high for refuge.
- Older male children.

Needs Assessment Key Findings

The following summary is taken from the Safe Accommodation Needs Assessment commissioned in 2021, our most recent data analysis report compiled by the BCP Domestic Abuse Commissioning Manager and our own Domestic Abuse Lived Experience survey 2023.

- In 20/21 77% of those applying for a refuge space were not accepted, the reasons being 'too close to refuge', 'too high needs', 'no suitable space for size of family' and 'prioritisation of referrals with higher risk scores'.
- There are no refuge spaces which can accommodate a wheelchair user.
- There are no refuge spaces that can accommodate families with 3+ children owing to room sizes and shared living facilities.
- There is only 1 male space situated within a female refuge.
- Half of refuge clients were recorded as having a disability, of which 67% were mental health issues.
- 176 households were supported to remain in their own homes in 23/24 because of target hardening works carried out by BCP Council.
- Local survivors wanted more support to remain in their own homes.
- Most respondents from the domestic abuse survey felt support was not available because they were not aware of what services were available.

Whilst there has been progress and improvements since the Safe Accommodation needs assessment in 2021, BCP Council acknowledges that there is still work to be done. We aim to enhance our Safe Accommodation offer over the next five years as part of the broader initiative to end domestic abuse across Bournemouth, Christchurch, and Poole.

Successes and Challenges within BCP

Success	Challenge
There is one refuge in BCP with 18 self-contained units which can accommodate women and children, commissioned by BCP Council. It shows examples of risk reduction and improved outcomes for survivors.	Current refuge provision cannot meet demand and does not cater for all needs. Of those referred into refuge 77% were not accepted and alternative provision was found. There are gaps in provision for those with protected characteristics, however, there was a lack of data to properly define this need. Not all survivors need high impact DA support. Survivors with Disabilities, Survivors who identify as LGBTQ+ and those with No Recourse to Public Funds (NRPF) face challenges in accessing support. Families with older teenage sons cannot access refuge.
There is one male refuge space which is attached to the above-mentioned women's refuge and meets the need of one male domestic abuse survivor.	This space is attached to the female refuge which is not appropriate, and feedback suggests males do not fully access all the support on offer as a result. The male service is always at capacity, with temporary accommodation in frequent use as an alternative. Local data shows 39 males presented to BCP Housing as homeless owing to domestic abuse in 23-24, evidencing the gap between need and provision. National data suggests 82% of men found it hard to access domestic abuse support of any kind. [4]
There is an 8-bed unit for female survivors who are also at risk of homelessness and have multiple disadvantage, this has shown a great degree of success evidencing best practice, significant partnership working, risk reduction and improved outcomes.	Funding for this project was initially provided by the DLUHC Respite Room pilot, followed by the Rough Sleepers Initiative and the New Burdens grant. However, future funding for this project is not guaranteed at this time.
BCP Council were awarded capital and revenue funding in 23/24 under the 3 year Single Homeless Accommodation Programme (SHAP) to deliver 70 units of housing led accommodation. A women-only block of 10 units within this programme has been identified. Women with multiple disadvantages including experience of Domestic Abuse will be accommodated.	This is not dedicated to only survivors of domestic abuse and specialised support into this service is yet to be established.

[4] Mark Brookes, Mankind Initiative. "Male victims of domestic abuse and partner abuse: 70 key facts", 2023.

Our Target Hardening scheme works well, with an easy referral pathway working with all tenants across both the social housing and private sector. This supports more DA survivors to remain in their own home by providing improved home security.	This is not currently linked into specialist domestic abuse support so is not a comprehensive Sanctuary Scheme. Sanctuary schemes provide survivors of domestic violence and hate crime with a way to stay safe in their home and stop them from becoming homeless. The awareness of the current Target Hardening scheme amongst colleagues, partners and the community varies. The awareness and knowledge of civil orders, non-molestation orders and occupation orders, which offer an additional layer of protection for survivors when remaining in their own homes, varies across different organisations providing a service.
Move on accommodation A rent deposit scheme enables survivors to move on from Safe Accommodation into more settled housing. The landlord liaison team maintain relationships within the private rental sector, to secure accommodation. Tenancy sustainment officers support individuals for up to 12 months once they have found settled accommodation.	Affordability, quality and availability of private rentals can make finding move on accommodation a challenge. [5] Availability of social housing is limited and there is high demand for housing. [6]
BCP Council is progressing with Domestic Abuse Housing Alliance (DAHA) accreditation. DAHA strives to improve the housing sector's response to domestic abuse through the introduction and adoption of an established set of standards and an accreditation process. Published a Domestic Abuse Tenants policy for BCP Homes.	DAHA requires a cultural shift around domestic abuse and can be difficult to embed with colleagues and tenants. Policies and procedures around domestic abuse need creating, producing and embedding organisationally. The case management systems do not allow for easy data analysis, and they are varied across the organisation.

[5] Crisis, "Falling Short: Housing benefit and the rising costs of renting in England", 2022.

[6] National Housing Federation," People in Housing Need- he Scale and Shape of Housing Need in England", 2021.

Across BCP there are now 6 Children and Young People Domestic Abuse Advocates (CYPDAA), 5 commissioned by BCP Council and 1 by the Office of the Police and Crime Commissioner (OPCC). Mapping and pathway guidance and documents have been distributed to colleagues and partners along with details on how to access CYPDAA support which is also available for the public on the BCP Council website. Published a 'By and For' National list for all to access, to enhance the correct support offering to minoritised individuals and those with intersecting characteristics.	National data suggests children and young people accessing DA specialist provision is lowest in the South West, suggesting there is more to be done in publicising these services and ensuring children and young people get the support they need. [7] Some of these services are grant funded therefore the ongoing sustainability is unknown.
A Domestic Abuse Housing Advocate has been employed to work with all survivors and their children who are placed in temporary accommodation because of domestic abuse. Families with children are prioritised for family hostels and self-contained temporary accommodation. Recruited a group of Domestic Abuse Champions within the Housing team who will act as domestic abuse specialists within Housing. They will receive advanced training and support to better assist their clients and colleagues.	The volume of survivors in temporary accommodation remains high.
A domestic abuse lived experience survey was rolled out across BCP, and a report was written from this. An 'Experts by Experience' survivor voice group has been established.	Extracting information to inform service development can be challenging owing to the variation in responses, but work is being undertaken to take actions from all lived experience work and some individuals are reviewing policies for BCP Council to ensure the authentic voice is heard. The Experts by Experience group is a new initiative and feedback is only just starting to be collated.

[7] HM Government, Domestic Abuse Commissioner's Report: "A Patchwork of Provision: how to meet the needs of victims and survivors across England and Wales", 2023.

BCP Council offers comprehensive DA training at Level 1 and Level 2, Housing DA training and regular additional DA related training opportunities including intersectional awareness to staff and other professionals.	Ensuring all colleagues attend the relevant training and recording of training needs modelling. Dissemination of training opportunities does not have a clear pathway.
There is an established Domestic Abuse Local Strategic Board with full representation from relevant partner organisations. A Safe Accommodation task and finish working group has addressed the recommendations from the needs assessment 2021.	

Best Practice

The Respite Rooms National Pilot Programme provided single sex short stay supported accommodation for survivors of Domestic Abuse and Violence against Women and Girls (VAWG) who were experiencing, or at risk of, street homelessness. It provided vulnerable women with intensive, trauma informed support and helped them make choices and decisions around their next steps for recovery. The programme started operation in October 2021 in 12 English Local Authorities (LAs). The pilot ran for 18 months with funding of £5.4 million and provided 121 bedspaces. [8]

BCP Council were successful in securing funding to become one of the 12 LA's to pilot this scheme. The national programme evaluation was positive as was the local review which demonstrated significant outcomes. The service has continued with funding through additional grants as it was so well received and needed in the area. Our co-located multi-agency team within the Respite Rooms provision effectively meets the needs of the women accessing the service. Service users rated the support they received very highly.

> In the past I've been treated like I was a problem, a nuisance, basically scum. When I got any help, it wasn't because they really wanted to help me, it was because they wanted me to go away, like, they'd do whatever little they could to just make me someone else's problem. Shove me in a hostel with men sticking needles in their arms, when they know I've got a problem myself and I'm black and blue from what a man did to me, why not? Who cares about her, she's a stupid [slur for a sex worker] junkie, just make her go away. Make her invisible. But you know who cares? They [Respite Rooms staff] do. They actually treat me like a human being, not like a [expletive].
>
> Anonymous, 2023, p54. [8]

[8] DLHUC, Respite Rooms Pilot Programme Evaluation: Final Report, 2023.

OUR SAFE ACCOMMODATION PRIORITIES



The following five priorities will be the focus of the BCP Safe Accommodation Strategy 2026 – 2031 Delivery Plan:

Priority 1
Prevention and Early Identification

Priority 2
Access to appropriate housing and support services

Priority 3
Support survivors to return home and move on

Priority 4
Relationships

Priority 5
Improve Data Collection and Ensure Responses are Survivor Led

Priority 1
Prevention and early identification

Survivors (adults and children) are supported at an early stage with options to remain safe at home to prevent homelessness

We will:

- Monitor and uphold the Domestic Abuse Housing Alliance accreditation principles.
- Align with the overarching BCP Preventing Domestic Abuse Strategy's "Prevent" priority to ensure the early identification of survivors of domestic abuse to prevent homelessness.
- Ensure survivors have access to advice, guidance and support which enables them to reach decisions about their future.
- Ensure all housing staff can identify and respond effectively to survivors of domestic abuse.
- Ensure partner organisations, practitioners and the community have access to quality information on available services and pathways, to encourage the early identification of domestic abuse to prevent homelessness.
- Align with the overarching BCP Preventing Domestic Abuse Strategy's "Pursue" priority, which focuses on taking appropriate action against perpetrators and where required housing solutions to reduce risk. This approach aims to protect victims, enabling them to remain in their home and, in turn, prevent homelessness.

Priority 2
Access to appropriate housing and support services

Accommodation options and appropriate support is in place for all survivors when they need it.

We will:

- Respond to survivors presenting to Housing with domestic abuse as a risk for homelessness by prioritising in accordance with the Domestic Abuse Act 2021.
- Commission Safe Accommodation through a specialist domestic abuse organisation that meets the needs of everyone.
- Ensure that services are of a consistently high quality in terms of both support and the accommodation provided to enable survivors to recover and rebuild.
- Provide comprehensive trauma informed support tailored to the needs of those requiring Safe Accommodation, including those with protected characteristics and children without prejudice and barriers.
- Enhance our understanding of the barriers faced by individuals with protected characteristics in accessing Safe Accommodation.
- Further understand the challenges faced by those with No Recourse to Public Funds, through education and collaboration with services for minority ethnic groups.
- Ensure robust community services are in place to provide consistent support to survivors throughout their journey wherever they may be living.

Priority 3
Support survivors to return home and move on

Work collaboratively with survivors to return home safely or move into alternative long-term accommodation.

We will:

- Establish clear pathways for move on accommodation in collaboration with our housing partners. This will include exploring managed reciprocal schemes as an additional option for move on accommodation out of area.
- Ensure that survivors can move on and re-settle within a community by providing effective resettlement support, helping them to rebuild their lives and integrate smoothly into their new environment.
- Collaborate closely with partners to explore and find solutions to common issues around move-on.
- Commissioned Safe Accommodation services are effectively delivered and monitored through key performance indicators to manage throughput efficiently.
- Dorset Police will continue to utilise and promote the use of Domestic Abuse Protection Orders to remove perpetrators from addresses to allow survivors to return to the home, obtain civil orders, and work with support agencies.

Priority 4
Relationships

Ensure effective, multi-agency working to meet the housing needs of survivors of domestic abuse.

We will:

- Explore co-location opportunities with specialist domestic abuse services.
- Work closely with the Domestic Abuse Strategic Lead to embed the Coordinated Community Response (CCR) to Domestic Abuse within housing services.
- Bring together housing organisations and the domestic abuse sector through a Coordinated Community Response (CCR) to keep survivors safe and hold perpetrators to account.
- Continue to sit at a strategic and operational level across multi-agency partnerships to address domestic abuse across the BCP Council area.

Priority 5
Improve Data Collection and Ensure Responses are Survivor Led

Continue to develop our understanding of needs through improved data collection and ensure survivors have an effective voice.

We will:

- Develop a partnership minimum data set to identify and understand gaps, trends, emerging needs and future demands for Safe Accommodation.
- Ensure data sets record protected characteristics to understand the level of need for individuals with protected characteristics.
- Develop a performance framework with key performance indicators to monitor and measure the impact and success of this strategy.
- Be informed by those with lived experience, including underrepresented groups and those with multiple disadvantage, to better shape Safe Accommodation services.
- Continue to grow and utilise our Experts by Experience Board to capture their expertise and guidance.

> Being homeless because of domestic abuse is different from general homelessness. Survivors are not simply without housing they have been forcibly displaced by trauma. Leaving a home is not a choice; it's an act of survival. A secure home from the start can prevent breakdown, mental health crises, and re-entry into homelessness services. It's not only the right thing it's economically sound policy.

TARGET OUTCOMES



In focusing on the priorities above we will ensure the following outcomes are achieved.

- Survivors have the option to remain in their own homes with the necessary support to do so.
- A variety of Safe Accommodation options are available, along with resettlement support.
- Specialist provision and Safe Accommodation for those with protected characteristics.
- Specialist support and Safe Accommodation for male survivors.
- A highly trained workforce supporting those accessing Safe Accommodation.
- Specialist support for children including therapeutic and resettlement support
- Training for housing staff and a specialist worker such as an IDVA based within housing teams.
- Survivors and agencies know the services and support available to those experiencing domestic abuse.

Delivering the Strategy

This Safe Accommodation Strategy (2026-2031) will be reviewed annually. The Domestic Abuse Strategic Group (DASG) will oversee the implementation through a detailed delivery plan and report to the Community Safety Partnership Executive Board every six months to ensure accountability and achievement of the strategy outcomes.

Measuring Success

A task and finish group will be formed to develop both quantitative and qualitive data sets. This data will inform key performance indicators, which will measure the outcomes and impact of this strategy.

Links with other strategies

- **BCP Council Corporate Strategy** (2024-2028) which sets out 2 key priorities:

  Our Place and Environment
  Vibrant places where people and nature flourish, with a thriving economy in a healthy, natural environment.

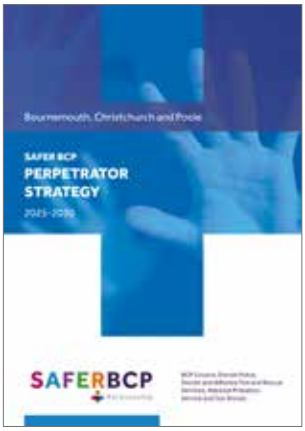
  Our People and Communities
  Everyone leads a fulfilled life, maximising opportunity for all.

- BCP Preventing Domestic Abuse Strategy 2026- 2031

- BCP Domestic Abuse Perpetrator Strategy 2026-2031

- BCP Homelessness and Rough Sleepers Strategy (2021-2025)





HELP IS AVAILABLE



If you or someone you know needs support around domestic abuse, there is help available from the organisations listed below and more information can be found here including:

‘By and For’ services
Help with domestic abuse | BCP

Local support organisations

- BCP BCHA Domestic Abuse Referrals & Support Line 01202 710 777
- BCP Refuge 01202 547 755
- Sexual Trauma and Recovery Service (STARS) 01202 308 855
- Victim Support Dorset 0300 303 0163
- Paragon Dorset 0800 032 5204
- BCP Council Housing Options 01202 123147

There are also national organisations which can help:

- National Domestic Violence Helpline 0808 2000 247
- The National Centre for Domestic Violence 0800 970 2070
- Women's Aid 0808 2000 247
- Mankind Initiative 01823 334 244

DELIVERY PLAN

PRIORITY 1 – PREVENTION AND EARLY IDENTIFICATION							
Outcome	**Actions**	**Lead**	**Year 1 2025/26**	**Year 2 2026/27**	**Year 3 2027/28**	**Year 4 2028/29**	**Year 5 2029/30**
1.1 BCP Homes and Housing Options achieve and maintain the Domestic Abuse Housing Alliance (DAHA) Accreditation.	1.1.1 Completion of the DAHA accreditation for BCP Council Housing Services.	BCP Homes, Housing Options, BCP Repairs & Maintenance Team		✓			
	1.1.2 Continue to monitor the impact and outcomes of the DAHA accreditation.	BCP Homes, Housing Options, BCP Repairs & Maintenance Team			✓	✓	✓
	1.1.3 Develop targeted training programme for BCP Council housing staff to meet the criteria of the accreditation and ensure customers and tenants are fully supported.	BCP Homes, Housing Options, BCP Repairs & Maintenance Team	✓	✓			
1.2 Survivors are informed of their housing rights and the support services available to them.	1.2.1 Develop a comprehensive five year Communications plan to ensure information is accessible and readily available to survivors, stakeholders and professionals in the BCP Council area. This will reflect the requirements of the DAHA accreditation for BCP Council Housing Services and the wider Community Safety Partnership Community Safety Awareness & Engagement Plan. This will be monitored through the Domestic Abuse Strategy Group and formally reviewed on an annual basis.	Safer BCP Partnership Partners*	✓				
	1.2.2 Ensure our Children's Early Help offer is fully informed around housing options through training and the BCP Safe Accommodation Communication's Plan.	Early Help & Targeted Intervention		✓			
	1.2.3 The new Domestic Abuse Champions will establish and maintain links with all our commissioned and non-commissioned specialist domestic abuse services.	BCP Homes, Housing Options, BCP Repairs & Maintenance Team	✓				
	1.2.4 Review current training to ensure the Migrant Victims of Domestic Abuse Concession and services available to individuals with no recourse to public funds, is sufficiently covered.	Strategic Housing & Partnerships and Public Health & Communities	✓				
	1.2.5 Include a specialist domestic abuse housing advocate role within the recommissioning of domestic abuse services.	Strategic Housing & Partnerships		✓			

* Safer BCP Partnership Partners are BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.

1.3 Survivors can safely remain in their homes, reducing the risk of homelessness.	1.3.1 Enhance the target hardening service by creating a comprehensive Sanctuary Scheme based on the guidance provided by DAHA.	Strategic Housing & Partnerships		✓			
	1.3.2 Commission good quality community based specialist domestic abuse services to support survivors and prevent homelessness.	Strategic Housing & Partnerships and Public Health & Communities		✓			
	1.3.3 Ensure Housing staff understand the criminal and civil remedies available to remove perpetrators from the home.	Strategic Housing & Partnerships and Public Health & Communities	✓				
	1.3.4 Our targeted domestic abuse training programme will ensure staff know how to advise and support survivors seeking to remove perpetrators and will consider accommodation options for the person displaying harmful behaviours, helping survivors to remain and feel safe in their own home.	BCP Homes and Housing Options		✓			
	1.3.5 The new BCP Homes Management Moves Policy will identify survivors as eligible for management moves as required.	BCP Homes	✓				
	1.3.6 Reach agreement with Registered Social Landlords in the BCP Council area to deliver a survivor led service to minimise the need to move and where required facilitate management moves.	Strategic Housing & Partnerships and Registered Social Landlords				✓	

* Safer BCP Partnership Partners are BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.

PRIORITY 2 – ACCESS TO APPROPRIATE HOUSING AND SUPPORT SERVICES							
Outcome	**Actions**	**Lead**	**Year 1 2025/26**	**Year 2 2026/27**	**Year 3 2027/28**	**Year 4 2028/29**	**Year 5 2029/30**
2.1 All survivors will have access to Safe Accommodation with specialist support.	2.1.1 Develop a commissioning plan to meet the housing needs of all survivors of domestic abuse (adults and children).	Strategic Housing & Partnerships and Public Health & Communities	✓				
	2.1.2 Commission specialist Domestic Abuse services that support adults and children: • Remaining in their home • Residing in Safe Accommodation and temporary accommodation • Making their own temporary accommodation arrangements.	Strategic Housing & Partnerships		✓			
	2.1.3 We will minimise the use of temporary accommodation and where this is provided, as a last resort, specialist Domestic Abuse support will be offered until the household can move into Safe Accommodation.	Housing Options			✓		
	2.1.4 Develop an inclusive quality Safe Accommodation offer through existing stock, development and procurement and registered provider relationships which meet the identified needs as set out in the strategy.	Housing Delivery		✓			
2.2 All survivors will have access to Safe Accommodation which meets their specific risk levels and support needs.	2.2.1 Develop a clear pathway into safe accommodation which is based on individuals' risk and support needs.	Housing Delivery		✓	✓		
	2.2.2 All housing staff will have a clear understanding of the pathway and referral processes into specialist Domestic Abuse services.	Strategic Housing & Partnerships and Commissioned Service Providers			✓		
2.3 Survivors with protected characteristics and multiple needs will have their accommodation and support needs fully met.	2.3.1 Our targeted training programme will ensure Housing staff and commissioned services understand the housing needs of those with protected characteristics, as defined in the Equality Act 2010.	BCP Homes, Housing Options, BCP Repairs & Maintenance Team and Commissioned Service Providers		✓			
	2.3.2 Develop an inclusive quality accommodation offer for Safe Accommodation which meets the identified needs of people with protected characteristics, as defined in the Equality Act 2010.	Housing Delivery		✓			
	2.3.3 Commissioned services will provide specialist Domestic Abuse support that meets the needs of survivors with protected characteristics/multiple needs.	Commissioned Service Providers		✓			



PRIORITY 3 – SUPPORT TO RETURN HOME AND MOVE ON							
Outcome	**Actions**	**Lead**	**Year 1 2025/26**	**Year 2 2026/27**	**Year 3 2027/28**	**Year 4 2028/29**	**Year 5 2029/30**
3.1 All survivors in Safe Accommodation are supported to move onto independent accommodation.	3.1.1 Commissioned providers of Safe Accommodation are required to provide reliable accurate advice around housing options including access to rent deposit scheme, tenancy sustainment and landlord incentives in the private rented sector.	Commissioned Service Providers		✓			
	3.1.2 Commissioned services are supported and robustly monitored to ensure sufficient managed moves through Safe Accommodation.	Strategic Housing & Partnerships			✓		
3.2 Survivors maintain stable housing and retain their social housing tenancy.	3.2.1 Strategic Housing Partnerships to consider a reciprocal social housing scheme. The scheme is a collaboration between housing associations and local authorities in the South West of England, ensuring survivors of domestic abuse can access safe, managed moves across Council borders without losing their security of tenure.	Strategic Housing & Partnerships			✓		
3.3 Enhanced safety and stability for survivors moving on from Safe Accommodation.	3.3.1 The new commissioned community support service provision will include resettlement support for people moving on from Safe Accommodation.	Strategic Housing & Partnerships		✓			
3.4 Survivors if safe to do so can return home.	3.4.1 Housing staff explore options for supporting survivors who wish to return home, ensuring it is safe to do so.	Strategic Housing & Partnerships and Commissioned Support Providers		✓			



PRIORITY 4 – RELATIONSHIPS							
Outcome	**Actions**	**Lead**	**Year 1 2025/26**	**Year 2 2026/27**	**Year 3 2027/28**	**Year 4 2028/29**	**Year 5 2029/30**
4.1 A robust partnership and community response to domestic abuse.	4.1.1 Work with the Domestic Abuse Strategic Lead to facilitate and enhance the Coordinated Community Response to survivors of domestic abuse.	Strategic Housing & Partnerships			✓		
	4.1.2 Strengthen partnerships with local organisations and community groups to expand the resources and support available to survivors in line with the 5 year Communications Plan.	Safer BCP Partnership Partners *		✓			

* Safer BCP Partnership Partners are BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.

PRIORITY 5 – IMPROVE DATA COLLECTION AND ENSURE RESPONSES ARE SURVIVOR LED							
Outcome	**Actions**	**Lead**	**Year 1 2025/26**	**Year 2 2026/27**	**Year 3 2027/28**	**Year 4 2028/29**	**Year 5 2029/30**
5.1 We will gain a clear understanding of emerging needs and trends to better address and meet identified need.	5.1.1 Set up a task and finish group under the governance of the DASG to agree future data monitoring across commissioned services, BCP Homes, BCP Council Housing, Adult Social Care and Children's Social Care.	Safer BCP Partnership Partners*		✓			
	5.1.2 Ensure housing and specialist services data for homelessness and Safe Accommodation applicants record protected characteristics, as defined in the Equality Act 2010, to ensure levels of need are captured and inform service delivery.	Strategic Housing & Partnerships and Commissioned Service Providers	✓				
	5.1.3 Continue to report and review key data sets to Central Government.	Strategic Housing & Partnerships and Commissioned Service Providers	✓				
	5.1.4 Ensure adequate resource to fully review and evaluate data sets to inform future strategy and commissioning of specialist domestic abuse services.	Strategic Housing & Partnerships and Public Health & Communities		✓			
	5.1.5 Formal review of strategy and needs data to inform new strategy and commissioning plan.	Strategic Housing & Partnerships and Public Health & Communities					✓
5.2 Survivors will have a key role in the design and delivery of Safe Accommodation and future service provision.	5.2.1 Experts by Experience to be trained and supported to take part in the commissioning and procurement of Domestic Abuse services.	Strategic Housing & Partnerships	✓				
	5.2.2 Introduce a peer review approach as part of the ongoing evaluation of Safe Accommodation.	Strategic Housing & Partnerships, Public Health & Communities and Commissioned Service Providers			✓		
	5.2.3 Review the current processes for obtaining and evaluating customer feedback through Housing Options, BCP Homes and commissioned services.	Strategic Housing & Partnerships, BCP Homes and Commissioned Service Providers		✓			

* Safer BCP Partnership Partners are BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset Health Services.



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Partnership

Published July 2026



Bournemouth, Christchurch and Poole

SAFER BCP

PERPETRATOR STRATEGY

2026-2031

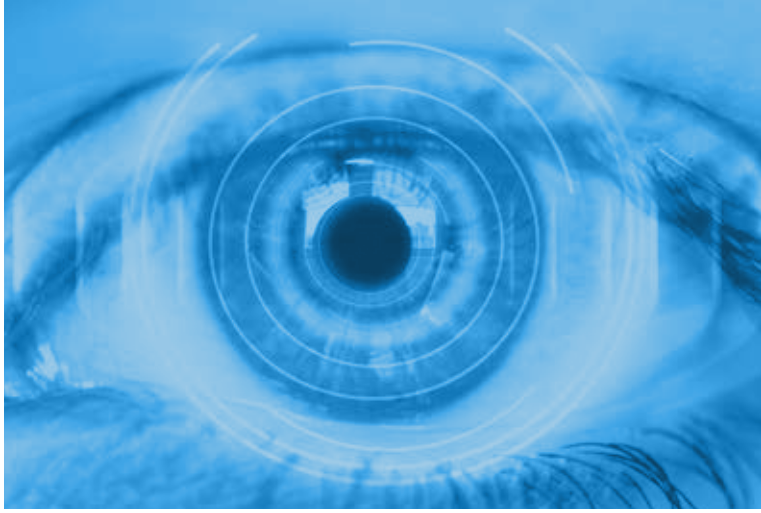
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BCP Council, Dorset Police, Dorset and Wiltshire Fire and Rescue Services, The Probation Service and Our Dorset

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THE VISION



The BCP Domestic Abuse Perpetrator Strategy, 2026-2031 supports and underpins the delivery of the overarching BCP Preventing Domestic Abuse Strategy 2026-2031 and as such, both strategies should be read alongside each other.

Our collective vision for the BCP Council area is for every adult and child experiencing domestic abuse to be seen, be safe and be heard, and free from the harm caused by perpetrator behaviour. This strategy aligns with two of the main priorities from the BCP Preventing Domestic Abuse Strategy 2026-2031:

- **PREVENT**
  Recognising that the best way to deal with domestic abuse is to stop people from becoming perpetrators and victims to begin with; and

- **PURSUE**
  Pursuing perpetrators and holding them accountable for their actions.

Domestic abuse can only end if we address those that are perpetrating the abuse. This means giving those who have used abusive behaviours the chance to change and to have a system in place to challenge those not willing to change.

We will address abuse in all its forms while also exploring other factors which are likely to have contributed to the abusive behaviours.

It is essential that we stop asking **'Why won't they leave'** and start thinking **'Why don't they stop?'** and that responsibility is put on the perpetrator rather than the victim/survivor to allow both parties to move forward with a healthy understanding of a relationship.

The Istanbul Convention article 12, highlighted that the rehabilitation of perpetrators is a key tool in any initiative or action against gender-based violence.

By working with perpetrators of domestic abuse we aim to positively improve the lives of those around them, including their children whose voices are sometimes not heard. Preliminary research by Bournemouth University has identified that users of our current perpetrator behaviour change programme, UP2U; Creating Healthy Relationships (Up2U:CHR), have noted benefits to relationships more generally – for example with employers and others in addition to ex/partners and children. [1]

By working in partnership with other agencies and those who have experienced domestic abuse it can help tackle the problem and find solutions.

The objectives of this strategy will form an action plan which will be delivered by the BCP Perpetrator Working Group who will report back to and have overseeing governance through the Domestic Abuse Strategic Group (DASG). Key performance indicators developed to measure the effectiveness of the BCP Domestic Abuse Strategy 2026 – 2031 will also cover this strategy.

> Never even crossed my mind – the impact of my behaviour and the effect it has on other people, because again, I always had this thought that I was king of the castle. It never crossed my mind until now...
>
> Participant, Project Mirabel, 2015.

[1] Cole, 2025, personal communication.

THE NATIONAL AND LOCAL PICTURE



When considering our response to those that use domestically abusive behaviours, it is essential we look at both the national and local picture.

Research around perpetrators of domestic abuse remains comparatively low compared to studies on domestic abuse and survivors, but the studies which have been done show positive results for behaviour change programmes, evidencing the need for them as a valuable response to domestic abuse.

In the BCP Council area, data from the Multi Agency Risk Assessment Conference (MARAC) which focusses on cases of high-risk domestic abuse tells us that 95% of the perpetrators of the abuse in cases heard at MARAC were male, with the majority between the ages of 20 and 49 years old and of White British ethnicity.

Bournemouth, Christchurch and Poole

- **734** MARAC cases were heard in BCP 2023-2024. [2]
- **161** cases were repeat cases at MARAC, meaning 22% were presented to MARAC more than once within a 12-month period. [3]
- **5,467** domestic abuse crimes were reported to Dorset Police in 23-24. [4]
- **2,216** of the police recorded crime occurrences involved repeat victims, accounting for 40% of all domestic abuse recorded crime. 72% of these occurrences also involved repeat suspects. This suggests that 72% of repeat victims were victimised multiple times as part of the same relationship. [5]
- **26%** of victims experienced four or more recorded DA crimes in the financial year 2023/24. [6]
- **898** individuals were repeat suspects. These 898 individuals were involved in 2,443 recorded domestic abuse crimes. [7]

[2] BCP Council, BCP MARAC Annual Update 2023-2024.
[3] BCP Council, BCP MARAC Annual Update 2023-2024.
[4] BCP Council, Strategic Needs Assessment, 2023-2024.
[5] BCP Council, Strategic Needs Assessment, 2023-2024.
[6] BCP Council, Strategic Needs Assessment, 2023-2024.
[7] BCP Council, Strategic Needs Assessment, 2023-2024.

- Our BCP Perpetrator Programme, Up2U Creating Healthy Relationships (Up2U:CHR), received **121** enquiries and 78 referrals in 23-24. This was a **90%** increase in referrals on the previous year. [8]
- Using the Greater Manchester New Economic Unit cost database, the Up2U:CHR programme saved BCP Council and local services **£749,714** due to the reduction in abusive behaviours by those who completed the programme, evidencing that victims/survivors, including children, experienced a reduction of harm. [9]

NATIONAL

- **Over 80%** of domestic abuse survivors agree that perpetrator programmes are an essential part of the support intervention. [10]
- There are approximately **400,000** perpetrators causing high (including murder) and medium levels of harm across England and Wales, and yet only a tiny percentage of these access behaviour-change programmes.
- **Fewer than 1%** of perpetrators get a specialist intervention that might prevent future abusive behaviour. [11]
- A recent study showed a **30% reduction** in the number of criminal Domestic Violence and Abuse (DVA) incidents amongst a cohort of perpetrators receiving an intervention compared to the control group. [12]
- A perpetrator intervention was found to have a **65% reduction** in DVA related offending and a social return on investment of £14 for every £1 spent. [13]
- In 2015, Project Mirabal was published with the results of a 5 year investigation into the effectiveness of perpetrator programmes in the UK. They found that:
  - those injured as a result of violence fell from 61% to just 2%.
  - two forms of abuse, use of a weapon (30%) and pressure to unwanted sexual activity (29%) stopped completely.
  - potentially lethal behaviours (strangle, choke, drown, smother) dropped from 50% to 2%.
  - lower risk violence (punch, kick, burn, beaten) also fell to 2% from 54%. [14]

[8] BCP Council, Up2U CHR Annual Update, 2023-2024.
[9] BCP Council, Up2U CHR Annual Update, 2023-2024.
[10] SafeLives, Every Story Matters, 2018.
[11] Respect, DVPP Commissioning Guidance for Police and Crime Commissioners, 2013.
[12] Professor Marianne Hester et al, University of Bristol, Evaluation of Year 2 of the Drive Project – A Pilot to Address High Risk Perpetrators of Domestic Abuse 2019.
[13] Northumbria University, An evaluation of the MATAC approach, 2017.
[14] Kelly and Westmarland, Domestic Violence Perpetrator Programes: Steps Towards Change, Project Mirabel Final Report, 2015.

OUR CURRENT WORK AROUND PERPETRATING BEHAVIOUR



UP2U: Creating Healthy Relationships (CHR) – is a programme designed to help perpetrators of domestic abuse learn about healthy relationships, develop new skills and break the cycle of violence.

The programme involves a five-week assessment module that precedes the programme and determines risk levels based upon need rather than reoffending, which is a person-centred approach. This is followed by one-to-one sessions led by experienced facilitators who support perpetrators in understanding the impact of their actions, recognising unhealthy patterns and adopting positive behaviours. The programme is cognitive behaviour therapy based, tapping in to thinking and reasoning skills.

Participation is voluntary and self-referrals are also accepted as the service is committed to being preventative and supporting those who want to change their harmful behaviours.

Partner support is offered to enhance the safeguarding of victims/survivors, as well as working with bi-directional abuse couples.

The programme also works with people who have bail conditions and are in legal proceedings. Up2U:CHR is open to people of all genders and the programme pathways are tailored to the client's specific needs.

High Harm Perpetrator Panel (HHPP) Dorset

The HHPP is a group of different agencies that work together to deal with people who cause serious harm in cases of domestic abuse, stalking and sexually harmful behaviours.

The HHPP targets the most severe cases and serial offenders. The HHPP aims to:

- protect victims/survivors and children from harm.
- help offenders change their behaviour.
- stop offenders from committing more crimes.

Project CARA

Conditional Cautioning and Relationship Abuse

Project CARA applies a conditional caution to an offender to attend CARA workshops. The workshops allow the offender to reflect on their behaviour and access wider support services. The aims of the course are to:

- reflect on the offence and path to CARA.
- learn what domestic abuse is.
- understand the effects on victims and offenders.
- recognise how domestic abuse harms children.
- identify personal risk factors and ways to manage conflicts safely.
- discuss accessing other services like mental health or substance use support.

The BCP Council and Bournemouth University Perpetrator Programme Review Project

This project aims to review local, national and international programmes for perpetrators of domestic abuse and literature, alongside stakeholder engagement to make recommendations on a best practice model for a perpetrator programme.

> It was an eye opener – thanks to this course that has given me and my partner more insight on how we can improve and maintain our relationship in a healthy way.
>
> Hampshire and IOW Constabulary, Project CARA review, 2022.

THE PRINCIPLES OF THE BCP PERPETRATOR STRATEGY

- We will support and disrupt perpetrators to change their behaviour. We will act if they fail to stop or seek help – to break the cycle of domestic abuse.
- We will provide a programme for perpetrators to help them recognise and change their harmful behaviours.
- We will make sure victim/survivors are seen as experts in their own experience and have the opportunity to receive help.
- We will hear the voice of perpetrators to help shape their intervention.
- We will recognise that creating whole systems approaches for perpetrators greatly reduces the chances of them using harmful behaviours.
- We will end victim/survivor blaming and shaming through changing our language, attitude and collective culture.
- We recognise freedom is a fundamental human right and is most restricted by perpetrators.
- We need to stop asking why survivors don't leave and start asking why perpetrators don't stop.



Our aims

Our aim is to take a holistic approach to perpetrators to address all areas of their life and to help develop practical solutions to address these. We will look at the whole person and the factors around them which can influence them seeking help and support and their ability to change, such as drugs and alcohol for example.

Factors we know can influence an individual's ability to access support and activate change in their lives are:

- Housing
- Risk of Exploitation
- Finances
- Safeguarding
- Family
- Employment
- Emotional Health
- Offending
- Health
- Relationships
- Education
- Substance misuse

Using a holistic approach involves a coordinated response to those who use harmful behaviours, utilising specialist services and all services which may interact with perpetrators across the locality. We can engage with perpetrators and look to address any unmet needs and offer support. This robust response, alongside behaviour change programmes and holding perpetrators to account for their actions, will reduce domestic abuse across the BCP Council area.

OUR OBJECTIVES

We have set our objectives in the context of local and national research and data around perpetrators of domestic abuse. We will provide interventions and services to reduce the perpetration of domestic abuse across BCP Council area and in-turn reduce the suffering caused to the victim/survivors. We will do this by:

Providing perpetrator programmes

Filling gaps in provision with effective early intervention and behaviour change opportunities for all those that use harmful behaviours, including:

- Households with children.
- Any male or female perpetrator of DA assessed as low to very high risk.
- Young perpetrators of DA (16-24).
- Perpetrators of Adolescent Intimate Relationship Abuse.
- Young people involved in Child to Parent Violence (CPV.)
- High risk, repeat and serial perpetrators.
- Co-perpetrating couples.

Establishing Referral Pathways

- Establish and disseminate referral pathways for perpetrator programmes to colleagues and partners which are easy to access.
- Ensure our perpetrator programme is visible in local communities for those who want to self-refer without barriers.

Actively engaging marginalised communities

- Engage marginalised and/or isolated communities, including people from ethnic minorities, people from LGBTQ+ communities, people who are disabled and military personnel and their families through awareness raising and education directly into these communities.
- Consider the barriers to support due to intersectionality and inequality and enhance our response through education and action.

Supporting multi-agency engagement

- Establish a perpetrator working group to enhance relationships and look at solutions for data collection to evidence the outcomes from the perpetrator strategy.
- Encourage all agencies to be responsible for holding perpetrators to account.
- Support the co-working of those that use harmful behaviours to enhance a whole person response, to reduce the use of harmful behaviours by individuals.
- Continually review risk assessment processes to ensure multi-agency information sharing on perpetrators.
- Explore the pooling of partnership resources and funding to deliver services that meet our local need.

- Support a community training model across multi-agency sectors to support a cultural shift towards engaging perpetrators, promoting identification, engagement and signposting to referral pathways and look to best practice for enhanced training models across the perpetrator sector.

Evidence based approach

The Safer BCP Partnership is committed to ensuring that any domestic abuse perpetrator intervention is either a recognised accredited scheme, has proven outcomes or follows the principles laid out in the Respect Accreditation Standards and the national standards for perpetrator interventions and that any new approaches are held to these standards.

Respect Accreditation Standards:

- Do no harm
- Gender matters
- Safety first
- Sustainable change
- Fulfilling lives
- The system counts
- Services for all
- Respectful communities
- Competent staff
- Measurably effective services

The National standards for perpetrator interventions:

- The priority outcome for perpetrator interventions should be enhanced safety and freedom (space for action) for all victim-survivors, including children.
- Interventions should be located within a wider co-ordinated community response in which all agencies share the responsibility of holding abusive behaviour in view, enabling change in perpetrators and enhancing the safety and freedom (space for action) of victim-survivors and children.
- Interventions should hold perpetrators to account, whilst treating them with respect, and offering opportunities to choose to change.
- The right intervention should be offered to the right people at the right time.
- Interventions should be delivered equitably with respect to protected characteristics that intersect and overlap.
- Interventions should be delivered by staff who are skilled and supported in responding to domestic abuse.
- Monitoring and evaluation of interventions should take place to improve practice and expand the knowledge base.

All professionals working with domestic abuse perpetrators in BCP Council area will ensure that any intervention takes place at the earliest opportunity and is safe, places the needs and safety of adult and child survivors at its heart and is delivered hand in hand with coordinated support for the survivor.

HELP IS AVAILABLE



If you or someone you know needs support around domestic abuse, there is help available from the organisations listed below and more information can be found here including:

Help with domestic abuse | BCP

Local support organisations:

- BCP BCHA Domestic Abuse Referrals & Support Line 01202 710 777
- BCP Refuge 01202 547 755
- Sexual Trauma and Recovery Service (STARS) 01202 308 855
- Victim Support Dorset 0300 303 0163
- Paragon Dorset 0800 032 5204

There are also national organisations which can help:

- **'By and For' services**
- National Domestic Violence Helpline 0808 2000 247
- The National Centre for Domestic Violence 0800 970 2070
- Women's Aid 0808 2000 247
- Mankind Initiative 01823 334 244

Link to other Strategies:





BCP DOMESTIC ABUSE PERPETRATOR PATHWAY



Purpose

This document has been created to provide agencies and practitioners with an understanding and overview of the various domestic abuse perpetrator programmes and interventions on offer in BCP Council area. This document includes:

- Details of the perpetrator programmes and interventions on offer in BCP, who they are for, and how to access them.
- Details on how the programmes and interventions link into wider multi-agency information sharing and risk management processes for people experiencing domestic abuse.
- An illustration on pathways for those cases that involve children, and those that don't.
- Reference to further information on the support services available to people affected by domestic abuse.

Please note, this document doesn't aim to replace any individual agencies or practitioners' responsibilities for safeguarding and/or risk management processes. Please always consult with your line manager and/or agency leads for domestic abuse where these are available. This document is for illustration and information purposes only.

Governance

This document is overseen by the BCP Community Safety Partnership and the Domestic Abuse Strategic Group. This document will be updated periodically.

For more information, please contact the document author.

Domestic Abuse Strategic Lead
Community Safety Team
BCP Council
communitysafetyBCP@bcpcouncil.gov.uk

UP2U Family Practice Model

Description

Up2U Family Practice is a therapeutic 'behaviour change' programme to support individuals in recognising and managing thoughts and feelings and having healthier relationships.

Who it's for

Parents/Carers who have unhealthy relationships with children, partners, family members, professionals or other adults; where there is parental conflict or Low risk domestic abuse.
Also suitable for Children/Young People who are using unhealthy behaviours towards parents, siblings, friends, other children or other adults.

How to refer in

Referrals are made through children's social care when a family is already known to them.

UP2U Creating Healthy Relationships

Description

Up2U: Creating Healthy Relationships (Up2U:CHR) is a programme developed by Portsmouth City Council for people who use domestically abusive behaviours in their intimate partner relationships. Up2U:CHR is an assessment led intervention programme responding to individual need, risk and responsivity by offering tailored packages of support.

Who it's for

Up2U is a needs-based intervention, the programme which can be tailored to work with all genders from the age of 16 and can be delivered to people who use domestically abusive behaviours in same sex relationships. When someone is accepted onto Up2U, support is offered to their partner/ex-partner to ensure ongoing safety and risk management. To be eligible for referral, a person must accept that they use abusive or unhealthy behaviours in their relationship and want to change these behaviours.

How to refer in

Self and professional referrals accepted.

All referrals should go to the central referral centre.

Email: Up2U@bcpcouncil.gov.uk

Project CARA – Conditional Cautioning & Relationship Abuse

Description

Conditional Cautions with the condition for the offender to attend the CARA workshops enables the offender to be held accountable for their actions in a proportionate and meaningful way whilst respecting the views of the victim. The workshops allow the offender to reflect on their behaviour and access wider support services.

The aims of the course are as follows:

To reflect on offence and journey to CARA, gain understanding of domestic abuse, understand the effects of domestic abuse on themselves and victims, recognise the damaging effects of domestic abuse on children, establish personal risk factors, short term time out strategies and safe conflict within an intimate relationship, identify future goals & strategies following CARA.

Who it's for

- Adult males 18+
- No previous convictions or cautions for DA in the previous two years
- Relationship between parties: Present or past intimate partners only
- Eligible offences: minor assaults categorised by law as common assault and battery, criminal damage, harassment, threatening behaviour, domestic theft related offences
- Admission and (Crown Prosecution Service agree overwhelming evidence is present) no possibility of an offence
- Past minor convictions permitted unless offender is currently serving a community-based sentence or order

How to refer in

Dorset Police internal only using the below process.

In order to make the decision to issue an offender with a Conditional Caution for a domestic abuse offence and then to set CARA as the condition you must ensure you first follow the Adult OoCD Domestic Abuse and Conditional Caution flowchart followed by the Is CARA Appropriate? guidance. All decisions must be authorised by a suitably trained Sergeant. The Adult OoCD team will check all CC's issued and if CARA is being set incorrectly as the condition these may be sent back for the Conditional Caution to be re-issued.

Probation Services

Description

Building Choices is a cognitive-behavioural programme, consisting of group and one to one sessions. Determined by an assessment of risk and need, The programme supports skill development in emotion management, healthy thinking, healthy relationships, sense of purpose, and healthy sex where relevant.

Building Choices provides a structured opportunity to learn, strengthen and practice skills and behaviour that targets areas of common criminogenic need without defining or limiting what participants can address by offence labels. A need led approach enables participants to personalise criminogenic needs by considering how areas apply specifically to themselves and what skills will personally be important to develop. Overall, Building Choices enables participants to develop skills for change and future focused goals that may support them in building a crime free life.

Who it's for

The programme is suitable for all genders aged 18 and above, who are assessed as posing a medium or high risk of causing serious harm. And it is suitable for people with Learning Disability & Challenges (LDC).

How to refer in

Referral into the programme is made at court and ordered by the residing judge and/or pre-sentencing recommendations and forms part of the sentencing requirement for individuals in the criminal justice system. Alternatively, it can be a Licence requirement for those being released from custody on Licence.

Restorative Justice Dorset

Description

Restorative Justice (RJ) processes bring those harmed by crime and those responsible for the harm into communication with each other, enabling everyone affected by a particular incident to play a part in repairing the harm and finding a positive way forward.

RJ has a proven, significant impact in supporting victims in achieving closure and allowing them to move on with their lives. 85% of victims who have participated in Restorative Justice would recommend it to others.

Who it's for

Referrals for restorative justice involving incidents of domestic abuse are only considered if they are victim initiated.

There must be an identifiable victim, an identified harmer or charged offender, and an admission of responsibility or a guilty plea/finding of guilt if the case is proceeding through the courts system.

No offence is excluded but all cases are subject to a multi-agency risk assessment as to suitability for a RJ intervention.

The service is free of charge, voluntary and impartial. If a victim or offender is being supported by a CJS agency or partner, we will update that organisation. About the outcomes of RJ activities and

How to refer in

The service takes referrals from the police, victims, victims' services organisations, offender management agencies and any other organisation that is working with victims or offenders.

Telephone: 07535 692669 / 07535 692584

Email: RJDorset@restorativesolutions.org.uk

Secure email RJDorset@restorativesolutions.org.uk.cjsm.net

Visit our website: rjdorset.org.uk

FURTHER DETAILS OF THE HIGH-RISK MULTI-AGENCY PROCESS FOR PEOPLE EXPERIENCING DOMESTIC ABUSE

BCP Council area

MARAC (Multi Agency Risk Assessment Conference)

MARAC is a local, multi-agency, victim focused process, where information is shared on victims identified as being at highest risk of harm following domestic violence and abuse between different statutory and voluntary sector agencies within the BCP Council area and solutions / actions created to address the risks.

Referring into MARAC -this includes guidance on how to complete a SafeLives DASH (Domestic Abuse, Stalking and Honour Based Violence) risk assessment.

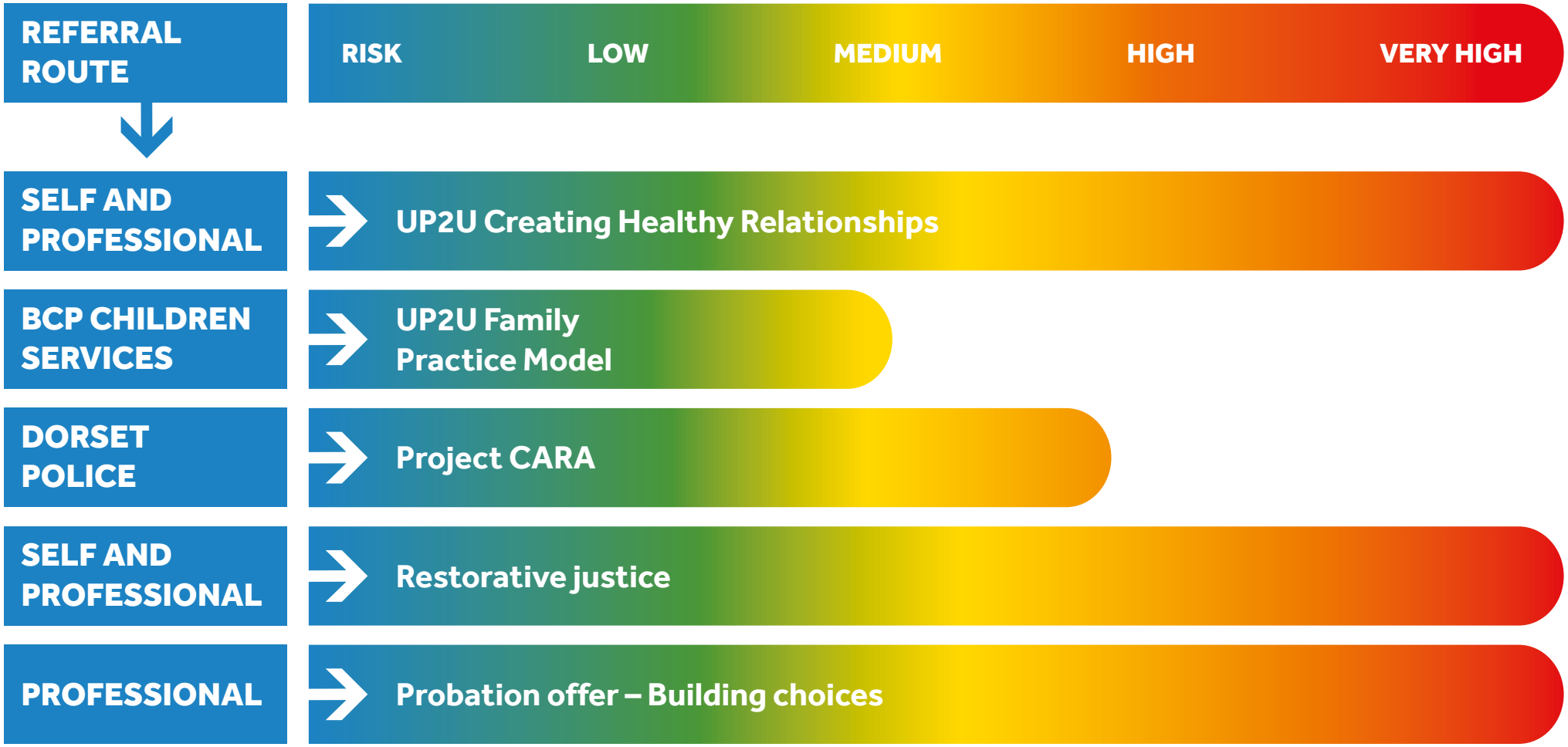
Further information on the support available

- Help with domestic abuse | BCP
- Advice about domestic abuse | Dorset Police
- Respect respect.uk.net
- In an emergency call 999.

Safeguarding

- Worried about a child
- Worried about an adult at risk

BCP DOMESTIC ABUSE PERPETRATOR PATHWAY



Always consider:

- Support for the person experiencing the abuse
- Safety planning for the person experiencing the abuse
- Wider support for children and family
- Safeguarding



SAFERBCP

Partnership

Published July 2026

Domestic Abuse Safe Accommodation & Community Services Commissioning Plan

1. Introduction

This document outlines the strategic commissioning approach for domestic abuse services, covering both safe accommodation and community-based support. It should be considered alongside wider initiatives aimed at tackling domestic abuse, including the Preventing Domestic Abuse Strategy 2026–2031, the Safe Accommodation Strategy 2026–2031, the Domestic Abuse Perpetrators Strategy 2026-2031 and their respective delivery plans.

The commissioning plan directly delivers the priorities set out in the Safe Accommodation Strategy by combining them into a single, integrated service model that delivers accommodation-based and community support.

It supports **Prevention and Early Identification** through investment in community outreach, sanctuary-style support, and early intervention services such as hospital advocacy, enabling more survivors to remain safely at home.

It addresses **Access to Appropriate Housing and Support** by expanding the range of accommodation options, including refuge, dispersed and block provision, designed to meet the needs of groups currently underserved, alongside a requirement for all services to provide specialist, trauma-informed domestic abuse support.

The plan enables **Return Home and Move-On** through clear pathways across community, temporary, and safe accommodation, with built-in resettlement and throughput expectations.

It strengthens **Partnership Working** by bringing services together under a coordinated commissioning approach aligned to the Community Safety Partnership and overseen by the Domestic Abuse Strategic Group.

Finally, it supports **Data and Survivor-Led Services** through defined performance measures, regular contract monitoring, and the involvement of Experts by Experience in service design and procurement, ensuring that services are informed by lived experience and responsive to emerging need.

Extensive consultation has been undertaken with the public, stakeholders, and experts by experience to ensure that the strategies and priorities guiding the commissioning plan reflect the needs of communities across the Bournemouth, Christchurch and Poole (BCP) area, including households that are resettling locally.

2. Legislation

The Domestic Abuse Act 2021 represents a landmark step in strengthening the national response to domestic abuse. Key provisions relevant to this commissioning plan include:

- Support for Victims: Local authorities are legally required to provide accommodation-based support for victims of domestic abuse and their children.
- Homelessness Assistance: Victims are now recognised as having a priority need for homelessness support, ensuring quicker access to safe housing.
- Protection Measures: The Act introduces Domestic Abuse Protection Notices and Domestic Abuse Protection Orders, offering immediate and longer-term safeguards for victims.

The Victim Service Commissioning Guidance 2024, jointly developed by the Ministry of Justice and the Association of Police and Crime Commissioners (APCC), provides a comprehensive framework to support local commissioners in delivering effective, tailored victim support services. This document sets out the approach taken by BCP Council in commissioning Domestic Abuse service in line with this best practice guidance.

3. Governance

The Bournemouth, Christchurch and Poole Domestic Abuse Strategic Group (DASG) brings together statutory and voluntary sector partners to work collaboratively to deliver a coordinated strategic response to domestic abuse across the BCP area. It oversees the allocation of the Safe Accommodation Grant and the commissioning of domestic abuse services. The group ensures alignment with local strategies and promotes collaborative working across agencies.

The DASG reports directly to the Community Safety Partnership (CSP) Executive Board, which provides strategic oversight and governance on the implementation of the Preventing Domestic Abuse and Safe Accommodation Strategies, and monitors progress against associated delivery plans.

The CSP Executive Board is a statutory body tasked with reducing crime and disorder comprised of representatives from specified authorities under the Crime & Disorder Act, namely Local authority, Dorset Police, Dorset NHS, Probation Service and the Dorset and Wiltshire Fire and Rescue service. The CSP submits an annual report to the BCP Overview and Scrutiny Committee, ensuring transparency, scrutiny and accountability.

4. Commissioning Arrangements

The existing services provide support for individuals affected by domestic abuse, into accommodation and community settings. Safe Accommodation services focus on providing secure housing alongside specialist support to enable recovery and independence. Community-based services deliver a broader range of support, including outreach, advocacy, and prevention activity to reduce harm and build resilience among individuals and families.

Under the new Prevention of Domestic Abuse and Safe Accommodation Strategies, the commissioning of services will be brought together under a single, co-ordinated approach. This will ensure that services are planned and delivered in line with the identified needs and priorities set out within the strategies, supported by one overarching commissioning plan. This approach will involve all partners within the CSP, strengthening collaboration and enabling a more cohesive and effective system of support.

All existing contracts have been extended on an annual basis, with current extensions in place until August 2027, ensuring continuity of provision while the new commissioning arrangements are developed and implemented in line with the proposed timetable outlined in Section 11.

5. Current Service Provision

Current provision includes a mix of commissioned and in-house services, spanning both accommodation and community support.

These include:

- Refuge and respite accommodation
- Sanctuary Scheme and temporary accommodation support
- Community outreach and advocacy across all housing tenure
- Specialist services (e.g. children, hospital advocacy, therapeutic programmes)
- In-house functions (e.g. MARAC, training, perpetrator programme)

6. Future Service Provision

From August 2027, the commissioning of domestic abuse services will adopt a fully integrated model, combining both community and building-based safe accommodation services, including block accommodation provision. This approach aims to deliver a seamless and responsive service that meets the diverse needs of individuals and families affected by domestic abuse.

The new service delivery model will improve coordination, accountability, and outcomes across the system and reflect the council's commitment to delivering high-quality, person-centred support through more efficient and joined-up commissioning.

The specialist Community Outreach support offer will adopt a flexible approach, responding to where demand arises. It is expected that, due to the preventative support provided by Housing Options and increased capacity in safe accommodation, the need for support within temporary accommodation will decrease over time, while support for survivors in their own homes will increase.

Community Services

These services will support individuals or families who remain in their own homes or are accommodated in temporary or dispersed settings, as well as those transitioning from supported accommodation.

Key elements include:

- Community outreach: support people to remain in their own homes (all housing tenure), with (Sanctuary Scheme) or without security measures, and those in dispersed and temporary accommodation or moving on from supported accommodation.
- Hospital Support Service: delivering specialist domestic abuse services within hospital settings.
- Children's Services: delivering tailored support for younger victims and those affected by domestic abuse within the family context.
- Therapeutic Groupwork: Structured programmes aimed at recovery, resilience, and empowerment delivered by the community outreach staff.

Building Based Safe Accommodation

This provision will offer secure housing options for people unable to remain safely in their current living arrangements:

- 2 x Block accommodation (between 25 and 30 units): Self-contained units designed to support households that will benefit from group work and peer support within a communal setting.
- Dispersed accommodation (15 units): A number of properties across the BCP area ranging in size and facilities to meet the specific needs of households that require flexible accommodation solutions.

Funding

Table 1 below sets out the Council base budget and grant funding alongside the proposed costs for all services.

Table 1: Domestic Abuse Income and Expenditure

	Year 1 26/27 (£)	Year 2 27/28 (£)	Year 3 28/29 (£)	Year 4 29/30 (£)	Year 5 30/31 (£)
Income					
Safe Accommodation Grant	974,401	983,628	1,001,184	1,001,184*	1,001,184*
Communities base budget**	231,300	231,300	231,300	231,300	231,300
Housing budget** and funding allocation	208,856	228,842	239,750	270,059	301,200
Total Funding	**1,414,557**	**1,443,770**	**1,472,234**	**1,502,543**	**1,533,684**
Expenditure / Service					
Safe Accommodation and Community Commissioned Services	963,055	982,312	1,001,959	1,022,002	1,042,442
Non-commissioned Services including DA training, MARAC Chair, DA Projects	304,380	310,008	314,675	320,507	326,457
Inhouse costs including Target Hardening Senior DA Housing Officer and Housing Advocates	147,122	151,450	155,600	160,034	164,785
Total Expenditure	**1,414,557**	**1,443,770**	**1,472,234**	**1,502,543**	**1,533,684**

** The Domestic Abuse Grant is confirmed for Years 1 to 3. Assumed funding for Years 4 and 5 is based on continuation at the Year 3 level, pending future government confirmation.*
*** Budgets are subject to the Council's approved MTFP and future funding decisions.*

7. Accommodation Provision

In the forthcoming commissioning model, support services will be commissioned separately from the accommodation provision. This separation allows for greater flexibility in the tendering process, enhances security of accommodation assets for the Local Authority regardless of the support provider, and may help broaden the market by attracting bids from specialist domestic abuse providers who are not landlords.

Accommodation units will be sourced through a combination of Council-owned property and stock held by Registered Social Landlords. The existing purpose-built refuge provision, which provides 18 units of self-contained accommodation with communal facilities for group work and peer support, has been retained with agreement from the landlord. The site also includes a newly refurbished children's play area, enhancing the therapeutic environment for children.

The accommodation will comprise of the following:

- 1 block of 18 self -contained units with communal areas provided through a registered social landlord
- 1 block of 10 self-contained units provided through Council or Registered Provider stock
- 15 self-contained properties provided through Council and Registered Provider stock
    - 3 x 3 beds
    - 8 x 2 beds
    - 4 x 1 beds

8. Client Support Numbers

The service will aim to support a defined number of individuals and households, based on historic demand trends, enhanced performance targets, and a strategic shift towards prevention-focused interventions. These projections reflect the ambitions of the Safe Accommodation Strategy, which seeks to reduce the number of households needing to relocate owing to domestic abuse.

The client support numbers will be used to:

- Inform service capacity planning.
- Set performance expectations for the commissioned provider.
- Monitor progress against strategic outcomes.

Detailed figures will be included in the service specification and form part of the quarterly contract monitoring framework.

Community Outreach Service

The commissioned provider will be expected to deliver services to the following number of people annually, based on historical demand, enhanced performance targets, and a strategic emphasis on prevention:

- Outreach Support:
    - 185 individuals supported through community outreach services across all housing tenure.
- Groupwork Programmes:
    - 6 accredited survivor programmes
    - 4 Pattern Changing Programmes
- Accommodation-Based Support:
    - 30 households supported in dispersed accommodation (based on a maximum 6-month stay).
    - 50 individuals supported in their own homes in receipt of security measures (Sanctuary Scheme) or in temporary accommodation.
- Children:
    - 200 children supported by dedicated workers.
- Health Advocacy Service:
    - 200 individuals supported.

- 20 health staff supported directly.
- 100 health professionals trained annually.

Building Based Safe Accommodation

The commissioned provider will be expected to deliver support to the following number of individuals annually, based on unit capacity and average length of stay:

- **High Support Accommodation**
  - 15 individuals supported per year
  - Based on 10 self-contained units with an average maximum stay of 9 months
- **Medium/Low Support Accommodation**
  - 36 individuals supported per year
  - Based on 18 accommodation units with an average maximum stay of 6 months

These figures will inform service planning, staffing levels, and performance monitoring, and will be reviewed annually in line with demand and strategic priorities.

The services outlined in **Table 1** are based on the following key assumptions, which inform the scope and delivery model of the future commissioned domestic abuse services:

- All services will deliver **both specialist domestic abuse support** (accredited to recognised standards) and **housing-related support**, ensuring a holistic response to individual needs.
- **Households will have choice** regarding their accommodation placement and the level of support they receive, promoting autonomy and person-centred care.
- Individuals receiving **security measures** will also be offered a **support service** concurrently, ensuring emotional and practical support alongside physical safety.
- The **dispersed accommodation units** will be designed to meet the needs of:
  - **Male survivors**
  - Households with **adult male children**
  - **Larger families**
  - Survivors with **protected characteristics** requiring tailored accommodation solutions
- The **Community Outreach service** will operate with **flexibility**, responding to demand across:
  - Households in **privately owned/rented and social housing properties**
  - Households receiving **security measures**
  - Households in **Temporary accommodation**

9. Type of Support

Under the Domestic Abuse Act 2021, local authorities have a statutory duty to commission safe accommodation that incorporates specialist support services delivered by trained domestic abuse professionals. Historically, legacy contracts have primarily focused on housing-related support, often delivered by non-specialist organisations.

The upcoming-recommissioning process will ensure full compliance with the Act by embedding specialist domestic abuse support within all accommodation-based services. This means future services will not only provide safe and secure housing, but also deliver expert, trauma informed support, through specialist trained staff, ensuring a consistent and high-quality response to those affected by domestic abuse.

10. Service Outcomes and Outputs

The commissioned provider will be required to contribute to the delivery of the strategic priorities outlined in the Preventing Domestic Abuse Strategy, Safe Accommodation Strategy and Perpetrator Strategy. Successful delivery of the contract will be evidenced through a set of clearly defined service outcomes and outputs, which will be detailed within the service specification. These will reflect both the strategic aims and the operational expectations of the domestic abuse services.

The provider will be expected to:

- Deliver measurable outcomes aligned with strategic priorities.
- Report on agreed outputs and performance indicators.
- Participate in quarterly contract monitoring processes, supported by robust data collection and reporting mechanisms.

The service performance framework will ensure transparency, accountability, and continuous improvement across all elements of service delivery.

11. Procurement

The timeline set out in Table 2 below outlines the key stages of the procurement and mobilisation process, ensuring transparency and effective planning across all stakeholders. Each milestone is designed to support a smooth transition from current arrangements to the new service model, with a strong focus on quality, continuity, and readiness.

This structured approach enables the Council to effectively implement a Framework Agreement divided into Lots, supporting the delivery of a fully integrated domestic abuse service model. The timeline reflects critical activities including market engagement, tendering, evaluation, and mobilisation, culminating in the launch of new services in August 2027.

This approach will ensure:

- Flexibility in contracting and service delivery.
- Market diversity, encouraging participation from a broad range of providers.
- Strategic alignment with the Domestic Abuse Act, ensuring statutory compliance and best practice.

The tendering process will:

- Separate accommodation provision from support delivery, allowing the Council to retain control over accommodation assets while enabling specialist providers to focus on delivering high-quality, trauma-informed support.

- Ensure safe and secure housing alongside tailored support services for individuals and families affected by domestic abuse.
- Encourage a diverse provider market, including organisations that specialise in domestic abuse support but do not own or manage property.
- Embed specialist support within all accommodation-based services, ensuring full compliance with the Domestic Abuse Act.
- Mandate accredited training and workforce development:
- Deliver accredited training and work with accredited training organisations to ensure staff maintain high standards of practice.
- Ensure a consistent and high-quality response across all domestic abuse services through ongoing professional development.

Procurement Summary Timeline

- Tender launch: November 2026
- Contract mobilisation: August 2027
- Contract term: 5 years (initial 3 years + optional up to 2-year extension)

Table 2: Procurement Timetable

Safe Accommodation Strategy Key Milestones	
Prevention of Domestic Abuse, Safe Accommodation and Perpetrator Strategies and commissioning plan - presented for sign off to Cabinet	22nd July 2026
Budget agreement – Council Approval	22nd July 2026
Expenditure Control Stage 1 & 2 – Approval to proceed	31st July 2026
Workshops - key elements of service specification with Experts by Experience Board/stakeholders	August/September 2026
Service Specification Finalised	September 2026
Provider Market Engagement Event	September 2026
Expenditure Control – Stage 3 Sign off to Publish	October 2026
Safe Accommodation Tender Live	November 2026 to January 2027
Tender Evaluation Window	January to March 2027
Expenditure Control – Stage 4 Sign off to Award	April 2027
Standstill starts/ends	April 2027
Contract Award	April 2027
Implementation/Transition period	May – July 2027
Anticipated Contract Start Date	August 2027

12. Key Risks and Mitigations

The table below details the key risks and the controls in place to safeguard the successful delivery of the programme.

Table 3: Key risks and mitigations

Risk	Impact	Mitigation
Funding shortfall from Year 3	Reduced service capacity	Efficiency savings, future funding bids, flexible commissioning
Market failure / limited bids	Reduced competition	Early market engagement and lot-based procurement
Transition risks during mobilisation	Service disruption	Detailed mobilisation plan and phased transition
Demand exceeding projections	Pressure on services	Flexible delivery model and regular review
Workforce challenges	Reduced service quality	Requirement for accredited training and workforce development

13. Associated Papers

Prevention of Domestic Abuse Strategy 2026 – 2031

Safe Accommodation Strategy 2026 - 2031

Perpetrator Strategy 2026 – 2031

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DOMESTIC ABUSE STRATEGIES CONSULTATION

17 March to 28 April 2025

Report June 2025

Research and Consultation Team

Executive Summary

- 85 responses in total:
    - 56 responses to the Draft Preventing Domestic Abuse Strategy 2025-2030 Survey
    - 16 responses to the Draft Domestic Abuse Safe Accommodation Strategy 2025-2030 Survey
    - 13 responses to the Draft Domestic Abuse Safe Accommodation Strategy 2025-2030 Survey.

Draft Preventing Domestic Abuse Strategy 2025-2030 Survey

- 56 responses in total
- Most respondents said they:
    - Were responding as a BCP Council resident
    - Found out about the consultation through BCP Council email
    - Agree with the proposed Vision for tackling domestic abuse in Bournemouth, Christchurch and Poole (BCP)
    - Strongly agree with all the proposed Priorities
    - Ranked 'Prevent - Prioritising prevention' as the most important Priority
    - Agree with the statement, "the draft Preventing Domestic Abuse Strategy 2025-2030 gives me a good overview of how we plan to tackle domestic abuse across BCP".
- Respondents agree with the proposed **Vision** primarily because they felt no one should be a victim of domestic abuse
- Respondents agree with the **Prevent - Prioritising prevention** Priority because they felt education and awareness of domestic abuse is vital to preventing it, particularly in schools
- Respondents agree with the **Protect and recover** Priority because they felt it is important for victims of domestic abuse to have easy access to streamlined services that provide various forms of long-term support to manage the impacts of domestic abuse
- Respondents agree with the **Pursue** Priority because they felt it is vital for perpetrators of domestic abuse to be educated about why their behaviour is harmful and it will bring justice for victims
- Respondents agree with the **Relationships** Priority because they felt it is essential for services to work collaboratively to successfully address the complex challenges of domestic abuse



- Respondents agree with the with the statement, **"the draft Preventing Domestic Abuse Strategy 2025-2030 gives me a good overview of how we plan to tackle domestic abuse across BCP"** because they felt it is clear in its objectives and goals, is detailed, will help educate children about domestic abuse and will help to protect vulnerable people
- Improvements respondents suggested to the **Vision** include:
    - Focusing more on prevention work with perpetrators
    - Enabling families' voices to be heard more
    - Adding more information about why domestic abuse occurs
    - Making it clearer how domestic abuse will be prevented
    - Adding more information specifically around children
    - Adding an implementation timeline
    - Adding police data
    - Adding greater clarity to the definition of domestic abuse.
- Improvements respondents suggested to the **Prevent - Prioritising prevention** Priority include:
    - Educating children including those with Special Educational Needs (SEN) about domestic abuse
    - Teaching people how to recognise abusive relationships to maximise the effectiveness of prevention
    - Focusing more on punishing perpetrators of domestic abuse because services are not powerful enough to change their behaviour alone
    - Having appropriate role models within support services
    - Defining clearly what early intervention looks like
    - Educating boys early on in a non-discriminatory way
    - Adding training around reporting domestic abuse, sex education, communication and managing emotions
    - Support should be fully inclusive of the LGBTQ+ and ethnic minority communities and for people with disabilities.



- Improvements respondents suggested to the **Protect and recover** Priority include:
    - Adding details of how safety and protection will be available for victims of domestic abuse
    - Adding details of how risk will be managed
    - Prioritising relationships and housing more
    - Focusing on greater deterrents to stop perpetrators
    - Making support easily accessible
    - Adding information about support for children
    - Adding more resource and increasing availability of services.

- Providing services for male and female victims
- Making access to trauma-informed services easier and faster
- Incorporating an evaluative feedback process that the council can use to measure its performance.



- Improvements respondents suggested to the **Pursue** Priority include:
  - Focusing more on prosecuting perpetrators of domestic abuse as a key deterrent for repeat offenses
  - Rehabilitating perpetrators while they are imprisoned
  - Adding more information on how this will be implemented
  - Investigating perpetrators' backgrounds to find the root cause of the harmful behaviour
  - Making participation in rehabilitation mandatory
  - Monitoring behaviour change courses to evaluate their effectiveness
  - Making behaviour change courses available in different languages and suitable for people with different needs including neurodiversity.
- Improvements respondents suggested to the **Relationship** Priority include:
  - Adding more information on resources, promotion and implementation
  - Placing greater importance on individuals being fully accountable for their choices and actions, rather than support services or local communities
  - Adding details about appropriate training for staff and victims to ensure domestic abuse is being tackled in the most effective way
  - Adding information on how serious issues can be identified in the early stages of domestic abuse by all parties involved
  - Adding information on how victims of domestic abuse from immigrant communities can access support
  - Educating girls about becoming victims and perpetrators of domestic abuse
  - Ensuring lived experienced plays a central role.



- Improvements respondents suggested to the statement, **"the draft Preventing Domestic Abuse Strategy 2025-2030 gives me a good overview of how we plan to tackle domestic abuse across BCP"** include:
  - Adding more information on implementation

- More support services and refuge places for male victims of domestic abuse and those with no recourse to public funds, e.g. victims from immigrant communities
- Focusing more on prevention.



Draft Safe Accommodation Strategy 2025-2030 Survey

- 16 responses in total
- Most respondents said they:
  - Were responding as a BCP Council resident
  - Found out about the consultation through BCP Council email
  - Understood the draft Strategy fully or mostly
  - Strongly agree with all the proposed Priorities
  - Ranked 'Priority 1: Prevention and early identification' as the most important Priority
  - Think the draft Strategy will be effective in addressing the housing needs of individuals experiencing domestic abuse
  - Agree with the statement, "the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 gives me a good overview of how safe accommodation for domestic abuse survivors will be provided across BCP".
- Respondents agree with the **Prevention and early identification** Priority because they felt it highlights the importance of early intervention and providing safe environments for victims of domestic abuse and their families



- Respondents agree with the **Appropriate access to housing and support services** Priority because they felt it gives survivors the right types of support to recover, rebuild and grow
- Respondents agree with the **Support to return home and move on** Priority because they felt it highlights the importance of safety and security in long-term housing options for survivors of domestic abuse
- Respondents agree with the **Relationships and Partnerships** Priority because it they felt provides survivors with support that prioritises their wellbeing, encourages organisations to work together, gives hope and emphasises the importance of support from family and peers

- Respondents agree with the Improve data collection and ensure responses are survivor led Priority because they felt it enables accurate, real-time data to be collected about survivors' needs and experiences, and for their voices to have a central role in decision making



- Improvements respondents suggested to the **Priorities** include:
  - More details on:
    - key deliverables
    - costs/funding
    - practical implementation of the aims
    - how placements will be managed
    - how partnerships will work
    - how services will be inclusive, especially for survivors with complex needs and disabilities
    - how survivors' voices would be incorporated into the Strategy
    - how organisations would collaborate to build an effective data collection process.
  - More accommodation support for male survivors
  - Targeting perpetrators to reduce homelessness.

Draft Domestic Abuse Perpetrator Strategy 2025-2030 Survey

- 13 responses in total
- Most respondents said they:
  - Were responding as a BCP Council resident
  - Found out about the consultation through BCP Council email
  - Strongly agree with the statement of strategic aims
  - Strongly agree with adopting a holistic approach to working with perpetrators of domestic abuse
  - Agree with the statement, "The draft Domestic Abuse Perpetrator Strategy 2025-2030 gives me a good overview of how we plan to address working with those using harmful behaviours across BCP".



- Respondents agree with the **Statement** of strategic aims because they felt domestic abuse can only be prevented if we understand the root causes of it and work with perpetrators to change their behaviour
- Respondents agree with **adopting a holistic approach** to working with individuals that use harmful behaviours because they felt it would be effective in bringing about long-term, sustainable behaviour change and highlights how other societal factors play a role in harmful behaviours

- Respondents agree with the statement, **"The draft Domestic Abuse Perpetrator Strategy 2025-2030 gives me a good overview of how we plan to address working with those using harmful behaviours across BCP"** because they felt it is clear and concise and explains the main aims of the Strategy in a comprehensive way



- Improvements respondents suggested to the **Statement** of strategic aims include:
    - More details on:
        - how accessible rehabilitation programmes are
        - how the people we need to target will attend these programmes
        - how those at the highest risk of repeat harm, or those from underrepresented groups, will be engaged with
        - referral pathways
        - consistency in the support provided across agencies
        - long-term funding.
- Improvements respondents suggested to **adopting a holistic approach to working with individuals that use harmful behaviours** include:
    - More details on:
        - how it will be implemented across agencies
        - who will coordinate the wraparound support
        - how to ensure services talk to each other and avoid duplication or missed risks
        - what resources will be available to meet wider needs like housing, finances, or employment.



- Improvements respondents suggested to **Draft Domestic Abuse Perpetrator Strategy 2025-2030** include:
    - More details on:
        - making the aims of the Strategy sustainable
        - how programmes will be funded long-term
        - how consistent access will be delivered
        - how outcomes will be tracked and shared
        - how perpetrators in underrepresented groups will be identified and supported to change.

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1 Introduction

Safer BCP, the Community Safety Partnership for Bournemouth, Christchurch and Poole (BCP), are committed to ending domestic abuse in all its forms across the BCP area.

To facilitate this, we have reviewed our current domestic abuse strategies and have written three new draft strategies to cover our domestic abuse agenda in a comprehensive way.

We have used national and local research and the voices of survivors of domestic abuse and their families, to help achieve our vision that Bournemouth, Christchurch and Poole is a safe area to live, work and visit.

In this consultation, Safer BCP wanted to hear from all residents including:

- those with lived experience and survivors of domestic abuse including family members and friends
- perpetrators of domestic abuse
- professionals working with victims, survivors, perpetrators and anyone affected by domestic abuse.

The consultation ran from **17 March to 28 April 2025**.

2 Background

2.1 The Strategies

The three proposed strategies are as follows:

1. The draft **Preventing Domestic Abuse Strategy 2025-2030** is the overarching strategy to our response to domestic abuse across the BCP area, detailing our proposed priorities and how we aim to take our plans forward with partnership agencies.
2. The draft **Domestic Abuse Safe Accommodation Strategy 2025-2030** is focused on the provision of safe accommodation in the BCP area for survivors of domestic abuse who need support around their housing needs.
3. The draft **Domestic Abuse Perpetrator Strategy 2025-2030** is focused on how we respond to perpetrators of domestic abuse across the BCP area. The Strategy aims to prevent people from perpetrating domestic abuse, thereby preventing the harm caused to individuals, children and society.

All the draft strategies will be accompanied by delivery plans once they have been approved, which will include actions and measurable outcomes that will enable us to measure the effectiveness of our response.

This will be monitored by the Domestic Abuse Strategic Group, which includes a variety of statutory and voluntary agencies and those with lived experience of domestic abuse.

2.2 Domestic Abuse Defined

We define domestic abuse as a pattern of behaviour that an abuser uses to control their partner which might include degrading, threatening, coercive or violent behaviour (including sexual violence). Domestic abuse can involve:

- Coercive control (a pattern of controlling and manipulative behaviours designed to isolate, deprive and exploit another person)
- Psychological or emotional abuse
- Physical or sexual abuse
- Financial or economic abuse
- Harassment and stalking
- Online or digital abuse
- Post-separation abuse
- Tech-abuse.

Domestic abuse can happen between partners, spouses, family members, roommates, or any individuals in a close relationship. It is not limited to any specific gender, age, or sexual orientation. It can affect anyone, regardless of their background or identity.

3 Methodology

The consultation used online and paper surveys to ensure broad participation from residents and key stakeholders.

It was hosted on the BCP Engagement HQ platform and was promoted through various channels including:

- Social media posts (Facebook, Twitter, LinkedIn, and Instagram)
- Emails to key stakeholders
- Posters in libraries
- A full breakdown of the communications activity for this consultation can be found in the Communications Report
- Details of engagement rates can be found in the Engagement HQ Analytics section.

The main consultation page was hosted from the council's Engagement HQ Platform along with a brief description of the consultation and had all the relevant documents and support information: haveyoursay.bcpcouncil.gov.uk/domestic-abuse-strategies.

The consultation was designed in Engagement HQ (engagement platform software). The online responses were downloaded from the sofware for analysis. The data was checked and verified in preparation for analysis and held in the Research and Consultation Team's secure area.

The online surveys were designed and hosted in Engagement HQ. The online responses were downloaded into Excel for analysis. The data was checked and verified in preparation for analysis and held in the BCP Council Research and Consultation Team's secure area. Quantitative analysis was carried out using Excel to identify the frequencies for each question.

The write in (qualitative) responses were exported into Excel and coded into categories. Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact and many researchers therefore believe that numbers should not be included in reporting. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. Importantly, however, given the nature of the data, this does not provide an indication of significance or salience in relation to the question asked.

3.1 Participation

During the consultation period, paper copies of the strategies and surveys were available on request at any of BCP's libraries.

Respondents could give us their views by:

- Reading the draft Strategies
- Completing the online surveys
- Alternatively, by completing a paper survey for the each of the Strategies, which could also be downloaded on the main consultation page or collected from any BCP library
- Paper surveys could also be dropped in the 'Have Your Say' boxes in any BCP library or posted to:

  Domestic Abuse Strategies Consultation, Research and Consultation Team, BCP Council, Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY.

3.2 Safety of Respondents

To help keep respondents safe, we placed the following statement on the consultation webpage and on each page of the surveys to enable respondents to leave the pages quickly if they felt unsafe:

"If you need to exit this page at any time please click here."

3.3 Support

If respondents had any questions, needed support or needed the documents/surveys in a different format, they could email communitysafetybcp@bcpcouncil.gov.uk.

They could also refer to the Frequently Asked Questions (FAQs) for more information.

3.4 How to get help

We provided a list of local and national organisations on the consultation webpage that respondents could contact if they needed support urgently:

- Local support organisations:
  - BCP BCHA Domestic Abuse Referrals & Support Line: 01202 710 777
  - BCP Refuge: 01202 710 777
  - Housing 01202 123 147
  - Sexual Trauma and Recovery Service (STARS): 01202 308 855
  - Victim Support (Dorset support): 0300 303 0163.
- National support organisations:
  - National Domestic Violence Helpline: 0808 2000 247
  - The National Centre for Domestic Violence: 0800 970 2070
  - Women's Aid: 0808 2000 247.

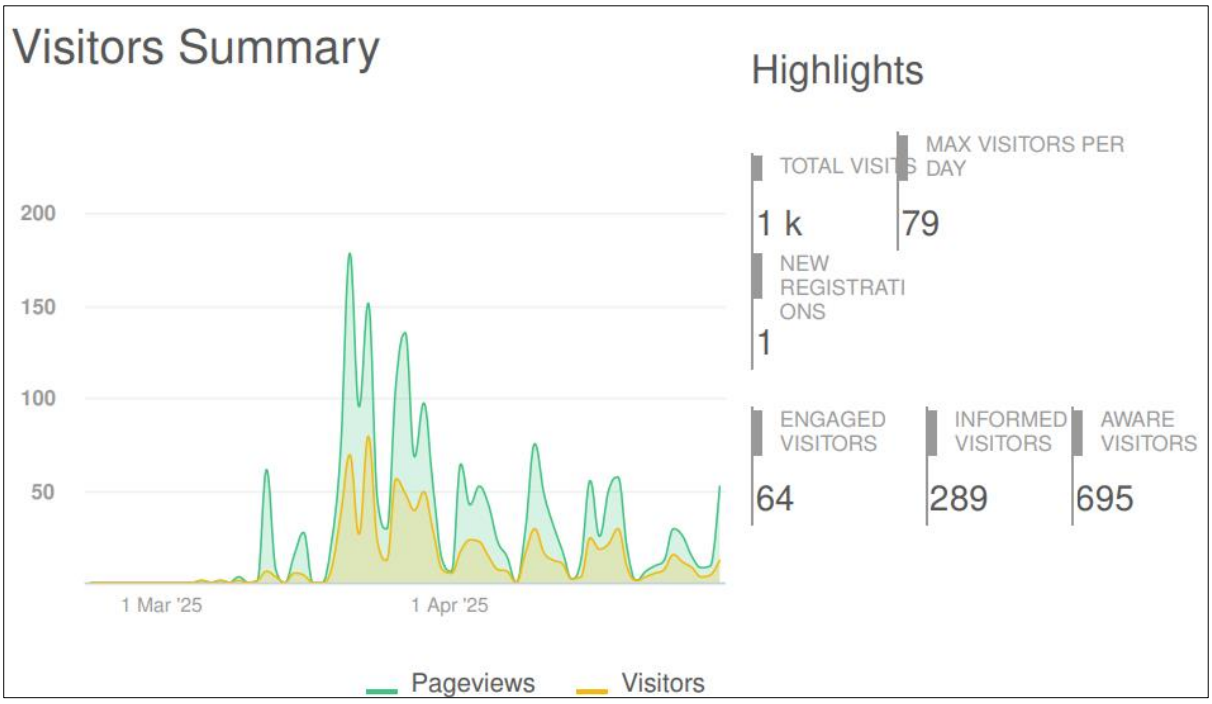
4 Engagement Figures

This section shows the engagement figures for each method used during the consultation.

4.1 Engagement HQ Analytics

The consultation was hosted on the council's engagement platform 'Engagement HQ'. There were 1,219 visits to the consultation page with 695 **aware visitors** (i.e. a visitor who has made at least one single visit to the webpage) and 289 **informed visitors** (i.e. a visitor who has taken the 'next step' from being aware and clicked on something).

Engagement HQ Measurement Figures



Visitors engaged with the content on the main consultation page as follows:

- 183 visitors downloaded documents 321 times, including:
    - 182 downloads of the Draft Preventing Domestic Abuse Strategy 2025-2030
    - 90 downloads of the Draft Domestic Abuse Safe Accommodation Strategy 2025-2030
    - 39 downloads of the Draft Domestic Abuse Perpetrator Strategy 2025-2030
    - 4 downloads of the consultation poster
    - 2 downloads of the Draft Preventing Domestic Abuse Strategy 2025-2030 - Paper Survey
    - 2 downloads of the Domestic Abuse Strategies Consultation – FAQs document
    - 1 download of the Draft Domestic Abuse Perpetrator Strategy 2025-2030 - Paper Survey
    - 1 download of the Draft Domestic Abuse Safe Accommodation Strategy 2025-2030 - Paper Survey.
- Visitors also viewed the Frequently Asked Questions (FAQs) 41 times.

The majority of visitors to the consultation page on Engagement HQ came via Google (119 visits) and Facebook (99 visits). A full breakdown of the site referrals can be seen below:

TRAFFIC SOURCES OVERVIEW

REFERRER URL	Visits
www.google.com	109
m.facebook.com	45
lm.facebook.com	34
bcpcouncil.sharepoint.com	20
l.facebook.com	20
android-app	12
statics.teams.cdn.office.net	12
www.google.co.uk	10
www.fid.bcpcouncil.gov.uk	8
www.linkedin.com	7
mailchi.mp	6
linktr.ee	5
us19.campaign-archive.com	5
l.instagram.com	4
blogs.bournemouth.ac.uk	3

5 Communications Report

Below is a breakdown of the communications activity carried out by BCP Council to promote the Domestic Abuse Strategies Consultation as widely as possible.

The council used a variety of methods to promote the consultations including social media posts on Facebook, X (formerly Twitter), LinkedIn, and Instagram along with posters in libraries.

11 social media posts had a total reach[1] of 20,661 people, a total engagement[2] of 1,008 people and a total of 21,905 impressions[3]. Below are details of how people interacted with our social media posts during the consultation period:

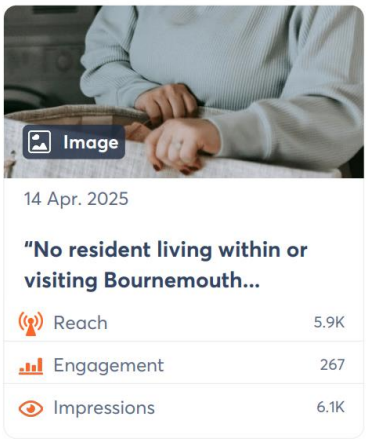
[1] The total number of people who see the posts.
[2] The number of unique people who engaged with the posts, i.e., commented or liked.
[3] The number of times people saw the posts.

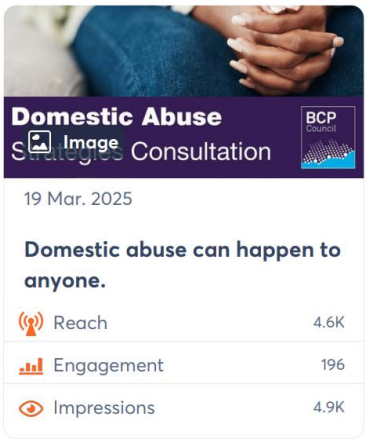
Facebook	Total
Reactions	77
Clicks	338
Other clicks	455
Comments	10
Shares	46

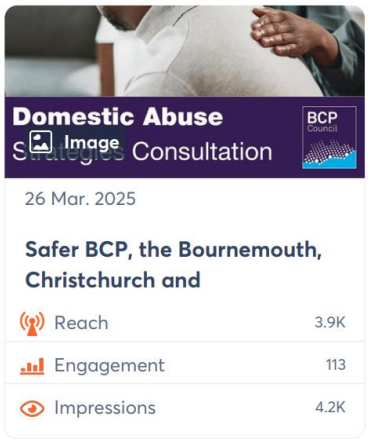
Instagram	Total
Likes	16
Saved	1
Comments	0

Linkedin	Total
Likes	23
Clicks	29
Comments	2
Shares	1

Below is the best performing social media posts based on reach:







Below is the best performing social media posts based on impressions:





Below is the best performing social media posts based on likes:



19 Mar. 2025

Domestic abuse can happen to anyone. Have your say...

Engagement	4
Likes	2
Reposts	2



26 Mar. 2025

Domestic abuse can happen to anyone. Have your say...

Engagement	5
Likes	0
Reposts	1

6 Analysis and results

A total of 85 people responded to the consultation surveys. This was made up of:

- 56 responses to the Draft Preventing Domestic Abuse Strategy 2025-2030 survey
- 16 responses to the Draft Safe Accommodation Strategy 2025-2030 survey
- 13 responses to the Draft Domestic Abuse Perpetrator Strategy 2025-2030 survey.

Please see the Engagement HQ Analytics section for additional information on the levels of engagement with the consultation aside from those who responded.

Figures in this report are presented as a percentage of people who answered the question i.e. excluding ‘don’t know’, ‘not applicable’ and ‘no reply’, unless otherwise stated, for the Draft Preventing Domestic Abuse Strategy 2025-2030 Survey results. The percentages in this report will not always add up to 100%. This can be because of rounding, or because respondents are allowed to select more than one response.

Due to the low numbers of responses to the Draft Safe Accommodation Strategy 2025-2030 and Draft Domestic Abuse Perpetrator Strategy 2025-2030 surveys, the figures are presented as the number of people who answered a question, i.e. excluding ‘don’t know’, ‘not applicable’ and ‘no reply’, instead of precentages. This is a more accurate way of reporting results when a low number of responses have been received.

Please note that where numbers have been provided for the most prevalent codes to open-ended questions in this report, this is to give an indication of the magnitude of response rather than an indication of significance or salience in relation to the question asked.

7 Draft Preventing Domestic Abuse Strategy 2025-2030 Survey

There was a total of 56 responses to this survey.

The draft Preventing Domestic Abuse Strategy 2025-2030 is the overarching strategy to BCP Council's response to domestic abuse across the BCP area, detailing our proposed priorities and how we aim to take our plans forward with partnership agencies.

Our definition of domestic abuse can be found here.

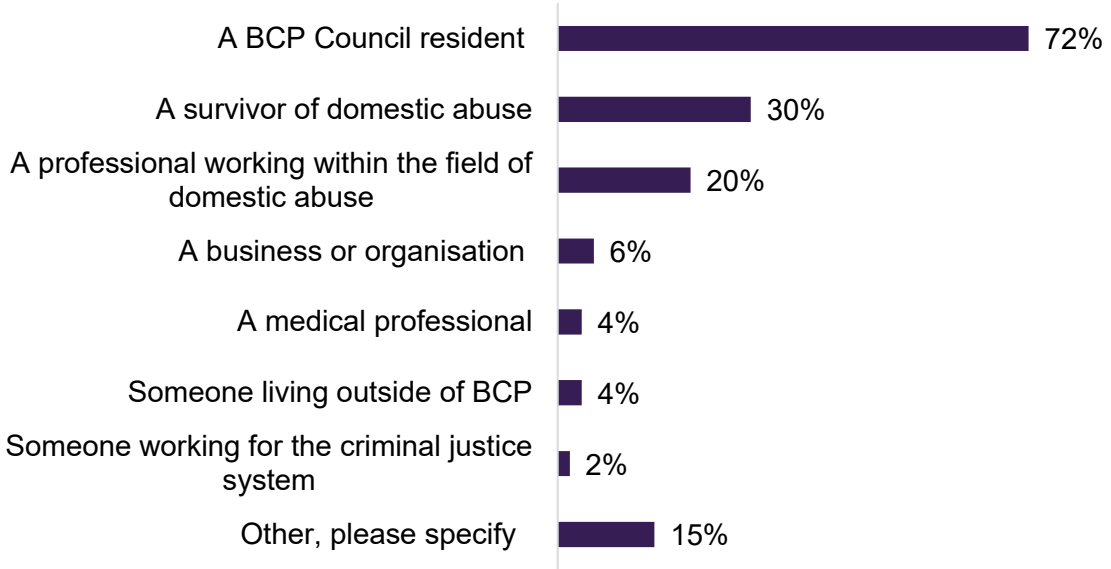
We asked respondents to read the draft Strategy before responding to the questions. An Executive Summary of all the findings for this section can be found here.

7.1 Respondent Type

Q1. Are you responding as a:

Please note respondents could select more than one option for this question.

Over seven-tenths of respondents said they were responding as a 'BCP Council resident' (72%), while less than a third said they were responding as a 'survivor of domestic abuse' (30%), and a fifth of respondents said they were responding as 'a professional working within the field of domestic abuse' (20%). Less than a tenth said they were responding as 'a business or organisation' (6%), 'a medical professional' (4%), as 'someone living outside of BCP' (4%), and 'someone working for the criminal justice system' (2%). Over a tenth said they were responding in a different capacity which are outlined below (15%).



Base: 54 respondents

The other ways that the respondents said they were responding to the survey were:

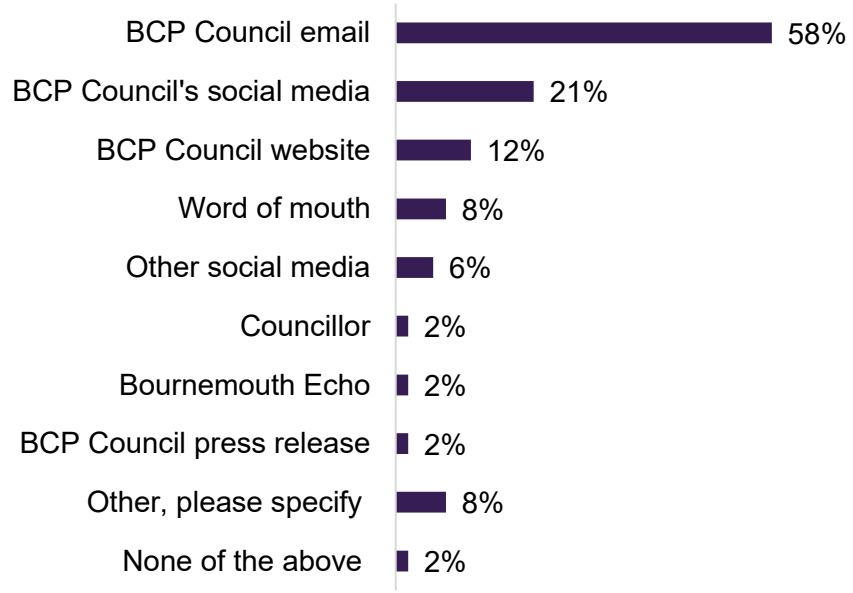
- On behalf of local organisations
- As a parent of a domestic abuse survivor and retired professional working in safeguarding services
- As a BCP Council worker
- As a professional within youth justice and a parent of a female survivor of domestic abuse
- Childhood Survivor, now an adult.

7.2 Consultation Awareness

Q2. How did you find out about this consultation?

Please note respondents could select more than one option for this question.

More than half of respondents said they found out about the consultation through 'BCP Council email' (58%), while a fifth said they find out through 'BCP Council's social media' posts (21%), and over a tenth of respondents said they found out about the consultation through the 'BCP Council website' (12%). Less than a tenth of respondents said they found out about the consultation through 'word of mouth' (8%), 'other social media' posts (6%), a 'Councillor' (2%), the 'Bournemouth Echo' (2%), and BCP Council's press release (2%). Less than a tenth said they found out about the consultation through different means, which are outlined below (8%), and some respondents said 'none of the above' (2%).



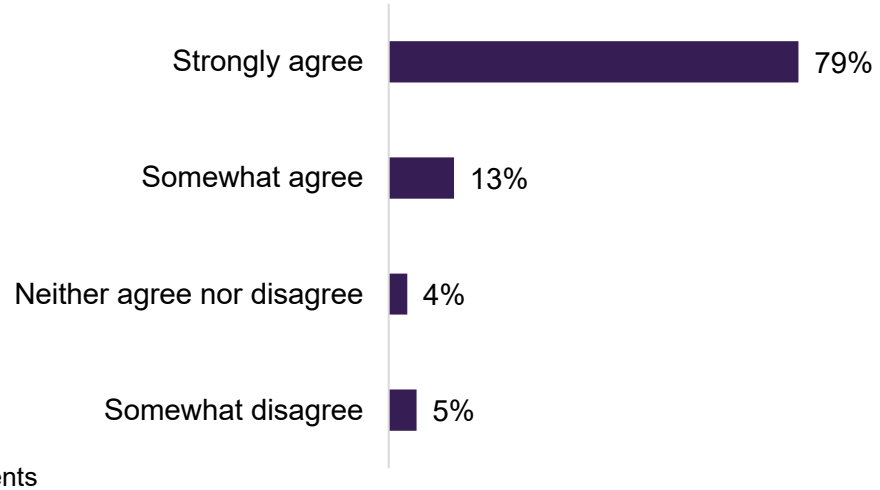
Base: 52 respondents

7.3 Our Vision

Our vision is that 'no resident living in Bournemouth, Christchurch and Poole, should live in fear of, or experience, domestic abuse'. This Strategy is our commitment to delivering this vision by working together over the next five years to end domestic abuse in our area.

Q3. To what extent do you agree or disagree with our vision?

Nine-tenths of respondents said they' agree' with our vision in the draft Preventing Domestic Abuse Strategy 2025-2030 that, 'no resident living in Bournemouth, Christchurch and Poole, should live in fear of, or experience, domestic abuse' (92%), while less than a tenth said they 'neither agree nor disagree' with our vision (4%) or said they 'somewhat disagree' (5%).



Base: All respondents

Q4. Please tell us the reasons for your answer whether you <u>agree or disagree</u> with our vision.

48 comments

48 respondents provided further comments to explain why they agree or disagree with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030. 36 of these respondents said they 'strongly agree' with the Vision, while seven respondents said they 'somewhat agree' when answering the previous question. Two respondents said they 'neither agree nor disagree', while three respondents said they 'somewhat disagree'.

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc. You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments
- Neither agree nor disagree comments
- Somewhat disagree comments

'Strongly agree' Comments

The 'strongly agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 1: 'Strongly agree' comments themes

Theme	No of comments
Important aim to strive for	15
No one should suffer from domestic abuse	13
Survivor of domestic abuse	5
Clear and easy to understand	3

Important aim to strive for

15 respondents said they 'strongly agree' with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt ending domestic abuse is an important aim to strive for in order to build safer communities and to protect families.

Below is a selection of these comments:



"[It is] vital that the Local Authority works towards this vision and aim for all."



"It's simple but to the point, I like the inclusion of 'fear of' which includes those people that maybe have left a relationship or those in coercive and controlling relationships that live in fear of repercussions every day."



"Although I believe it will take generations to change people's perception and the reality of bullying in relationships the Vision is what a civilised society should expect."



"Working with service users in our charity, it is very clear that domestic violence is on the increase and needs to have this focus."



“I agree with the Vision because it shows a real commitment to ending domestic abuse and building safer communities. It recognises that everyone’s experience is different and that support needs to be accessible and tailored. I really value the focus on listening to survivors, working together across services, and tackling abuse from all angles - prevention, support, and holding perpetrators accountable.”



“I agree that preventing domestic abuse is the right thing to do. Families need to feel safe. Abused families need all professionals to listen and take action to protect them. Make them feel safe when they are in danger.”

Some of the respondents said they ‘strongly agree’ with the Vision but were sceptical about whether it could be implemented and bring about positive change, including for male victims of domestic abuse.

These comments are shown below:



“An ideal to be aimed for but probably unattainable.”



“I agree that this should be your aim. However, having experienced and gone on to learn about reasons for domestic abuse I think it will be difficult to "stop" abusers abusing... education and prevention (empowering victims to leave) will be key.”



“I totally agree with your vision, shame it won't be enacted though as you seem to be adhering to the stereotype that victims are all female.”

No one should suffer from domestic abuse

13 respondents said they ‘strongly agree’ with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt nobody should experience the suffering that comes from domestic abuse.

Below is a selection of these comments:



“I agree with the Vision as it is a basic right that every human has and should be afforded.”



“Domestic abuse is abhorrent; it significantly impacts on victims/survivors and their families.”



"Domestic violence damages everyone involved, victim, perpetrator, their families, neighbours, emergency and support services, children in the same class at school as affected children etc etc. A coordinated response is essential."



"Common sense and universal acceptance that no one should be in fear from a partner / relative / friend."

Survivor of domestic abuse

Five respondents said they 'strongly agree' with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they have been victims of domestic abuse or have people close to them who have been victims of domestic abuse.

Below is a selection of these comments:



"Having lived in fear for many years I understand how it impacts all areas of your life & health."



"I was [a] domestic abuse victim."



"I have several friends that have been involved in domestic abuse relationships. The relationships have been that of a couple, and then also one relationship is that of mother and son in a coercive/controlling relationship."

Clear and easy to understand

Three respondents said they 'strongly agree' with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because it is clear, focused and easy to understand.

These comments are shown below:



"Clear and explicit."



"It's a clear vision which includes all BCP residents. Easy to understand and to the point."



"It is clear and unambiguous."

'Somewhat agree' comments

Seven respondents said they 'somewhat agree' with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it is unrealistic to expect domestic violence to end. They also felt the Vision should focus more on prevention work with perpetrators, be more inclusive of people living outside the BCP area and enable families' voices to be heard more.

Below is a selection of these comments:



"We have to be realistic about this - I'm not sure it's something we can 'end'. Will you be doing lots of work with perpetrators and prevention work to enable this? That is key if you want to 'end' domestic abuse."



"I agree, but it seems unrealistic because I think there is a lack of discussion within schools, workplaces and general life about consent, respect etc."



"I do not feel the views of the family or the input of the family is used enough or at all to identify, support and to plan with victims and the professionals. My experience was that the police and professionals often see family members as overly dramatic, interfering and don't use them to support strategies early enough. I also wasn't provided with a reason for a Claires Law refusal which left family feeling even more desperate. Support with cases where possible should be holistic and not prescriptive."





"Not only people living in BCP area, but everyone, including visitors."

'Neither agree nor disagree' comments

Two respondents said they 'neither agree nor disagree' with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it does not reflect the aims in the Strategy and is missing key information around why domestic abuse happens.

These comments are shown below:



“The Vision doesn't make sense to me. It suggests that BCP [Council] are going to wipe out domestic abuse so that no one lives in fear of it. How is it going to do that? The draft document states various very good initiatives and plans for preventing abuse through education and preventing re-offending through perpetrator programmes but the Vision statement is confusing.”



“Domestic abuse is linked strongly to whole societal values which also need attention, e.g. pertaining to other groups such as failing young white males in education/lack of appropriate role models.”

‘Somewhat disagree’ comments

Three respondents said they ‘somewhat disagree’ with the with the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt the Vision is not inclusive enough by only focusing on BCP residents, while also saying it is hard to monitor incidences of domestic abuse, and there are more important priorities to focus on.

These comments are shown below:



“Because it is and will be extremely hard to monitor these occasions and you are basically in the hands of the victim. They will need to feel supported, listened to and guaranteed safety as well as successful prosecution... I don't think this will be possible.”



“I agree that this is the Vision, but in practice, the issue with saying "no resident living in BCP" is that many victims of domestic violence are immigrants with no recourse to public funds, and all of the mitigations provided by the council (Housing, Support Workers, Refuge) are only available to victims who are British or have indefinite leave to remain. I think that the Vision should either actually mean no resident, or it should state more clearly who the Vision excludes.”



“Preventing any kind of abuse is important but priority should be on BCP's decline and the quality of the streets, shops, parks, safety, [cleanliness]...”

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

Q5. Is there anything else you would like to say about our vision?



26 comments

These respondents provided further comments about the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030. These comments have been coded into themes in order to make them easier to interpret and are shown in the table below:

Table 2: 'Vision' further comments themes

Theme	No of comments
Suggestions	10
Other comments	10
Criticisms	5

For the purposes of this report, we will focus on the 'Suggestions' and 'Criticisms' themes.

Suggestions

10 respondents provided further comments suggesting ways for how the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 could be improved including rephrasing text, adding more information specifically around children, adding an implementation timeline, including non-BCP residents, including police data, and adding greater clarity to the definition of domestic abuse.

Below is a selection of these comments:



"Ensure this vision covers children as victims of domestic abuse."



"Children experiencing or witnessing domestic abuse need to be specifically mentioned, not just residents which implies adults."



"I agree but need to do more in terms of educating others about consent, boundaries and respect."



"You need to be clear about your definition of abuse - what may seem abusive to one person may not to another."



“There should be a timeline commitment for the council and police to follow. It is great having policies but we find many domestic violence victims struggle with gaining access to protection and have to wait too long.”



“It needs to be backed by sufficient police investigative resources, police who will report incidents that they become aware of, police who are willing to act as witnesses when they are witness to domestic abuse, police who do not offer offenders with false defence (e.g. telling offenders they have sexsomnia so they can use that to defend their behaviour/sexual assault).”

Criticisms

Five respondents provided further comments that criticised the Vision in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it was vague, unrealistic, discriminated against men, and lacked meaning.

These comments are shown below:



“Sounds a bit vague.”



“It is utopian.”



“Yes, got really hopeful when I started reading it but of course it's all focused on male perpetrators.”



“Maybe different language could be used - 'end' domestic abuse is setting the bar extremely high - if there is one incident of domestic abuse you haven't met the target?”



“[I] would like to hear more about [the] strategy for this - the vision on its own is pretty empty.”

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

7.4 Proposed Priorities

We are proposing to focus on four key priorities in this Strategy which are based on national guidance. These are:

1. Prevent - Prioritising prevention

2. Protect and recover

3. Pursue

4. Relationships

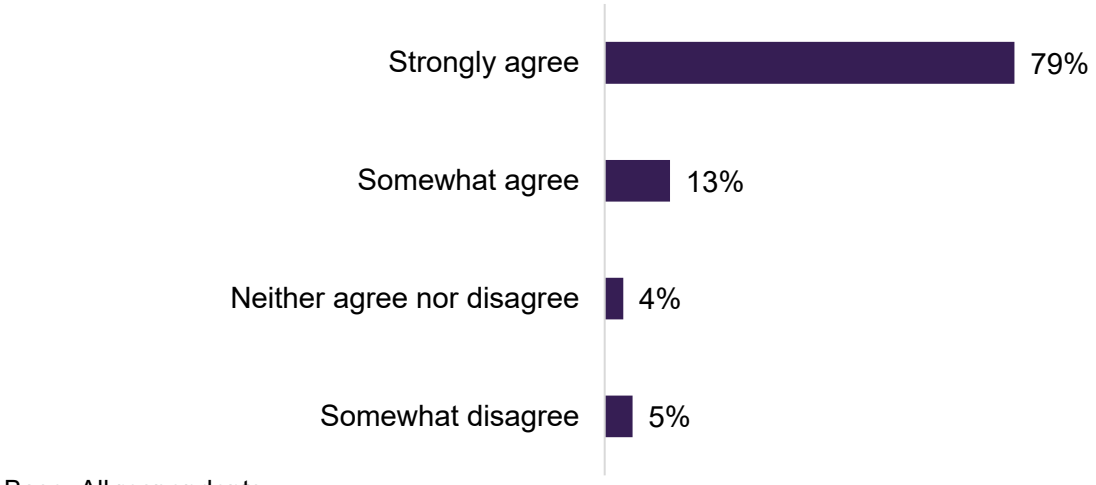
Respondents' views on these proposed Priorities are detailed below.

7.4.1 Priority 1: Prevent - Prioritising prevention

We recognise that the most effective approach to preventing domestic abuse is through education and early intervention. This Priority aims to prevent people from becoming perpetrators and encourage victims to seek help earlier by educating individuals.

Q6. To what extent do you agree or disagree with this Priority?

More than four-fifths of respondents said they 'agree' with the 'Prevent - Prioritising prevention' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 (88%), while less than a tenth said they 'somewhat disagree' (5%) or 'neither agree nor disagree' (4%) with this Priority.



Base: All respondents

Q7. Please tell us the reasons for your answer whether you agree or disagree with this Priority.

48 comments

48 respondents provided further comments to explain why they agree or disagree with the 'Prevent - Prioritising prevention' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. 33 of these respondents said they 'strongly agree' with this Priority, while eight respondents said they 'somewhat agree', three respondents said they 'neither agree nor disagree', and four respondents said they 'somewhat disagree' when answering the previous question.

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc. You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments
- Neither agree nor disagree comments
- Somewhat disagree comments

'Strongly agree' Comments

The 'strongly agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 3: 'Strongly agree' comments themes

Theme	No of comments
Education is key	19
Prevention is the main priority	10
Other comments	4

Education is key

These respondents said they 'strongly agree' with the 'Prevent - Prioritising prevention' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because education and awareness of domestic abuse is vital to preventing it. They felt it was particularly important to promote education around domestic abuse in schools as this was considered one of the most effective forms of early intervention. Respondents felt education should be targeted at victims, perpetrators, young people and the wider population so there is greater awareness of the different types of abuse and of the signs of being both a victim and perpetrator of domestic abuse.

Below is a selection of these comments:



“Educating both potential perpetrators and potential victims, will not only highlight current domestic abuse that is taking place, but empower people to recognise domestic abuse and know how to respond and signpost help. Perpetrators will be made aware of what a healthy relationship looks like and hopefully break the cycle of abuse.”



“Awareness of acceptable behaviour needs to start early and the public needs to be aware of what is acceptable behaviour in the UK regardless of culture.”



“Young people need to know & recognise the warning signs before the abuse starts.”



“I strongly agree because education and early intervention are key to stopping abuse before it starts. Raising awareness helps people spot unhealthy behaviours, reach out for support sooner, and challenge harmful attitudes. Prevention is the most effective way to make long-term change and reduce harm across our communities.”



“Education and training on relationships is very important for all - especially for people with learning disabilities and or autism.”



“Education needs to start in school that incorporates awareness raising of how technology / social media feeds into this and how people can keep themselves safe.”



“Because this is the most cost-effective way to stop domestic abuse and doesn't require the time of highly trained professionals to execute. If the whole population is educated to recognise and value what constitutes a healthy relationship and given the tools to develop healthy relationships this would go a very long way to ending domestic abuse.”

Prevention is the main priority

These respondents said they ‘strongly agree’ with the ‘Prevent - Prioritising prevention’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt prevention is the most important component in stopping domestic abuse from happening and is far more effective than trying to solve the problem once the cycle of abuse has already begun.

Below is a selection of these comments:



“Without addressing prevention nothing will change.”



“Agree wholeheartedly that prevention is key rather than stepping in once the abuse has already been carried out.”



“I believe much of domestic violence starts in childhood and learning from the society we live in. Prevention is better than cure.”



“Once domestic abuse has started occurring it is harder to mitigate than if it is presented from occurring in the first place. Also preventing DA protects those who could potentially be directly impacted from harm and reduces the risk of people becoming perps in the first place.”

‘Somewhat agree’ comments

Eight respondents said they ‘somewhat agree’ with the ‘Prevent - Prioritising prevention’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 and referred to a variety of issues that they feel are important to address. These included educating children including those with Special Educational Needs (SEN) and teaching people how to recognise abusive relationships in order to maximise the benefits of prevention.

Below is a selection of these comments:



“You need to also educate the children that witness domestic violence.”



"I was an SEN kid who didn't understand about domestic violence until I was 18. More support for us."



"Prevention starts young. Children who grow up in domestic abuse do not have the knowledge of healthy relationships, I know I did not, and I walked straight into an abusive relationship. Prevention is education."



"Before seeking help individuals need to be able to recognise unhealthy relationships from coercive control through to rape, violence etc… They also need to trust that services can help them to keep safe."



"This will depend on 'who' / 'what services' there are to provide education and early intervention. Without clear funding and commissioning these routes the help required will not be available and the sentiment, whilst well meaning, will not be achievable."



"I do agree that education is important however, no-one starts off being in a relationship thinking that it will end up in a domestic abuse. The abuser is so clever, and the victim doesn't realise the signals, makes excuses for them, then [gets] taken over by fear etc."

'Neither agree nor disagree' comments

Three respondents said they 'neither agree nor disagree' with the 'Prevent - Prioritising prevention' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 and referred to a variety of issues that they feel are important to address. These included having appropriate role models within support services, making perpetrators aware of their abusive behaviours, and defining clearly what early intervention looks like.

These comments are shown below:



"Educating individuals - yes, but which individuals? Early intervention - absolutely critical, and life-saving. But what the early intervention looks like is important and which departments of BCP [Council] are being held to this commitment? It must be more than just housing and domestic abuse services - there are so many council-run entities where all staff and volunteers must be aware of how to support at the early intervention stage and do it safely."



"Appropriate male role models will need to be increased in education/social services."



“If perpetrators don't believe they have, or are, an issue, how would anything change?”

‘Somewhat disagree’ comments

Four respondents said they ‘somewhat disagree’ with the with the ‘Prevent - Prioritising prevention’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt more needs to be done by focusing on punishing perpetrators of domestic abuse because services are not powerful enough to force perpetrators to engage with them in a meaningful way.

These comments are shown below:



“If you pursue first and foremost offenders will become to know they cannot get away with it.”



“If someone already has a propensity for violence from an early age, then education won't help. You need to concentrate on successful convictions and jail time.”



“Services do not have powers to force a perpetrator to engage in help and support.”



“I agree, but I think more needs to be done, it’s not as simple as "ooh report it". Most people wouldn't because x, y and z. Personal experience, I do not wish to hurt the other person by reporting it despite what they did. Gaslighting can make people think it's their fault and confuse.”

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

Q8. Is there anything else you would like to say about this Priority?



21 comments

These respondents provided further comments about the ‘Prevent - Prioritising prevention’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030.

These comments have been coded into themes in order to make them easier to interpret and are shown in the table below:

Table 4: 'Prevent - Prioritising prevention' further comments themes

Theme	No of comments
Other comments	10
Education	7
Support	5

For the purposes of this report, we will focus on the 'Education' and 'Support' themes.

Education

Seven respondents provided further comments on the 'Prevent - Prioritising prevention' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 that focused on educating people further about preventing domestic abuse. They felt that young boys should be educated early on as they were most likely to become perpetrators but this should be done in a way that is not discriminatory. They also felt young people should be taught to value themselves and that training on reporting domestic abuse, sex education, communication and managing emotions are all vital to successfully implementing this Priority.

Below is a selection of these comments:



"Encouraging victims to seek help earlier.... There is so much shame for victims, worry about reporting because of shame, scared to report or worry about it. I think consent needs to be talked about within schools (within sex education) and boundaries need to be talked about. Non-violent communication courses to learn how to say what you need. Courses talk a lot about boundary setting, utilising anger in a healthy way to set boundaries to speak up and say no and consent."



"Valuing males and females for themselves should be taught and encouraged from the earliest education and development."



"We really need to target boys and young men to counteract the messages they are bombarded with around toxic masculinity."



"There should be a focus on men and young boys being educated as they are the main perpetrators."



“At some stage it needs to be made clear that this is not more male bashing and the messaging has to be positive, not negative, i.e. not 'you must not...' but more 'this is what you can do and aimed at all with an equal emphasis on how to deal with abuse.”

Support

Five respondents provided further comments on the ‘Prevent - Prioritising prevention’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 that focused on prioritising support for people of all ages and backgrounds. They expressed concern that pursuing prevention may overshadow the support for victims. They said support should be easily accessible, focus more on perpetrators, housing, victims’ rights and training the general population about what to look out for, and be fully inclusive of the LGBTQ+ and ethnic minority communities, and people with disabilities.

These comments are shown below:



“People of all ages including children need to be able to access help easily and securely.”



“It's good to prioritise, although support for those escaping abuse must not take a back seat as prevention would only begin to impact over time. It is not a fix in itself and, whilst it will prevent some future cases, we mustn't let support slip because it is more expensive.”



“My evidence shows that legislation needs to be made to focus more on the perpetrator and housing needs and rights for victims.”



“An increase of places where victims can access support and of training within the population of what to look out for/ code word for support is needed.”



“I strongly agree with this priority - education and early intervention are vital to ending domestic abuse in the long run. That said, it could be strengthened by making sure prevention work is fully inclusive, especially for LGBTQ+ people, disabled survivors, and racially minoritised communities. There’s also a real need for consistent, age-appropriate education on healthy relationships in schools and youth settings. Public awareness campaigns should be visible and accessible to everyone, and we need to make sure support is available for people who recognise their own harmful behaviours and want to change before things escalate.”

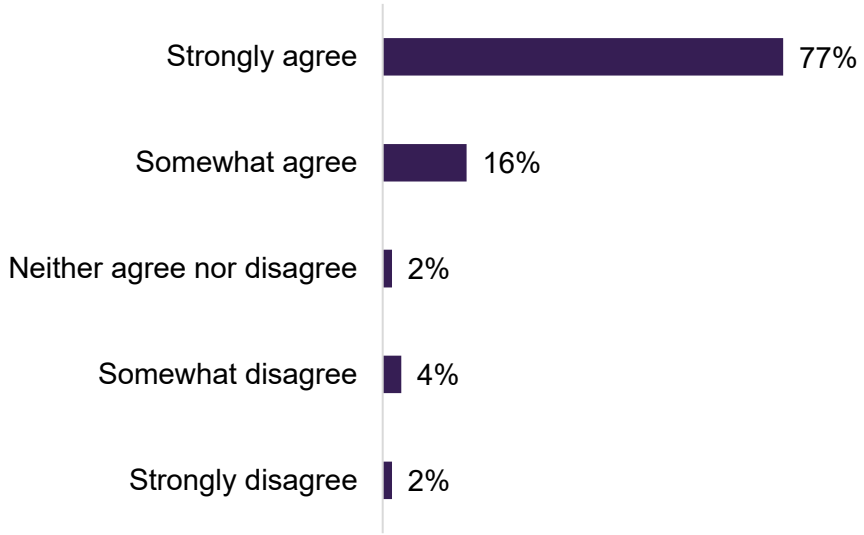
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

7.4.2 Priority 2: Protect and recover

This Priority aims to support all survivors of domestic abuse to get the support they need to live healthy lives free from abuse, with access to education, employment, health services and housing.

Q9. To what extent do you agree or disagree with this Priority?

More than nine-tenths of respondents said they 'agree' with the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 (93%), while less than a tenth said they 'disagree' (6%) or 'neither agree nor disagree' (2%) with this Priority.



Base: All respondents

Q10. Please tell us the reasons for your answer whether you agree or disagree with this Priority.

40 comments

40 respondents provided further comments to explain why they agree or disagree with the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. 28 of these respondents said they 'strongly agree' with this Priority, while eight respondents said they 'somewhat agree' when answering the previous question. One respondent said they 'strongly disagree', while two respondents said they 'somewhat disagree', and one respondent said they 'neither agree nor disagree'.

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc. You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments
- Neither agree nor disagree comments
- Somewhat disagree comments
- Strongly disagree comments

'Strongly agree' comments

The 'strongly agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 5: 'Strongly agree' comments themes

Theme	No of comments
Support	16
Other comments	7
Impact of domestic abuse	5

For the purposes of this report, we will focus on the 'Support' and 'Impact of domestic abuse' themes.

Support

16 respondents said they 'strongly agree' with the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt support is essential for victims of domestic abuse. They felt it is important for victims of domestic abuse to have easy access to streamlined services that provide various forms of long-term support to manage the impacts of domestic abuse. The types of support they felt are important included emergency accommodation, healthcare, education and employment. They also highlighted how important it is for victims to access key information and support in one place rather than having to contact multiple organisations, for access to this information to be quick and for the support to be long-term and inclusive of all people including immigrants who do not have the same rights as BCP residents.

Below is a selection of these comments:



"Displacing victims (away from their support networks if they have them) to far off regions is just not good enough. More emergency accommodation/refuges are needed locally so that victims and their children can stay around family."



"This needs to be a joined-up process that leads a victim of abuse naturally through a support process with the various areas within BCP."



"I strongly agree because recovery doesn't end with being safe - survivors need long-term, joined-up support to rebuild their lives. Stable housing, access to health care, education, and employment all play a big part in helping people move forward. A trauma-informed, person-centred approach that takes into account different experiences and barriers is key to making sure support really works for everyone."



"I'd like to see streamlined services. I struggled to find the right support [because] there are so many different places and each seems to operate in isolation and fight for their own funding. Access wellbeing is a great place to reach out to community."



"The speed in which victims can gain support is paramount to prevention and recovery."



"This should be first on the list. Helping the victims to acknowledge they are a domestic abuse victim, working with them to get out of that relationship and then keeping them safe and how to move forward in a happy healthy life."



"Again, vital that survivors are able to access the right support to be able to help them manage the impact of the crime against them."



"I agree support for survivors is essential. And with successful support more people will feel able to report domestic abuse/violence."

Impact of domestic abuse

These respondents said they 'strongly agree' with the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because of the support it would provide victims of domestic abuse to help them navigate the negative impacts it has. Some respondents gave accounts of their own experiences of domestic abuse as part of their response.

These comments are shown below:



"I know of someone who's only way of escaping domestic violence was to be housed away from the abuser but this resulted in her being constantly moved from one Travelodge to another which was terrible. She ended up returning to the abuser as [she] wanted a home."



“Not having a safe place to go and not having access to money often stops a victim from leaving.”



“No one ever protected or helped me and one of my children is critically ill.”



“No one should face any form of disadvantage or lack of life opportunities due to having been subjected to domestic abuse.”





“I work in BCP Family Hubs delivering [the] Domestic Abuse Recovery Toolkit so this is something I feel very passionate about. I would welcome a visit if anyone wanted to know more or meet some participants, my name is [name removed]. One of the commonly misunderstood aspects of domestic abuse is that the impact lasts even after the end of the relationship. Victims and their children learn behaviour that keep them safe when in an abusive relationship - cognitive dissonance, suppression of their own emotions/needs, loss of identity, loss of contact with friends and family, try to keep professionals away, Stockholm Syndrome etc and often survivors need support to unlearn these. Children, in particular those that still have contact with the perpetrators, need lots of support with managing all [of] this.”

‘Somewhat agree’ comments

Eight respondents said they ‘somewhat agree’ with the ‘Protect and recover’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they felt improvements could be made to this Priority. These included adding details of how safety and protection will be available to victims of domestic abuse and how risk would be managed. Some respondents felt relationships should be prioritised more, while others felt greater deterrents are needed to stop perpetrators and also emphasised the importance of support being easily accessible.

Below is a selection of these comments:



“Immediate priority of those experiencing domestic abuse is safety and protection. Need to include this and how risks can be managed/mitigated.”



“More deterrent force against who [is] committing crime or abuse.”



"You need to take a balanced approach - is the perceived abuser completely to blame or are there two sides to the story? Some abusers may also have been abused."



"It is all things that matter but ultimately, the biggest factor is relationships. When I was trapped in my abusive relationship it was a random member of staff at a children's centre who I had clicked with and had built a relationship with over my children that I then felt I was able to turn to. Education, employment and housing are all secondary to feeling safe enough to have a safe person you trust to make those first steps."



"As previously [stated], infrastructure and services have to be available and accessible to support this."

'Neither agree nor disagree' comments

One respondent said they 'neither agree nor disagree' with the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 and said the Priority should already be in place and criticised existing services:



"Should be in place already however services are patchy, non-existent or not fit for purpose."

'Somewhat disagree' comments

Two respondents said they 'somewhat disagree' with the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. One respondent said this was because they felt services do not have the powers to change the culture of housing in the BCP area and another respondent asked for more information on where people can access safe accommodation.

These comments are shown below:



"Services are unable to change the culture of BCP housing."



"With the closure of the refuge [are] there facilities for women AND men to stay somewhere safe?"

‘Strongly disagree’ comments

One respondent said they ‘strongly disagree’ with the ‘Protect and recover’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt housing should be prioritised first:



“Housing needs to be first. Making a victim and their children physically safe in terms of where they live must be first.”

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

Q11. Is there anything else you would like to say about this Priority?



15 comments

These respondents provided further comments about the ‘Protect and recover’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. These comments have been coded into themes in order to make them easier to interpret and are shown in the table below:

Table 6: ‘Protect and recover’ further comments themes

Theme	No of comments
Suggestions	8
Other comments	4
Criticism	1
No support for staff	1
Query	1

For the purposes of this report, we will focus on all the themes apart from ‘other comments’ as these were not relevant to the question.

Suggestions

Eight respondents provided further comments on the ‘Protect and recover’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 that suggested improvements. They felt it was important to include additional information about support for children who have been victims of domestic abuse, adding more resource and increasing availability of services, providing services for male and female victims, making access to trauma-informed services easier and faster, and

incorporating an evaluative feedback process that the council can use to measure its performance.

Below is a selection of these comments:



"While I strongly support this priority, support needs to be truly accessible and reflect the different challenges survivors face. There could be more focus on what happens after someone has left the abuse - especially around co-parenting, mental health, and the long-term impact of trauma. Safe housing is essential, but there are still barriers for some, like local connection rules, immigration issues, or complex needs. The strategy could also do more to recognise children as survivors in their own right and make sure their recovery is properly supported. And to make all of this work, services need clear, joined-up pathways that are trauma-informed and responsive, so no one falls through the gaps."





"Reference to support for children living in homes where domestic abuse occurs - safety, coping strategies, recognising domestic abuse [is] not "normal". On going support, listening, therapy etc..."



"Resources need to be greatly increased and improved."



"Make counselling easier available please. The trauma of victims is unimaginable and nice they come out to get help, they need help fast, not in a few months."



"Needs to be places for both men and women."



"There needs to be a 360-degree feedback process built in to enable the council to measure its successful support management, ensure the process is working, and continue to improve it based on feedback."

Criticism

One respondent provided a further comment on the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 criticising what they considered to be legal loopholes in women's housing rights:



"Women's rights regarding protecting their housing rights are subject to loopholes in the law and local authorities' legal obligations and duties."

No support for staff

One respondent provided a further comment on the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 expressing concerns over whether staff will be supported in implementing this Priority:

"It's all very commendable. Sadly, the professionals have not got the back-ups that they will need."

Query

One respondent provided a further comment on the 'Protect and recover' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 asking for more information on how this Priority will meet the diverse range of needs survivors of domestic abuse have:

"It's all very commendable. Sadly, the professionals have not got the back-ups that they will need."

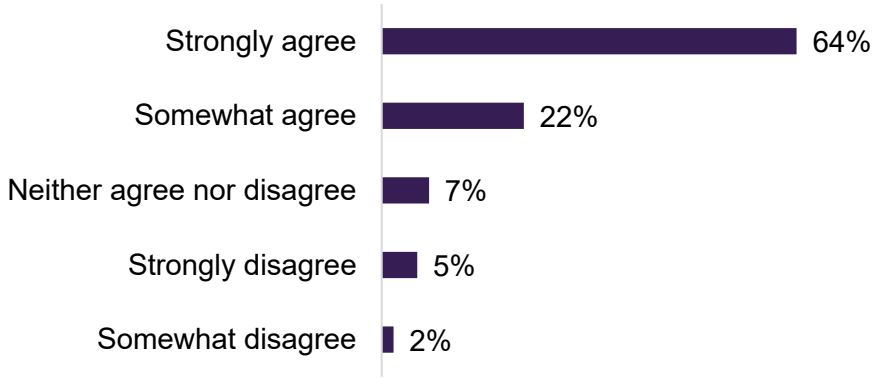
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

7.4.3 Priority 3: Pursue

This Priority aims to pursue perpetrators and hold them accountable for their actions. We will offer behaviour change courses to perpetrators so they can access support for sustainable change around their harmful behaviours.

Q12. To what extent do you agree or disagree with this Priority?

Over four fifths of respondents said they agree with the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 (86%), while less than a tenth said they disagree (7%) or 'neither agree nor disagree' (7%) with this Priority.



Base: 55 respondents

Q13. Please tell us the reasons for your answer whether you agree or disagree with this Priority.



45 comments

45 respondents provided further comments to explain why they agree or disagree with the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. 26 of these respondents said they 'strongly agree' with this Priority, while 10 respondents said they 'somewhat agree' when answering the previous question. Four respondents said they 'neither agree nor disagree', one respondent said they 'somewhat disagree', while three respondents said they 'strongly disagree'.

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc. You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments
- Neither agree nor disagree comments
- Somewhat disagree comments
- Strongly disagree comments

'Strongly agree' Comments

The 'strongly agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 7: 'Strongly agree' comments themes

Theme	No of comments
Education	15
Other comments	5
Justice for victims	3
Implementation	2

For the purposes of this report, we will focus on the 'Education', 'Justice for victims' and 'Implementation' themes.

Education

15 respondents said they 'strongly agree' with the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it is vital for perpetrators of domestic abuse to be educated about why their behaviour is harmful, as several respondents felt this lack of awareness/acknowledgement is a key barrier

to stopping domestic abuse. They also felt education, training and trauma-informed support services play a key role in ensuring perpetrators are accountable for their behaviour, and that behaviour change is sustainable and long-term so that the cycle of abuse is changed. They felt mental health support is key to behaviour change in perpetrators.

Below is a selection of these comments:



"Perpetrators need help to change their behaviour and realise accountability. We are not in favour of an excessive punitive approach."



"I strongly agree because holding perpetrators to account is crucial for breaking the cycle of abuse and keeping survivors safe. It's important to have a clear focus on justice, while also offering meaningful opportunities for behaviour change. That balance helps prevent further harm and makes it clear that abuse won't be tolerated. Giving perpetrators the chance to change - without ever losing sight of survivor safety is key to long-term, sustainable change."



"Perpetrators will need to change lifelong/ingrained attitudes. Mental health agencies will need to be involved."



"Sustainable change is the key aspect here - educating those who are causing harm will break the cycle."



"Behaviour change courses are a vital part of the process."



"There needs to be strong accountability for those who have perpetuated domestic abuse. However, punishment on its own is unlikely to result in lasting change, education is vital."



"Perpetrators need to understand the consequences of their behaviour and how it can destroy lives."



"People can change, though they must want to, some are engrained and may use it as a tick box exercise to get back with their partner. They need a buddy who they will be accountable to which is ongoing for a long period of time."

Justice for victims

Three respondents said they ‘strongly agree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it is vital perpetrators of domestic abuse are held accountable for their behaviour so there is justice for their victims. They felt it would also show victims they have been believed and that reporting domestic abuse is not a waste of time and can lead to meaningful change.

These comments are shown below:



“Those I work with often report feeling let down by ‘the system’ as they call it. Justice is a big part of recovery - feeling believed and worthy. It also could act as a deterrent and could increase reporting of domestic abuse – victims [are] far more likely to come forward if they feel they will be protected and justice will be served.”



“Prevention is important, but justice for victims is also important.”



“Seeing perpetrators be held accountable will hopefully show victims reporting is not a waste of time.”

Implementation

Two respondents said they ‘strongly agree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt this Priority needs to be implemented faster after domestic abuse occurs, and further thinking is needed around when perpetrators of domestic abuse are released in the early stages of investigations into harmful behaviour.

These comments are shown below:



“This needs to happen sooner, it took me months of evidence gathering before I could apply for a non-molestation order.”



“There needs to be wider thinking about perpetrators being released for further investigations leaving [victims] vulnerable at the first stage of disclosing allegations.”

‘Somewhat agree’ comments

The ‘somewhat agree’ comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 8: ‘Somewhat agree’ comments themes

Theme	No of comments
Prosecution	4
Other comments	4
Concerns	2

For the purposes of this report, we will focus on the ‘Prosecution’ and ‘Concerns’ themes.

Prosecution

Four respondents said they ‘somewhat agree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they felt greater focus should be placed on prosecuting perpetrators of domestic abuse as a key deterrent for repeat offenses and as a way for genuine accountability for their actions to take place. They also felt rehabilitation can take place while they are imprisoned.

These comments are shown below:



“They need to prosecuted for their actions and go to prison. First time offenders I agree with the support to change however [for] repeat offenders the money should be spent on supporting the victims.”



“Agree with pursuing the preparator. However, punishment should not be deterred by offering support. Support for change should be given during their sentence or after they have served time. Dependant on the circumstance.”



“It isn't just courses, it is the Criminal Justice System. Pursue convictions, pursue criminal accountability.”



“Yes, prevention courses are useful but I think anyone involved in a domestic abuse situation should be given a minimum prison time. I know that prisons are overrun as a side issue, however, they can be rehabilitated whilst inside and hopefully learn some useful skills before their release. Abuse is a bit like addiction for some and they will go back to the same man/women and restart a further abusive relationship or move onto a new partner and become abusive to them. Like in addiction, the first try at rehab is likely not to work and takes [multiple] attempts to break free of the behaviour.”

Concerns

Two respondents said they ‘somewhat agree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they expressed concerns about whether it will work. In particular they felt the council could waste a lot of money on an approach that might not stop perpetrators from changing and, while well meaning, would not bring about lasting change.

These comments are shown below:



“Statistics support [the view] that it is very rare for a person with abusive tendencies to change. Often, they are very manipulative and will sign up to courses because they have to (e.g. court orders or ultimatum from partner) and go along with the course whilst being the same or worse. This is what I have read from people who work trying to rehabilitate abusive people. My concern is that the council shouldn't be putting loads of money into this if it's not going to work.”



“Pursue, support, courses to effect change - how will they be measured and how do you evidence change? [It is an] idealistic approach, well-meaning but the reality of the outcomes [are] unachievable.”

‘Neither agree nor disagree’ comments

Four respondents said they ‘neither agree nor disagree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they questioned the effectiveness of behaviour change courses and perpetrators need to willingly engage and there is no guarantee this will happen.

Below is a selection of these comments:



“Behaviour change courses are not giving enough motivation for perpetrators to not become recidivist.”



“Of course, they are accountable but not many courses you give them [removed] won’t stop them doing it again. I cannot ever trust my ‘ex dad’.”



“I'm concerned about behaviour change courses being used as a cheaper and more accessible option when imprisonment would ideally be more appropriate. Moreover, research shows that things like behaviour change courses only work if the attendee is freely choosing to access them. This feels like it's only addressing a small part of what this priority could be covering to be more effective.”

‘Somewhat disagree’ comments

One respondent said they ‘somewhat disagree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they questioned whether perpetrators of domestic abuse would engage with this process and called for harsher sentencing:



“I don't think those living with violence themselves will engage with these services, behaviour breeds behaviour and if they have been abused themselves to them that is a normal way of life - harsher sentencing is also needed.”

‘Strongly disagree’ comments

Three respondents said they ‘strongly disagree’ with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt the council do not have the powers to make perpetrators accountable and change their behaviour, while saying that this should be considered the most important Priority and querying how this Priority would be implemented.

These comments are shown below:



“This should be the first priority.”



“No powers to force perpetrators you mentioned in the above that you will OFFER. This is not enough.”



“Without conviction how would you implement this?”

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

Q14. Is there anything else you would like to say about this Priority?



16 comments

These respondents provided further comments about with the ‘Pursue’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. These comments have been

coded into themes in order to make them easier to interpret and are shown in the table below:

Table 9: 'Pursue' Priority' further comments themes

Theme	No of comments
Support for perpetrators	5
Other comments	3
Discriminating against victims	2
Prosecution	2
Query	2
Sceptical	2

For the purposes of this report, we will focus on all the themes apart from 'other comments' as these were not relevant to the question.

Support for perpetrators

Five respondents provided further comments on the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 suggesting how best to support perpetrators in rehabilitating their harmful behaviour. They felt it was important to investigate perpetrators' backgrounds to find the root cause of the harmful behaviour, make participation in rehabilitation mandatory, properly monitor behaviour change courses to evaluate their effectiveness, and to make them available in different languages and suitable for people with different needs including neurodiversity.

Below is a selection of these comments:



"Abusers are often victims of abuse and need help and support. Need to ask, "what happened to you?" rather than "why did you do this?"



"This shouldn't just be offered but made mandatory."



"It would be helpful if this education was available in alternate languages for populations where there is cultural misunderstanding about the extent and need for change in perpetrators from foreign countries."



"While I fully support the focus on accountability and behaviour change, this priority could be strengthened by making sure perpetrator programmes are properly monitored so we know they're making a real difference - and that survivor safety stays at the centre. There also needs to be a clearer approach for dealing with perpetrators who won't engage or who continue to pose a risk, including stronger use of legal tools. Barriers like language, neurodiversity, or mental health should be taken into account so programmes are genuinely accessible. And more could be done to tackle stalking, coercive control and post-separation abuse with targeted, proactive responses."



Discriminating against victims

Two respondents provided further comments on the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 about how victims of domestic abuse can be discriminated against by the police and pressured by the courts to give the perpetrator access to their children.

These comments are shown below:



"I have had some interesting conversations with survivors about courts and how they will order that children have contact with the perpetrator even when they continue to abuse by proxy using the children which is emotional abuse. Children are often subjected to witnessing abuse on new partners. However, if a survivor continues to allow contact they often get labelled as 'not protecting their children' in court proceedings. They wanted to know why it's ok for courts to allow contact but if they do, they aren't protecting their children."



"I was originally told by the police it was tit for tat because I hit him when he had me pinned down by my neck. Not only did I instantly lose all faith in the system, I questioned myself. It made me feel like the perpetrator was the one with all the power. Ultimately, the early help worker did an amazing job getting me in touch with an Independent Domestic Violence Advisor (IDVA) who challenged the police but when pursuing, other professionals need to be prepared to challenge."

Prosecution

Two respondents provided further comments on the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 about how they felt there is a lack of power to act and that domestic violence offences should carry a minimum sentence.

These comments are shown below:



"Not enough powers."



"Domestic violence should carry a minimum sentence."

Query

Two respondents provided further comments on the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 querying how perpetrators will be held accountable for their behaviour and where the staff will come from to help stop domestic abuse.

These comments are shown below:



"How will they be held accountable? Will there be some kind of compensation or charges?"



"Yes, I would like to add. Where are we going to get these professionals to help stop domestic abuse?"

Sceptical

Two respondents provided further comments on the 'Pursue' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 about how they felt sceptical about domestic abuse being stopped or changed.

These comments are shown below:



"As long as there is misogyny there will be abuse and I know there are female abusers. I am very sceptical that there can be change, I am sorry."



"I hope that female perpetrators will be pursued equally. I'm not hopeful but have to say I have begun to see some improvements."

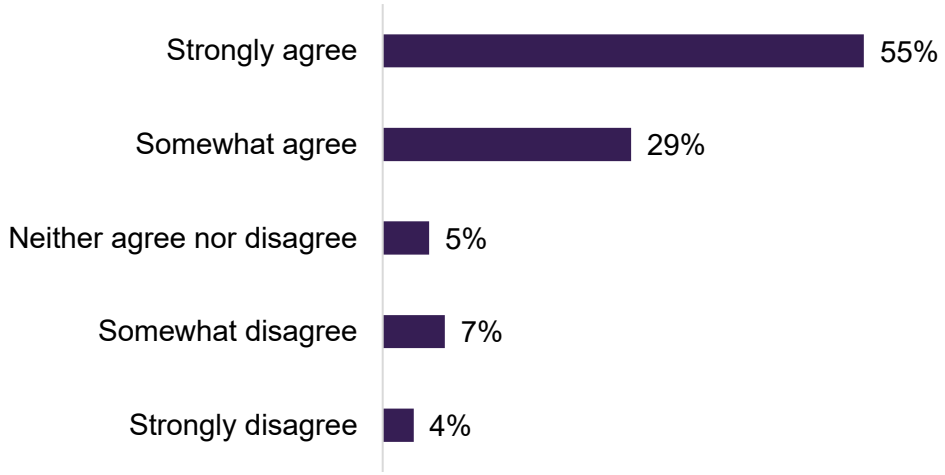
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

7.4.4 Priority 4: Relationships

This Priority aims to lead by example, by working collaboratively with our colleagues, partners and communities to reduce the harm caused by domestic abuse across the BCP Council area. A Coordinated Community Response (CCR) will shift the focus away from individuals being responsible for their own safety onto the communities and services which support them.

Q15. To what extent do you agree or disagree with this Priority?

Over four-fifths of respondents said they agree with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 (84%), while over a tenth said they disagree (11%), and less than a tenth of respondents said they 'neither agree nor disagree' (5%) with this Priority.



Base: All respondents

Q16. Please tell us the reasons for your answer whether you agree or disagree with this Priority.

40 comments

40 respondents provided further comments to explain why they agree or disagree with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. 19 of these respondents said they 'strongly agree' with this Priority, while 14 respondents said they 'somewhat agree' when answering the previous question. Three respondents said they 'neither agree nor disagree', while three respondents said they 'somewhat disagree', and one respondent said they 'strongly disagree',

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc. You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments
- Neither agree nor disagree comments
- Somewhat disagree comments
- Strongly disagree comments

'Strongly agree' comments

The 'strongly agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 10: 'Strongly agree' comments themes

Theme	No of comments
Collaborative working	4
Community involvement	3
Sceptical	3
Supporting victims	3
Education	2
Positive comments	2
Level of importance	1
More information	1

For the purposes of this report, we will focus on all the themes apart from 'positive comments' as these were general statements of agreement with this Priority.

Collaborative working

Four respondents said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it is essential for services to work collaboratively to successfully address the complex challenges of domestic abuse, i.e. one service or section of society cannot manage this complexity by themselves.

These comments are shown below:



"Collaborative working is essential as there is more than one agency managing victims/survivors and perpetrators."



"Partnership working, with good communication and a clear and consistent approach will be more effective than any more siloed approaches."



"I strongly agree because a Coordinated Community Response is essential for making sure support is consistent and joined-up. Domestic abuse is too complex for any one service to deal with alone - working together means earlier, safer interventions and shared responsibility. It also helps shift the focus away from survivors having to manage their own safety and puts it where it belongs: with the systems and services meant to support them."



"It is everyone's responsibility to keep people safe as they can be."

Community involvement

Three respondents said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt communities can play an important role in helping to raise awareness of domestic abuse, encourage collective responsibility and facilitate open dialogue and information sharing between everybody working to reduce the harm caused by domestic abuse.

These comments are shown below:



"Community awareness is a great idea, so many people will still turn a blind eye or mind their own business. Maybe community settings - salons, barbers, cafes, supermarkets, schools, pubs etc could be safe spaces and somewhere people can go to for help/support. Maybe a list could be available or a sticker displayed on window of setting."



"Absolutely it is a community responsibility to keep people free from abuse."



"[Coordinated] Community Response makes stronger links, clearer signposting and open and honest information sharing between stakeholders."

Sceptical

Three respondents said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 but were sceptical about whether this Priority was achievable because they were not sure whether different organisations could work together and communicate successfully, and felt key information could be missed due to current workloads.

These comments are shown below:



"The aim is admirable but not sure how this will be realised in practice and may well be the most difficult to achieve in getting individuals in the various organisations to be proactive."



"A coordinated response is vital - but hard to achieve. Look at the failures in communication still existing between social services and the NHS."



"I agree, though due to workloads people can miss what is in front of them, as it takes time to uncover what is not often said."

Supporting victims

Three respondents said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 and emphasised the importance of helping victims and their families to feel comfortable reporting concerns about domestic abuse, being able to discuss their experiences with people in similar positions and to help victims manage feelings of hopelessness and guilt.

These comments are shown below:



"Victims need support to help lift them out of feeling they have nowhere to turn."



"It's never the survivors fault."



"We felt like we were being a nuisance reporting concerns, missing episodes etc due to her being an adult. There is no forum I am aware of for parents and families or child siblings where the long-term impact of domestic abuse can be shared. The ability to support a survivor within the family relies on their own knowledge and for most that is zero. The impact on our family six years on is still alive and impacting us."

Education

Two respondents said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 and highlighted the need for boys, in particular, to be educated about the impact of domestic abuse as part of a long-term prevention plan, and also for there to be greater accountability for harmful behaviours.

These comments are shown below:



"Education is part of long-term prevention. Boys need to know what is and is not ok and that idiots like Andrew Tate are NOT role models."



"More accountability is needed."

Level of importance

One respondent said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 but said they felt it is of lower importance than other Priorities:



"Perhaps 2nd or 3rd down on the strategy list."

More information

One respondent said they 'strongly agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 but said they would like to see more information on how this Priority will be delivered:



"I strongly agree with this priority but would like to see delivery plans for it to fully understand what the key deliverables are in granulated detail."

'Somewhat agree' comments

The 'somewhat agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 11: 'Somewhat agree' comments themes

Theme	No of comments
Accountability	4
More information	2
Training	2
Collaborative working	1
Community involvement	1
Immigrant victims	1
Services are responsible not communities	1
Trust	1
Not relevant	1

For the purposes of this report, we will focus on all the themes apart from 'not relevant'.

Accountability

Four respondents said they ‘somewhat agree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they felt individuals should be fully accountable for their choices and actions, not support services. However, along with local communities, they can provide support to help them improve their lives.

These comments are shown below:



“Individuals still need to take some responsibility for their own behaviours and actions, alongside the support from Coordinated Community Response (CCR).”



“Individuals should be responsible for themselves and have the support of services when they are needed.”



“Streamline - yes please! But - Individuals should always be responsible for themselves. Services should be there to help and support, but not responsible for the actions of individuals!”



“Again, putting responsibilities onto services to achieve and provide. How will this be funded? Individuals should be responsible for their own actions.”

More information

Two respondents said they ‘somewhat agree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they said they needed more information on resourcing, promotion and implementation to understand how this Priority would work in practice.

These comments are shown below:



“Sounds good but not sure what that means, how it will work and resourcing and promotion?”



“Need to elaborate a bit more on the action - unsure how this will be carried out?”

Training

Two respondents said they ‘somewhat agree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they felt that the Coordinated Community Response (CCR) and victims of domestic abuse should take part in appropriate training to ensure domestic abuse is being tackled in the most effective way.

These comments are shown below:



“Collaborative working is great and a step in the right direction and yes communities and services should be available to support victims and perpetrators, however, all those in Coordinated Community Response (CCR) will need to be appropriately trained for this to work successfully. I feel there may also be resistance for responsibility to be with communities.”



“In principle, this is good. However, it is also beneficial for someone escaping abuse to attend some form of course, like Pattern Changing, to start the "move on process" themselves. We can't fully take on responsibility from an individual.”

Collaborative working

One respondent said they ‘somewhat agree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because collaborative working between organisations would help to identify serious issues in the early stages of domestic abuse:



“Working in partnership will help prevent red flags being missed.”

Community involvement

One respondent said they ‘somewhat agree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they believe in the power of community involvement to bring about meaningful change:



“I strongly believe in the power of community and social interaction to bring about change.”

Immigrant victims

One respondent said they ‘somewhat agree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in

the previous question, they expressed concern over how victims of domestic abuse from immigrant communities would access support when they do not have the same legal rights and funding as BCP residents:



"I agree with this Priority, however, in practice, many immigrant victims of domestic violence (and non-immigrant victims who need legal support) cannot access legal aid or afford the immigration support needed to free themselves from their abusers."

Services are responsible not communities

One respondent said they 'somewhat agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because, despite agreeing in the previous question, they felt support services should be responsible for people's safety, not the local community:



"Professional services should be responsible for individuals' safety, however there shouldn't be repercussions if people in the local community don't shoulder the responsibility. There should be advice on how people in the community can report any concerns they have for someone, but it wouldn't be fair to hold the community responsible for an individuals' safety."

Trust

One respondent said they 'somewhat agree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt having relationships with people you can trust and who give you hope, is crucial when supporting survivors of domestic abuse:



"Relationships are absolutely critical. It isn't even about building relationships from a domestic violence position. Just having a relationship you can trust makes such a huge difference to outcomes. You cannot force someone to leave or force them to take action but you can make them feel not trapped, you can show them they don't have to fear their children being removed."

'Neither agree nor disagree' comments

Three respondents said they 'neither agree nor disagree' with the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they questioned its effectiveness in stopping perpetrators of domestic abuse and they also had doubts about how it is structured. They also felt everyone is responsible for domestic abuse in communities.

These comments are shown below:



“Seems a bit soft - will not stop those who inflict domestic abuse. Ok as a fourth priority.”



“Great to shift victim blaming. I am not sure about the structure proposed.”



“Everyone is responsible for domestic violence as this is a safeguarding issue for the victim and children. Focus needs to be for everyone. Individuals are just as responsible.”

‘Somewhat disagree’ comments

Three respondents said they ‘somewhat disagree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt people should be responsible for their own actions and safety, not communities. They also felt victims of domestic abuse should be supported but were sceptical about whether the harmful effects could be reduced, and felt concerned about placing the responsibility on communities and services that do not have the resources to cope with a challenge of this nature:



“Individuals should be responsible, whether it is for their own actions or their own safety. I'm not sure that a 'community' response is helpful - or entirely healthy.”



“I don't think once the harm is done, it can be reduced, but it should be dealt with and the victim whether male or female be treated with dignity and be supported and feel 100% safe.”



“It's hard to understand exactly what this means or how it will be achieved. I'm concerned that, rather than only being about trying to ensure each individual doesn't have to fend for themselves, it could also suggest "passing the buck" onto communities and other services that may not be equipped to manage this and shifting responsibility and duty of care away from BCP.”

‘Strongly disagree’ comments

One respondent said they ‘strongly disagree’ with the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because based on what they

have witnessed, victims of domestic abuse are scared to speak up about their experiences:



"I witness domestic violence [removed] daily in my local area and [it is] accepted as the norm. Woman are scared of speaking up because of the consequences from authorities."

Q17. Is there anything else you would like to say about this Priority?



10 comments

These respondents provided further comments about the 'Relationships' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030.

These comments have been coded into themes to make them easier to interpret and are shown in the table below:

Table 12: 'Relationships' further comments themes

Theme	No of comments
Not relevant	3
Concerns	2
Communication	1
Community groups	1
Education	1
Partnerships	1
Relationships	1

For the purposes of this report, we will focus on all the themes apart from 'not relevant'.

Concerns

Two respondents provided further comments on the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 and expressed concerns over how a lack of funding and resources could negatively impact the successful implementation of this Priority to ensure victims of domestic abuse are supported effectively.

These comments are shown below:



"I am concerned with this one the most as BCP is nearly bankrupt and you need money for these services and interactions."



“The Southwest is a known legal aid desert, and many victims of domestic violence are being told simply to "get a free hour" of legal advice, but they are not supported any further to regularise their immigration status independently or divorce easily. Many previously funded BCP legal projects (for example - CAB's Justice Advice Project) have been closed due to lack of funding support.”

Communication

One respondent provided a further comment on the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 highlighting the need for transparency with the public:



“Transparency and data shared to the public is important.”

Community groups

One respondent provided a further comment on the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 about a service that provides support in the local community:



“Access Wellbeing in Poole and Boscombe is great to provide an easy, accessible and safe place for people to reach out for help.”

Education

One respondent provided a further comment on the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 about the need for girls to be educated about perpetrating abusive behaviours:



“Yes, girls need education as well, especially that it's not ok for them to be hitting or controlling their partners.”

Partnerships

One respondent provided a further comment on the ‘Relationships’ Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 because they felt it would only be effective if key agencies successfully work in partnership, improve data sharing and ensure lived experience plays a central role in decision making:



"While I strongly support the commitment to a Coordinated Community Response, it will only work if there's strong leadership, shared responsibility, and real buy-in from all partners - not just the specialist services. For it to be effective, every agency, including housing, health, education, and justice, needs to be equipped and committed to working in a survivor-focused, trauma-informed way. It would also be good to see more detail on how communities - especially those who don't usually engage with services - will be supported to play a part. Clear governance, better data sharing, and regular input from people with lived experience will be key to keeping things joined up and making real change happen."



Relationships

One respondent provided a further comment on the 'Relationships' Priority in the draft Preventing Domestic Abuse Strategy 2025-2030 about relationships:



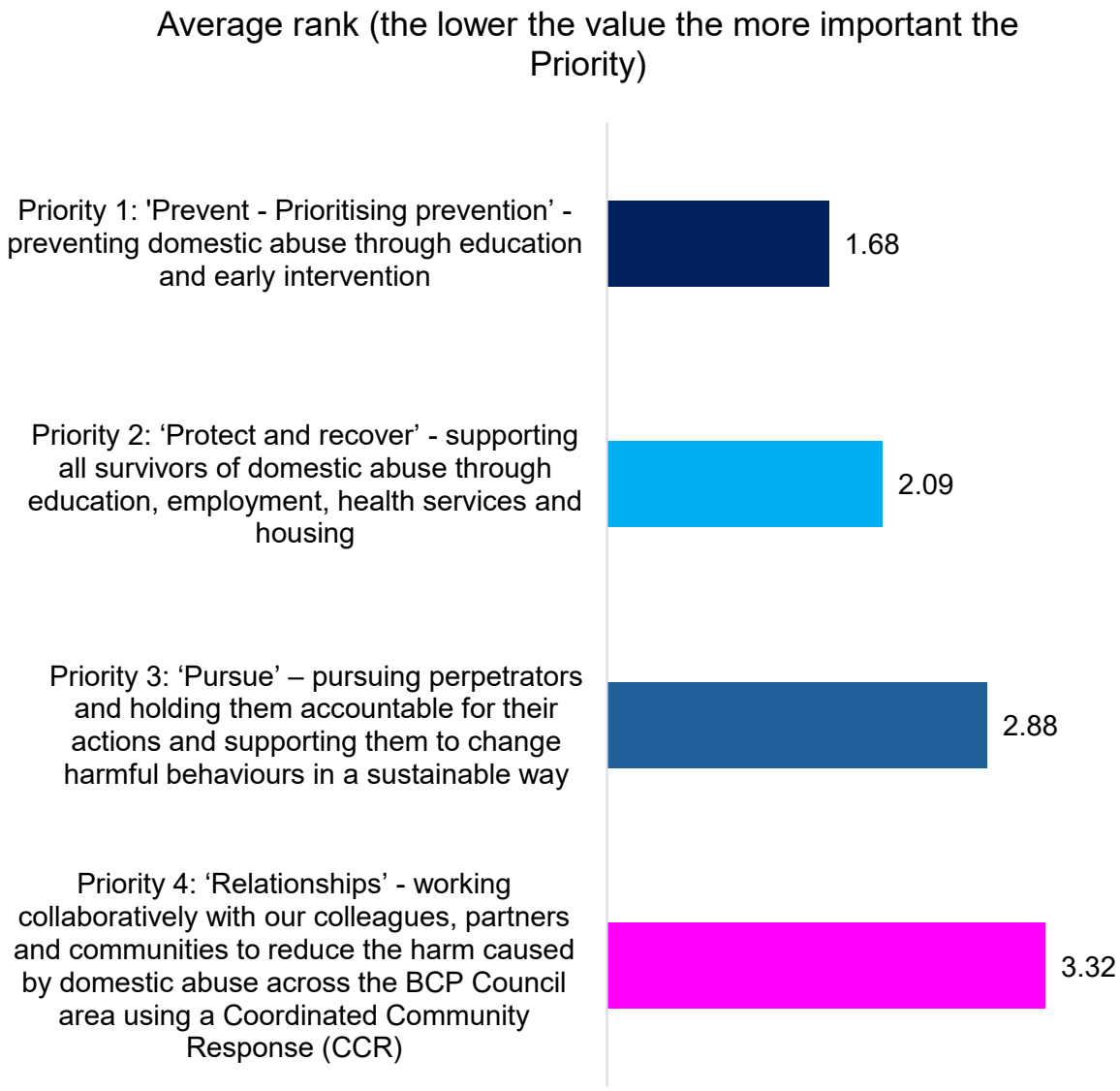
"Relationships take time."

7.4.5 Priorities ranked by importance

Q18. Please rank the four proposed Priorities in order of importance, with the most important at '1' and the least important at '4'.

The chart below shows how respondents ranked each proposed Priority in the draft Preventing Domestic Abuse Strategy 2025-2030. Please note that the more important the Priority is, the lower the value allocated to it.

On average, respondents ranked 'Prevent - prioritising prevention' (1.68) as the most important Priority, followed by 'Protect and recover' (2.09), and 'Pursue' (2.88). Respondents ranked 'Relationships' (3.32) as the least important Priority.

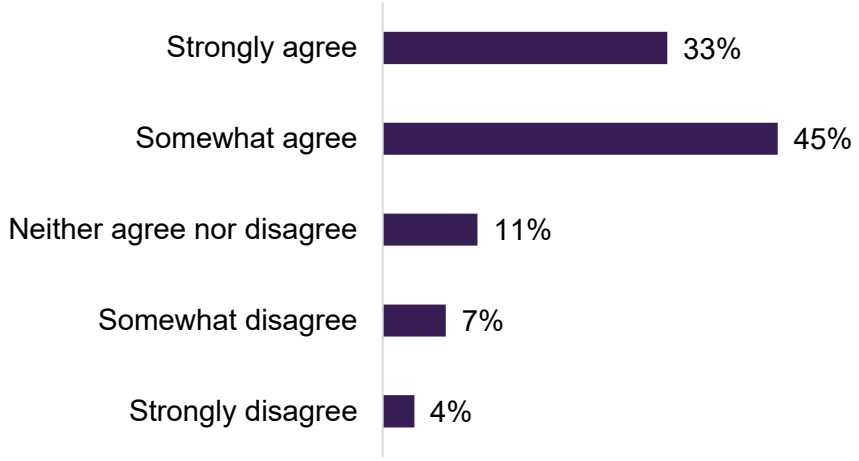


Base: All respondents

7.5 Statement

Q19. To what extent do you agree or disagree with the statement, "The draft Preventing Domestic Abuse Strategy 2025-2030 gives me a good overview of how we plan to tackle domestic abuse across BCP"?

Over seven-tenths of respondents said they 'agree' with the statement, "the draft Preventing Domestic Abuse Strategy 2025-2030 gives me a good overview of how we plan to tackle domestic abuse across BCP" (78%), while over a tenth said they they 'neither agree nor disagree' with the statement (11%), or 'disagree' (11%).



Base: 55 respondents

Q20. Please tell us the reasons for your answer whether you agree or disagree with this statement.

33 comments

These respondents provided further comments to explain why they agree or disagree with the statement, "The draft Preventing Domestic Abuse Strategy 2025-2030 gives me a good overview of how we plan to tackle domestic abuse across BCP". Nine respondents said they 'strongly agree' with the statement, while 14 respondents said they 'somewhat agree' when answering the previous question. Four respondents said they 'neither agree nor disagree', while three respondents said they 'somewhat disagree', and two respondents said they 'strongly disagree' with the statement.

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc.

Table 13: Statement themes

Theme	No of comments
Strongly agree	9
Somewhat agree	14
Neither agree nor disagree	4
Somewhat disagree	3
Strongly disagree	2

You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments
- Neither agree nor disagree comments
- Somewhat disagree comments
- Strongly disagree comments

Strongly agree

These respondents said they ‘strongly agree’ with the statement because it is clear in its objectives and goals, is detailed, will help educate children about domestic abuse and will help to protect vulnerable people.

Below is a selection of these comments:



“Clearly laid out with SMART goals.”



“This is detailed and gives enough information.”



“It is important to protect vulnerable people.”



“I think it's important for the council to address the issue of domestic abuse. If we are to live in a society where this doesn't happen, the raising and education of children in society is of key importance.”

Somewhat agree

These respondents said they ‘somewhat agree’ with the statement because, despite agreeing in the previous question, they felt improvements could be made. These comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 14: 'Somewhat agree' themes

Theme	No of comments
More information needed	7
Sceptical	3
Collaborative approach	2
Support	1
Too long	1

More information needed

Seven respondents said they 'somewhat agree' with the statement because, despite agreeing in the previous question, they felt more information is needed in the draft Preventing Domestic Abuse Strategy 2025-2030, specifically around how everything will be implemented.

Below is a selection of these comments:



"[Referring to the] points made. No sense of how this will be achieved."



"It seems to be a list of ideals without too much about the 'how'. First you have to educate the educators."



"These are strategic headings. The key is in the detail of how this will be implemented, services delivered, mechanisms to support and ensure perpetrator/survivor engagement, processes to ensure joined up [working] across BCP service areas, costs/budget available, measured and, continually improved."



"Does not provide the funding and how this will be achieved in real terms and make a difference for survivors of all ages."



"It sets out key priorities, links to wider national policy, and includes a strong focus on prevention, survivor voice, and multi-agency working. However, it would benefit from clearer timelines, measures of success, and more detail on how the strategy will be implemented in practice - especially around access for marginalised groups and long-term funding for services."

Sceptical

Three respondents said they 'somewhat agree' with the statement because, despite agreeing in the previous question, they felt sceptical about having sufficient resources to implement the Strategy effectively, and about whether perpetrators can change.

These comments are shown below:



"I'm sorry I find it very difficult to believe that bullies will change permanently."



"I think it is good in theory, but it is a question of having the resources and the time within the system to implement."



"I agree, but sadly, we have not got the resources. Therefore, not everyone will get tracked well."

Collaborative approach

Two respondents said they 'somewhat agree' with the statement because, despite agreeing in the previous question, they felt that collaboration across different disciplines at a national level is essential to successfully tackling domestic abuse.

These comments are shown below:



"It needs a very strong collaborative multi-disciplinary approach led by a strong team!"



"I believe domestic violence is a national issue that should be addressed appropriately throughout the UK and adopted by every council, so that a clear message is issued and the culture changed for longer sustainability of acceptable behaviour."

Support

One respondent said they 'somewhat agree' with the statement and emphasised the importance of supporting each victim of domestic abuse in a way that addresses the unique experience they have gone through:



"Each survivor is unique, and support should always be collaborative, trauma informed."

Too long

One respondent said they ‘somewhat agree’ with the statement because, despite agreeing in the previous question, they found the statement too long making it hard to understand:



“It is very comprehensive with clear priorities, but is very wordy and this makes it harder to digest”

Neither agree not disagree

Four respondents said they ‘neither agree nor disagree’ with the statement because they felt more information is needed in it on to explain how everything will be implemented and criticised the behaviour of police towards victims of domestic abuse.

These comments are shown below:



“All words until it is acted upon.”



“All the buzz words but no detail. I get that a strategy document is not operational, but these are just words at this stage, and I am concerned about the vision as I said previously.”



“Dorset Police told me domestic abuse keeps them in a job. I’m not sure how the Local Authority can manage abuse when the police are not all supportive of victims.”



“Without seeing delivery plans (to fully understand what the key deliverables are in granulated detail) this could end up being high level indeterminate aspirations that don't actually get delivered.”

Somewhat disagree

Three respondents said they ‘somewhat disagree’ with the statement because they felt there are still doubts about how it will be implemented, it needs to be more prevention-focused and stated they did not believe the statement.

These comments are shown below:



“It’s a statement only, the big question remains how it’s delivered. I’d like to see accountable, actionable, etc measures.”



"This is very much a post action service, more needs to be done for prevention and to inform would be abusers [about] the serious nature and consequences of any action they take out on someone."



"Because I see I won't believe it."

Strongly disagree

Two respondents said they 'strongly disagree' with the statement because of the lack of support services and refuge places for male victims of domestic abuse and those with no recourse to public funds, e.g. victims from immigrant communities.

These comments are shown below:



"The draft plan is general and wide in scope, and it is admirable to want to tackle these problems for ALL residents in BCP, but in practice, many of the supports available to British or settled families are not available to those with a no recourse to public funds condition, and the draft does not address this at all. For instance, BCP Housing has an incredible plan to house everyone in BCP, but they will openly say that their plan does not involve those with no recourse to public funds. From a justice perspective, the Police and justice services DO provide services irrespective of immigration status, but to say that the overarching strategy applies to all residents of BCP without a plan for those with No recourse to public funds is short-sighted. In the past year, I have had approximately 20 clients who were victims of domestic abuse. Nearly all had to stay with their abusers longer than was safe, and many have been unable to leave because of the lack of support services and refuge places for victims with no recourse to public funds. This has affected numerous children, many of whom ended up homeless and destitute and caused greater cost for BCP as a whole. To create a plan without addressing these inequalities of support would be a grave oversight."





"You've ignored male victims, no education for girls/women, no refuge places for men. I accept that a larger proportion of victims are female, but I know men are even less likely to report than women. But by your own figures, 32% of victims are male, of course some of those will be male on male [abuse]."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

7.6 Further comments

Q21. Is there anything else that you would like to say about the draft Preventing Domestic Abuse Strategy 2025-2030?

22 comments

22 respondents provided further comments about the draft Preventing Domestic Abuse Strategy 2025-2030. These comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 15: Further comments themes

Theme	No of comments
Improvements	8
Positive comments	7
Other comments	3
Criticisms	2
Queries	2

For the purposes of this report, we will focus on all the themes apart from 'other comments' as these were not relevant to the question.

Improvements

Eight respondents said they felt improvements could be made to the draft Preventing Domestic Abuse Strategy 2025-2030, specifically by referencing children more including those with Special Educational Needs (SEN). They wanted to see more information provided on the barriers to getting support, on how both male and female victims of domestic abuse will be supported, on hard to reach groups, and on the role of the police, key statistics and prevention.

Below is a selection of these comments:

"Children MUST be referenced specifically to break the cycle and to help them cope with and survive the trauma."

"Just need SEN (learning disabilities, autism) to be supported as well with correct resources."

"Please consider male victims, we already feel isolated, nor listened to, not believed, nor important."



“Yes...it needs to be available for both men and women.”



“I would like to know numbers regarding how much domestic abuse is reported and how many are dealt with.”



“Prevention needs to start early, with young children, teaching them their value, as sadly this is not always learnt from their parents. Nursery, infants and junior schools. TV adverts for children to know, what is and isn't acceptable, as they only know their life to be normal, not knowing it's actually an abusive environment, for children to know support will be in place if they speak up, rather than being pulled into care, for the perpetrator to be moved from the property until they have shown change. Another thing, the perpetrator could agree to wear a monitor that records when they are becoming aggressive - increased heart rate, to safeguard family. Or to be transparent with a buddy around their views and actions.”





“As a national housing provider, [we] welcome the vision and direction set out in the draft Preventing Domestic Abuse Strategy 2025–2030. We really value the focus on prevention, working together, and listening to survivors. The recognition that domestic abuse is everyone’s responsibility - including housing - is particularly important to us. From our perspective, access to safe, suitable housing is a vital part of recovery, and we’d welcome more clarity around how the strategy plans to tackle barriers like local connection rules, immigration status, and complex needs. It would also be helpful to see more detail on how all services - including housing - will be supported to work in a trauma-informed, survivor-focused way. We support the emphasis on holding perpetrators to account and offering meaningful routes to change, as long as survivor safety stays at the centre. And we’d like to see continued focus on reaching groups who don’t always feel able to come forward or access support.



Positive comments

Seven respondents made positive comments about the draft Preventing Domestic Abuse Strategy 2025-2030, saying it was a good start and would help victims of domestic abuse. On respondent shared their lived experience of how beneficial support is and highlighted how important education and relationships are in the recovery process.

Below is a selection of these comments:



“I am happy this is on the agenda, so many more victims out there and we need to remove as many barriers as possible and raise awareness.”



“Excellent piece of work and so pleased to see BCP Council working towards gaining White Ribbon accreditation.”



“It's a good starting point dealing with a global problem.”



“No, but I would say it was BCP staff members (in 2017) who made me feel safe enough to admit what was happening, who helped me advocate for myself and advocated when I couldn't. My situation is an example of just how effective this sort of support is and what a difference it can make. None of the work is quick but it does make a difference. Relationships and education are such a key factor. Education to stop the cycle, relationships to trust to have somewhere to turn.”

Criticisms

Two respondents made comments criticising certain aspects of the draft Preventing Domestic Abuse Strategy 2025-2030 including how domestic abuse is defined, how perpetrators are punished, and because of a lack of information on how the cycle of abuse negatively affects victims of domestic abuse.

These comments are shown below:



“It's impossible for me to rank preventative measures against immediate necessities (helping victims). One is a very long-term gain (where historically it's harder to get funding) the other is an immediate but shorter-term problem. I am disappointed that there is no suggestion of removing perpetrators from the homes allowing the victim and their children to stay in the family home. Immediate removal and automatic exclusion zones? As well as educating the perpetrators, there needs to be an acknowledgment that victims become trapped in a cycle, whereby they believe the remorse often expressed by perpetrators and do not leave the abusive relationship. They need educating too.”





“As an older person I hear of people being punished for 'abuse' which would not have been considered abusive 50 years ago. In some ways this is a good thing, but not always. If people continue becoming more and more 'sensitive' no behaviour will be within the law in another 50 years.”

Queries

Two respondents made comments that asked questions about the draft Preventing Domestic Abuse Strategy 2025-2030 including whether victims of domestic abuse had been consulted before the draft Strategy was written and about whether it is linked to other key BCP Council strategies and policies.

These comments are shown below:



“Was there a consultation with victims prior to the draft???? If not, this was wrong.”



“Is this all linked in with the bigger BCP Adult Social Care Prevention Strategy and the BCP Homes Vulnerable Residents Policy?”

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

7.7 Respondent profile - Draft Preventing Domestic Abuse Strategy 2025-2030

The equalities profile is shown below.

Equalities	Group	Number	%
Age	25 - 34 years	4	7%
	35 - 44 years	7	13%
	45 - 54 years	20	36%
	55 - 64 years	12	21%
	65 - 74 years	3	5%
	75 - 84 years	5	9%
	Prefer not to say	5	9%
Gender	Female	38	68%
	Male	11	20%
	Prefer not to say	7	13%
Sexual orientation	Straight / Heterosexual	43	78%
	All other sexual orientations	4	7%
	Prefer not to say	8	15%
Disability	Yes - limited a little/a lot	17	30%
	No	33	59%
	Prefer not to say	6	11%
Disability Type	Hearing (e.g. deaf, partially deaf or hard of hearing)	1	4%
	Reduced physical capacity (e.g. inability to move everyday objects, debilitating pain etc)	7	26%
	Speech (impairments that cause communication problems)	1	4%
	Mobility (such as wheelchair user, need for walking aids etc)	3	11%
	Physical co-ordination (e.g. problems with muscular control, cerebral palsy)	1	4%
	Mental illness (e.g. severe depression or psychosis)	6	22%
	Long Term progressive condition (such as cancer, MS, HIV)	2	7%
	Other disability	6	22%
Ethnic Group	White English / Welsh / Scottish / Northern Irish / British	45	82%
	Other White	3	5%
	Prefer not to say	7	13%
Religion	No religion	20	37%
	Christian	24	44%
	Any other religion	3	6%
	Prefer not to say	7	13%
	A BCP Council resident	39	70%

Respondent Type	Someone living outside of BCP	2	4%
	A survivor of domestic abuse	16	29%
	A medical professional	2	4%
	Someone working for the criminal justice system	1	2%
	A professional working within the field of domestic abuse	11	20%
	A business or organisation	3	5%
	Other	8	14%

8 Draft Safe Accommodation Strategy 2025-2030 Survey

There was a total of 16 responses to this survey.

The draft Domestic Abuse Safe Accommodation Strategy 2025-2030 is focused on the provision of safe accommodation in the BCP area for survivors of domestic abuse who need support around their housing needs.

Our definition of domestic abuse can be found here.

We asked respondents to read the draft Strategy before responding to the questions. An Executive Summary of all the findings for this section can be found here.

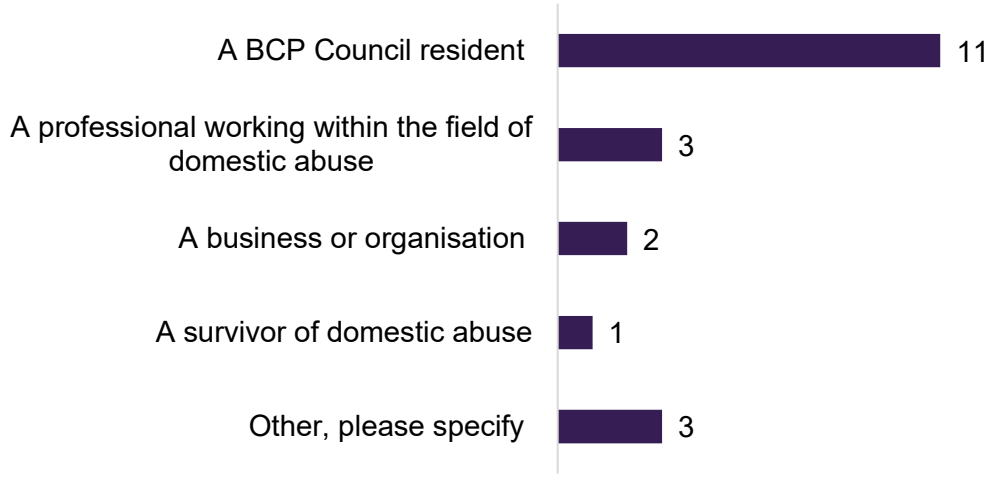
Please note, due to the low numbers of responses, the results for this section of the report are reported in numbers instead of percentages. This is a more accurate way of reporting results when a low number of responses have been received.

8.1 Respondent Type

Q1. Are you responding as:

Please note respondents could select more than one option for this question.

11 respondents said they were a 'BCP Council resident', while three respondents said they were a 'professional working within the field of domestic abuse'. Two respondents said they were responding as a 'business or organisation', while one respondent said they were responding as a 'survivor of domestic abuse'. Three respondents said they were responding in a different capacity which are outlined below.



Base: All respondents

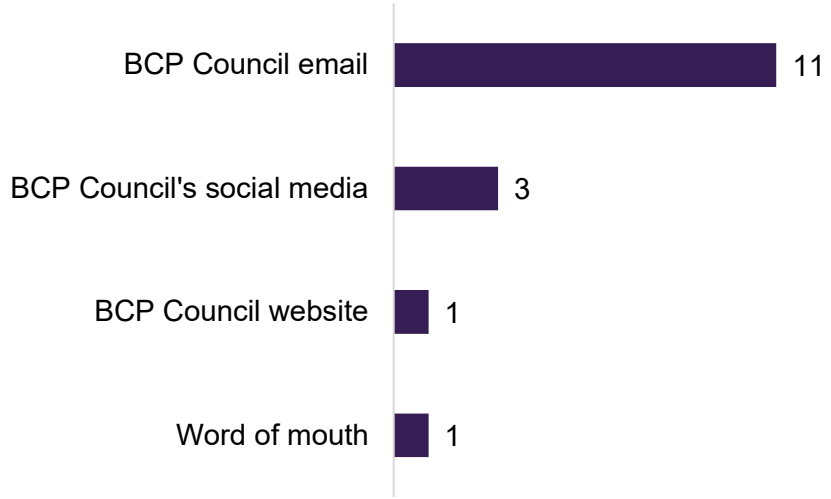
The other ways that the respondents said they were responding to the survey were:

- BCP Local Authority Professional
- BCP [Council] staff
- A local organisation

8.2 Consultation Awareness

Q2. How did you find out about this consultation?

11 respondents said they found out about the consultation through 'BCP Council email', while three respondents said they found out about it through 'BCP Council's social media'. One respondent said they found out about the consultation through the 'BCP Council website' and another respondent said they found out about it through 'word of mouth'.



Base: All respondents

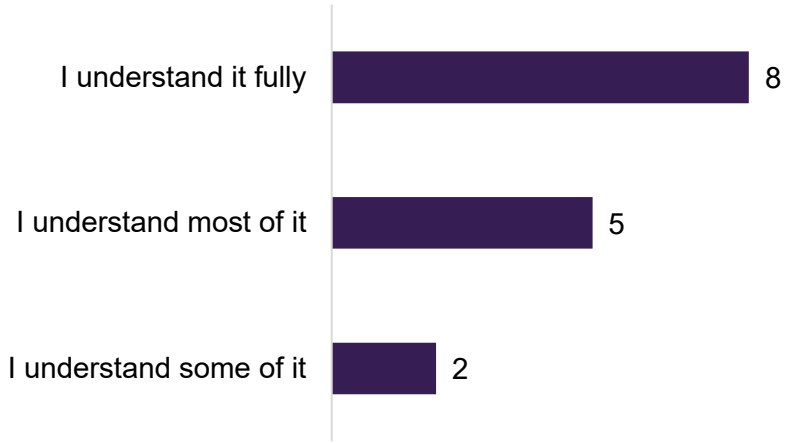
8.3 The Draft Safe Accommodation Strategy

The Domestic Abuse Act 2021 set in statute that local authorities must prepare and publish a local strategy based on a robust needs assessment that sets out the ways in which provision for accommodation-based domestic abuse support will be developed, commissioned, and delivered.

The Act provides guidance on how to further protect the millions of people who suffer and experience domestic abuse, as well as measures to strengthen the response to those who use abusive behaviours.

Q3. After reading the draft Domestic Abuse Safe Accommodation Strategy 2025-2030, how would you describe your understanding of how we plan to approach safe accommodation in the BCP area?

Eight respondents said that after reading the draft Domestic Abuse Safe Accommodation Strategy 2025-2030, they ‘understood it fully’, while five respondents said they ‘understood most of it’, and two respondents said they ‘understood some of it’.



Base: 15 respondents

Q4. If you had trouble understanding any of the draft Domestic Abuse Safe Accommodation Strategy 2025-2030, please tell us what you did not understand and why.

4 comments

Four respondents provided further comments on why they did not understand some aspects of the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. Three of these comments were made by respondents who said they understood most of the draft Strategy, while one respondent did not answer the previous question.

These respondents felt the draft Strategy lacked information about costs and funding, key deliverables, and accommodation placements. They asked for more information to be included on support available for providers to deliver the Strategy and on how current targets will evolve into existing schemes.

These comments are shown below:

“No details about the number of units or costs.”



“Without seeing delivery plans (to fully understand what the key deliverables are in granulated detail) this could end up being high level indeterminate aspirations that don't actually get delivered.”



“Although your plans are clear there are no guidelines to the time these accommodation placements will take, [removed] where these placements may be or how you will ensure placements are available.”







“Overall, the strategy is clear from a housing provider's perspective, although there are areas where further clarity would help us understand our role more fully. Greater detail on how reciprocal housing arrangements and move-on accommodation pathways will operate practically would assist us in planning resources and partnerships effectively. Additionally, while the identified gaps - such as accommodation for disabled survivors, males, larger families, and those with [No Recourse to Public Funds] (NRPF) - are accurately highlighted, it would be useful to have more information on proposed funding solutions and how providers will be supported to address these specific needs. Lastly, further clarification on how current target-hardening measures will evolve into integrated sanctuary schemes will help ensure alignment with best practice and our operational processes.”

Q5. Is there anything else you would like to say about your understanding of the draft Domestic Abuse Safe Accommodation Strategy 2025-2030?



3 comments

Three respondents provided additional comments about their understanding of the draft Domestic Abuse Safe Accommodation Strategy 2025-2030.

Two respondents said the draft Strategy is comprehensive and clear, while one respondent said they had no further comments.

These comments are shown below:



“It was comprehensive.”



“I think it clearly sets out what the plans are to provide accommodation.”

"No."

8.4 Proposed Priorities

We are proposing to focus on five key priorities in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 which are based on National guidance. These are:

1. Prevention and early identification
2. Appropriate access to housing and support services
3. Support to return home and move on
4. Relationships and Partnerships
5. Improve data collection and ensure responses are survivor led.

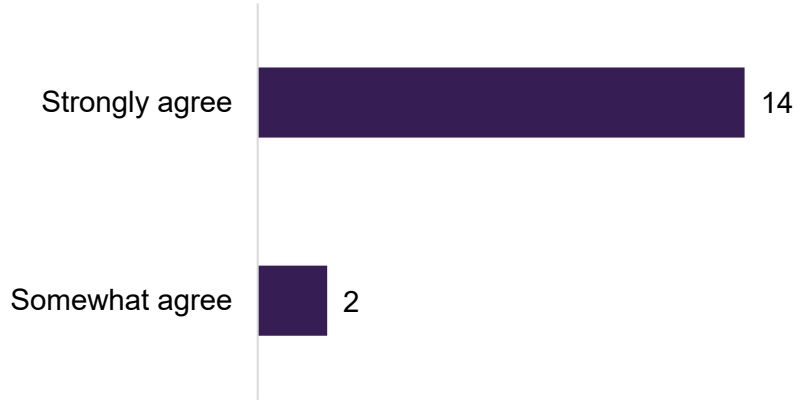
Respondents' views on these proposed Priorities are detailed below.

8.4.1 Priority 1 - Prevention and early identification

This Priority aims to ensure that survivors, both adults and children, are supported at an early stage and provided with options to remain safe at home when it is safe to do so. By doing so, we can strive to prevent homelessness and offer a stable environment for recovery and growth.

Q6. To what extent do you agree or disagree with this Priority?

14 respondents said they 'strongly agree' with the 'Prevention and early identification' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030, while two respondents said they 'somewhat agree'.



Base: All respondents

Q7. Please tell us the reasons for your answer whether you agree or disagree with this Priority.

11 comments

11 respondents provided further comments to explain why they agree or disagree with the 'Prevention and early identification' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. Nine respondents said they 'strongly agree' with this Priority, while two respondents said they 'somewhat agree'.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 1: 'Prevention and early identification' themes

Theme	No of comments
Safe environments	5
Early intervention	4
Improved futures	1
Trauma	1

Safe environments

Five respondents said they agree with the 'Prevention and early identification' Priority because it highlights the importance of survivors of domestic abuse and their families having a safe and familiar environment around them.

These comments are shown below:

"Only where it is safe for them to do so."

"Recognition of the impact on children and families and the need for a safe 'home'."

"Early intervention and support is better especially where people can stay safe at home however some victims may not be open to early intervention and may not see they are victims which could put barriers in place for this."

"It is best that families stay in familiar environments, school and places of work if safe to do so."



“They shouldn't have to be the ones uprooted, I agree if it is safe for them to remain in their own home, the perpetrator should be the one to move out.”

Early intervention

Four respondents said they agree with the ‘Prevention and early identification’ Priority because it enables early intervention to take place which is vital for reducing the negative effects of domestic abuse including homelessness and trauma.

These comments are shown below:



“Early intervention by provision of housing for families to remain in their properties or to be removed is paramount in reducing the effects domestic violence has on the victims.”



“Prevention of exposure to domestic violence is vital, and ideally this also involves an ability to safeguard accommodation and prevent the harms and disruption of homelessness.”



“I think prevention is key to reducing the harm caused by domestic abuse. If we can reduce the impact on children, far less people will have problems as a result of the trauma they have experienced.”



“I strongly agree with this because it completely aligns with how we work - making sure survivors (and their children) get support early, stay safe at home whenever possible, and avoid becoming homeless. It's about giving people stability and control, reducing trauma, and helping them recover properly. Plus, tackling things early on stops issues getting worse and means we can focus crisis accommodation on those who really need it. It's exactly how we should be supporting survivors.”

Improved futures

One respondent said they agree with the ‘Prevention and early identification’ Priority because it gives hope to survivors of domestic abuse:



“Gives hope to victims and their children.”

Trauma

One respondent said they agree with the 'Prevention and early identification' Priority because of the negative impact trauma has on people:



"The long-term trauma caused by this can be detrimental to a person's life."

Q8. Is there anything else you would like to say about this Priority?



2 comments

Two respondents provided further comments about the 'Prevention and early identification' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. These comments included suggestions relating to types of accommodation and managing risk.

These comments are shown below:



"I believe more accommodation such as houses and flats for those fleeing violence would be beneficial rather than [a] refuge."



"One gap is that while it's great to help survivors stay safely at home, there's not enough detail about how we'll practically manage risk - especially if the perpetrator is still around locally. It'd help to know exactly what measures or resources we'll have to keep people safe. Also, the plan mentions target-hardening and sanctuary schemes, but it's not totally clear how these link up with specialist domestic abuse support, which would make things stronger overall."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

8.4.2 Priority 2 - Appropriate access to housing and support services

This Priority aims to ensure that accommodation options and appropriate support is in place for all survivors when they need it. Services will provide support to aid recovery and growth.

Q9. To what extent do you agree or disagree with this Priority?

All 16 respondents said they 'strongly agree' with the 'Appropriate access to housing and support services' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030.

Q10. Please tell us the reasons for your answer whether you agree or disagree with this Priority.



8 comments

8 respondents provided further comments to explain why they agree with the 'Appropriate access to housing and support services' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. All respondents said they 'strongly agree' with this Priority when answering the previous question.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 2: 'Appropriate access to housing and support services' themes

Theme	No of comments
Recovery and growth	3
Suitable Support	3
Importance	1
Prevention	1

Recovery and growth

Three respondents said they agree with the 'Appropriate access to housing and support services' Priority because it gives survivors of domestic abuse the support they need to recover from these experiences and start to rebuild their lives.

These comments are shown below:



"The emphasis [is] not just on housing, but support moving forward towards recover and growth."



"Survivors need safe housing to move on with their lives."



“I completely agree with this priority because safe, timely access to housing and the right support is absolutely vital for survivors to start rebuilding their lives. It’s not just about having a roof over their head—it’s about feeling safe, being believed, and getting support that meets their individual needs. When services are joined up and trauma-informed, they can make a massive difference in someone's ability to recover and move forward.”

Suitable Support

Three respondents said they agree with the ‘Appropriate access to housing and support services’ Priority because survivors of domestic abuse should be given the right types of support regarding safe accommodation.

These comments are shown below:



“Victims should be supported into accommodation. That is safe, secure and provided with support.”



“We need to ensure there is access to accommodation to ensure people have the option to leave if they wanted.”



“If there is a need to leave a situation of domestic abuse, then there should be minimal additional stresses and challenges in relation to safe accommodation, with suitable support.”

Importance

One respondent said they agree with the ‘Appropriate access to housing and support services’ Priority because housing and feeling safe is vital to all survivors of domestic abuse:



“Housing and feeling safe is very important for all including male survivors.”

Prevention

One respondent said they agree with the ‘Appropriate access to housing and support services’ Priority because providing suitable accommodation options is vital to preventing further harm being caused to survivors of domestic abuse:



“Accommodation options must be suitable and readily available to prevent further distress and trauma.”

Q11. Is there anything else you would like to say about this Priority?



4 comments

Four respondents provided further comments about the 'Appropriate access to housing and support services' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. These comments included suggestions about supporting male survivors of domestic abuse, the quality of support provided, how services will work logistically, and removing perpetrators from homes. One respondent also had a query about appropriate accommodation options.

These comments are shown below:



"More support for male survivors and accommodation within BCP."



"I think target perpetrators reduce homelessness so people do not have to leave their homes. If they can be removed and the victim can stay safely in the home this reduces all the upheaval in having to move prevent further disruption to their lives."



"That said, there are still gaps that need addressing. We need more detail on how services will be flexible and inclusive - especially for survivors with complex needs, disabilities, or those with No Recourse to Public Funds (NRPF). There's also not enough on how we make sure the quality of support is consistent across different types of accommodation. And while the aim is that support is there "when they need it," in reality, we know that waits, capacity issues, and eligibility criteria can make that tricky - so more on how those barriers will be tackled would be helpful."



"How can we ensure there is enough appropriate accommodation options? As we already know there are not enough. This priority could be hard to reach if options are not available to people."

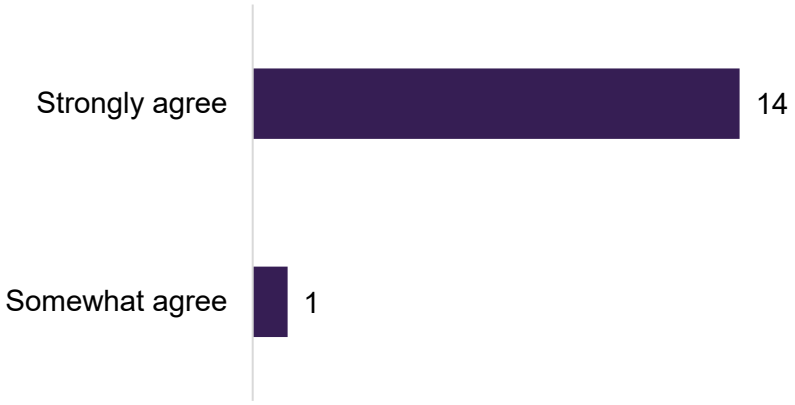
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

8.4.3 Priority 3 - Support to return home and move on

This Priority aims to ensure survivors of domestic abuse are supported to return home safely or move into alternative long-term accommodation, providing them with the stability and security they need to rebuild their lives.

Q12. To what extent do you agree or disagree with this Priority?

14 respondents said they 'strongly agree' with the 'Support to return home and move on' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030, while one respondent said they 'somewhat agree'.



Base: 15 respondents

Q13. Please tell us the reasons for your answer whether you agree or disagree with this Priority.

8 comments

Eight respondents provided further comments to explain why they agree with the 'Support to return home and move on' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. Six respondents said they 'strongly agree' with this Priority and one respondent said they 'somewhat agree' when answering the previous question, while another did not provide an answer.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 3: 'Support to return home and move on' themes

Theme	No of comments
Safety	6
Stability	1
Independent living	1

Safety

These respondents said they agree with the 'Support to return home and move on' Priority because it highlights the importance of safety and security in long-term housing options for survivors of domestic abuse.

These comments are shown below:



"Survivors and their children need safe secure accommodation in a friendly pleasant neighbourhood in order to heal."



"Reiterates [removed] my first answer, with the positive emphasis on the journey towards permanent safety and security for long term gain."



"Safety is the key. People should have viable options, not the best of poor choices."



"Ideally and obviously if safe to do so, then an ability to return home would normally be preferable. Should this not be possible, or wanted due to traumatic memories etc, then another safe, suitable long-term home is a priority."



"Safe housing should be a priority however more should be done by Police to remove the threat from the perpetrator."



"Long term housing options give security to survivors."

Stability

One respondent said they agree with the 'Support to return home and move on' Priority because it provides the stability survivors of domestic abuse need to move forward:



"I agree with this because helping survivors either return home safely or move on to stable, long-term housing is such a key part of recovery. It's not just about escaping abuse—it's about what happens next. People need proper support to feel secure, settle, and rebuild their lives, especially after going through so much. Having that stability makes a huge difference to mental health, confidence, and being able to move forward."

Independent living

One respondent said they agree with the 'Support to return home and move on' Priority because it gives survivors of domestic abuse the appropriate and affordable accommodation to live independently:



"People need to have appropriate and affordable accommodation to be able to move on to independent living. People should not stay in refuges for too long as there are a lot of rules and regulations which inhibits their recovery."

Q14. Is there anything else you would like to say about this Priority?



3 comments

Three respondents provided further comments about the 'Support to return home and move on' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. These comments included concerns over how survivors of domestic abuse could be pressured into accepting certain accommodation options, and about how risk will be assessed to ensure survivors receive the most suitable options for their situation. One respondent suggested rephrasing the wording of the Priority.

These comments are shown below:



"I am concerned survivors may be pressured into these options before they are ready. How can we ensure this does not happen?"



"That said, there are a few things that could be clearer. It's not always easy or safe for someone to return home, even with orders in place - so more detail on how risk is assessed and managed in those situations would be helpful. Also, move-on options can be limited, especially with the private rented sector being so stretched and social housing in high demand. It'd be good to know how the strategy plans to overcome those barriers and make sure people don't get stuck in limbo after leaving safe accommodation."



"Maybe this could be re-phrased to reflect a survivor's longer-term wishes. Perhaps include 'Support the survivor to return home or to move on. Then underneath start with: 'Work collaboratively with the survivor to ... It might just need tweaking to really reflect that it is survivor-led."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

8.4.4 Priority 4 - Relationships and Partnerships

This Priority aims to create a network of support that empowers survivors to rebuild their lives and achieve independence by collaborating with community organisations and stakeholders. We will advocate for policies and practices that protects survivors and promote their wellbeing.

Q15. To what extent do you agree or disagree with this Priority?

All 16 respondents said they 'strongly agree' with the 'Relationships and Partnerships' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030.

Q16. Please tell us the reasons for your answer whether you agree or disagree with this Priority.

8 comments

Eight respondents provided further comments to explain why they agree or disagree with the 'Relationships and Partnerships' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. All these respondents said they 'strongly agree' with this Priority when answering the previous question.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 4: 'Relationships and Partnerships' themes

Theme	No of comments
Quality of support	7
Hope	1

Quality of support

These respondents said they agree with the 'Relationships and Partnerships' Priority because it provides a quality of support to survivors of domestic abuse that prioritises their wellbeing, encourages organisations to work in a joined-up way, and emphasises the importance of support from family and peers.

These comments are shown below:

"Agree survivors need to be supported and in a peaceful and friendly environment and supported into independence."



“Protection of survivors and focus on wellbeing supports their empowerment towards independence. This needs policy and practice to underpin, as this ensures that all survivors receive the same standard of support and care.”



“[The] vulnerable need support and will have great difficulty moving on alone.”



“Different organisations offer different kinds of support a one fits all does not work.”



“I completely agree with this - working together with community organisations and other partners is essential. No single service can do it all, and survivors need wraparound support that’s consistent and joined up. When we collaborate properly, we can offer a stronger safety net, better outcomes, and help survivors feel genuinely supported, not bounced around. Advocacy is also key - it’s not just about support but changing systems to protect and empower people long-term.”



“The support of other people, including peers, is fundamental, and in terms of professional support, a joined-up approach is critical.”



“Co-production is the way forward.”

Hope

One respondent said they agree with the ‘Relationships and Partnerships’ Priority because it sends a message of hope and highlights the potential for change:



“This is paramount to domestic violence survivors and a testament to others that there is life after domestic violence. It will also send a message of change.”

Q17. Is there anything else you would like to say about this Priority?

1 comment

One respondent provided a further comment about the 'Relationships and Partnerships' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. They felt greater clarification is needed on how partnerships will happen in practice and had several queries relating to this as shown below:

"The Strategy could be clearer on how this collaboration will happen in practice. What does 'joined up working' look like day to day? Who's leading it, and how are community organisations being resourced to play their part? It's also not clear how survivor voice will feed into this - empowerment means involving survivors in shaping services, not just offering support after decisions are made. A bit more detail on this would make the ambition feel more grounded."

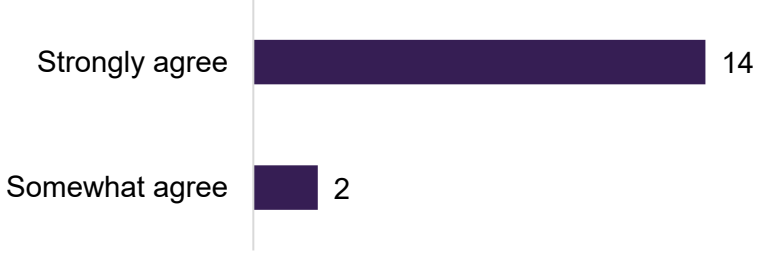
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

8.4.5 Priority 5 - Improve data collection and ensure responses are survivor led

This Priority aims to continue to develop our understanding of survivors' needs through improved data circulation and ensure they have an effective voice in shaping services. By listening to survivors, we can better meet their needs and support their journey towards recovery and independence.

Q18. To what extent do you agree or disagree with this Priority?

14 respondents said they 'strongly agree' with the 'Improve data collection and ensure responses are survivor led' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030, while two respondents said they 'somewhat agree'.



Base: All respondents

Q19. Please tell us the reasons for your answer whether you agree or disagree with this Priority.



7 comments

Seven respondents provided further comments to explain why they agree or disagree with the 'Improve data collection and ensure responses are survivor led' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. Five respondents said they 'strongly agree' with this Priority and two respondents said they 'somewhat agree' when answering the previous question.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 5: 'Improve data collection and ensure responses are survivor led' themes

Theme	No of comments
Accurate data	3
Survivor voices and lived experience	3
Not a priority	1

Accurate data

Three respondents said they agree with the 'Improve data collection and ensure responses are survivor led' Priority because it enables real-time information to be collected about survivors' needs, specifically about hard-to-reach groups like the LGBTQ+ community and ethnic minorities where data is scarce.

These comments are shown below:



"Analysis of real time date ensures that resources and support is utilised effectively for our local community."



"By having accurate data, the right support and policies can be put into place."



"Really important, especially in terms of hidden cases or those where lack of data masks the extent of an issues. An example is LGBTQ+ cases, where data is lacking and therefore not best informing need for provision. This may also be the case for ethnic minorities, and furthermore intersectionality may exacerbate these issues. And at the same time data on its own not sufficient and needs to be augmented by people's insight and stories."

Survivor voices and lived experience

Three respondents said they agree with the 'Improve data collection and ensure responses are survivor led' Priority because they felt it is vital to listen to survivors' needs and to put them at the heart of the process so services are fit for purpose:

These comments are shown below:



"Survivors need to be listened to. Individuals have different needs in order to heal and lead fulfilled lives."



"Too often services are led by well-meaning professionals and the needs are overlooked."



"I really agree with this - putting survivors at the centre and listening to their experiences is the only way to get services right. Improving data is important too; it helps us understand what's working, where the gaps are, and how we can respond better. Survivor voice and lived experience should guide how we design and deliver support - not just tick a box. It makes everything more relevant, trauma-informed, and impactful."

Not a priority

One respondent said they agree with the 'Improve data collection and ensure responses are survivor led' Priority because they understand the need for it but did not feel it is a priority:

These comments are shown below:



"I understand the need for this but should not be a priority."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

Q20. Is there anything else you would like to say about this Priority?



1 comment

One respondent provided a further comment about the 'Improve data collection and ensure responses are survivor led' Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. They felt more information could be provided

on how survivors' voices would be incorporated into the Strategy and how organisations would collaborate to build an effective data collection process:



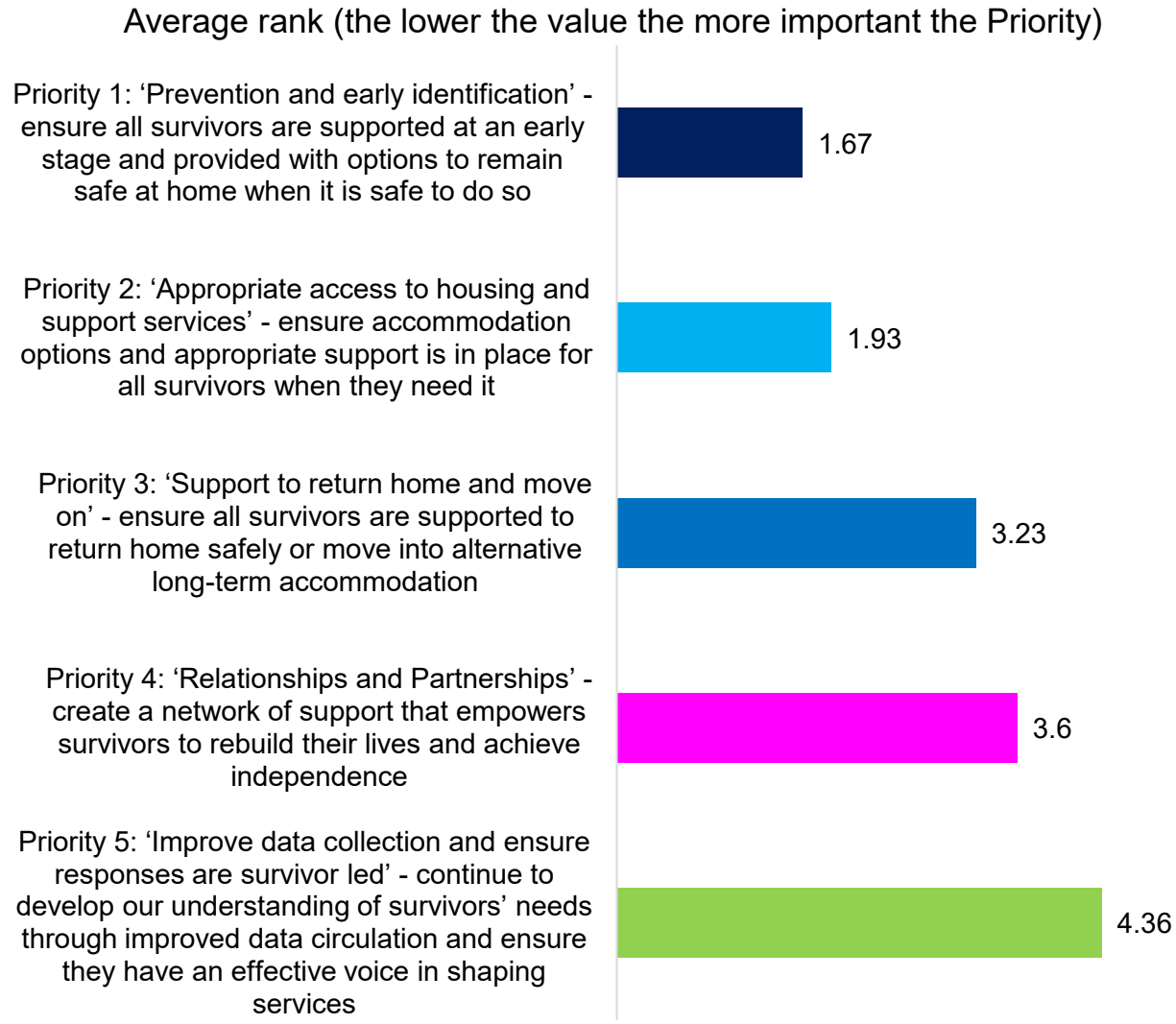
"That said, it would be helpful to know more about how survivor voices will be embedded long-term, not just through one-off surveys or feedback forms. What's the plan for making sure it's diverse, consistent, and actually shapes decisions? On the data side, we need a clearer picture of how different agencies will collect and share information in a way that's useful and ethical, especially when systems and processes vary so much. Without that, it risks becoming a well-meaning aim that's hard to deliver in practice."

8.4.6 Priorities ranked by importance

Q21. Please rank the five proposed Priorities in order of importance, with the most important at '1' and the least important at '5'?

The chart below shows how respondents ranked each proposed Priority in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030. Please note that the more important the Priority is, the lower the value allocated to it.

On average, respondents ranked 'prevention and early identification' (1.67) as the most important Priority, followed by 'appropriate access to housing and support services' (1.93), 'support to return home and move on' (3.23), and 'relationships and partnerships' (3.6). Respondents ranked 'improving data collection and ensuring responses are survivor led' (4.36) as the least important Priority.



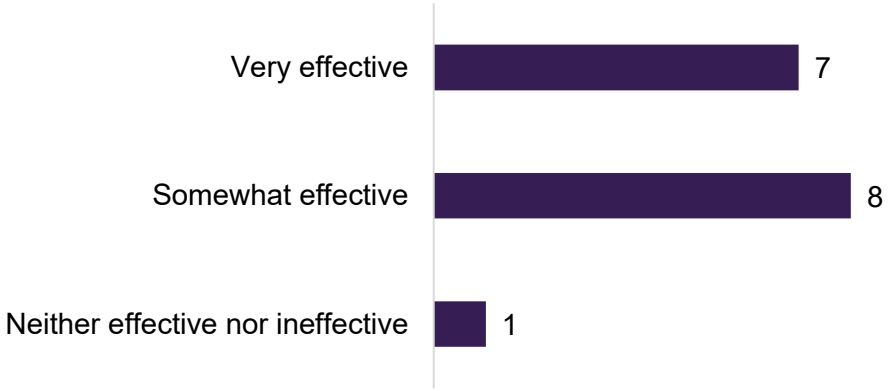
Base: 15 respondents

8.5 Effectiveness

Q22. How effective or ineffective do you think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be in addressing the housing needs of individuals experiencing domestic abuse?

15 respondents said they think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be effective in addressing the housing needs of individuals experiencing domestic abuse, while one respondent said they think it would be

'neither effective nor ineffective'.



Q23. Please tell us the reasons for your answer whether you think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be effective or ineffective in addressing the housing needs of individuals experiencing domestic abuse.

8 comments

Eight respondents provided further comments to explain why they think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be effective or ineffective in addressing the housing needs of individuals experiencing domestic abuse.

Three respondents said they think it will be 'very effective' in addressing the housing needs of individuals experiencing domestic abuse, while four respondents said they think the draft Strategy will be 'somewhat effective' when answering the previous question. One respondent said they think it will be 'neither effective nor ineffective'.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 6: 'Effectiveness' themes

Theme	No of comments
Somewhat effective	4
Very effective	3
Neither effective nor ineffective	1

Somewhat effective

These respondents said they think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be effective in addressing the housing needs of individuals experiencing domestic abuse but questioned some aspects of its potential effectiveness. They highlighted the importance of adequate funding to implement the draft Strategy as planned and felt the true test of its effectiveness will be in how it is delivered in practice.

These comments are shown below:



"The ideas are good but funding is inadequate."



"Adequate consistent funding will be required to make sure everyone's needs are met."



"No system is perfect however I think you are doing a good thing."



"Overall, the strategy feels like a solid starting point and has the potential to make a real difference - if the plans are properly followed through and backed with the right support. It's clear that the team understands the key housing challenges, especially around gaps in refuge provision, support for those with complex needs, and the importance of early intervention and survivor voice. But as always, the real test will be in how it's delivered. It needs proper funding, clear accountability, and a joined-up approach that supports housing providers like us to play our part."

Very effective

These respondents said they think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be very effective in addressing the housing needs of individuals experiencing domestic abuse. They felt the draft Strategy provides improvements to the current offer of safe accommodation than currently exists and could make a significant difference to survivors of domestic abuse if there is awareness of it, it is easy to access, delivers on the actual needs they have, and all agencies buy into the proposed approach.

These comments are shown below:



"Very effective if it works and victims have easy, straightforward access. So they feel safe enough to take action."



"It provides wider consideration, and scope and type of accommodation options, than is currently the case."



"Very [effective] if there is the buy-in and awareness from all of the various stakeholders."

Neither effective nor ineffective

One respondent said they think the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 will be neither effective nor ineffective in addressing the housing needs of individuals experiencing domestic abuse. They felt unsure about how effective the draft Strategy could be without key information on how it would be delivered:



"Without seeing delivery plans (to fully understand what the key deliverables are in granulated detail) this could end up being high level indeterminate aspirations that don't actually get delivered."

Q24. Is there anything else you would like to say about this?



1 comment

One respondent provided a further comment about ranking the Priorities in the draft Domestic Abuse Safe Accommodation Strategy 2025-2030:



"Referencing the previous page of ranking the priorities, I don't think this should happen. They are all equally important and perhaps the wrong message is given by ranking them."

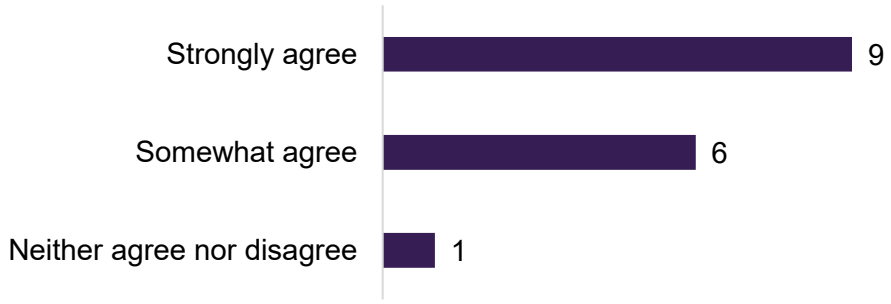
Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

8.6 Statement

Q25. To what extent do you agree or disagree with the statement, "The draft Domestic Abuse Safe Accommodation Strategy 2025-2030 gives me a good overview of how safe accommodation for domestic abuse survivors will be provided across BCP"?

15 respondents said they agree with the statement, "the draft Domestic Abuse Safe Accommodation Strategy 2025-2030 gives me a good overview of how safe

accommodation for domestic abuse survivors will be provided across BCP", while one respondent said they ‘neither agree nor disagree’ with the statement.



Base: All respondents

Q26. Please tell us the reasons for your answer whether you agree or disagree with this statement.

4 comments

Four respondents provided further comments to explain why they agree or disagree with the statement, "The draft Domestic Abuse Safe Accommodation Strategy 2025-2030 gives me a good overview of how safe accommodation for domestic abuse survivors will be provided across BCP". Two respondents said they ‘strongly agree’ with the statement when answering the previous question, while one respondent said they ‘somewhat agree’ and another respondent said they ‘neither agree nor disagree’.

These comments have been coded into themes to make them easier to interpret. These are shown in the table below:

Table 7: Statement themes

Theme	No of comments
Strongly agree	2
Somewhat agree	1
Neither agree nor disagree	1

Strongly agree

Two respondents said they ‘strongly agree’ with the statement because it clearly outlines the Vision, priorities, and types of accommodation and support that should be available for survivors of domestic abuse. However, one respondent felt improvements could still be made.

These comments are shown below:



"It clearly demonstrates how to improve provision and outcomes, as well as maximizing early prevention."



"I'd say I mostly agree with the statement. The strategy gives a good overall picture of the Vision, priorities, and the types of accommodation and support that should be available. It's clear on the direction of travel and shows a good understanding of local needs and where things need to improve. That said, there are still a few areas where more detail would help - especially around how some of the plans will be delivered in practice, what support housing providers will get, and how the harder-to-reach groups will be prioritised. So, while it's a strong overview, it could go further in giving a clearer idea of how things will actually look day-to-day."

Somewhat agree

One respondent said they 'somewhat agree' with some aspects of the statement but had concerns over how the Vision would be implemented:



"The aim is good but we are not sure it will be able to be implemented due to competing priorities and a lack of housing and staff to help."

Neither agree nor disagree

One respondent said they 'neither agree nor disagree' with the statement because they felt key information was missing about the delivery of the draft Strategy:



"Without seeing delivery plans (to fully understand what the key deliverables are in granulated detail) this could end up being high level indeterminate aspirations that don't actually get delivered."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

8.7 Further comments

Q27. Is there anything else that you would like to say about the draft Domestic Abuse Safe Accommodation Strategy 2025-2030?

There were no responses received for this question.

8.8 Respondent profile - Draft Domestic Abuse Safe Accommodation Strategy 2025-2030

The equalities profile is shown below.

Equalities	Group	Number
Age	25 - 34 years	1
	35 - 44 years	1
	45 - 54 years	8
	55 - 64 years	4
	65 - 74 years	1
	75 - 84 years	1
	Prefer not to say	1
Gender	Female	14
	Male	1
	Prefer not to say	1
Sexual orientation	Straight / Heterosexual	14
	All other sexual orientations	1
	Prefer not to say	1
Disability	Yes - limited a little/a lot	1
	No	14
	Prefer not to say	1
Disability Type	Reduced physical capacity (e.g. inability to move everyday objects, debilitating pain etc)	1
Ethnic Group	White English / Welsh / Scottish / Northern Irish / British	14
	Prefer not to say	1
Religion	No religion	6
	Christian	7
	Prefer not to say	2
Respondent Type	A BCP Council resident	11
	A survivor of domestic abuse	1
	A professional working within the field of domestic abuse	3
	A business or organisation	2
	Other	3

9 Draft Domestic Abuse Perpetrator Strategy 2025-2030 Survey

There was a total of 13 responses to this survey.

The draft Domestic Abuse Perpetrator Strategy 2025-2030 is focused on how we respond to perpetrators of domestic abuse across the BCP area. The strategy aims to prevent people from perpetrating domestic abuse, thereby preventing the harm caused to individuals, children and society.

Our definition of domestic abuse can be found here.

We asked respondents to read the full draft Strategy before responding to the questions. An Executive Summary of all the findings for this section can be found here.

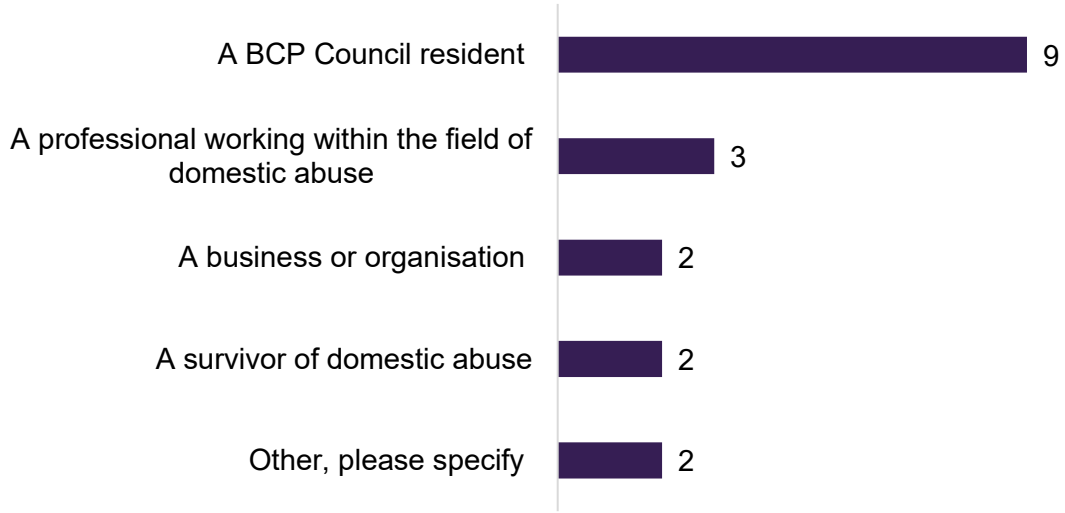
Please note, due to the low number of responses, the results for this section of the report are reported in numbers instead of percentages. This is a more accurate way of reporting results when a low number of responses have been received.

9.1 Respondent Type

Q1. Are you responding as:

Please note respondents could select more than one option for this question.

Nine respondents said they were a 'BCP Council resident', while three respondents said they were a 'professional working within the field of domestic abuse'. Two respondents said they were responding as a 'business or organisation', as a 'survivor of domestic abuse' or in a different capacity which are outlined below.



Base: All respondents

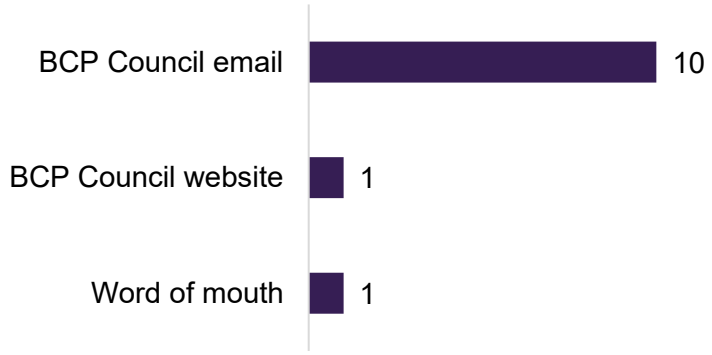
The other ways that the respondents said they were responding to the survey were:

- BCP Local Authority Professional
- A local organisation

9.2 Consultation Awareness

Q2. How did you find out about this consultation?

10 respondents said they found out about the consultation through 'BCP Council email', one respondent said they found out about the consultation through the 'BCP Council website' and another respondent said they found out about it through 'word of mouth'.



Base: 12 respondents

9.3 The Draft Domestic Abuse Perpetrator Strategy 2025-2030 Survey

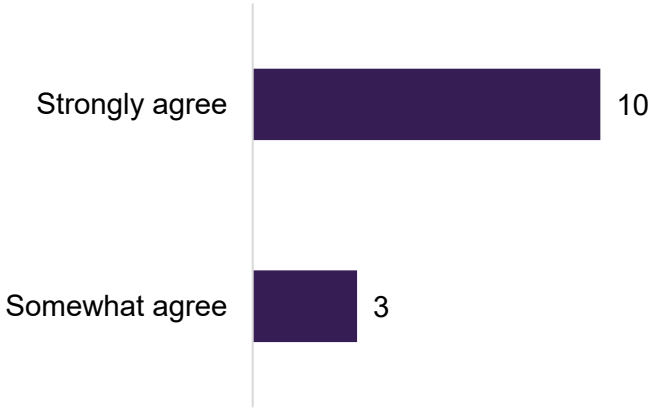
This draft Strategy is focused on how we respond to perpetrators of domestic abuse across the BCP area. It aims to prevent people from perpetrating domestic abuse, thereby preventing the harm caused to individuals, children and society.

9.4 Statement of Strategy Aims

Domestic abuse can only end if we address those that are perpetrating the abuse. This means giving those who have made mistakes, or been abusive, the chance to change and to have a system in place to challenge those not willing to change.

Q3. To what extent do you agree or disagree with this statement?

10 respondents said they 'strongly agree' with the statement of strategic aims in the draft Domestic Abuse Perpetrator Strategy 2025-2030, while three respondents said they 'somewhat agree'.



Base: All respondents

Q4. Please tell us the reasons for your answer whether you agree or disagree with this statement.

9 comments

Nine respondents provided further comments to explain why they agree or disagree with the statement in the draft Domestic Abuse Perpetrator Strategy 2025-2030. Seven respondents said they 'strongly agree' with the statement when answering the previous question, while two respondents said they 'somewhat agree'.

The responses have been analysed according to the response they gave to the previous question, i.e. 'strongly agree', 'somewhat disagree' etc. You can use the links below to jump to the different comments:

- Strongly agree comments
- Somewhat agree comments

'Strongly agree' Comments

The 'strongly agree' comments have been coded into sub-themes to make them easier to interpret. These are shown in the table below:

Table 1: 'Strongly agree' comments themes

Theme	No of comments
Behaviour change	3
Prevention	2
Root cause	2

Behaviour change

Two respondents said they ‘strongly agree’ with the statement of strategic aims in the draft Domestic Abuse Perpetrator Strategy 2025-2030 because they felt that without working with perpetrators they would never change, and the statement also raises awareness of how important healthy relationships are in preventing domestic abuse.

These comments are shown below:



“This is about behaviour change and also linked to a wider understanding of how society views the roles of men and women - we need to focus on respectful and kind partnerships/relationships.”



“Strongly agree with action against perpetrators. They probably would never change!”



“Resolving a case by ensuring an existing victim is made safe only resolves the issue for that person/family. Resolving the perpetrator behaviour prevents this [from] simply moving onto another victim and perhaps escalating in nature. Also, many perpetrators will have been victims themselves and so need help.”

Prevention

Two respondents said they ‘strongly agree’ with the statement in the draft Domestic Abuse Perpetrator Strategy 2025-2030 because they felt working with perpetrators is the only way to prevent domestic abuse and said there is data to support this view.

These comments are shown below:



“I fully agree with the statement above. As the only way to stop domestic abuse or prevent it is to prevent the perpetrator from [offending] or reoffending.”



“The data clearly demonstrates the positive impact on reducing domestic abuse through perpetrator programmes.”

Root cause

Two respondents said they ‘strongly agree’ with the statement in the draft Domestic Abuse Perpetrator Strategy 2025-2030 because they felt it is vital to understand the root cause of perpetrators’ behaviour to prevent domestic abuse.

These comments are shown below:



“Without addressing the cause we will not move forward.”



“I agree with this because we won’t end domestic abuse unless we deal with the people causing the harm. Survivors shouldn’t be the ones expected to keep moving or managing risk - perpetrators need to be held accountable and given real opportunities to change. We know that with the right support, change is possible, and where people aren’t willing to engage, there needs to be a system in place to step in. It’s about shifting the focus back to the root of the problem and not just picking up the pieces after.”

‘Somewhat agree’ comments

Two respondents said they ‘somewhat agree’ with the statement in the draft Domestic Abuse Perpetrator Strategy 2025-2030 because, despite agreeing in the previous question, they felt the effectiveness of the statement depends on the perpetrator’s ability to acknowledge their harmful behaviour and their willingness to change. They also had some doubts about how domestic abuse is defined.

Below is a selection of these comments:



“Change is always possible but only if recognised by the perpetrator and they are willing to change.”



“Deciding on who will benefit from being educated to change is difficult. What is a mistake - one kick or two? What degree of abuse is considered [changeable]? Culture plays a big part in the ability to change and having a short course may raise awareness but doesn't necessarily see change. However, saying all that, we need to try a rehabilitation process and review its impact.”

Q5. Is there anything else you would like to say about this statement?



4 comments

Four respondents provided additional comments about the statement in the draft Domestic Abuse Perpetrator Strategy 2025-2030.

Two respondents said it's vital that perpetrators of domestic abuse acknowledge their harmful behaviour and the impact it has on others, as they felt a lack of acknowledgement represents a significant barrier in attempts to rehabilitate perpetrators. One respondent said they would like more information on a variety of areas and suggested ways for the statement to be improved.

Below is a selection of these comments:



"I think everybody deserves a chance to change. However, only if they are genuinely willing and want to actually change their behaviours."



"I think that in relation to psychological abuse perpetrators struggle to admit doing anything wrong and are likely to divert responsibility to the victim."



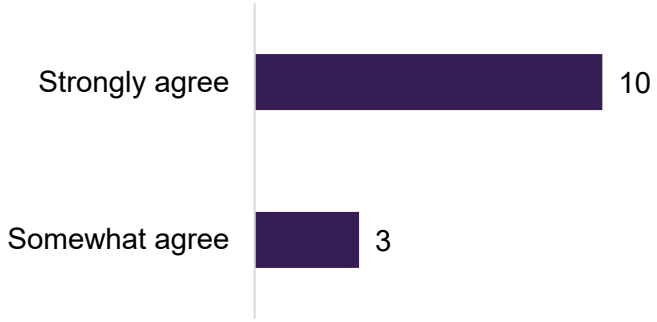
"That said, there are a few things that could be clearer. While the strategy mentions a lot of good work like Up2U and CARA, it's not always obvious how accessible these programmes are or how we make sure the right people are actually engaging. It also doesn't go into much detail about how we're reaching those at the highest risk of repeat harm or those from underrepresented groups. More focus on referral pathways, consistency across agencies, and long-term funding would help strengthen the approach."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

9.5 Adopting a Holistic Approach

Q6. To what extent do you agree or disagree with adopting a holistic approach to working with individuals that use harmful behaviours as outlined in the draft Domestic Abuse Perpetrator Strategy 2025-2030?

10 respondents said they 'strongly agree' with adopting a holistic approach to working with individuals that use harmful behaviours as outlined in the draft Domestic Abuse Perpetrator Strategy 2025-2030, while three respondents said they 'somewhat agree'.



Base: All respondents

Q7. Please tell us the reasons for your answer whether you agree or disagree with this approach.

7 comments

Seven respondents provided further comments to explain why they agree or disagree with adopting a holistic approach to working with individuals that use harmful behaviours as outlined in the draft Domestic Abuse Perpetrator Strategy 2025-2030. All of these respondents said they 'strongly agree' when answering the previous question.

These respondents said they 'strongly agree' with a holistic approach because they felt it would be effective in bringing about long-term, sustainable behaviour change in perpetrators and highlights how other societal factors play a role in harmful behaviours.

These comments are shown below:

"I think this invasive strategy could be very effective."

"It is the only way for it to have any long-lasting impact."

"A holistic approach is vital to ensure sustained change and understanding of the impact of the behaviours."



"Behaviour will not change if addressed as a one-off or isolated incident. The whole person needs to be addressed by tackling history and ongoing ideation."



"This is a societal issue."



"A holistic approach is important and more effective."



"I agree with taking a holistic approach because harmful behaviour doesn't happen in a vacuum - it's often linked to other issues like mental health, substance use, trauma, or housing instability. If we want real, lasting change, we need to look at the whole person, not just their behaviour in isolation. Supporting people to address the root causes alongside holding them accountable gives them a better chance of breaking the cycle for good. It's not about making excuses - it's about doing what actually works to keep survivors safe."

Q8. Is there anything else you would like to say about this approach to working with perpetrators of domestic abuse?



3 comments

Three respondents provided further comments about adopting a holistic approach to working with individuals that use harmful behaviours as outlined in the draft Domestic Abuse Perpetrator Strategy 2025-2030. They felt this approach would help reduce domestic abuse but one respondent felt there was information missing about how it would be implemented and about the resources available to support its implementation.

Below is a selection of these comments:



"By trying these actions, the percentage of domestic abuse could rapidly decrease."

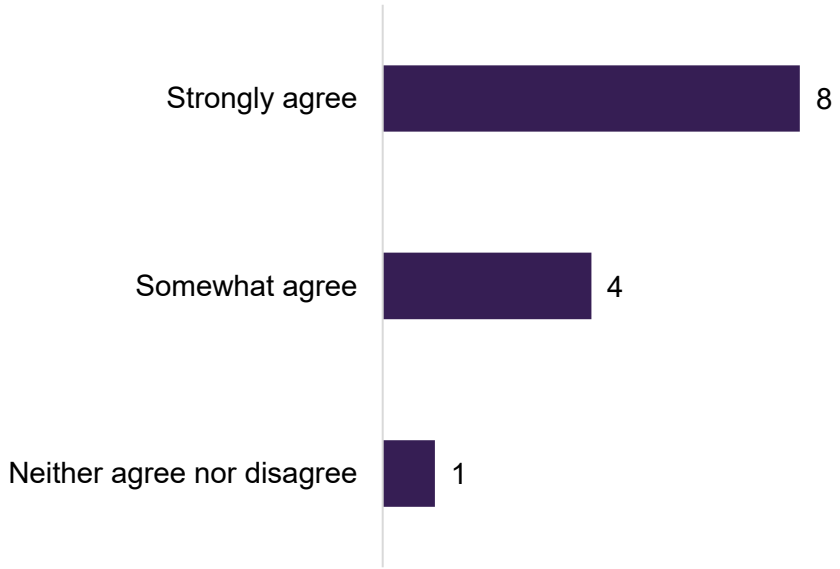
"The strategy outlines the holistic approach well, but it could be stronger on how this will work practically across agencies. Who's coordinating that wraparound support? How do we make sure services talk to each other and avoid duplication or missed risks? It also doesn't go into detail about what resources are available to meet wider needs like housing, finances, or employment - without that, the holistic bit risks staying more of a principle than a practice."

Full details of other themes to emerge from these responses and/or a full list of all the comments is available on request from the Research and Consultation Team.

9.6 Overview Statement

Q9. To what extent do you agree or disagree with the statement, "The draft Domestic Abuse Perpetrator Strategy 2025-2030 gives me a good overview of how we plan to address working with those using harmful behaviours across BCP"?

12 respondents said they agree with the statement, "the draft Domestic Abuse Perpetrator Strategy 2025-2030 gives me a good overview of how we plan to address working with those using harmful behaviours across BCP", while one respondent said they 'neither agree nor disagree' with the statement.



Base: All respondents

Q10. Please tell us the reasons for your answer whether you agree or disagree with this statement.

5 comments

Five respondents provided further comments to explain why they agree or disagree with the statement, “the draft Domestic Abuse Perpetrator Strategy 2025-2030 gives me a good overview of how we plan to address working with those using harmful behaviours across BCP”. All of these respondents said they ‘strongly agree’ when answering the previous question.

These respondents said they ‘strongly agree’ with the statement because it is clear and concise and explains the main aims of the Strategy in a comprehensive way. However, one respondent felt improvements could be made.

These comments are shown below:



“I think a good amount of points have been thought about and included to cover all areas and aspects of the program.”



“It seems clearly defined.”



“Clear and concise with good and compelling reasons to maximise this approach. Given the return of investment and the outcomes, which demonstrate a huge drop off in harmful behaviour, it could be argued that not to further invest in this would be a dereliction of duty.”



“I’d say I mostly agree - the strategy gives a solid overview of the approach BCP plans to take. It clearly outlines the vision, current programmes like Up2U and CARA, and the intention to hold people accountable while offering support to change. The focus on early intervention, whole-person approaches, and multi-agency working shows a good understanding of what’s needed to tackle this properly. That said, there are a few areas that could be clearer. It doesn’t go into much detail about how consistent access to programmes will be managed, or how we’ll ensure those most at risk are actually engaging. It also touches on working with marginalised groups but could say more about how we’ll reduce barriers for them. A bit more on referral pathways, resources, and how the whole system will be joined up in practice would make the strategy feel more complete.”

9.7 Further comments

Q11. Is there anything else that you would like to say about the draft Domestic Abuse Perpetrator Strategy 2025-2030?



5 comments

Five respondents provided further comments about the draft Domestic Abuse Perpetrator Strategy 2025-2030. These included suggestions for improvements including educating children about the importance of healthy relationships in preventing domestic abuse and providing support staff with training on how to work with perpetrators. One respondent, despite agreeing with the holistic approach to dealing with perpetrators, said they have concerns about its implementation in practice. Another respondent made a positive comment about the draft Strategy.

Below is a selection of these comments:



"I think it looks very strong and water tight for changes to be made to BCP in addressing perpetrators in the most effective way."



"I think thought needs to be given to relationship advice for those under 16 - the children's commissioner report shows that even younger people are getting 'unhealthy' depictions of relationships and gender roles form social media and the internet. we need to start young. Focussing on what constitutes a positive unhealthy relationship for all."



"Yes - overall, it's a really positive step forward. It's great to see a clear focus on accountability, early intervention, and behaviour change, rather than just managing risk after the fact. The commitment to a holistic, whole-system approach is really encouraging, and it's clear there's been thought around how this links to survivor safety and the wider domestic abuse strategy. That said, the impact will come down to how well it's resourced and embedded across agencies. It'd be good to see more around sustainability - how programmes will be funded long-term, how we'll ensure consistent access, and how outcomes will be tracked and shared. Also, making sure we're reaching underrepresented groups and not just the most "visible" cases is key if we really want this to be inclusive and effective."



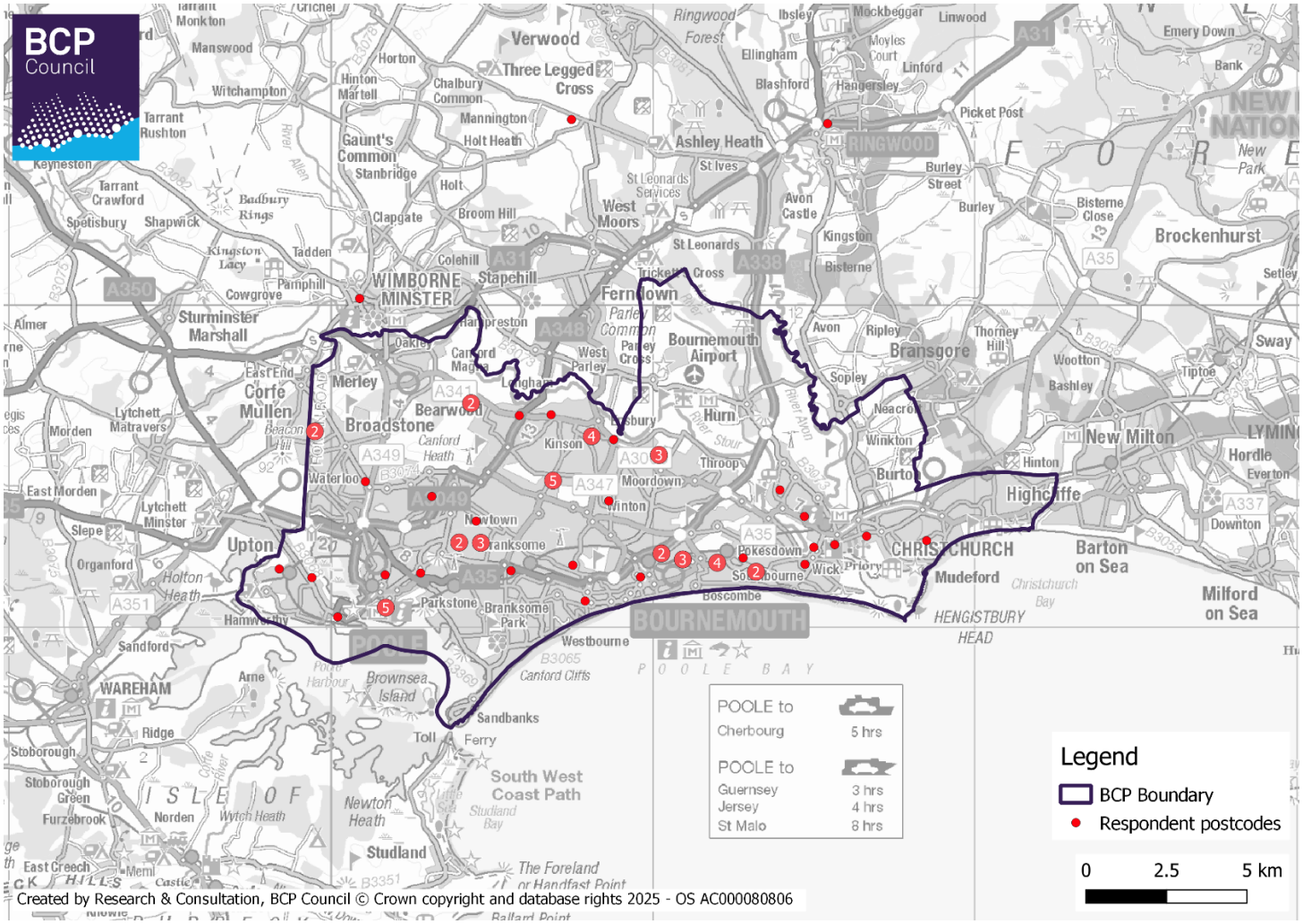
"Training and support for wider professionals on how to work with people who are perpetrators."

9.8 Respondent profile – Draft Domestic Abuse Perpetrator Strategy 2025-2030 Survey

The equalities profile is shown below.

Equalities	Group	Number
Age	25-34 years	1
	35-44 years	1
	45-54 years	5
	55-64 years	3
	65-74 years	2
	Prefer not to say	1
Gender	Female	10
	Male	2
	Prefer not to say	1
Sexual orientation	Straight / Heterosexual	11
	All other sexual orientations	1
	Prefer not to say	1
Disability	Yes - limited a little/a lot	2
	No	10
	Prefer not to say	1
Disability Type	Mental illness (e.g. severe depression or psychosis)	2
Ethnic Group	White English / Welsh / Scottish / Northern Irish / British	12
Religion	No religion	5
	Christian	6
	Prefer not to say	2
Respondent Type	A BCP Council resident	9
	A survivor of domestic abuse	2
	A professional working within the field of domestic abuse	3
	A business or organisation	2

10 Appendix 1 - Respondent postcodes by area (all surveys)



Postcode	No of respondents
BH10	10
BH15	8
BH12	6
BH23	6
BH1	5
BH5	5
BH11	4
BH6	4
BH9	4
BH8	3
BH13	2
BH14	2
BH17	2
BH18	2
BH21	2
BH16	1
BH19	1
BH2	1
BH20	1
BH24	1
BH3	1
BH4	1
BH7	1
Outside BCP	2
Total	**75**

11 Appendix 2 - Respondent postcodes by ward (all surveys)

The table below shows all respondent postcodes by ward.

Ward	Count
Newtown & Heatherlands	6
Poole Town	6
Boscombe East & Pokesdown	5
Wallisdown & Winton West	5
Christchurch Town	4
Redhill & Northbourne	4
East Cliff & Springbourne	3
Hamworthy	3
Kinson	3
Muscliff & Strouden Park	3
Bearwood & Merley	2
Boscombe West	2
Broadstone	2
West Purbeck	2
West Southbourne	2
Bournemouth Central	1
Canford Cliffs	1
Canford Heath	1
Commons	1
Creekmoor	1
East Southbourne & Tuckton	1
Mudeford, Stanpit & West Highcliffe	1
Parkstone	1
Stour & Allen Vale	1
Swanage	1
Talbot & Branksome Woods	1
Westbourne & West Cliff	1
Wimborne Minster	1
Winton East	1
No postcode provided	9
Grand Total	**75**

12 Appendix 3 - Consultation poster



Equality Impact Assessment: Report and EIA Action Plan

Purpose

What is being reviewed?	Updated- "The Preventing Domestic Abuse Strategy 2025 -2030" New "The Safe Accommodation Strategy 2025 -2030" New "The Perpetrator Strategy 2025 -2030" The strategies will define BCP's key priorities to address domestic abuse across BCP as defined under the Domestic Abuse Act 2021. Each strategy will have a delivery plan to ensure effective implementation of the following proposed priorities. The actions and mitigating measures contained within the Action Plan at the end of this document have been identified through the work of the Domestic Abuse Strategic Group, lived experience board and dedicated domestic abuse teams as part of the development of the three strategies to ensure that we take positive action to reduce the harm and impact of domestic abuse on certain protected characteristics. As such, the action plan identifies where certain groups are currently negatively impacted and has put in place actions to address this through the strategies and associated delivery plans. These will be developed further following the feedback from the public consultation. **The "Preventing Domestic Abuse Strategy 2025-30" priorities are:** • Prevent • Protect and Recover • Pursue • Relationships **The "Safe Accommodation Strategy 2025-30" priorities are:** • Early intervention and Prevention • Accessible Services • Support to Return Home • Relationships • Improve Data Collection and Responses are Survivor Led **The "Perpetrator Strategy 2025-30" aims and objectives are:** To take a holistic approach to perpetrators to address all areas of their life, to help develop practical solutions to address these. We believe this approach, alongside behaviour change programmes will help to reduce the use and incidences of harmful behaviours of domestic abuse across BCP Council area.

	The "Preventing Domestic Abuse Strategy 2025-2030" replaces the "Preventing Domestic Abuse Strategy 2020-2025" to build on its success and address emerging challenges. The "Safe Accommodation Strategy 2025-30" and the "Perpetrator Strategy 2025-30" are new strategies covering the same period and sit under the overarching Prevent Domestic Abuse Strategy 2025-30.
Service Lead and Service Unit:	Housing and Communities
People involved in EIA process:	Cat McMillan - Head of Communities, Partnerships and Community Safety; Tracey Kybert – Specialist Housing Programme Lead; Lisa Dowry – Domestic Abuse Commissioning Manager; Tina Symington – Community Safety Manager; Katie Blake – Domestic Abuse Strategic Lead; Portfolio Holder – Cllr Kieron Wilson; Stakeholders and those with lived experience of domestic abuse. Housing Task and Finish Group. Domestic Abuse Strategic Group. Community Safety Partnership Executive Board.
Date/s EIA started and reviewed:	27th January 2025

Background

The "Preventing Domestic Abuse Strategy 2025-2030" replaces the "Preventing Domestic Abuse Strategy 2020-2025" to build on its success and address emerging issues and trends.

The "Safe Accommodation Strategy 2025-30" and the "Perpetrator Strategy 2025-30" are new strategies covering the same period and sit under the overarching "Preventing Domestic Abuse Strategy 2025-30". Although all three strategies are separate, they are interlinked due to the complexities of domestic abuse and therefore need to be considered as part of a holistic approach to addressing domestic abuse rather than in isolation.

The introduction of the "Safe Accommodation Strategy" and "Perpetrator Strategy" aim to provide a more comprehensive and targeted response to the housing needs of individuals experiencing domestic abuse and addressing the behaviour of perpetrators.

Preventing Domestic Abuse Strategic priorities:

- Prevent
- Protect and Recover
- Pursue
- Relationships

Safe Accommodation Strategic priorities:

- Early intervention and Prevention
- Accessible Services
- Support to Return Home
- Relationships
- Improve Data Collection and Responses are Survivor Led

The Perpetrator Strategy's aims and objectives are:

To take a holistic approach to perpetrators to address all areas of their life, to help develop practical solutions to address these. We believe this approach, alongside behaviour change programmes will help to reduce the use and incidences of harmful behaviours of domestic abuse across BCP Council area.

Each strategy will include a delivery plan to ensure its priorities are met. Key Performance Indicators (KPIs) will be used to monitor the impact of these strategies. The delivery plan and the KPIs will be monitored by the Domestic Abuse Strategic Group, providing governance and accountability for all three strategies in line with the Duty under the Domestic Abuse Act 2021.

The Expected Outcomes of the three strategies are:

1. **Enhanced Prevention and Awareness of domestic abuse**
    - Increased public awareness and education on domestic abuse to prevent its occurrence and reduce the cycle.
    - Improved early identification and intervention measures to identify and support at risk individuals experiencing domestic abuse.
    - Primary prevention interventions to educate children and young people about domestic abuse, healthy relationships and positive masculinity to help ensure their futures are abuse free.

2. **Improved Support Services**
    - Enhanced access to specialist domestic abuse community support services and safe accommodation for survivors and their children, to promote early risk reduction and improved long-term outcomes.
    - Increased education and awareness in the specialist domestic abuse services to meet the diverse needs of survivors, including individuals with protected characteristics and multiple disadvantage.

3. **Accountability and Rehabilitation for Perpetrators**
    - Effective interventions to hold perpetrators accountable and reduce reoffending rates.
    - Increased collaboration among agencies to provide comprehensive support and monitoring of perpetrators.
    - Effective interventions that offer the opportunity for individuals to change their abusive behaviour and develop healthy relationships.

4. **Enhance the collaboration between agencies to provide a comprehensive response to domestic abuse**
    - Streamlined processes, making it easier for individuals to access the help when they need it without unnecessary delays.
    - Consistent and coordinated care will ensure that individuals do not fall through the cracks and receive continuous support throughout their recovery.

5. **Improved data collection and ensure that responses to domestic abuse are survivor led**

    - Improved data collection will help to understand the prevalence, types, and impacts of domestic abuse across different demographics.
    - Survivor-led responses will prioritise the needs and voices of survivors, empowering them to take control of their recovery and future.
    - The response to domestic abuse will ensure that support services are tailored to the individual needs of survivors, rather than a one-size-fits-all approach.

The intended beneficiaries of the strategies are:
Survivors of Domestic Abuse
Individuals who have suffered domestic abuse will benefit from enhanced safety, support services and pathways to recovery, aiding their recovery from the impact of domestic abuse.

Children and Families
Children and families affected by domestic abuse will receive better protection and support, helping to break the cycle of abuse.

Perpetrators
Perpetrators will have access to behavioural change programmes designed to address their behaviour and reduced the likelihood of reoffending

Communities
Communities will benefit from increased awareness and prevention efforts, leading to a reduction in domestic abuse incidents and fostering a safer environment for all.

These strategies aim to create a holistic and effective response to domestic abuse, ensuring that all individuals and communities are supported and protected alongside work to change behaviours through education and early intervention and effectively 'break the cycle' of domestic abuse in BCP.

Consultation and Research
Research and consultation for the strategies took place between 2021 and 2025.

- Standing Together, a national organisation for domestic abuse completed a needs assessment in 2021. The findings from this assessment contributed to the priorities within the strategies, particularly the Safe Accommodation Strategy.
- Literature and research review was completed to examine National and International Violence Against Women and Girls (VAWG) and Domestic Abuse Policy, current domestic abuse themes, best practice recommendations and how domestic abuse impacts those with protected characteristics and/or multiple disadvantage.
- Local data was used to recognise local needs and emerging themes and gaps in provision. And to inform the gendered and intersectional analysis.
- National data was used for comparison and analysis.
- In 2023, a public consultation was conducted to evaluate the response to domestic abuse across BCP. This consultation engaged stakeholders, the public, individuals with lived experience, and providers of domestic abuse services. And this was used to inform the strategies.
- Ongoing discussions and consultation regarding the strategies took place at the Domestic Abuse Housing Task and Finish Group from December 2022 to July 2024.
- The Preventing Domestic Abuse Strategy was developed with stakeholder workshops input in August 2024.
- The Preventing Domestic Abuse Strategy was presented to the experts by experience board in September 2024 and the feedback collated into the final draft.
- The Preventing Domestic Abuse Strategy was sent to Domestic Abuse Strategic Group members for consultation in September 2024 and feedback was collated into the final draft.
- The Perpetrator Strategy was presented to the BCP Perpetrator working group members in February 2025 and feedback was collated into the final draft.
- The Safe Accommodation strategy was presented to a stakeholder workshop and provider event in March 2025.
- A public consultation for all three strategies on Engagement HQ was started in March 2025 and is currently live, this feedback will be fed into the strategies in May 2025.
- Next steps are for the strategies to be presented to the Community Safety Partnership executive board in May 2025 and Cabinet in June 2025.

Commented [VE1]: Can we explain acronyms?

Commented [VE2]: Domestic Abuse Strategy Group?

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Findings

The findings of the research conducted for this EIA shows the following:

Individuals with protected characteristics may have different experiences of domestic abuse or may be impacted in unique ways. They also face additional barriers when disclosing domestic abuse and accessing support services, which are as follows:

Sex
Domestic abuse is considered a gendered crime due to how it disproportionately affects women. When considered through a gendered lens it allows us to recognise the societal imposed norms, roles and expectations of masculinity and femininity and how this affects intimate partner relationships and family structures and considers power dynamics.

- Current statistics indicate that 1 in 4 women and 1 in 7 men will experience domestic abuse in their lifetime.
- Of all domestic abuse related crimes 75% of the victims are female.
- 85% of intimate partner homicides have female victims and 75% of victims of suspected victim suicide following domestic abuse are female.
- In BCP 95% of victim cases heard at the BCP Multiagency Risk Assessment Conference (MARAC) are women.

The gender distribution of clients in the UP2U: Creating Healthy Relationships (CHR) program, which aims to address abusive behaviours within relationships, shows that 87% are male and 13% are female. This aligns with national data on domestic abuse prosecutions. It's particularly encouraging as it indicates that UP2U (CHR) is effectively reaching females who have exhibited domestically abusive behaviours.

Although women are significantly more likely to be injured or killed in incidents of domestic abuse, men are less likely to report domestic abuse to the police. Men who do report domestic abuse often face social stigma related to their perceived challenge to their masculinity, or fear of not being believed by authorities and the risk of being falsely accused of being the perpetrator.

Positive Impact of the Strategies

The strategies focus on gender equality will ensure that survivors of domestic abuse, particularly women, have better access to support services

The strategies will lead to a broader cultural and attitudinal changes that challenge the social norms and beliefs that underpin domestic abuse.

Addressing the inequalities will help reduce the stigma and discrimination faced by LGBTQ+ individuals, both within the context of domestic abuse and in broader society. This will lead to a more inclusive and supportive community.

Sexual orientation and gender reassignment
In the 2021 National Census 3.9% of BCP residents identified as LGBTQ+ people, compared to the national average of 3.2%.

LGBTQ+ people are more at risk to be subjected to particular forms of power and control as a result of the social rejection of their identity and the general landscape of discrimination and continued social stigmatisation around those in the community.

This may include:

- Homophobia/Biphobia/Transphobia or manipulation of someone's internalised Homophobia/Biphobia/Transphobia
- Threats to 'out' someone to their family/ colleagues/ friends

According to National MARAC data, 1.6% of referrals were for LGBTQ+ people and BCP MARAC data shows 1% of referrals 23/24 were for LGBTQ+ people, so whilst we are in keeping with the national average it shows underreporting and/or under referring for this demographic.

National research conducted by Gallop with the LGBTQ+ community shows:

- Around 6 in 10 (61%) of LGBTQ+ survivors did not seek support from services following a particular instance of abuse by a family member or a partner/ex-partner.

- Of those who sought support only 3% of support seekers received advocacy services after a particular experience of abuse by a family member or partner/ex-partner. However, nearly 9 times as many LGBTQ+ survivors reported wanting advocacy after the abuse.
- Trans, non-binary and gender-diverse+, and pan/queer survivors reported high levels of concern about being mistreated by services or that services may not understand their identities.

All individuals accessing the UP2U: (CHR) programme have identified as being heterosexual. This indicates a gap in the support for the LGBTQ+ community, highlighting the need to better engage and include individuals from this demographic.

Positive Impact of the Strategies

The strategies recognition of the unique challenges faced by LGBTQ+ individuals will ensure that support services are more inclusive and accessible.

Addressing the additional barriers LGBTQ+ individuals face in reporting abuse due to fear of discrimination or lack of understanding from service providers will create a more supportive environment that encourages reporting and disclosure.

Training and awareness programs for service providers will improve their understanding of the specific issues faced by LGBTQ+ individuals, leading to more empathetic and effective support.

Disability
In the National 2021 Census, 18% of BCP residents identified as having a long-term illness or disability. However, according to local MARAC data, only 0.8% of referrals were for people with a disability.

This indicates a significant underrepresentation of people with a disability within BCP.

People with disabilities are often in particularly vulnerable circumstances. Certain disabilities, particularly physical disabilities, may decrease their ability to physically defend themselves and escape from abuse. Other disabilities can limit a person's ability to understand and recognise potential signs of abuse.

According to the 2021 Census there are around 16 thousand people aged 50 or over in BCP whose health status is bad or very bad. The proportion in bad or very bad health increases to 15% for those aged 75 years and over, from 8% at age 65 to 74. There are around 21 thousand people aged 50 or over whose disability limits their day-to-day activities. This represents around a tenth of people aged 50 to 74 and over a fifth aged 75 or over. This is particularly significant given the growth in the population aged 75- 84 in the short to medium term, and aged 85 and over in the longer term. As the older population increases, the number of people living with ill health and with multiple long-term conditions will increase too. This will generate significant additional demand for future care and support services.

People with disabilities are more likely to experience abuse for longer periods of time because they have difficulties and concerns when accessing the support that they need.

Their reliance on other people means that often they are reliant on their abuser for personal care or mobility. This sometimes means that they are reluctant to report the abuse because they are dependent on that person, they may also believe that the person enables them to stay out of institutional care.

It can be hard for someone to disclose their abuse because they have no opportunity to see a health or social care professional without their abuser being present. This is especially true if their abuser is their carer.

If the person lives with their abuser, they may be concerned about moving out of their home as their home may have been specially adapted for their needs. Many feel trapped because they feel there are no other care options for them.

The Witness Support, Preparation and Profiling Service provides support to victims and witnesses of crime with learning difficulties in BCP. Over 50 % of cases that come through the service involve domestic abuse and sexual violence. The service worker supports people with learning disabilities seeking justice by helping them report offences to the police and if required will support them through the court process to ensure that the court understands their needs as victims or witnesses.

Recently, we have encountered two cases involving older carers that have been referred for Domestic Homicide Reviews in BCP. We believe this is an emerging issue that warrants further investigation and understanding through our domestic abuse services.

Only 3.8% of individuals accessing UP2U: Creating Healthy Relationships perpetrator programme Identified as having a disability.

Positive Impact of the Strategies

The strategies recognition of the unique challenges faced by people with a disability will ensure that support services are more inclusive and accessible.

Training and awareness programs for service providers will improve their understanding of the specific issues faced by people with a disability, leading to more empathetic and effective support.

Mental Health
According to the Mental Health Foundation, research suggests that women experiencing domestic abuse are more likely to experience mental health illnesses. In contrast women with mental health illnesses are more likely to be abused, with 30-60% of women with a mental health illness have experienced domestic abuse.

A study conducted by King's College; Institute of Psychology found:

- Compared to women without a mental health illness, women with depressive disorders were around 2 and a ½ times more likely to have experienced domestic abuse over their adult lifetime, women with anxiety disorders were over 3 and a ½ times more likely and women with post-traumatic stress disorder (PTSD) were around 7 times more likely.

Women with other disorders including obsessive compulsive disorder (OCD), eating disorders, common mental health problems, schizophrenia and bipolar disorder were also at an increased risk of domestic abuse compared to women without a mental health illness. Men with all types of mental disorders were also at an increased risk of domestic abuse. However, prevalence estimates for men were lower than those for women, indicating that it is less common for men to be victims of repeated severe domestic abuse.

In 2024 domestic abuse related deaths with completed suicides, overtook domestic homicide committed by the perpetrator.

Positive Impact of the Strategies

Reduce the stigma associated with both mental health issues and domestic abuse which will create a more supportive and understanding community for survivors.

Training for service providers on the mental health impacts of domestic abuse will lead to more empathetic and effective support.

Survivors will receive comprehensive care that addresses both the physical and psychological impacts of abuse which will improve their recovery and overall well-being.

Age

Older people
In the National Census 2021, BCP figures show that 22% of resident are over the age of 65, compared to a national average of 18%.

National studies show us that:
- 32% of victims over the age of 60 are living with the perpetrator compared to 9% of under 60's.
- 44% of victims over the age of 60 are abused by family members compared to 6% of under 60's.

Data from 2023/24 shows that the largest age group for BCP MARAC victims was 30-39, followed by 20 29-year-olds at 27%.

We are observing an emerging trend in BCP of older victims of domestic abuse in Domestic Homicide Reviews within the context of carer stress. This issue requires further exploration and attention through our domestic abuse services.

Refuge data for 2023/24 shows no individuals aged 65+ accessed refuge accommodation. This indicates older people are underrepresented in refuge and we need to understand this better in order to ensure that all those who need support are able to access it.

Safelives research 'Older People and Domestic Abuse' states on average, older victims experience abuse for twice as long before seeking help as those aged under 61 and nearly half have a disability.

Older victims are less likely to attempt to leave their perpetrator in the year before accessing help and more likely to be living with the perpetrator after getting support. The report also details that older people are statistically more likely to suffer from health problems, reduced mobility or other disabilities, which can exacerbate their vulnerability to harm. Another common barrier is generational attitudes about abuse that leads to older victims being far less likely to identify their situation as abuse.

Older people are also vulnerable to abuse from their adult children, especially economic abuse. This type of abuse is now included in the national definition of domestic abuse under the Domestic Abuse Act 2021.

BCP has an older age profile than the national average. Over two fifths of the current BCP population are aged 50 and over (41%); around a fifth are aged over 65 (22%), and 3.4% are aged 85 and over. This compares to 38%, 19% and 2.5% respectively for England. There is significant variation in numbers of older people within the older age bands.

There are:
1. A large cohort in their mid-70s born in the post war baby boom.
2. Higher numbers in their mid to late-50s - the 60s baby boomers.
3. A higher proportion of women, particularly from age 85 onwards. 53% of the population aged 65-84 are female, compared to 61% of those aged 85+.

This variation has implications for current needs and demand for services as well as an impact on future population trends.

UP2U: Creating Healthy Relationships perpetrator programme service users were between the ages of 20 and 54, indicating there are young and older potential service users not getting access to the programme.

Positive Outcomes of the Strategies

Increased awareness among older adults about the signs of abuse and the resources available to them.

The strategies recognition of the unique barriers faced by older people will ensure that support services are more inclusive and accessible.

Training and awareness programs for service providers will improve their understanding of the specific issues faced by older people, leading to more empathetic and effective support.

Children and young people
According to Barnardo's, children who witness domestic abuse are at risk of both short and long-term physical and mental health problems. Every child will be affected differently to the trauma of domestic abuse.

Short-term effects of domestic abuse:
For young children this can include:

- bed-wetting
- increased sensitivity and crying
- difficulty sleeping or falling asleep
- separation anxiety

For school aged children this can include:

- a loss of drive to participate in activities and school
- lower grades in school
- feeling guilty and to blame for the abuse happening to them
- getting into trouble more often
- physical signs such as headaches and stomach aches

For teenagers this can include:

- acting out in negative ways such as missing school or fighting with family members
- having low self-esteem
- finding it difficult to make friends
- engaging in risky behaviours such as using alcohol and other drugs

***Long-term effects of domestic abuse*:**

- mental health problems, such as becoming anxious or depressed. Low mental health can also lead to big impacts on physical health, including self-harm or developing an eating disorder
- having a lowered sense of self-worth
- using alcohol and other drugs as unhealthy coping mechanisms
- repeating behaviours seen in their domestic setting

Since the Domestic Abuse Act 2021, children that have been exposed to domestic abuse are now recognised as victims of domestic abuse in their own right, rather than just witnesses.

BCP MARAC 23/24 had 492 children listed as dependants of the adults referred which meant 67% of MARAC referrals had children involved, this had risen 7% on the previous year.

Further work is needed to embed children and young people's voices in the domestic abuse work we do.

Positive Impact of the Strategies

Improved outcomes for children and young people, including enhanced emotional well-being and higher educational attainment.

Challenging and changing social norms around domestic abuse will help break the cycle of abuse.

Minority Ethnic Groups

In the 2021 National Census, 9% of BCP residents identified as black or global majority ethnicity and a further 9% from white minoritised groups.

The ethnicity of survivors accessing domestic abuse services across BCP is not routinely collected by Dorset Police, MARAC or domestic abuse services. Therefore, further efforts are needed to explore how to gather more local data on the ethnicity of those accessing services. While MARAC and domestic abuse services are working to improve this data collection. It often depends on the referrer, making it challenging to record consistently. Additionally, Dorset police do not routinely collect this data, and this is being further explored.

The ethnicity of service users of the UP2U: Creating Healthy Relationships perpetrator programme remains predominantly white with just over 6% being in the non-white category which closely reflects the overall demographic of the BCP area.

Minority ethnic groups can encounter additional barriers when accessing support due to cultural expectations and practice, as well as lack of culturally competent support services. There are also increased risks from additional VAWG practices including HBA, FGM and forced marriage.

Positive Impact of the Strategies

Raising awareness and educating communities about domestic abuse will help reduce stigma and encourage more individuals to seek help.

Services will continue to be inclusive and culturally sensitive which will lead to significant positive outcomes, including increased access to services, better support, and more effective interventions.

Training and awareness programs for service providers will improve their understanding of the specific issues faced by minority ethnic groups, leading to more empathetic and effective support.

Religion or Belief
Perpetrators can use religious texts or ideologies to manipulate and control their victim, to justify or excuse what they do, or to keep their victim in an abusive relationship.

Seeking support can be a huge challenge for many victims, particularly where there is a real or perceived threat of ostracism from their faith community. There are also increased risks from additional VAWG practices including HBA, FGM and forced marriage

We have only recently started collecting honour-based abuse data for MARAC referrals, Q3 24/25, there were 6 cases, representing 3% of all referrals.

Positive Impact of the Domestic Abuse Strategies

Providing tailored support that respects and understands the religious beliefs of survivors will lead to more effective interventions. Services will be sensitive to religious practices and values, which can help survivors feel more comfortable and understood.

Addressing spiritual abuse, which involves the misuse of religious texts and authority for coercive and controlling purposes by recognising and combating spiritual abuse, will prevent the continuation of abusive structures within religious contexts.

Pregnancy
Around 30% of domestic abuse begins during pregnancy, while 40 to 60% of women experiencing domestic abuse are abused during pregnancy. .1 in 3 women experience domestic abuse during pregnancy, approximately 275,000 women per year in England and Wales. Domestic abuse during pregnancy is also known to escalate.

The BCP domestic abuse health advocates receive a significant number of referrals for pregnant women across the main BCP hospitals.

Positive Impact of the Domestic Abuse Strategies

Improved health outcomes, enhanced safety, and better support for both the mother and the unborn child.

Social and Economic
Data shows that domestic abuse violent crime has a strong correlation to the most deprived areas in our community – geographical analysis revealed that domestic abuse reported to the police appears to correlate with deprivation. (Data source, Community Safety Partnership).

More than 51 per cent of households in BCP are affected by deprivation, with some communities in the region being in the top 2 per cent of the UK's most deprived areas, in contrast with others that lie in the top 1 percent of least deprived.

Under the national Indices of Multiple Deprivation (IMD) 2019, BCP Council's ranking is 146th out of 317 English Authorities. Deprivation is a lack of the necessities. It covers a wide range of factors that impact heavily on both individuals and families. The Indices of Deprivation combines seven domains to produce an overall relative measure of deprivation.

Positive Impact of the Domestic Abuse Strategies

Improved access to services will lead to, economic empowerment, enhanced safety, and better mental health outcomes for individuals of lower economic status and those living in deprived areas.

The strategies recognise that people with protected characteristics are often underrepresented in domestic abuse services, resulting in many not accessing the support they need. To address this, the delivery plans include specific actions to address these disparities to ensure that all survivors

can access the available support. Much of the effort will be focused on understanding these disparities and implementing measures to ensure equitable service provision for all.

Equality Impact Assessment: Report and EIA Action Plan

Conclusion

Summary of Equality Implications

The research and data conducted for the three new Safer BCP domestic abuse strategies indicate people with protected characteristics and/or multiple disadvantage may have different experiences of domestic abuse and face additional barriers when disclosing domestic abuse and accessing support services.

Experiences of abuse through a gendered lens allows us to recognise the societal imposed norms, roles and expectations of masculinity and femininity and how this effects intimate partner relationships and family structures and considers power dynamics. Intersectionality theory explains the intersect between social categorisations applied to an individual or group which create an overlap of disadvantage and discrimination.

By using a gendered and intersectional lens to develop these strategies we can guide our response to domestic abuse across BCP Council area to ensure that all members of BCP can receive fair and equal treatment when accessing services. In relation to violence against women and girls and domestic abuse the barriers and discrimination survivors with intersecting identities face when accessing support around domestic abuse, are well documented, and the strategies have been developed with that in mind.

The Preventing Domestic Abuse Strategy, Safe Accommodation Strategy and Perpetrator Strategy aim to address inequalities in access to information and services, by using the intersectional analysis to inform the strategies and the comprehensive delivery plans.

The overwhelming identification through research both locally and nationally is that those with protected characteristics and/or multiple disadvantage are:

- under-represented in DA services,
- struggle to access appropriate services which are culturally competent,
- a coordinated response from services is greatly variable leading to revictimisation
- often experience societal and/or organisational discrimination in addition to the domestic abuse.

The survivors of domestic abuse affected are; women, men, LGBTQ+ people, BAME people, disabled people, older people and children and young people, as well as care experienced adults, pregnant women, people with mental health conditions, carers and armed forces families.

The strategies and delivery plans aim to eliminate the barriers faced by individuals with protected characteristics in BCP experiencing domestic abuse. By implementing the following methods, we anticipate achieving the following outcomes:

1) Education and training of professionals and communities on protected characteristics, unconscious bias and intersectionality and domestic abuse.
   Outcome: Increased awareness and understanding will lead to more effective and inclusive support.

2) Commissioning of specialist domestic abuse community services and domestic abuse safe accommodation, with a requirement that the service providers are trained in protected characteristics and intersectionality,
   Outcome: Improved understanding of the needs of those with protected characteristics and the support provided will lead to improved life outcomes.

3) BCP domestic abuse safe accommodation will be modelled to meet the needs of all who may need to access it, including those with protected characteristics and/or multiple disadvantage.
   Outcome: A safe supported environment will be provided for everyone regardless of their background and circumstances which will lead to improved life outcomes.

4) Development of the survivor voice work to ensure the voices of all survivors and those that are currently underrepresented, inform the work we do in response to domestic abuse in BCP.
Outcome: Interventions will be better tailored to meet the needs of all individuals affected by domestic abuse, leading to improved support and life outcomes

5) Targeted information is available to individuals with protected characteristics across BCP, so that they know the services understand their needs and are available for them.
Outcome: This will ensure individuals know the services understand their unique needs and are available to support them, leading to better access to resources and improved overall well-being.

6) Community engagement is developed across BCP with individuals and communities which are underrepresented in domestic abuse services.
Outcome: Communities are better represented and their specific needs are addressed leading to more effective and comprehensive domestic abuse services.

7) Professional relationships are further developed to ensure pathways of support are collaborative and consider the whole person.
Outcome: Support pathways will be integrated and comprehensive, addressing various aspects of an individual's needs.

8) Work with both the BCP Safeguarding Adults Board and BCP Safeguarding Children Partnership around domestic abuse will be strengthened and pathways to support embedded within teams.
Outcome: An integrated and supportive environment for individuals affected by domestic abuse.

9) Data collection will be improved so emerging themes and local need can be recognised and responded to.
Outcome: Emerging needs and trends are identified to ensure resources and services are directed to areas with the greatest need.

10) Education of children and young people across BCP about violence against women and girl, domestic abuse and positive masculinity to help reduce sexual discriminatory behaviours.
Outcome: There will be a safe and more inclusive environment for everyone.

A key positive outcome of the strategies is to improve domestic abuse support services in BCP, tailored to the diverse needs of survivors of domestic abuse and children, including those with protected characteristics, through commissioning specialist domestic abuse providers for community and safe accommodation services. Through community engagement and targeted materials, we will engage with all survivors of domestic abuse from underrepresented groups across BCP, reducing risk to these survivors and their children and improving longer term outcomes.

There will be ongoing consultation with people who have lived experience of domestic abuse and work to engage underrepresented groups, to ensure that we continue to hear the voices of all survivors and respond to these using a co-production framework so these voices help shape the domestic abuse work across BCP. Through education and awareness raising with professionals and communities we aim for them to understand the dynamics of domestic abuse better but also the additional issues faced by marginalised members of the community and reduce discriminatory beliefs and behaviours across BCP.

We will develop the BCP primary prevention offering, educating children and young people to help reduce current and future sexually discriminatory and sexually harmful behaviours.

We will further develop the relationships across agencies and professionals, to ensure a joined up and whole person response to survivors and perpetrators of domestic abuse, this will help to reduce risk, mitigate long term harm and improve longer term outcomes for all.

The improved data collection will help to identify local needs and themes and enable the partnership to respond to domestic abuse in a more localised way whilst also learning from national research and data.

Extensive consultation has been conducted, including a public consultation, consultation with the experts by experience board, the BCP domestic abuse survey, stakeholder workshops and domestic abuse provider events. This comprehensive approach ensures that the strategies are not developed in isolation and incorporate the perspectives of a diverse range of individuals and organisations, thereby meeting the needs of all.

All three strategies will be reviewed annually from (2025-2030). The Domestic Abuse Strategic Group (DASG) will oversee the implementation through a detailed delivery plan and report to the Community Safety Partnership Executive Board every six months to ensure accountability and achievement of the strategy outcomes.

Equality Impact Assessment: Report and EIA Action Plan

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Equality Impact Assessment Action Plan

Please complete this Action Plan for any negative or unknown impacts identified above. Use the table from the Capturing Evidence form to assist.

Issue identified	Action required to reduce impact	Timescale	Responsible officer
Sex – domestic abuse disproportionality affects women and women are significantly more likely to be murdered or seriously harmed in a domestic abuse context.	- Specialist domestic abuse services will be commissioned by BCP Council to ensure the provider uses a gendered approach to domestic abuse. - Women only safe accommodation will be commissioned by BCP Council to ensure there is an accommodation and domestic abuse specialist support offering that reflects need. - Training and education for professionals and the community to raise awareness of the gendered nature of domestic abuse, will be provided. - Survivor voice work will continue to be developed for women survivors of domestic abuse, including a co-production framework to ensure the voices inform domestic abuse strategy, policy and practice across BCP.	Q1 26/27 Q1 26/27 Q1 25/26 Q4 25/26	BCP Council Housing, and Public Health & Communities. BCP Council Housing, and Public Health & Communities. BCP Council Public Health & Communities. BCP Council Public Health & Communities.

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	- Bystander intervention awareness training to be offered to professionals and the community to educate them on how to intervene safely if they see people using abusive behaviours. - #justdont campaign (aimed at men and boys to challenge sexually abusive behaviours) to be rolled out across BCP using various assets and PR.	Q4 25/26 Q1 25/26	BCP Council Public Health & Communities. BCP Council Public Health & Communities.
Sex – men have barriers to accessing support for domestic abuse.	- Commissioned specialised domestic abuse services will provide support services for men. - . Male only safe accommodation will be commissioned by BCP Council to ensure there is an accommodation and domestic abuse specialist support offering that reflects need. - Training and education for professionals and the community will raise awareness of domestic abuse affecting men. - Domestic abuse forum to be held on Men's Domestic Abuse awareness day in	Q1 26/27. Q1 25/26. Q3 25/26. Q3 25/26.	BCP Council Housing and Public Health & Communities. BCP Council Housing and Public Health & Communities. BCP Council Public Health and Communities. BCP Council Public Health and Communities. & Communities.

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	November to raise awareness of domestic abuse for men locally. - Survivor voice work will continue to be developed for male survivors of domestic abuse, including a co-production framework to ensure their voices inform domestic abuse strategy, policy and practice across BCP.	Q4 25/26.	BCP Council Public Health & Communities.
Sexual orientation and gender reassignment – barriers to accessing support, low referral numbers into DA services and additional domestically abusive behaviours experienced by LGBTQ+ people. Low referral rates into the Up2U:CHR programme for LGBTQ+ people.	- Produce targeted domestic abuse leaflets and information for LGBTQ+ people. - An expectation the commissioned DA services will be trained on the dynamics of DA for LGBTQ+ people and reach into them through community engagement. - Safe accommodation for LGBTQ+ survivors will be provided through a dispersed accommodation model. - Training and education for professionals and the community will raise awareness of domestic abuse affecting LGBTQ+ people. - Data collection to further understand the local demographic of LGBTQ+	Q2 25/26. Q1 26/27. Q1 26/27. Q2 25/26. Q4 25/26.	BCP Council Public Health & Communities and BCP Domestic Abuse Housing Alliance Accreditation. BCP Council Housing, and Public Health & Communities. BCP Council Housing, and Public Health & Communities. BCP Council Public Health & Communities. Safer BCP Partnership agencies.

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	people and local need, will be developed across the partnership and agencies. - Up2U:CHR needs to be more widely publicised into the LGBTQ+ community.	 Q2 26/27.	 BCP Council Public Health & Communities.
Disability – low referral rates into DA services, increased risk of harm to those with disabilities, barriers to accessing services and information.	- Provide easy read DA information for people with a learning disability. - Produce targeted domestic abuse leaflets and information for people with disabilities. - Distribute the easy read DASH to relevant professionals. - Training and education for professionals and the community will raise awareness of domestic abuse and its effects on people with disabilities, to include the DA and disabilities toolkit. - Work with the BCP Safeguarding partnership to develop domestic abuse awareness and referral routes. - Safe accommodation for survivors with disabilities will be provided - An expectation the commissioned DA services will be trained on the dynamics of DA for people with disabilities and	Q4 25/26. Q2 25/26. Q2 25/26. Q2 26/27. Q1 26/27. Q1 26/27. Q1 26/27.	BCP Council Public Health & Communities, and BCP People First Forum. BCP Council Public Health & Communities, and BCP Domestic Abuse Housing Alliance Accreditation. BCP Council Public Health & Communities. BCP Council Public Health & Communities. BCP Council Public Health & Communities, and BCP Safeguarding Adults Board. BCP Council Housing, and Public Health & Communities. BCP Council Housing, and Public Health & Communities.

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	reach out to them through community engagement. - Accessible specialist domestic abuse services will be made available in a space to meet their needs. - Further research and data collection to understand the nature of disabilities across BCP so the response can be tailored to need.	 Q1 26/27. Q4 25/26.	 BCP Council Housing, and Public Health & Communities. Safer BCP Partnership agencies.
Mental health –increased risk of MH conditions and suicide associated with being a victim of domestic abuse.	- Strengthen partnership working across the locality with colleagues in mental health, to provide both a DA and MH informed response to survivors. - Explore DA and suicidality nationally and locally to inform and improve practice. - Share DA and suicidality toolkit across partner agencies. - Raise awareness of the risks domestic abuse poses to mental health for professionals and the community. - Explore how BCP's Suicide Prevention Strategy can fully reflect the corelation between domestic abuse and suicide.	Q4 26/27. Q4 25/26. Q1 25/26. Q4 25/26. Q4 26/27.	Safer BCP Partnership agencies. BCP Council Public Health & Communities. BCP Council Public Health & Communities. BCP Council Public Health & Communities. BCP Council Public Health & Communities.

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Age **Children and Young People** -Victims of DA through witnessing DA in the home. - Victims of DA in intimate relationships. - Lack of education on violence against women and girls, domestic abuse, unhealthy masculinity and healthy relationships leading to unhealthy futures.	- Commissioned specialist domestic abuse community support services will provide support for children and young people. - Safe accommodation commissioning plan to consider the needs of children and young people in the model of services to be commissioned. - Training and education for professionals and the community will raise awareness of domestic abuse and its effects on children and young people. - Survivor voice work will continue to be developed for child and young people survivors of domestic abuse, including a co-production framework to ensure the voices inform domestic abuse strategy, policy and practice across BCP. - A harmful sexual behaviour framework will be developed to be delivered into secondary schools across BCP to educate young people. - The Women's Aid Expect Respect free training to be advertised to schools across BCP.	Q1 26/27. Q1 26/27. Q2 25/26. Q4 25/26. Q3 25/26. Q2 25/26.	BCP Council Housing, and Public Health & Communities. BCP Council Housing, and Public Health & Communities. BCP Council Public Health & Communities. BCP Council Public Health & Communities, and BCP Safeguarding Children Partnership. BCP Council Public Health and Communities. BCP Council Public Health & Communities, and BCP Education.

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	- Relationship and Sex Education day to be marked with a provider event in BCP. - Positive masculinity training for young people to be developed and planned for boys across BCP. - Data collection to further understand the local scale and needs of children and young people suffering domestic abuse in BCP. - Further research into the prevalence, effects and pathways for young people who are care experienced and suffer domestic abuse in their intimate relationships.	Q1 25/26. Q4 25/26. Q4 25/26. Q4 25/26.	BCP Council Public Health & Communities, and BCP Education. BCP Council Public Health & Communities. Safer BCP Partnership agencies. BCP Council Public Health & Communities, and BCP Safeguarding Children Partnership. .
Age **Older people** - lack of referrals into DA services, barriers to accessing support, increased risks with carer stress alongside domestic abuse or as a stand-alone issue, increased risk from family members providing care and isolation.	- Training and education for professionals and the community will raise awareness of domestic abuse and its effects on older people, to include the DA and older abuse toolkit. - Work with the BCP Safeguarding partnership to develop domestic abuse awareness and referral routes.	Q2 25/26. Q2 26/27.	BCP Council Public Health & Communities. BCP Council Public Health & Communities, and BCP Safeguarding Adults Board.

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	- Safe accommodation modelling to consider how to work with older survivors needing accommodation-based support.	Q1 26/27.	BCP Council Housing, and Public Health & Communities.
	- An expectation the commissioned DA services will be trained on the dynamics of DA for older people and reach into them through community engagement.	Q1 26/27.	BCP Council Housing, and Public Health & Communities.
	- Carer stress awareness to be developed across BCP.	Q1 25/26.	BCP Council Public Health & Communities, and BCP Safeguarding Adults Board.
	- Survivor voice work will continue to be developed for older survivors of domestic abuse, including a co-production framework to ensure their voices inform domestic abuse strategy, policy and practice across BCP.	Q1 26/27.	BCP Council Public Health & Communities.
	- Data collection to further understand the local scale and needs of older young people suffering domestic abuse in BCP.	Q2 26/27.	Safer BCP Partnership agencies.
	- Produce targeted domestic abuse leaflets and information for older people.	Q2 25/26.	BCP Council Public Health & Communities, and BCP Domestic Abuse Housing Alliance Accreditation
Minority Ethnic Groups - lack of referrals into DA services, barriers to accessing culturally competent support, potential language barriers,	- Training and education for professionals and the community will raise awareness of domestic abuse and its effects on different races to include the BAME and DA toolkit.	Q2 25/26.	BCP Council Public Health & Communities.

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barriers to support due to immigration status, increased risk of harmful VAWG practices, and lack of understanding about the demographic locally.	- Produce targeted domestic abuse leaflets and information for BAME communities.	Q2 25/26.	BCP Council Public Health & Communities, and BCP Domestic Abuse Housing Alliance Accreditation
	- Training for professionals around harmful VAWG practices including HBA, FGM and forced marriage.	Q2 26/27.	BCP Council Public Health & Communities, and BCP Safeguarding Children Partnership.
	- Safe accommodation modelling to consider how to work with BAME survivors in a culturally competent way.	Q1 26/27.	BCP Council Housing, and Public Health & Communities.
	- An expectation the commissioned DA services will be trained on the dynamics of DA on BAME people and reach out to them through community engagement.	Q1 26/27.	BCP Council Housing, and Public Health & Communities.
	- Survivor voice work will continue to be developed for BAME survivors of domestic abuse, including a co-production framework to ensure the voices inform domestic abuse strategy, policy and practice across BCP.	Q1 26/27.	BCP Council Public Health & Communities.
	- Data collection to further understand the local demographics and needs of BAME people suffering domestic abuse in BCP.	Q1 26/27.	Safer BCP Partnership agencies.
	- Improve our understanding of immigration status and no recourse to	Q3 26/27.	Safer BCP Partnership agencies.

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	public funds for people accessing all DA support services in BCP. - To consider how we offer DA information to those who do not use English as there first language, both in person and via other promotional materials.	 Q3 25/26.	 BCP Council Public Health & Communities.
Religion or belief **-** lack of referrals into DA services, barriers to accessing culturally competent support and increased risk of harmful VAWG practices.	- Training and education for professionals and the community will raise awareness of domestic abuse and how this may look in different religions or beliefs, and to explore the further barriers to support access. - Training for professionals around harmful VAWG practices including HBA, FGM and forced marriage. - Safe accommodation modelling to consider how to work with survivors who have religious beliefs in a culturally competent way.	Q4 25/26. Q2 26/27. Q1 25/26.	BCP Council Public Health & Communities. BCP Council Public Health & Communities, and BCP Safeguarding Children Partnership. BCP Council Housing, and Public Health & Communities.

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	- An expectation the commissioned DA services will be trained on the dynamics for people who have religious beliefs and reach into them through community engagement. - Survivor voice work will continue to be developed for all survivors of domestic abuse, to include those with religious beliefs, including a co-production framework to ensure the voices inform domestic abuse strategy, policy and practice across BCP. - Data collection to further understand the local demographic of religious belief systems to inform response and practice.	Q1 25/26. Q1 25/26.	BCP Council Housing, and Public Health & Communities. BCP Council Public Health & Communities. Safer BCP Partnership agencies.
Pregnancy - increased risk of DA starting during pregnancy, increased risk of harm to unborn child and increased risk of domestic homicide.	- Strengthen partnership working across the locality with colleagues in maternity/health visiting services and domestic abuse support services. - Explore DA training for maternity/health visiting colleagues, offer the BCP DA L2 training to maternity services. - Understand the process for maternity/health visiting services when gathering domestic abuse information from clients.	Q1 26/27. Q1 26/27. Q4 25/26. Q3 25/26.	BCP Council Public Health & Communities, and NHS Dorset. BCP Council Public Health & Communities, and NHS Dorset. Safer BCP Partnership and NHS Dorset. BCP Council Public Health & Communities.

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	- To consider a domestic *abuse* leaflet tailored to pregnant women to distribute via health locally.		
Socioeconomic factors - violent crime including violent domestic abuse is shown to be higher in areas of deprivation, increased risk of higher risk DA.	- Develop an understanding, if high risk domestic abuse in BCP is linked to areas of deprivation. - Explore a domestic abuse drop-in style service placed in food banks to offer support and advice.	Q4 25/26. Q1 26/27.	Safer BCP Partnership agencies. BCP Council Public Health & Communities, and Dorset Police.
Armed forces communities - statistically more likely to experience and perpetrate DA.	- Develop relationships between the Ministry of Defence Safeguarding unit and local specialist domestic abuse services, including those for children and the Up2U:Creating Healthy Relationships programme.	Q4 25/26.	BCP Council Public Health & Communities.
Care experienced adults - gaps in pathway post 18 for support around domestic abuse and increased risk due to vulnerabilities.	- Strengthen partnership working across the locality with colleagues in the Children in Care teams, youth justice team and domestic abuse support services.	Q3 25/26.	BCP Council Public Health & Communities, BCP Safeguarding Children Partnership and the Dorset Combined Youth Justice Service.
Carers - theme emerging around carer stress and domestic abuse.	- Identify learning needs of work force around carers and domestic abuse. - Explore domestic abuse data collection on carers and domestic abuse.	Q4 25/26. Q4 25/26,	Safer BCP Partnership agencies. BCP Council Public Health & Communities, and BCP Safeguarding Adults Board.

Form Version 1.2 prepared by: **Lisa Dowry and Katie Blake** Date: **01st April 2025**

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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
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	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

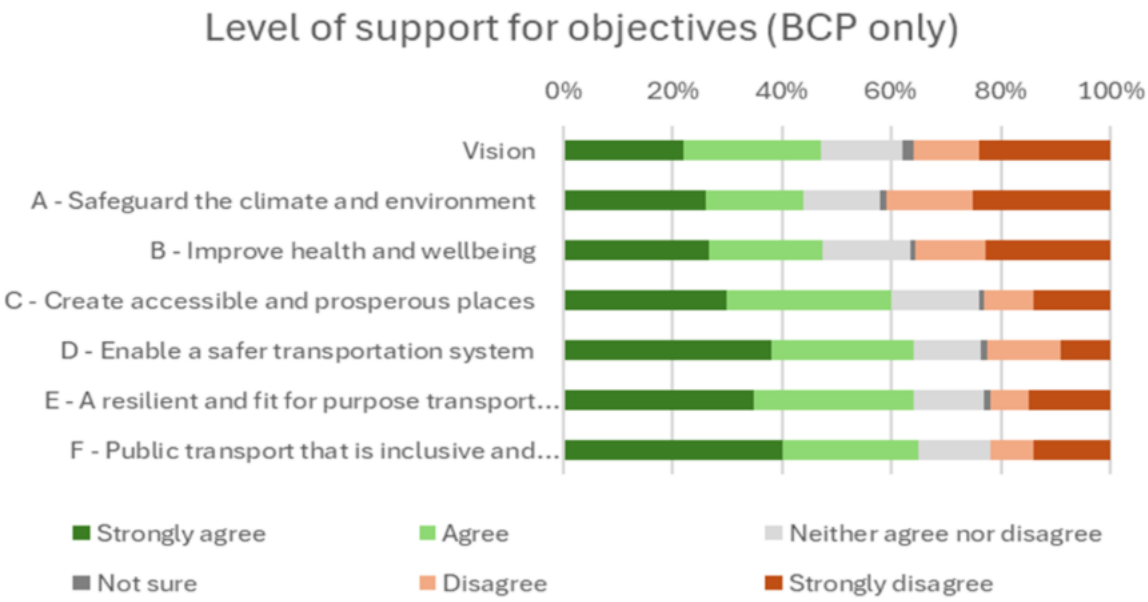
15. Under the Local Transport Act 2008, and in the new LTP Guidance, formal public consultation on a draft LTP is required prior to its adoption.

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.

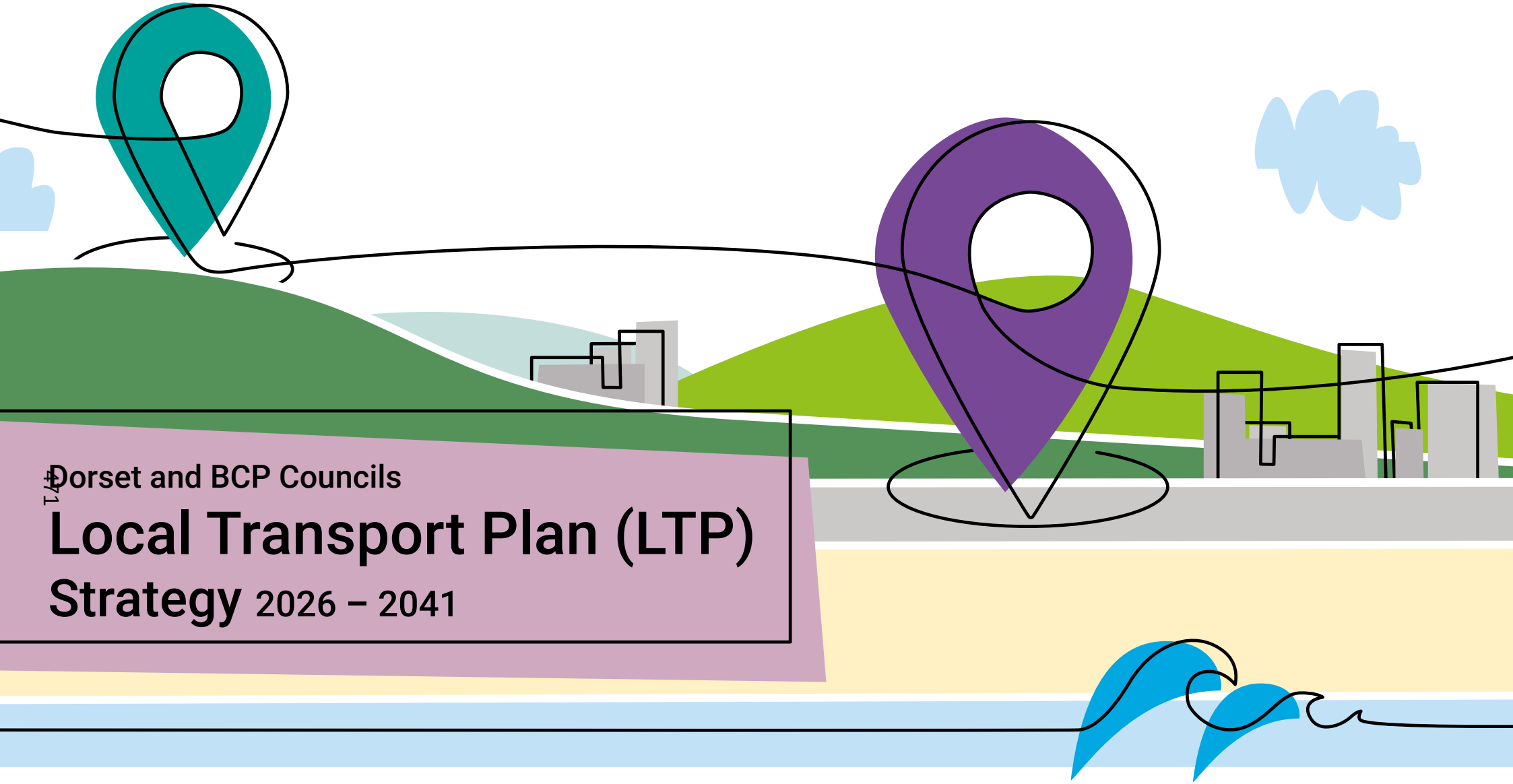
50. There is also a risk of any emerging Strategic Authority removing the necessity for a Joint BCP and Dorset Local Transport Plan due to a lack of alignment with relevant geography, and more crucially the potential transfer of the duty to produce a LTP moving to a new Strategic Authority away from 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.

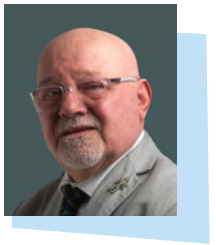
However, the delivery of this ambitious strategy depends on securing the necessary funding. Investment in our transport infrastructure is critical if we are to meet our shared goals and deliver the benefits our communities deserve.

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

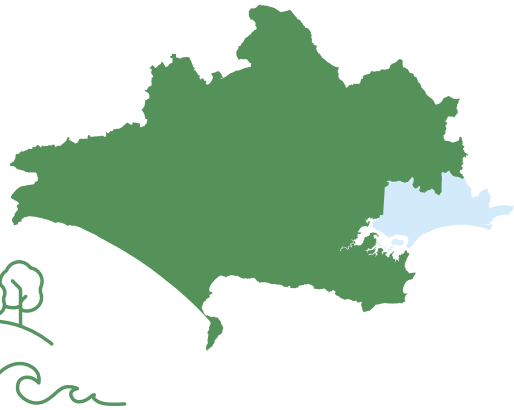
Poole Harbour

- 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



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.

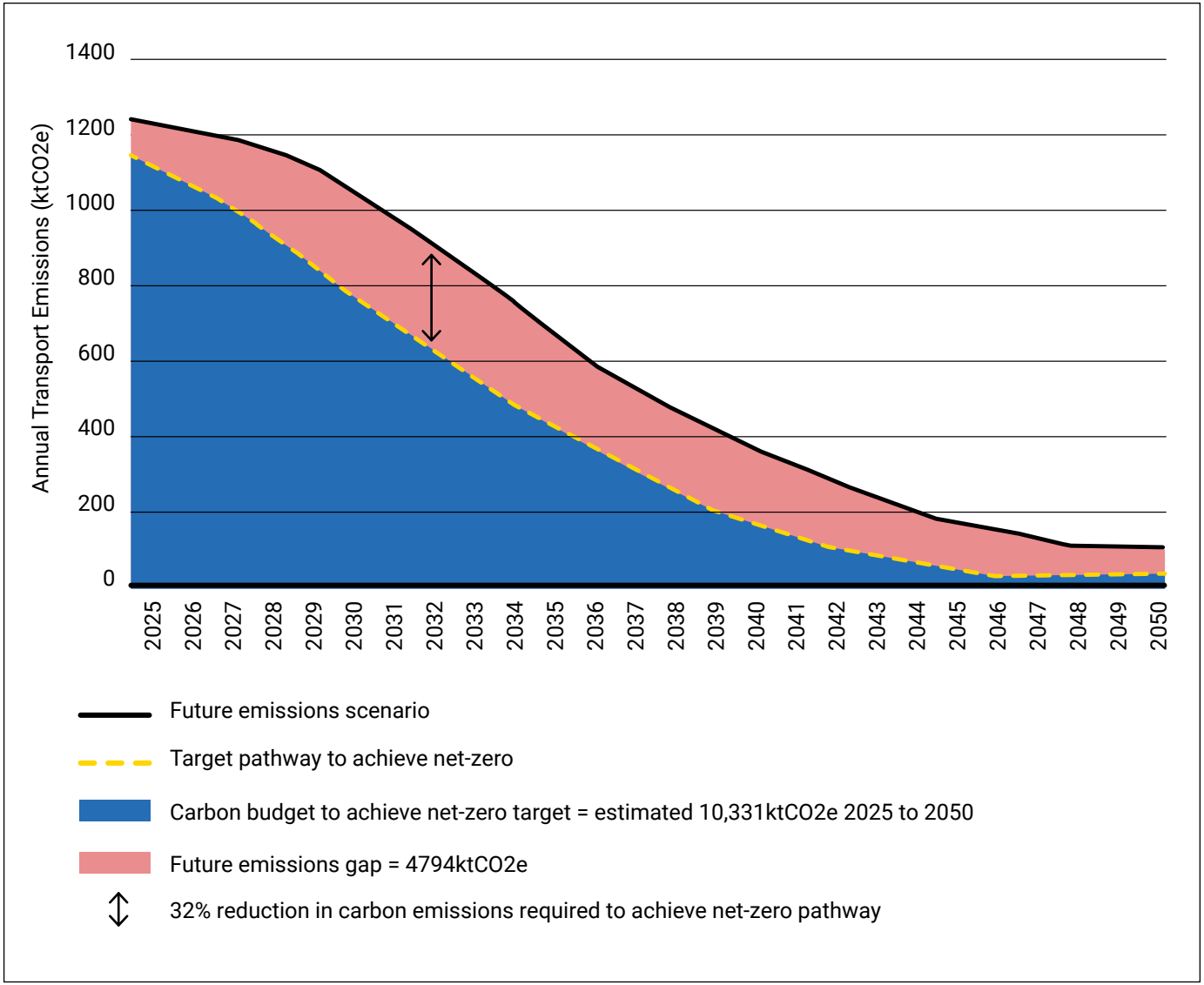
This is the most likely scenario, as it reflects the national ban on the sale of new petrol and diesel only powered cars from 2030. Our analysis has defined a 'target pathway to achieve net-zero' (purple dashed line in Figure 1.1). This is based on a locally scaled version of the **'Climate Change Committee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

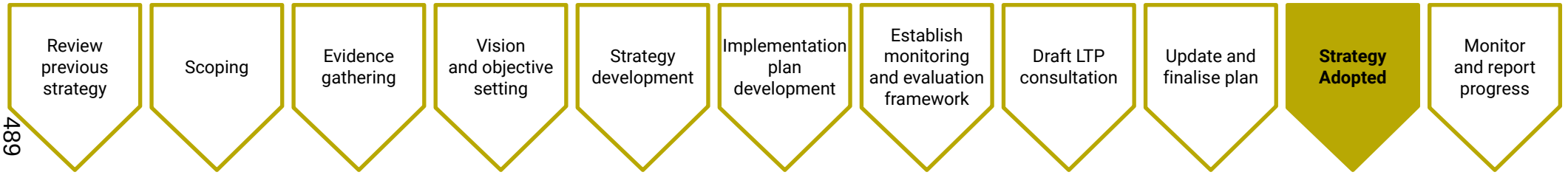
Roles and responsibilities	Local authority	Transport operator	STB	Government
Local Transport Plan	✓			
Maintenance of public roads	✓			
Strategic Road Network				✓
School transport	✓			
Community needs	✓	✓		
Public transport	✓	✓	✓	✓
Promoting sustainable development	✓			
Funding for high-cost schemes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

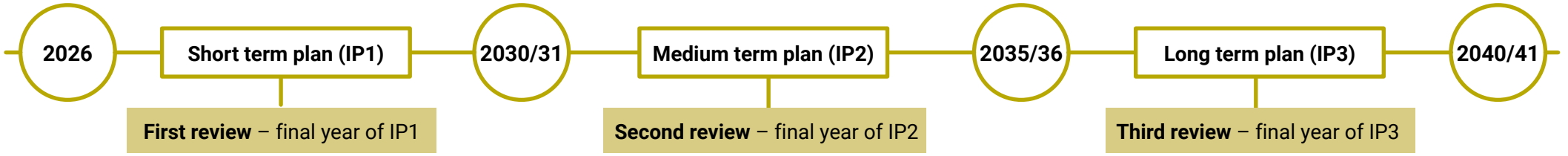
Public engagement on the development of the new strategy took place between 22 January 2024 and 3 March 2024.

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



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.

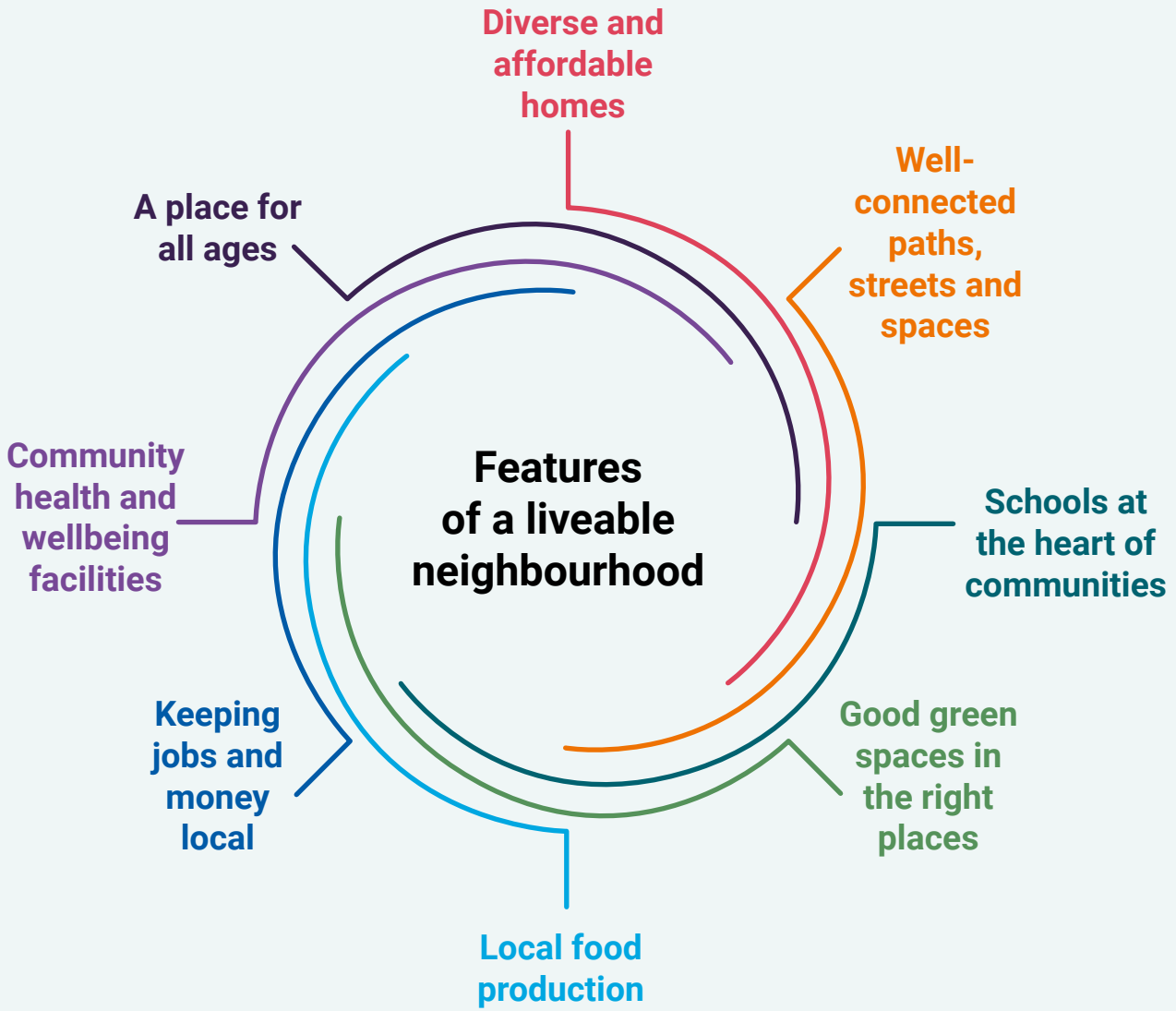
Policy D1

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

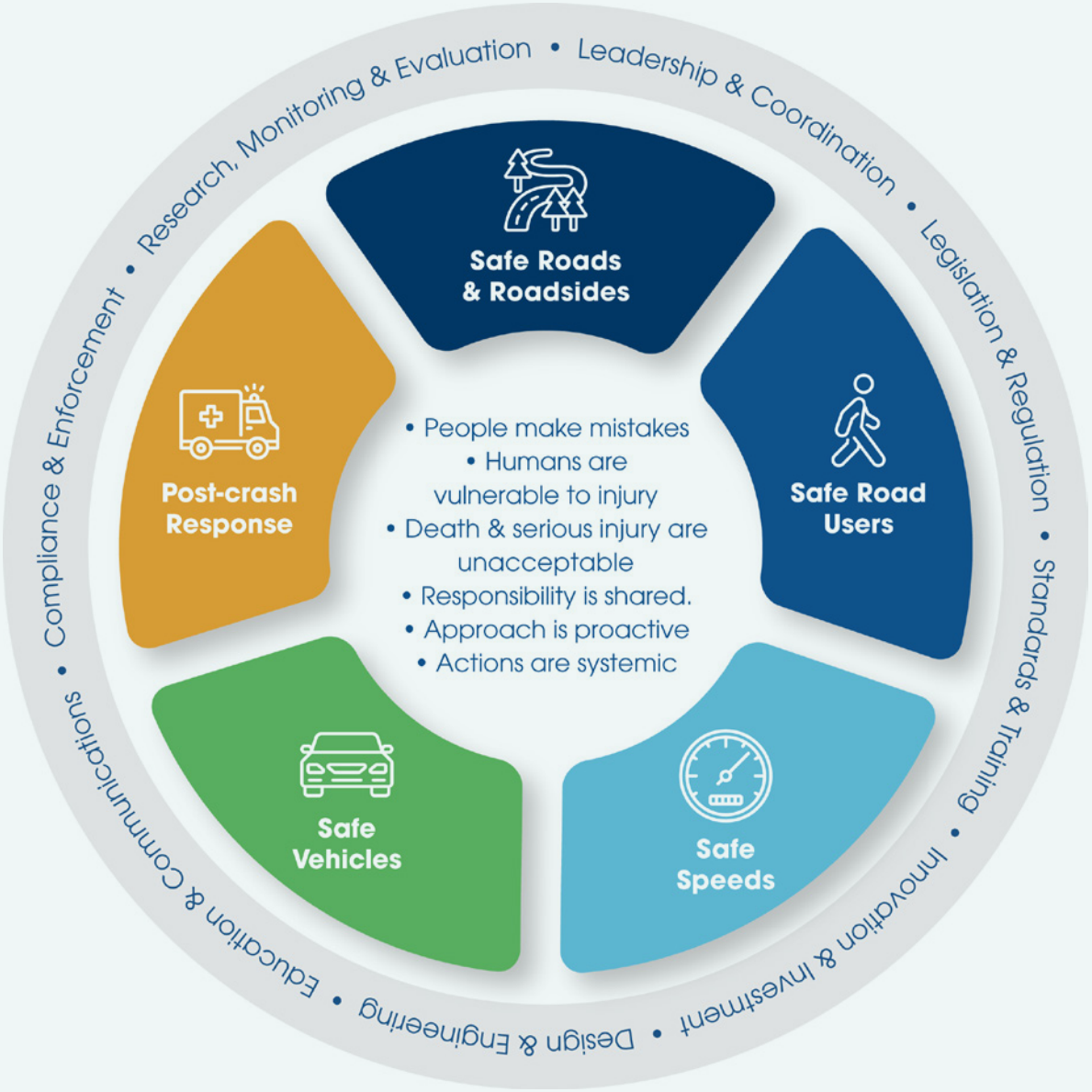
impact on those affected by a road casualty and their social groups is immense. Considerations of how we all travel and the resulting policies need to improve safety as a priority including resolving conflicts between active travel and motor vehicles. Many injuries are largely preventable. Through effective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

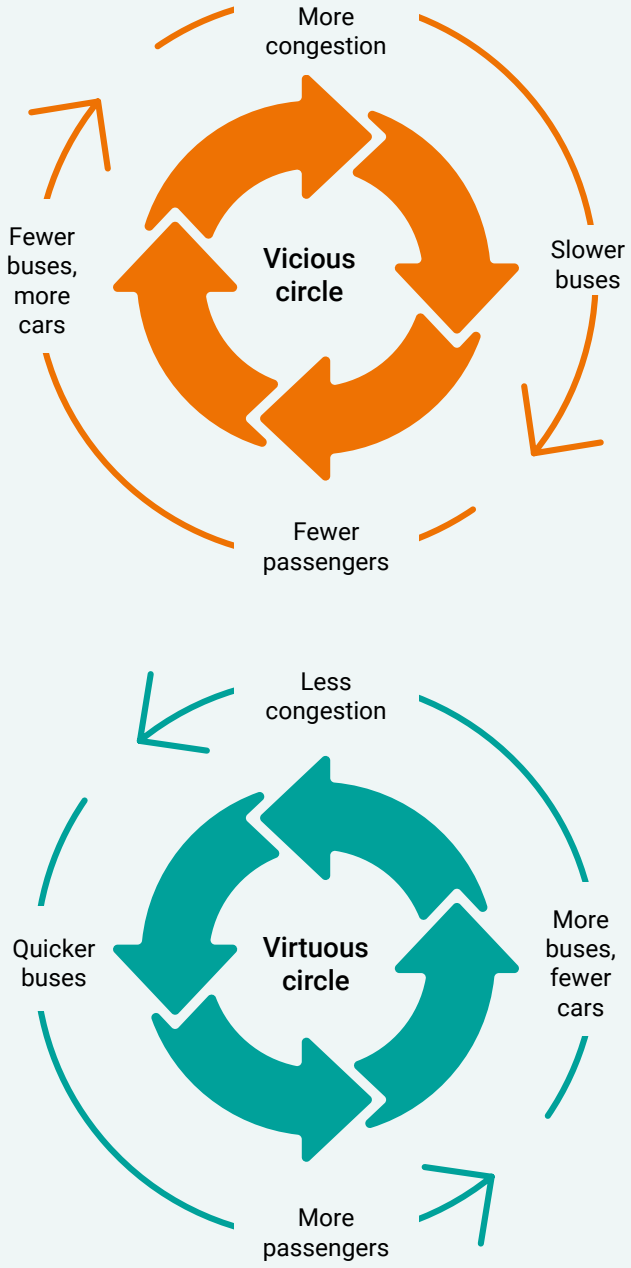
Policy F2

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.

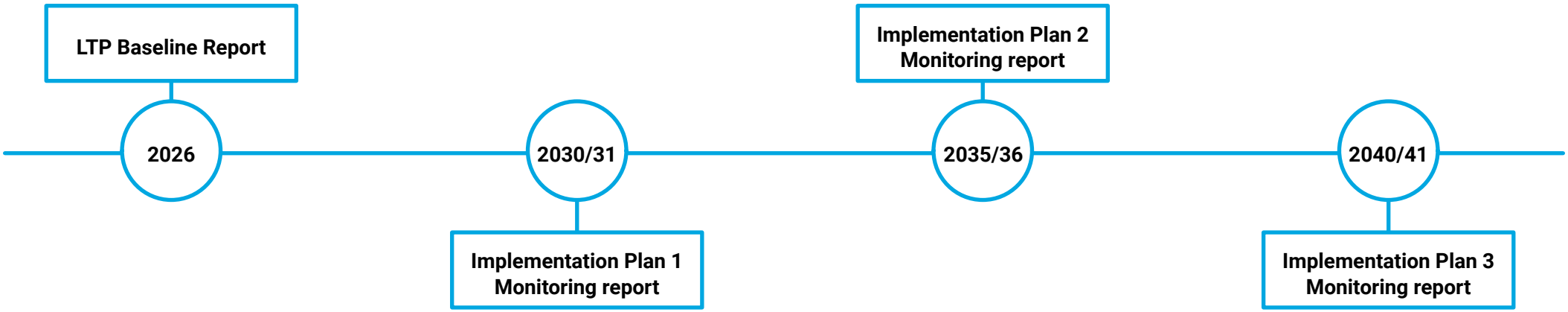
Performance indicators

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.

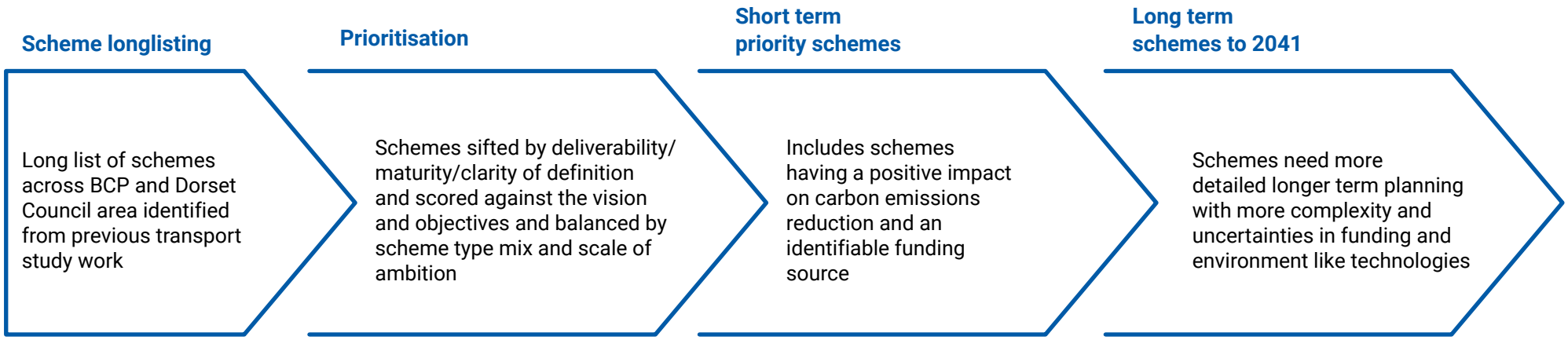
Medium term plan (IP2) covering 2031 to 2036

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.

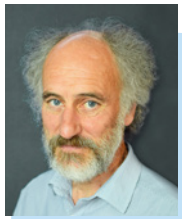
It supports our bold strategy to transform how people move around our region, supporting sustainable economic growth, tackling the climate and ecological emergencies and improving access to jobs, education and services.

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.

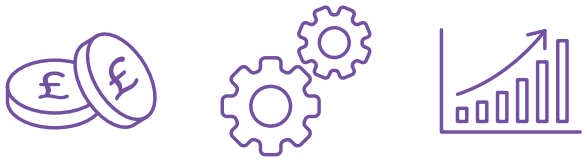
Less mature and more complex schemes have been identified for further development and/or delivery in the medium-term Implementation Plan (IP2) and longer-term Implementation Plan (IP3) phasing of LTP. For individual schemes appropriate local consultation (including methods such as randomised sample surveys)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

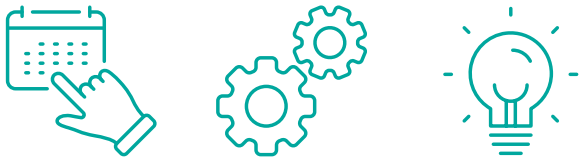


Rail connectivity – platform and footbridge at a busy Bournemouth station.



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.

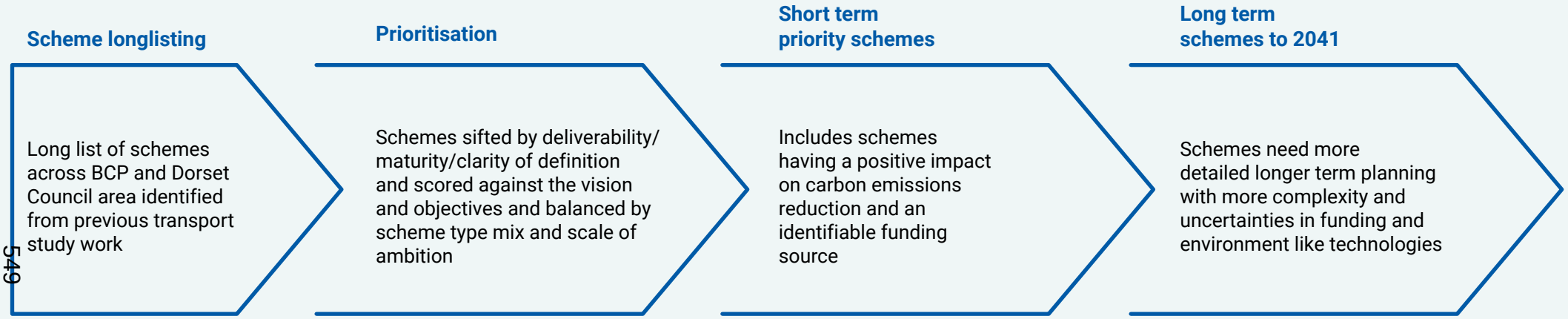
In total 15 schemes were identified to be added to the refined priority short list (95 schemes in total).

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.



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.

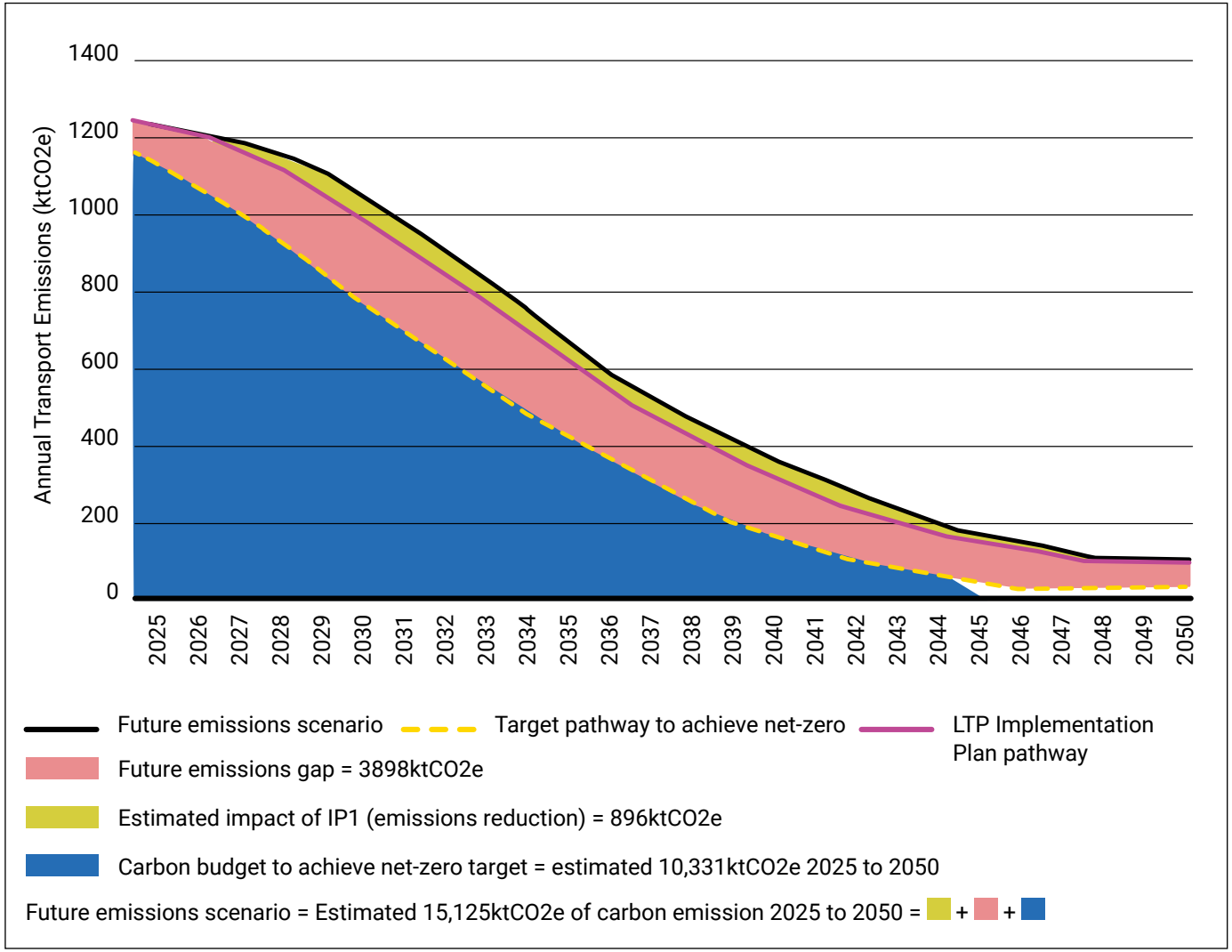
To meet the target pathway to net-zero and deliver the overall vision of the LTP, the required ambitious approach needs more focus on measures that reduce the need to travel and encourage sustainable travel.

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)

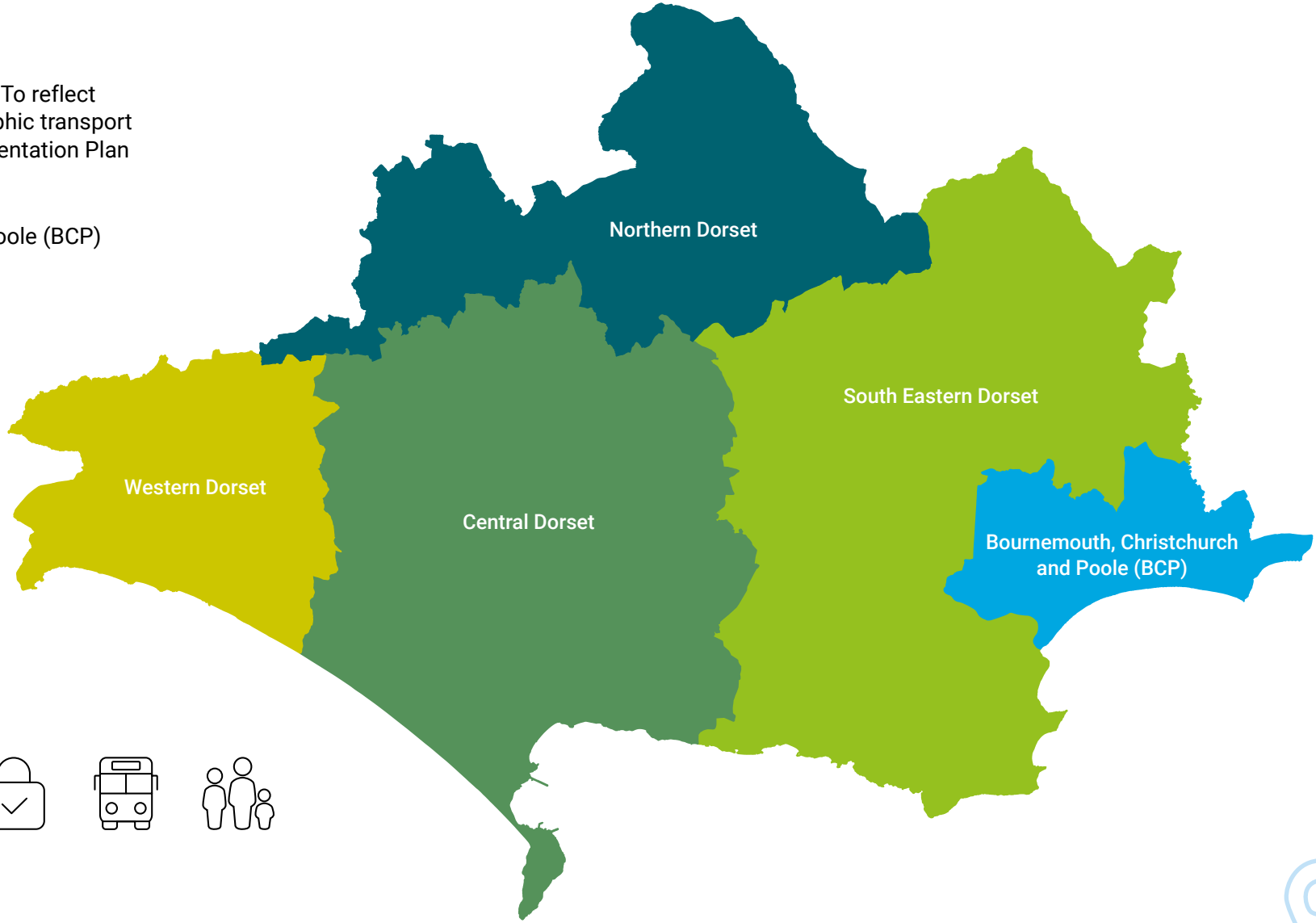


4. LTP Implementation Plan by area

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.



553

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.

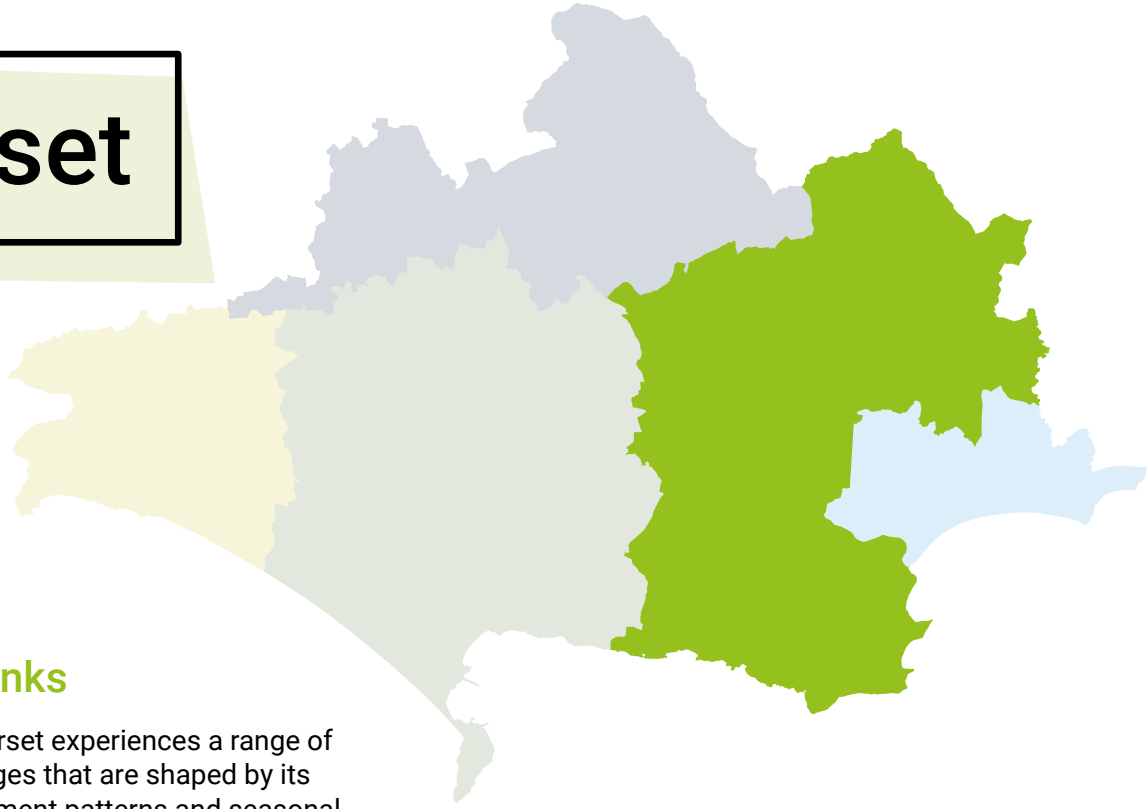


Rail connectivity – South Western Railway train at Platform – Bournemouth station. (Credit – South Western Railway)



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.

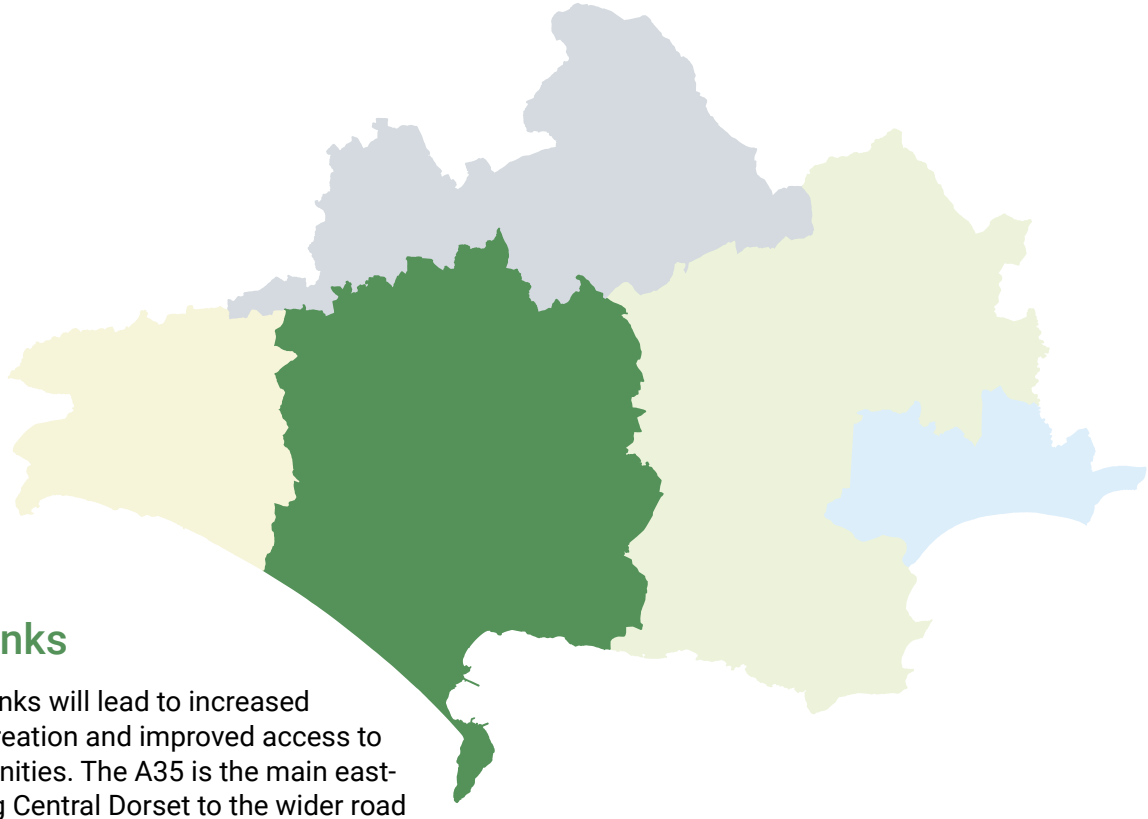
We are creating better connections to key destinations such as Bournemouth Airport, the Port of Poole and popular town centres. **Mobility hubs** will be introduced at strategic locations, offering seamless connections between buses, trains, cycling, walking and shared mobility options like e-scooters 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.

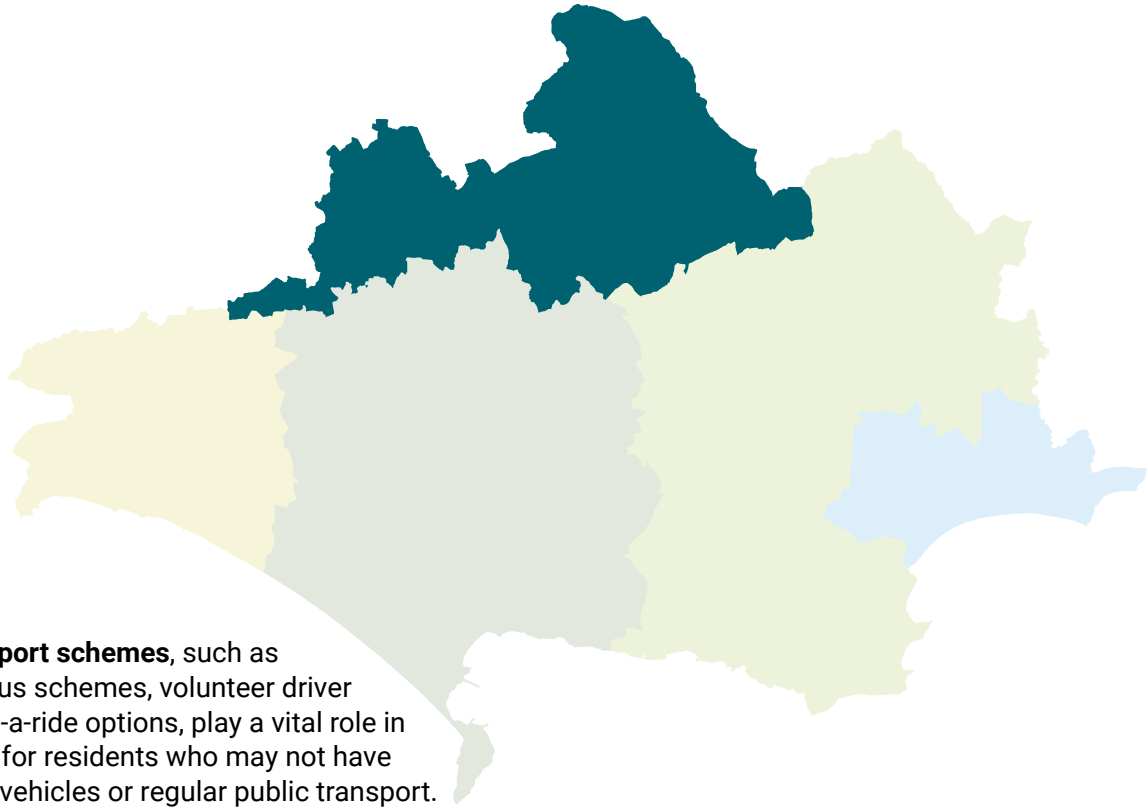
Strengthen rail connectivity through support for capacity enhancements on the Heart of Wessex Line, enabling an hourly service between Weymouth and Bristol and improved services on the South Coast Main Line to London. We will support improvements at Dorchester South and Upwey stations to ensure they 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.

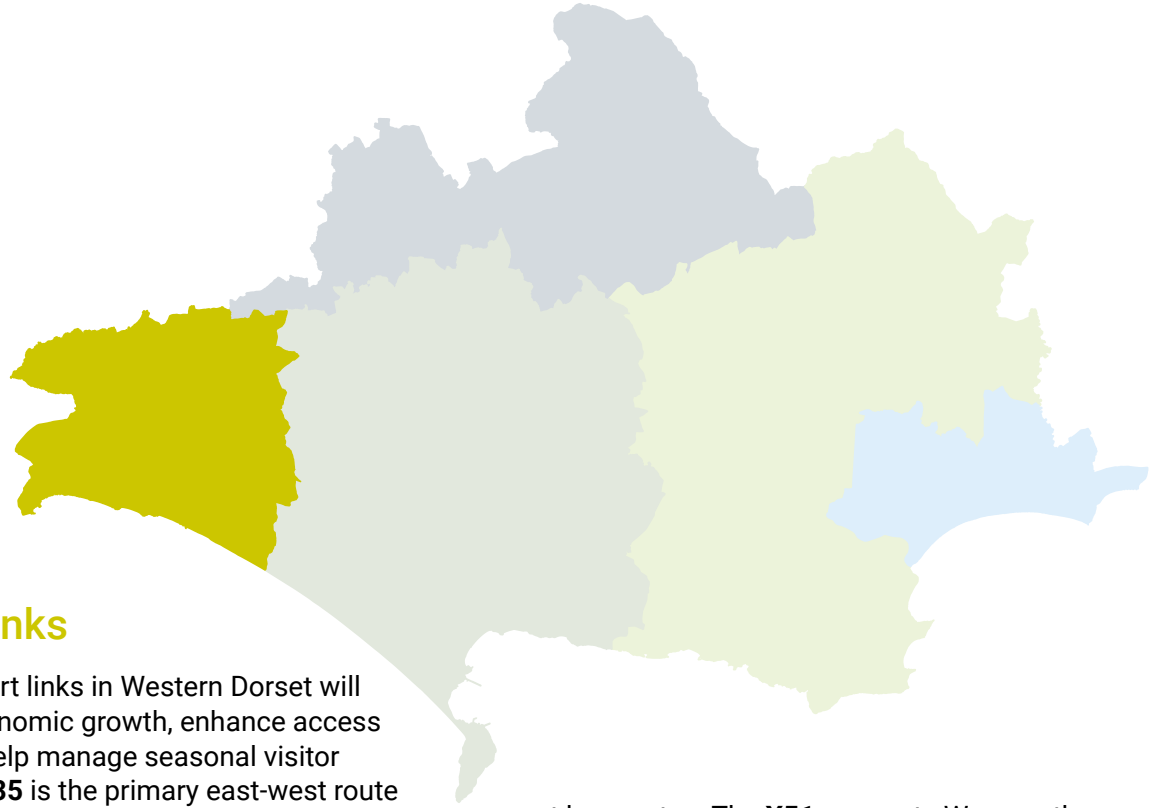
Improve rail accessibility by supporting improvements at Gillingham and Sherborne stations to ensure they are fully accessible to all users. This includes the provision of step-free access via lifts or ramps, improved signage, enhanced waiting areas and better integration with local bus and active travel 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.

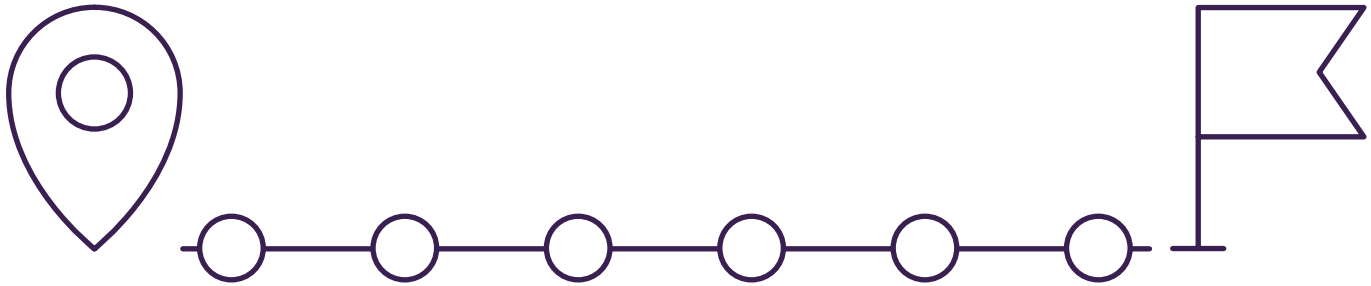
A measurable baseline will be captured during the first year of the lifecycle of LTP and will provide an objective dataset against which all future years of the Plan will be measured.

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

578

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.

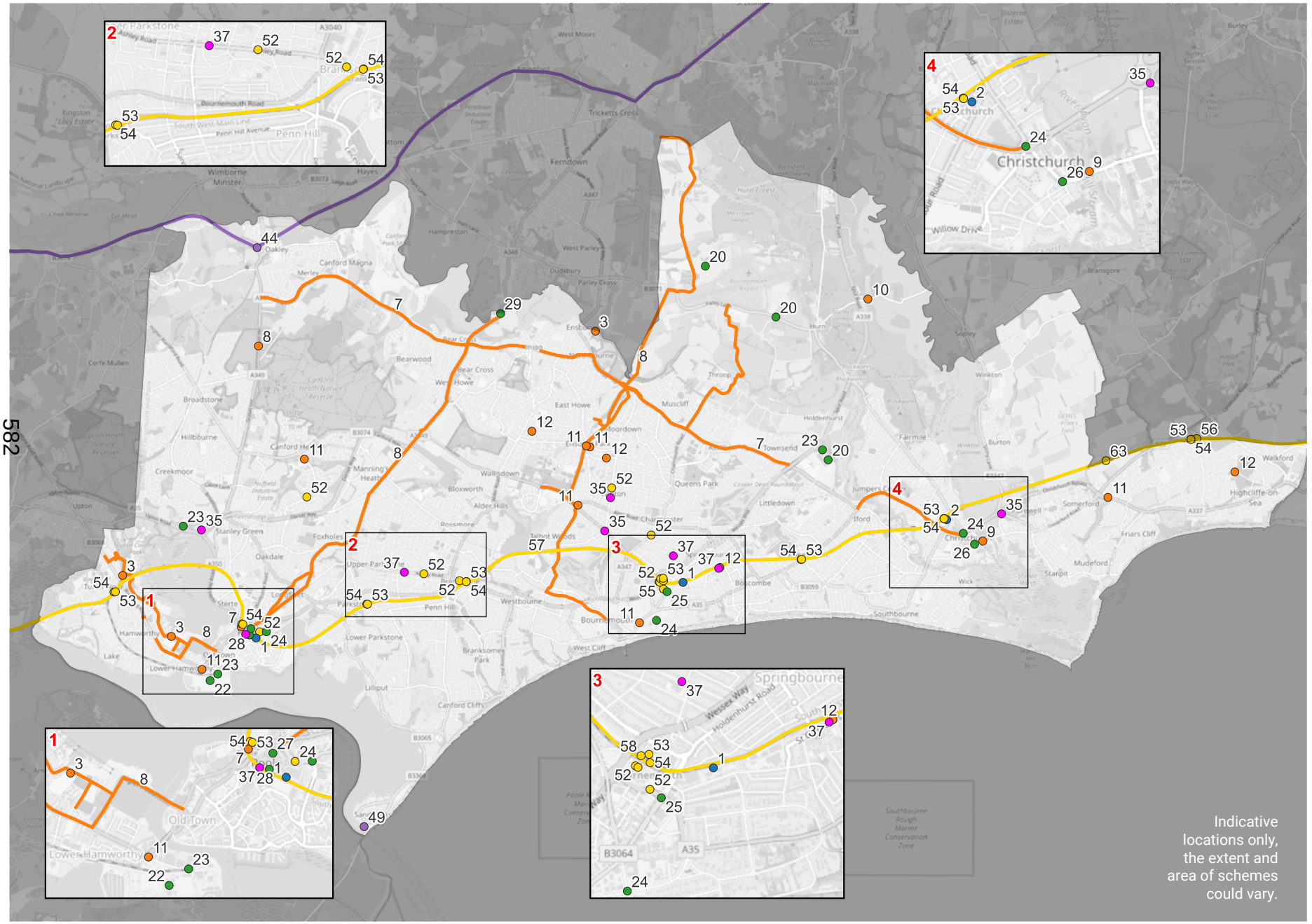
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Active Travel England funding: Active travel capability fund: local transport authority allocations 2025 – GOV.UK
BSIP + BSOG funding: LABG capital allocations: 2026 to 2030 – GOV.UK LABG revenue allocations: 2026 to 2029 – GOV.UK
LEVI funding: Local 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



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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	

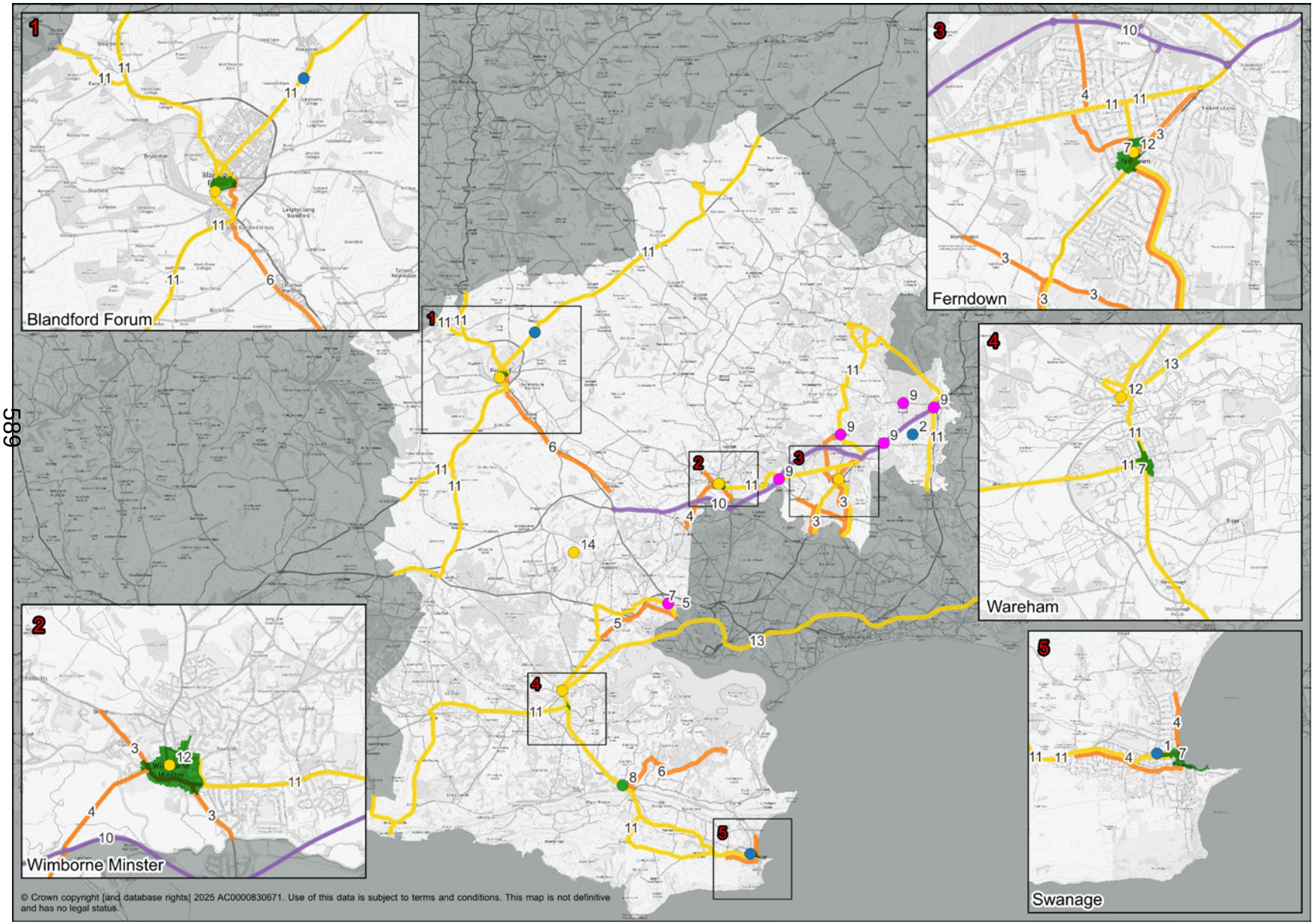
31	Freight Route and Facilities Mapping	Work with partners to publish a new Freight Route and Facilities Map including recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and major industrial estates	£	Delivery		
32	Lane Rental Scheme	Develop a new Lane 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

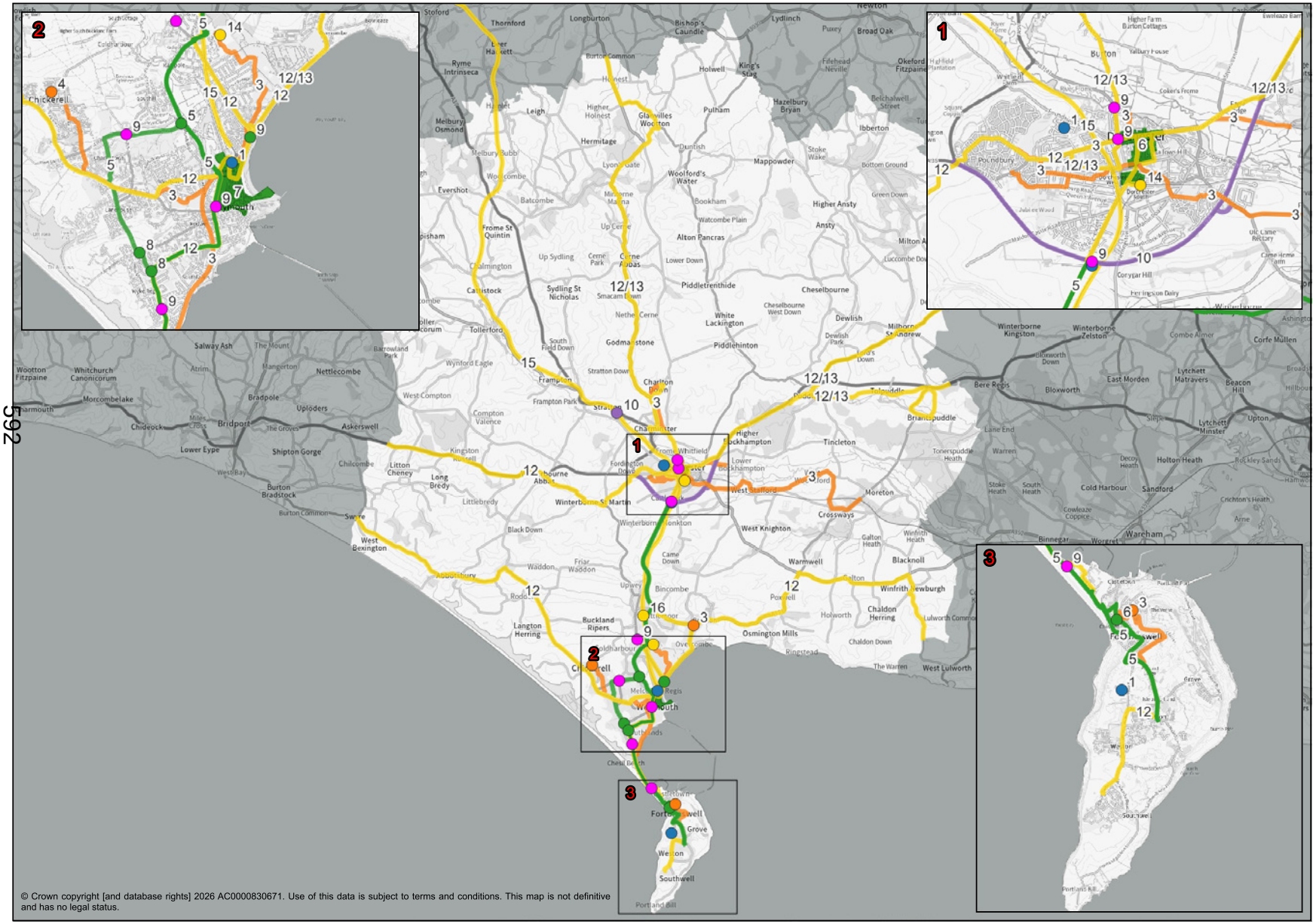
Table listing South Eastern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

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

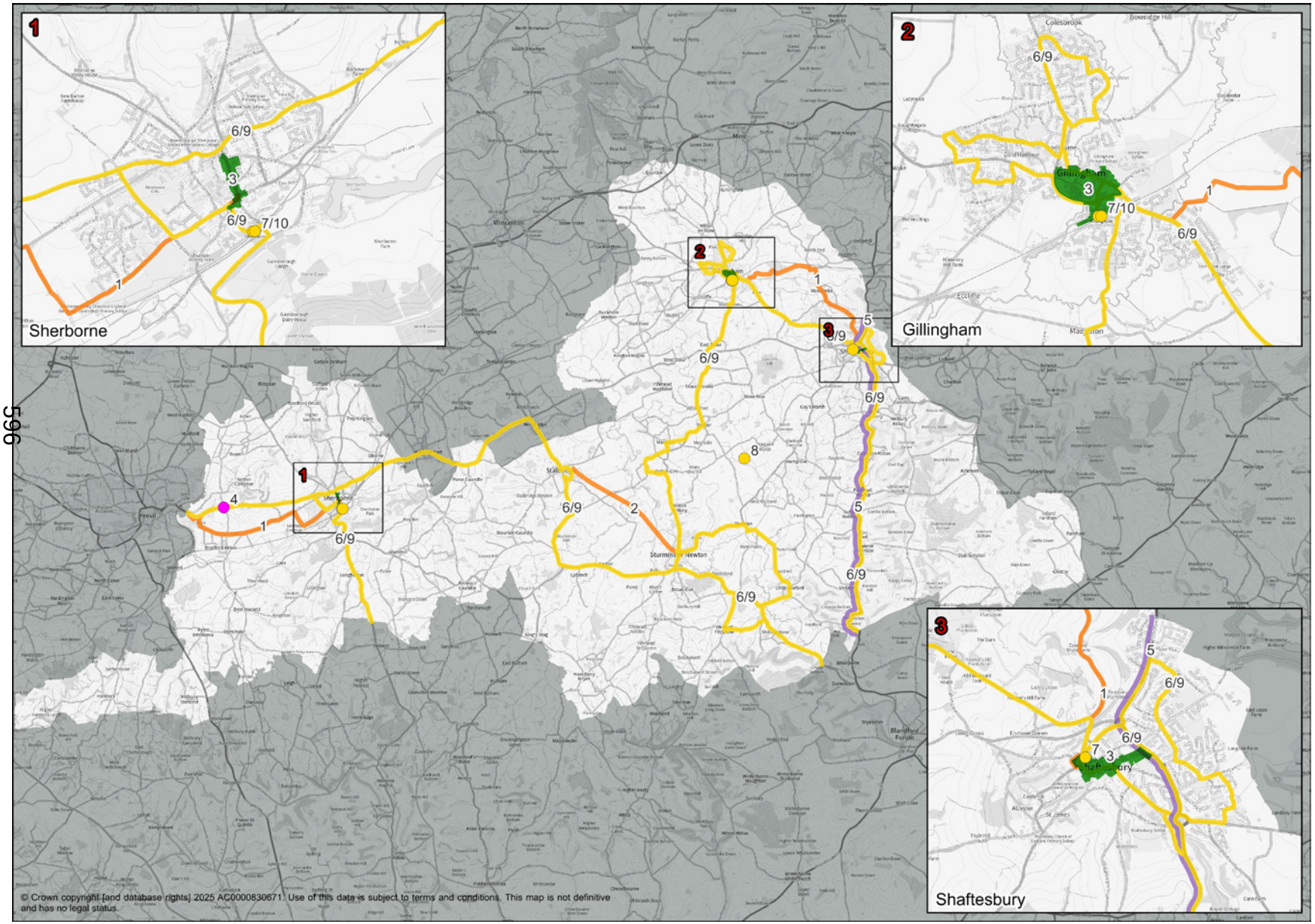
Ref	Name	Description	Cost estimate	IP1 activity	IP2 activity	IP3 activity
	Objective A – Safeguard the climate and environment					
1	Zero Emission Buses	Support partners to introduce an electric bus fleet by 2035 to operate on Dorset routes. The new buses will enhance the user experience in turn increasing 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	

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

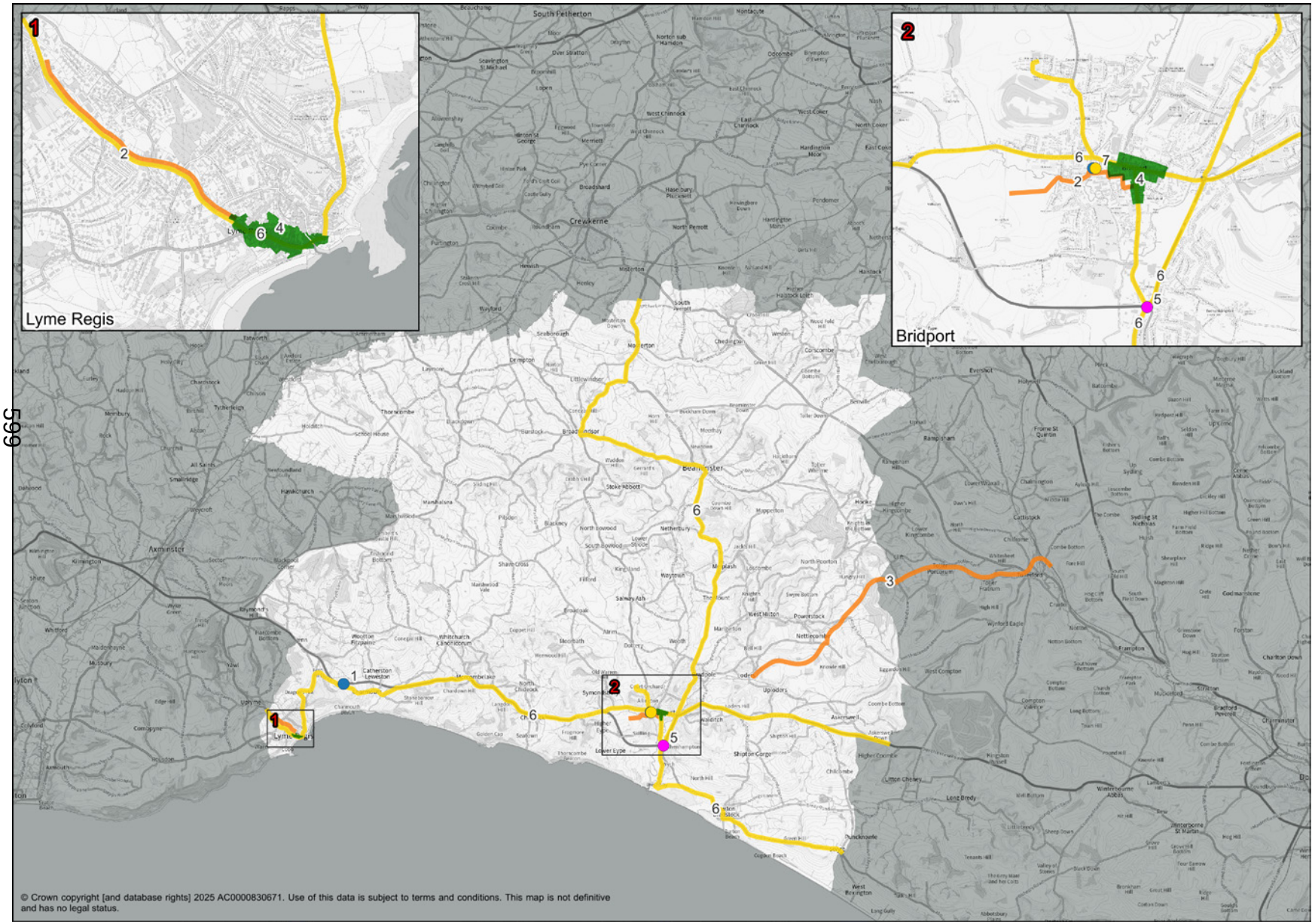
Table listing Northern Dorset LTP IP1 schemes for development / delivery 2026/27 to 2030/31

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.

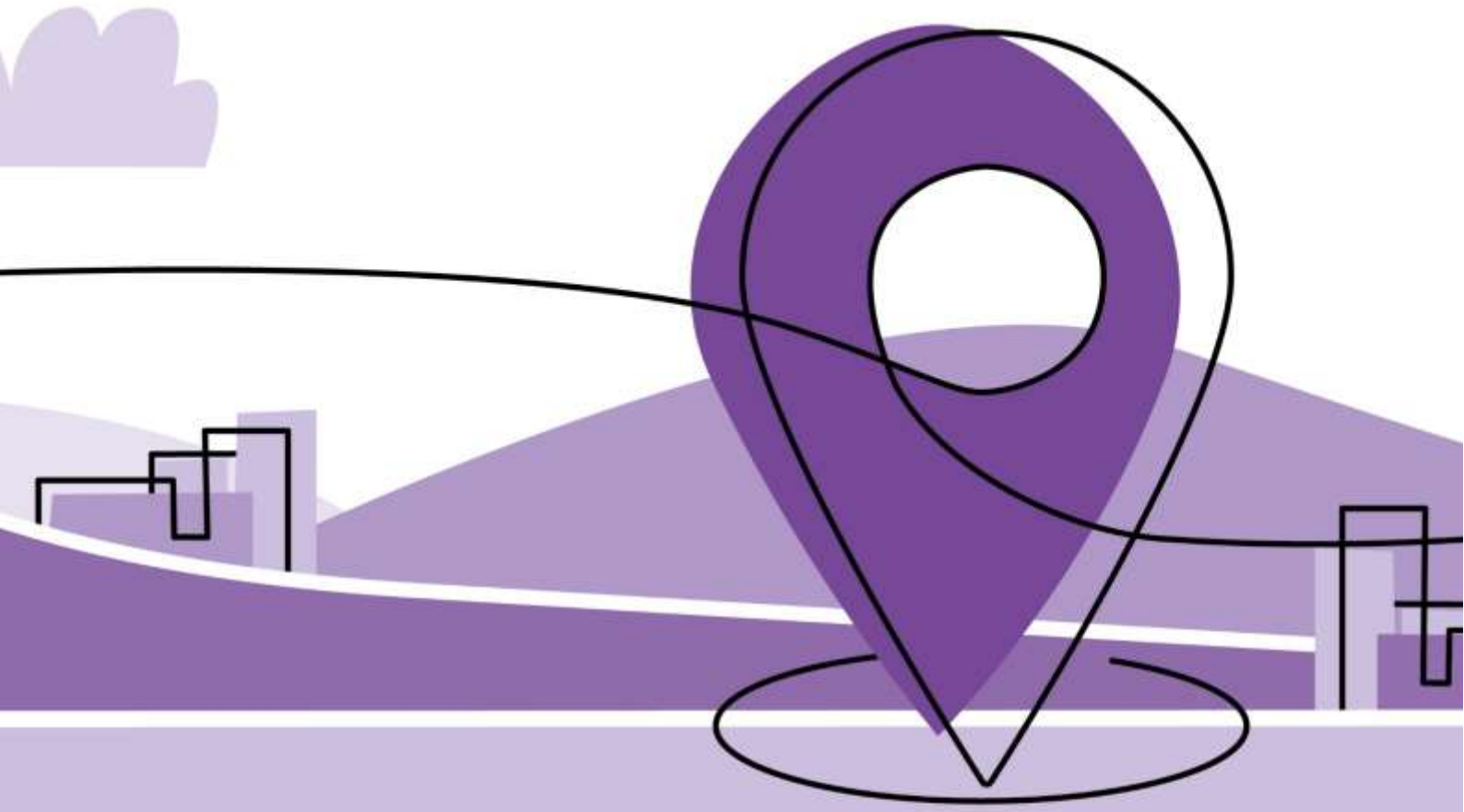
ZEBRA
Zero Emission Bus Regional Areas.

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.

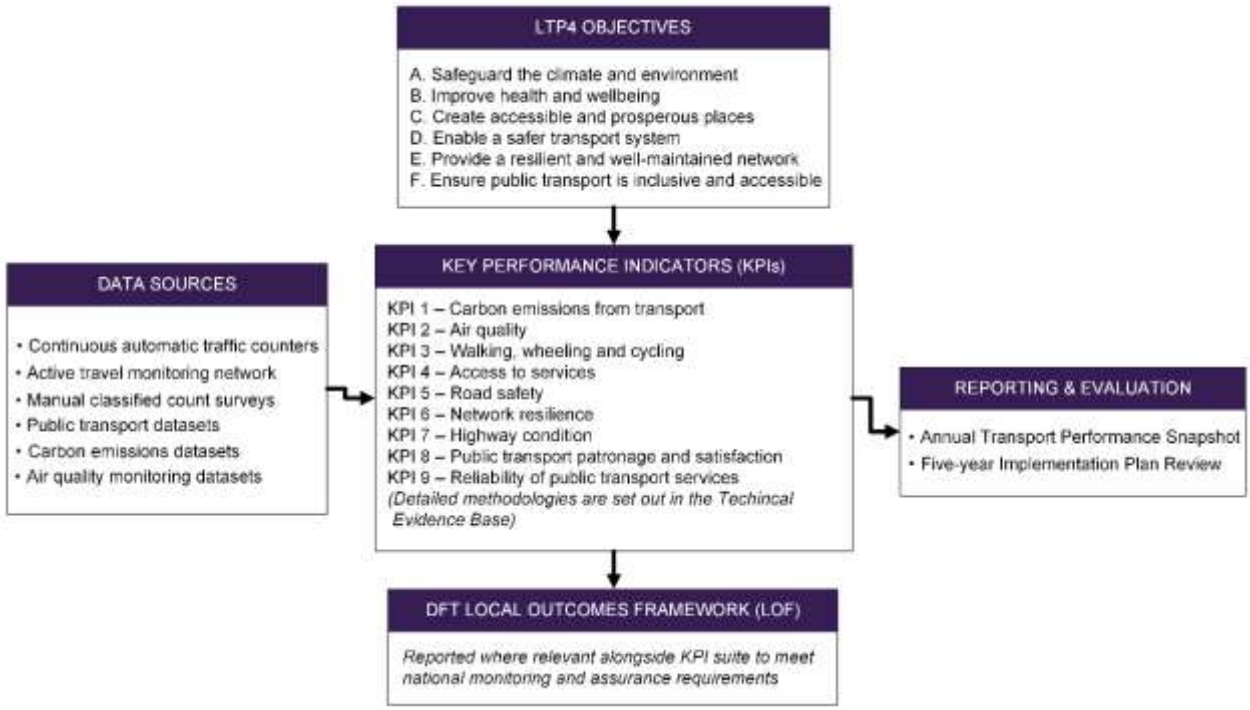


Figure 1: LTP Monitoring and Evaluation Framework – Line of Sight from Objectives to Reporting

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.

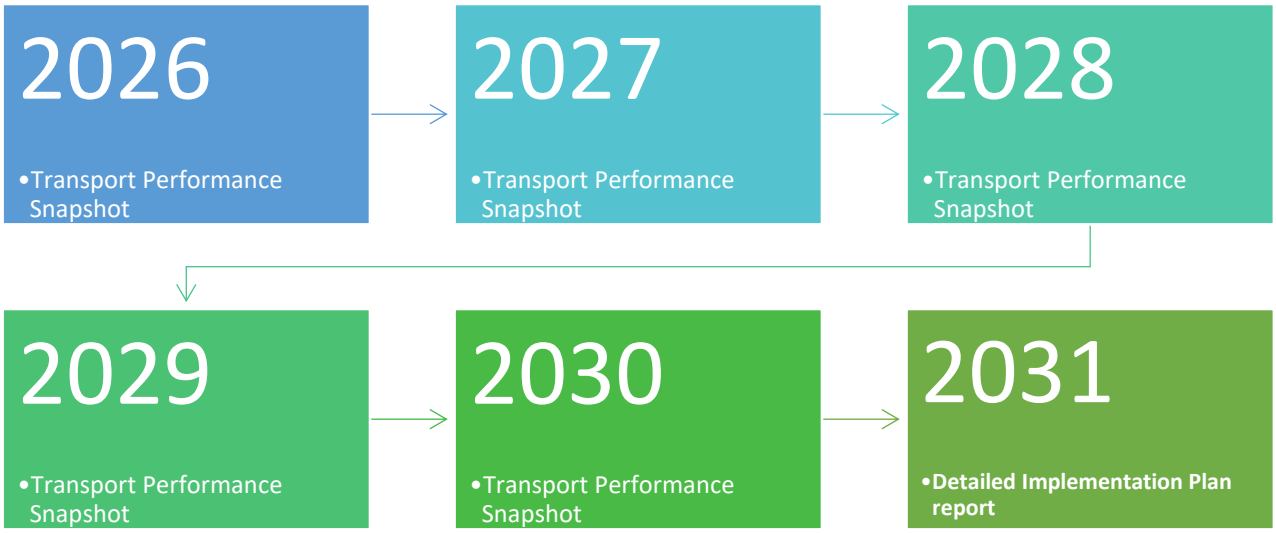


Figure 2. Details of reporting milestones between 2026-2031

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)			●			

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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

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Dorset maps

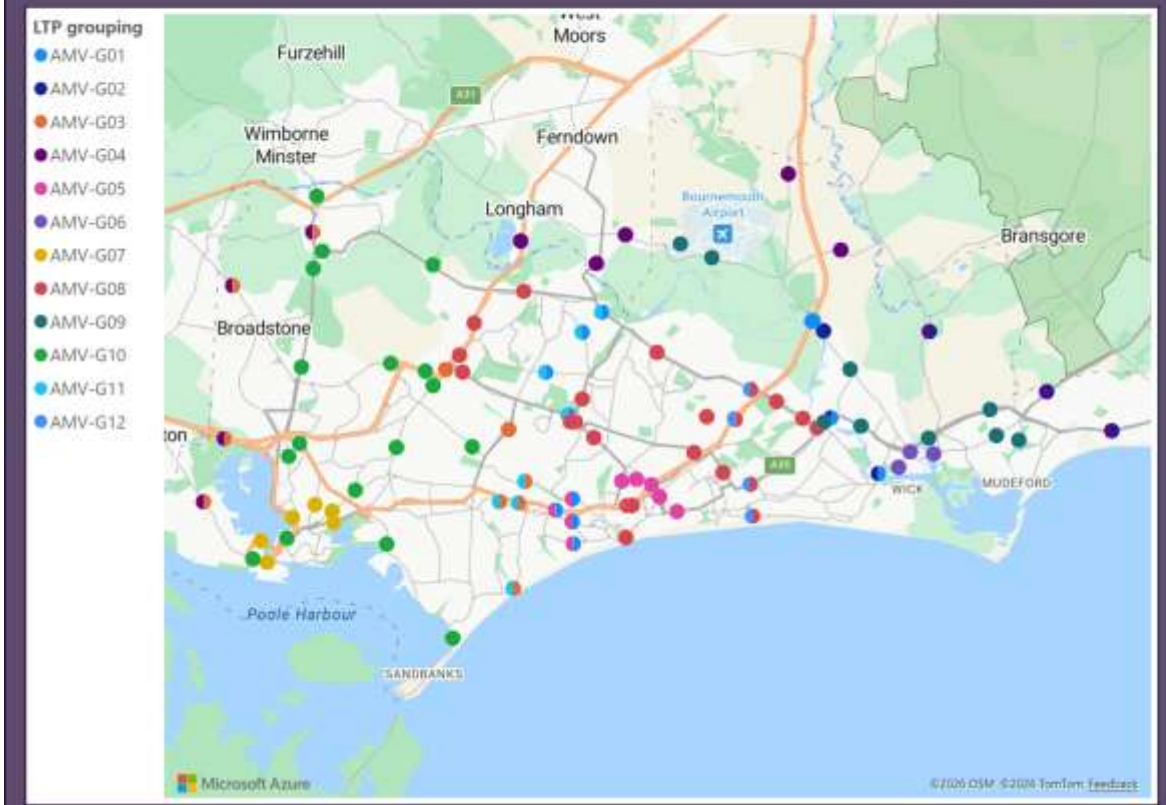
Appendix ED23–FD36 Motor vehicle counter network groups

Appendix ED37–FD41 Cycle counter network groups

Appendix ED42–FD43 Manual traffic survey network groups (Cordons)

Appendix E1

Motor vehicle counter network

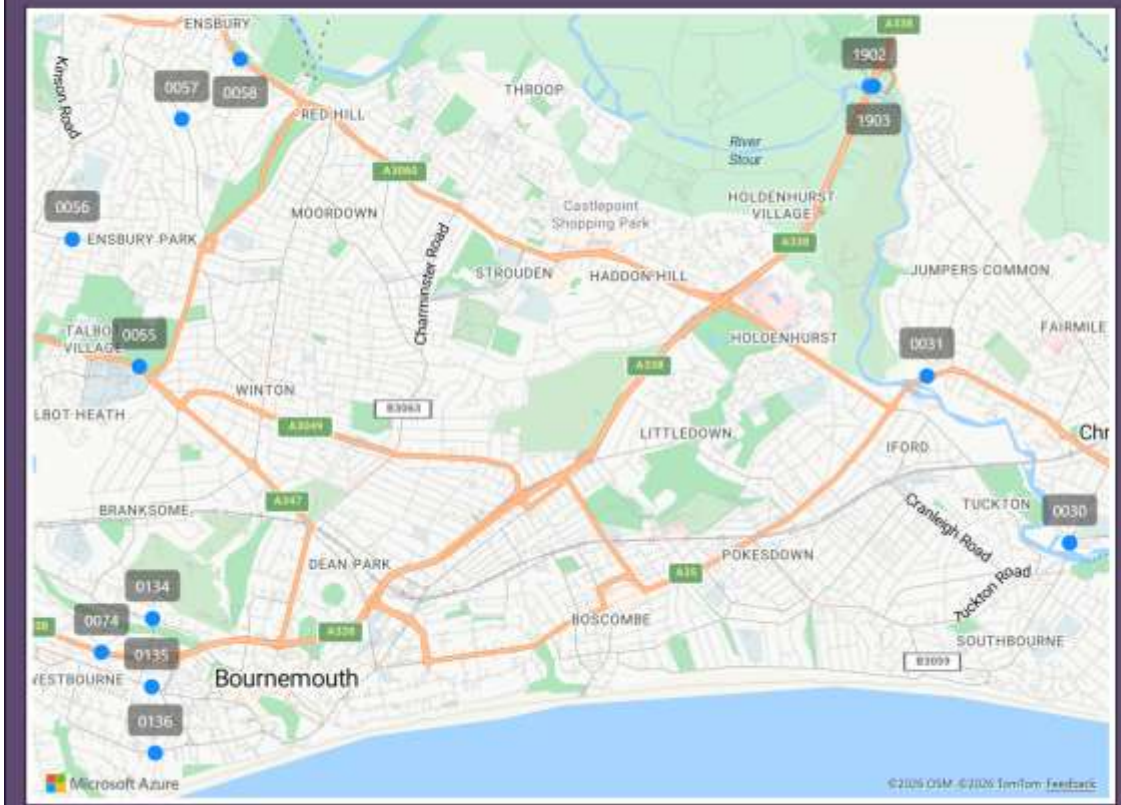


LTP grouping	Group Description
AMV-G01	Bournemouth Area Cordon
AMV-G02	Christchurch Area Cordon
AMV-G03	Poole Area Cordon
AMV-G04	BCP Area Cordon
AMV-G05	Bournemouth Town Centre Cordon
AMV-G06	Christchurch Town Centre Cordon
AMV-G07	Poole Town Centre Cordon
AMV-G08	Bournemouth Area Other
AMV-G09	Christchurch Area Other
AMV-G10	Poole Area Other
AMV-G11	Bournemouth-Poole Screen Line
AMV-G12	Boscombe Screen Line

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Appendix E2

AMV-G01 Bournemouth Area Cordon

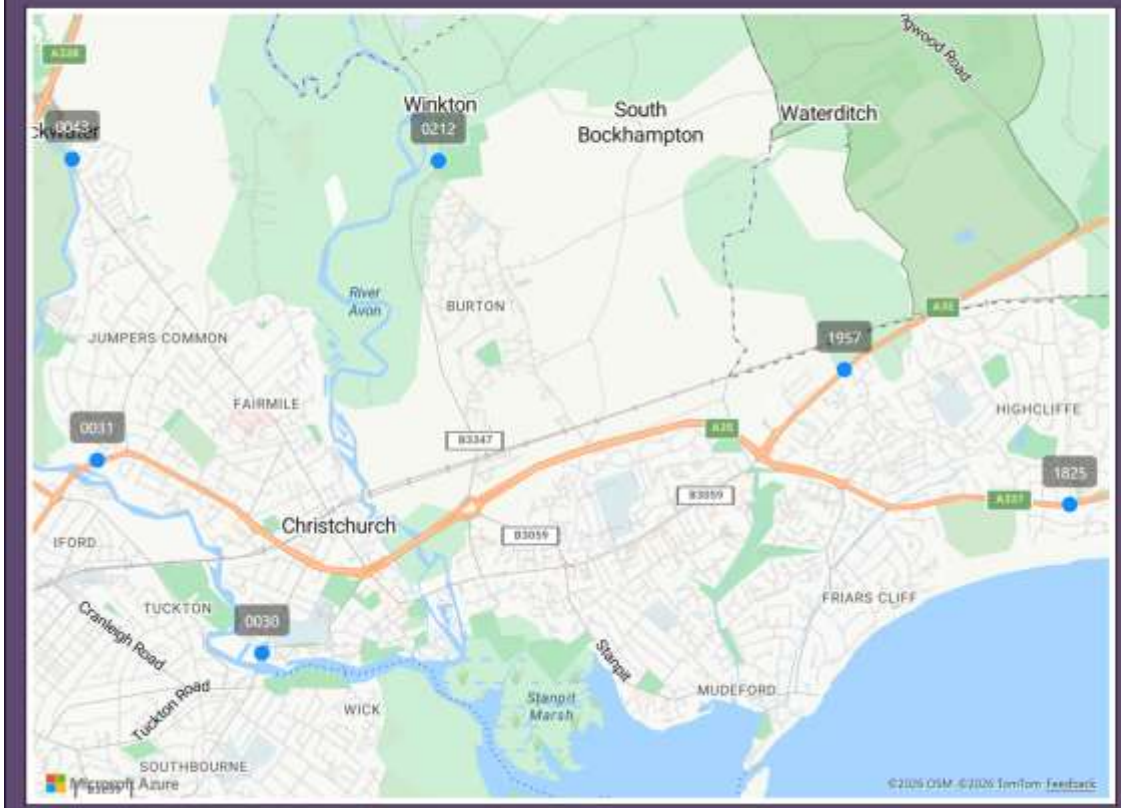


Site Name	Description
0030	B3059 Stour Road, Tuckton
0031	A35 Barrack Road, Christchurch
0055	A3049 Wallisdown Road, Talbot Village
0056	Columbia Road, Columbia Farm
0057	Leybourne Avenue, Ensbury Park
0058	A347 Whitelegg Way, Ensbury
0074	A338 Westbourne Spur Road, Westbourne
0134	Branksome Wood Road, Bournemouth
0135	Poole Road, Westbourne
0136	Westcliff Road, West Cliff
1902	A338 Bournemouth Spur Road, Blackwater (Nb)
1903	A338 Bournemouth Spur Road, Blackwater (Sb)

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Appendix E3

AMV-G02 Christchurch Area Cordon

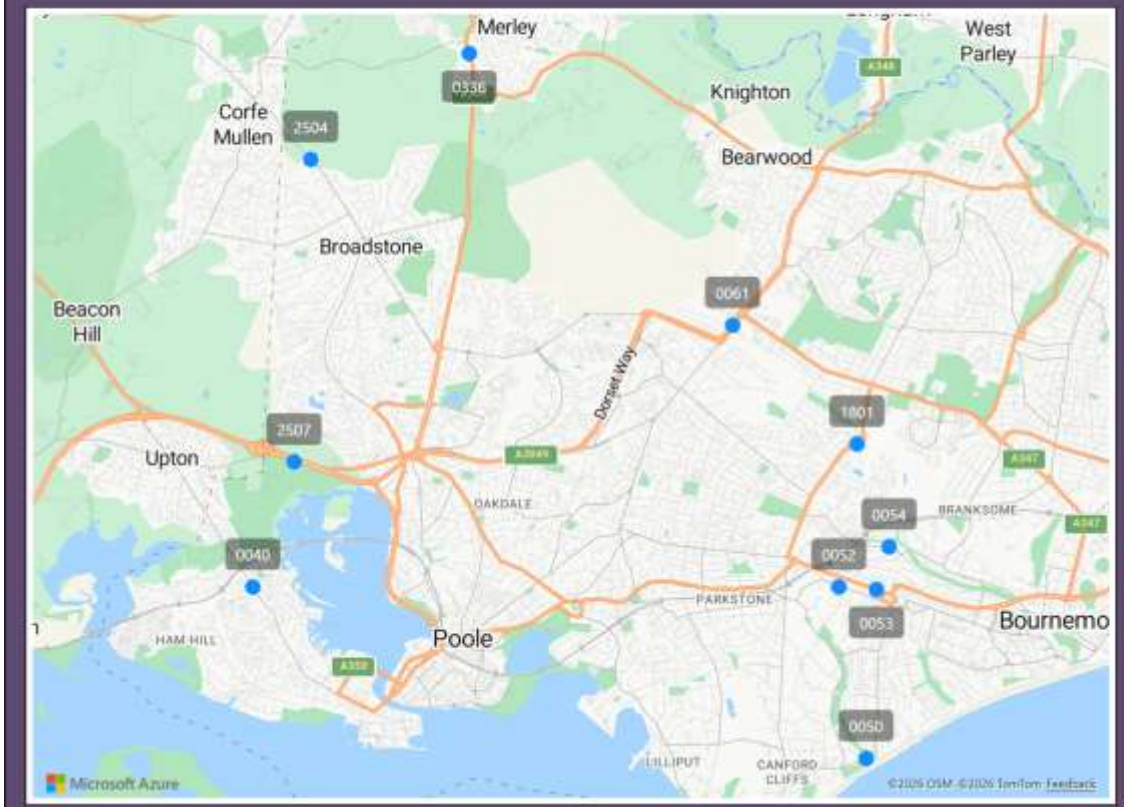


Site Name	Description
0030	B3059 Stour Road, Tuckton
0031	A35 Barrack Road, Christchurch
0043	B3073 Hurn Road, Blackwater
0212	B3347 Salisbury Road, Winkton
1825	A337 Lymington Road, Highcliffe
1957	A35 Lyndhurst Road, Somerford

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Appendix E4

AMV-G03 Poole Area Cordon

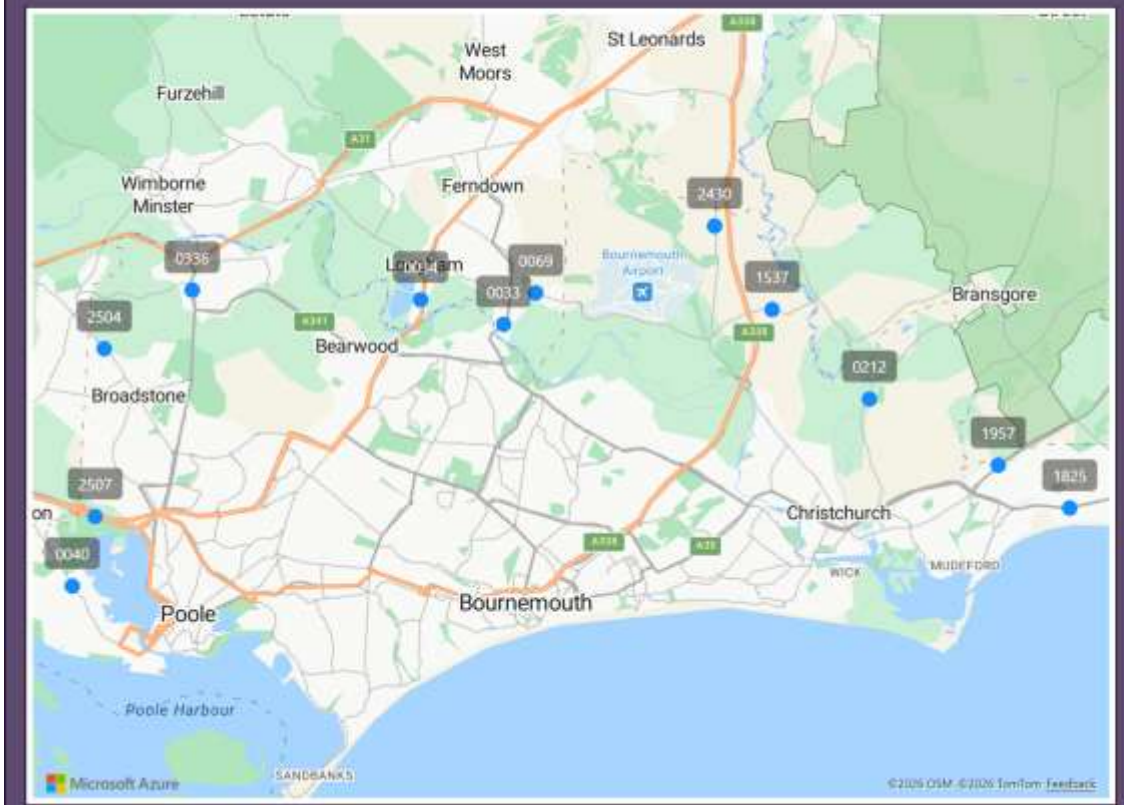


Site Name	Description
0040	B3068 Blandford Road (North), Hamworthy
0050	B3065 Pinecliff Road, Canford Cliffs
0052	Lindsay Road, Branksome
0053	A35 Poole Road, Westbourne
0054	Surrey Road, Branksome
0061	A3049 Ringwood Road South (nr Belben Rd), Wallisdown
0336	Gravel Hill (Ivy Road), Merley
1801	A3040 Alder Road (South), Alder Hills
2504	B3074 Higher Blandford Road, Broadstone
2507	A35 Upton Bypass, Upton

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Appendix E5

AMV-G04 BCP Area Cordon



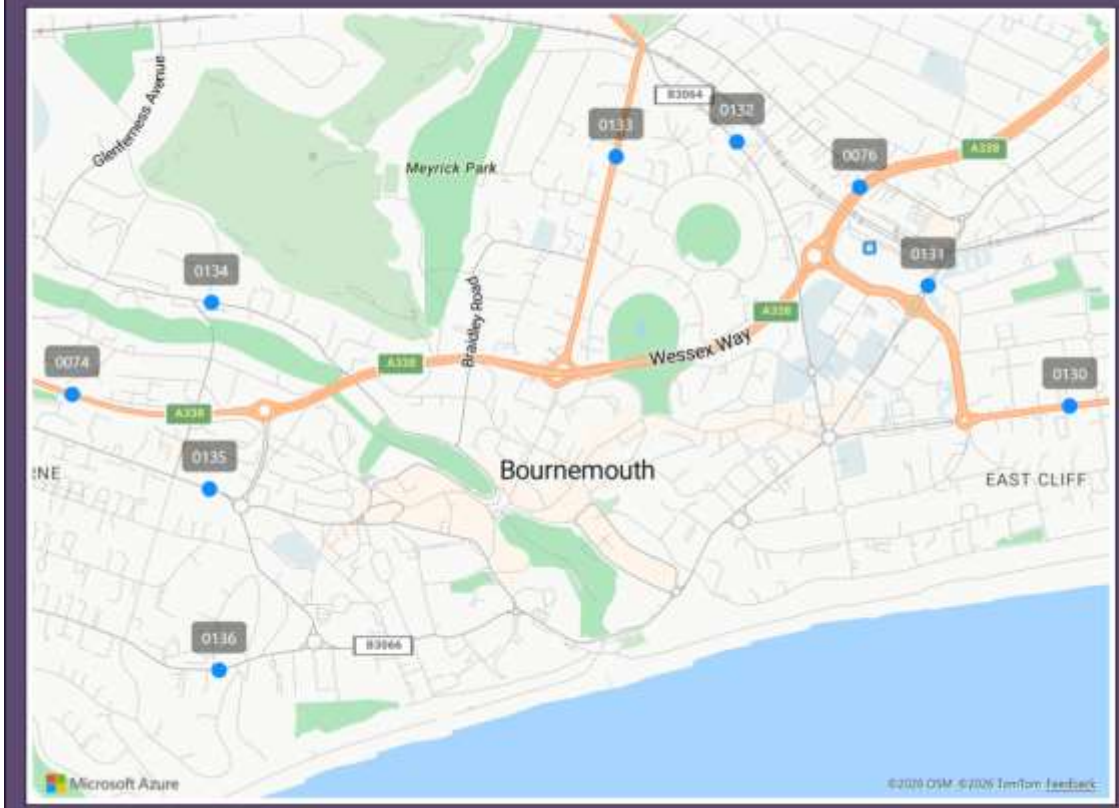
Site Name	Description
0033	A347 New Road, West Parley
0034	A348 Ringwood Road, Longham
0040	B3068 Blandford Road (North), Hamworthy
0069	B30703 Parley Lane, West Parley
0212	B3347 Salisbury Road, Winkton
0336	Gravel Hill (Ivy Road), Merley
1537	Avon Causeway, Hurn
1825	A337 Lymington Road, Highcliffe
1957	A35 Lyndhurst Road, Somerford
2430	Matchams Lane, Hurn
2504	B3074 Higher Blandford Road, Broadstone
2507	A35 Upton Bypass, Upton

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Appendix E6

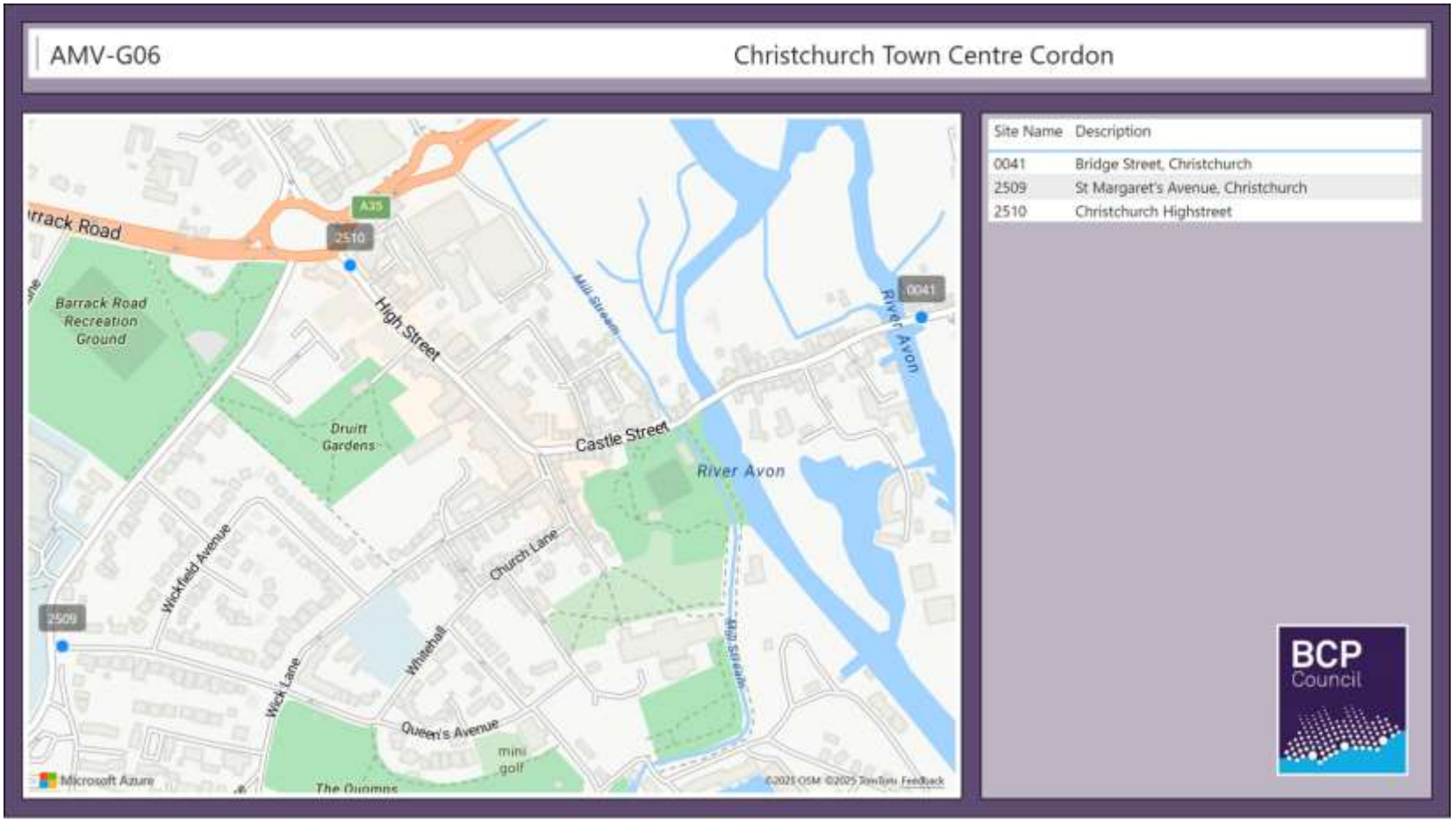
AMV-G05 Bournemouth Town Centre Cordon



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

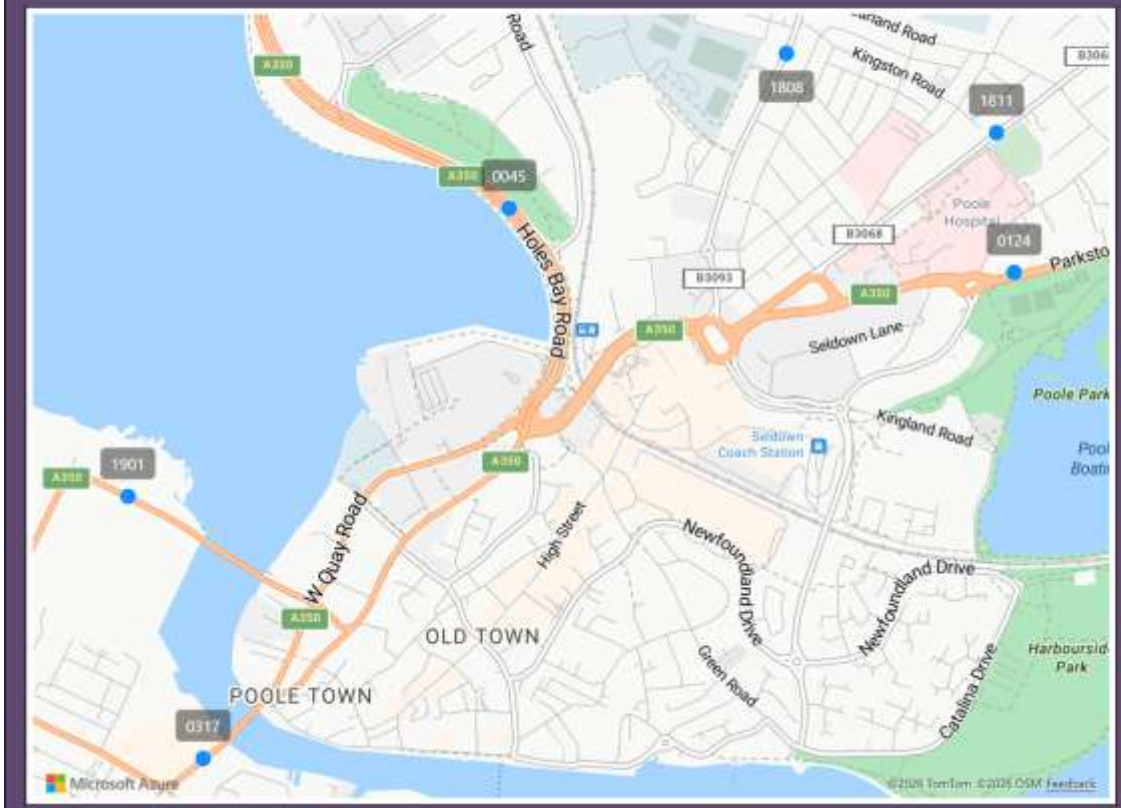
BCP Council

Appendix E7


AMV-G06
Christchurch Town Centre Cordon
Site Name
Description
0041
Bridge Street, Christchurch
2509
St Margaret's Avenue, Christchurch
2510
Christchurch Highstreet
A35
2510
0041
2509
High Street
Castle Street
River Avon
Barrack Road Recreation Ground
Druitt Gardens
Wickfield Avenue
Church Lane
Wick Lane
Whitehall
Queen's Avenue
mini golf
The Quomps
Microsoft Azure
BCP Council

Appendix E8

AMV-G07 Poole Town Centre Cordon



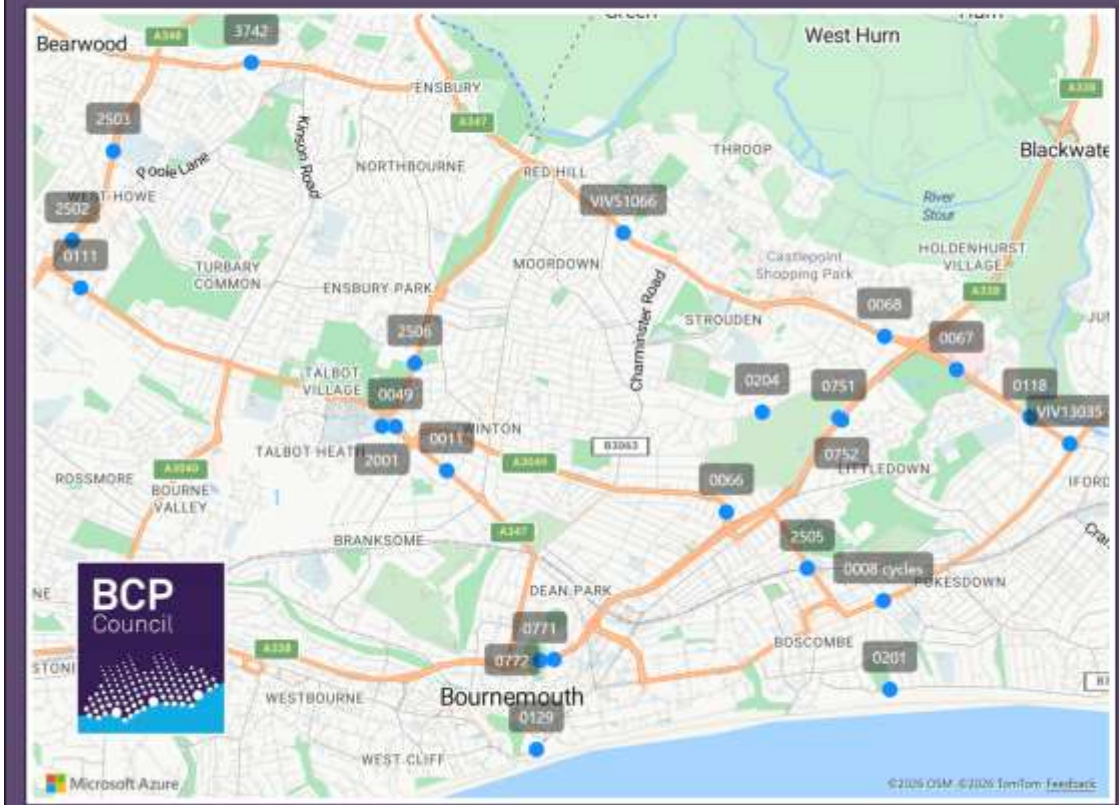
Site Name	Description
0045	A350 Holes Bay Road, Poole
0124	B3068 Parkstone Road, Poole
0317	Bridge Approach, Lower Hamworthy
1808	B3093 Wimborne Road, Longfleet
1811	B3068 Longfleet Road, Longfleet
1901	A350 Rigler Road, Hamworthy

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Appendix E9

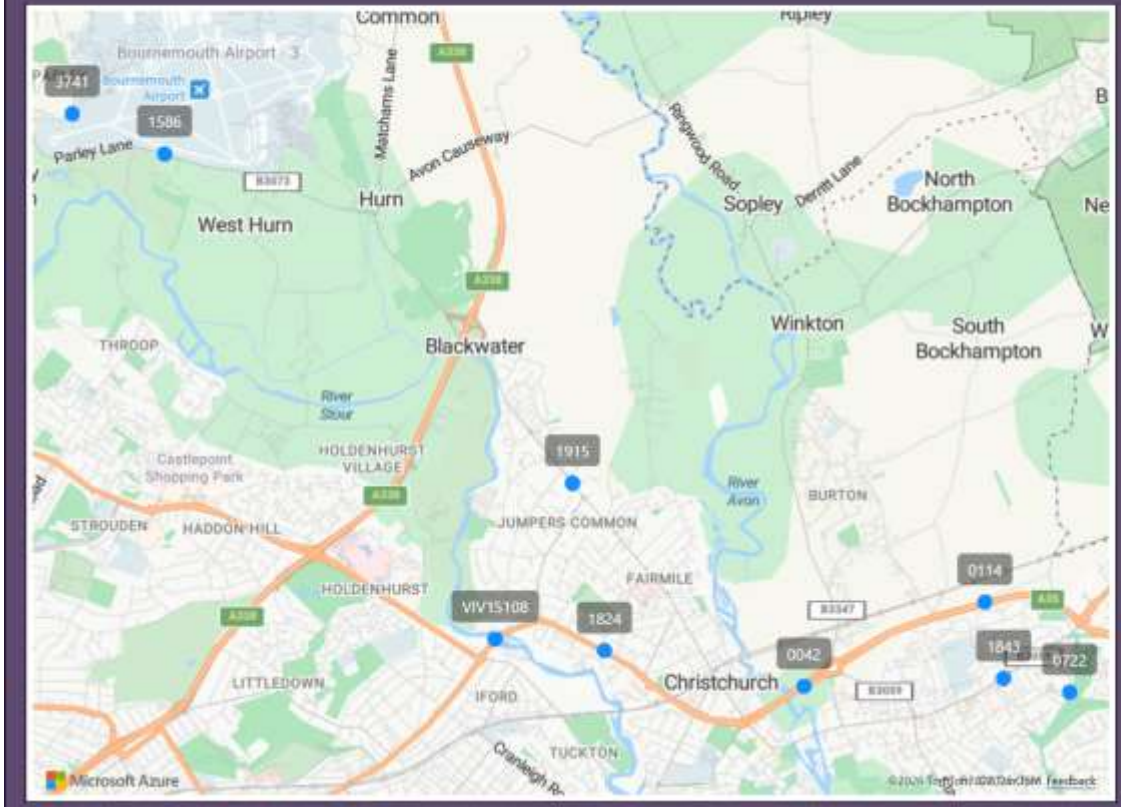
AMV-G08 Bournemouth Area Other



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

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Appendix E11

AMV-G10 Poole Area Other



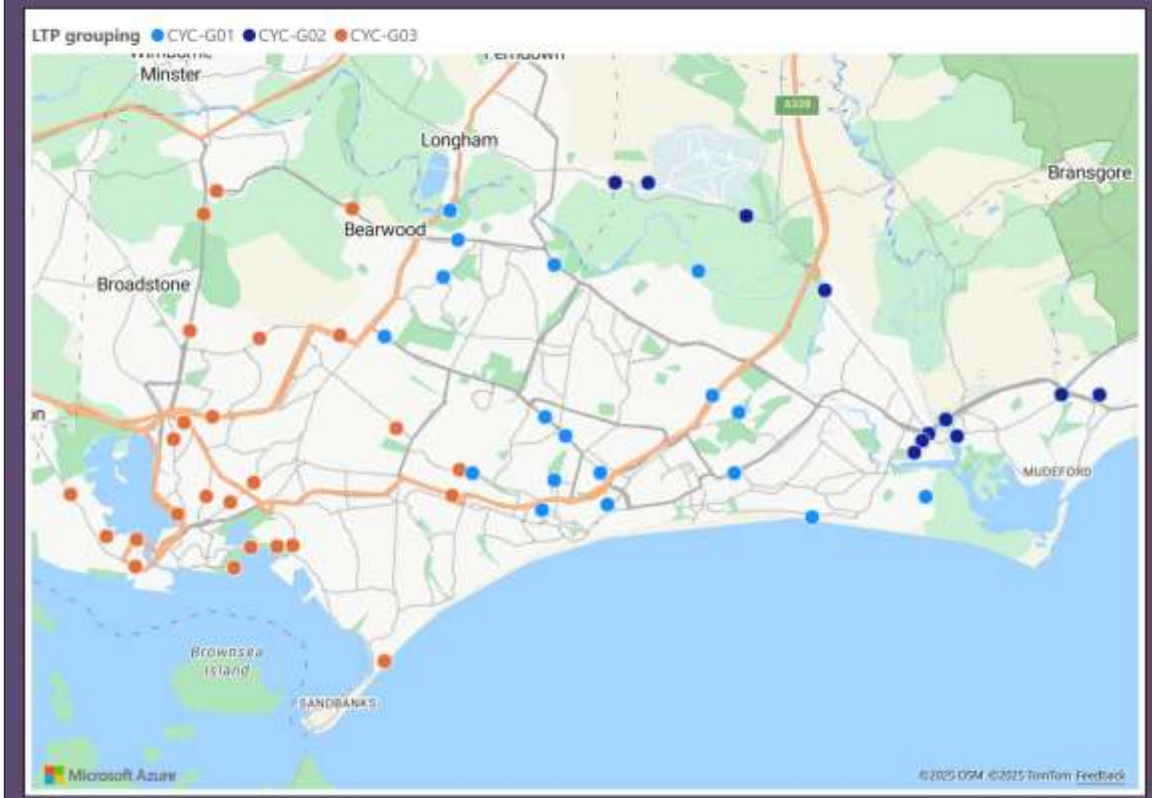
Site Name	Description
0001	A349 Gravel Hill (North), Merley
0039	Fleets Lane, Stanley Green
0071	A349 Gravel Hill (South), Waterloo
0072	B3068 Ringwood Road (nr Alderney Avenue), Alderney
0073	Herbert Avenue, Rossmore
0127	B3369 Sandbanks Road, Whitecliff
0309	B3073 Oakley Hill, Merley
0328	A3049 Canford 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

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Appendix E12

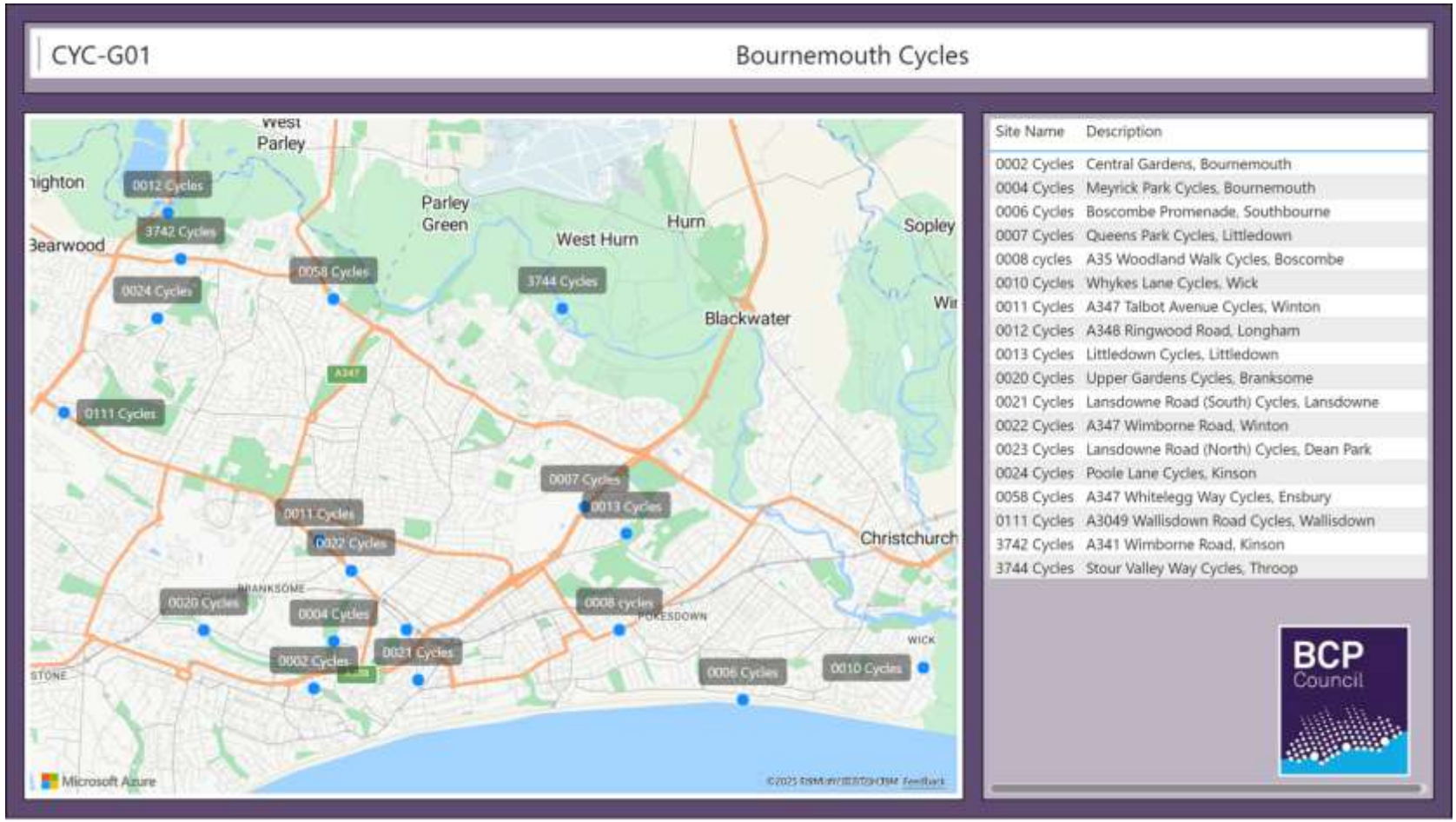
Cycle counter network



LTP grouping	Group Description
CYC-G01	Bournemouth Cycles
CYC-G02	Christchurch Cycles
CYC-G03	Poole Cycles

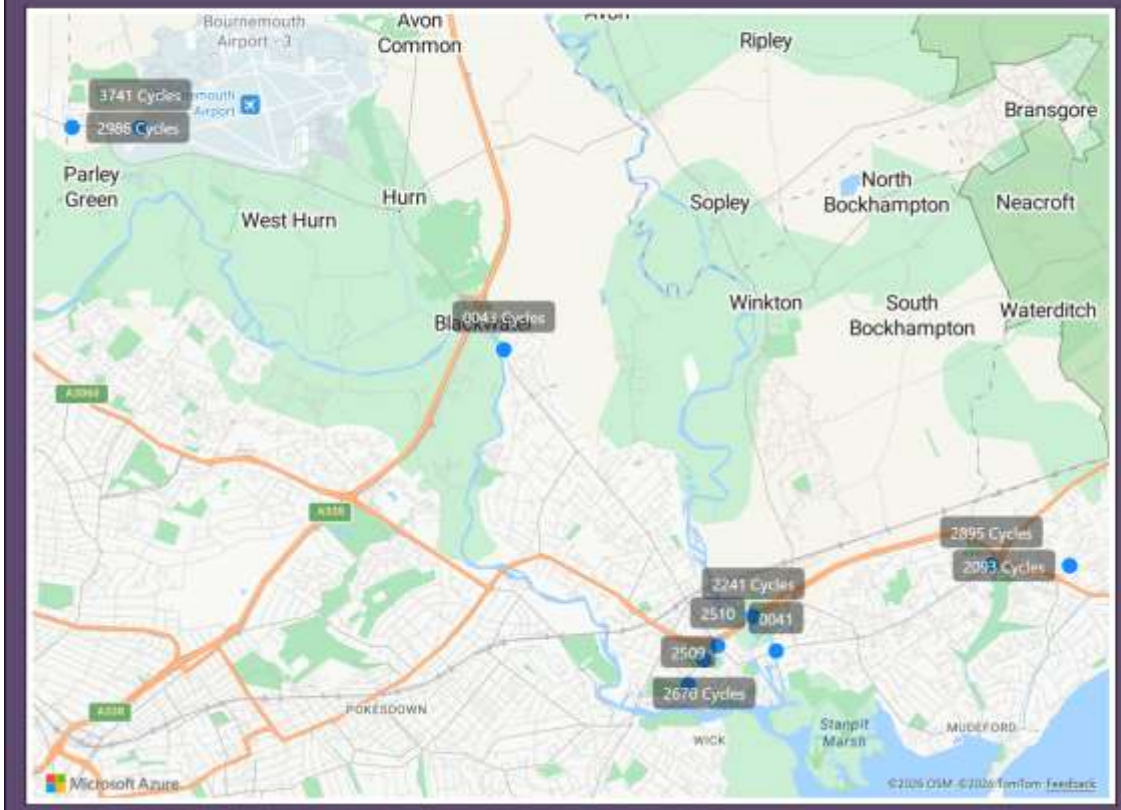
BCP Council

Appendix E13



Appendix E14

CYC-G02 Christchurch Cycles

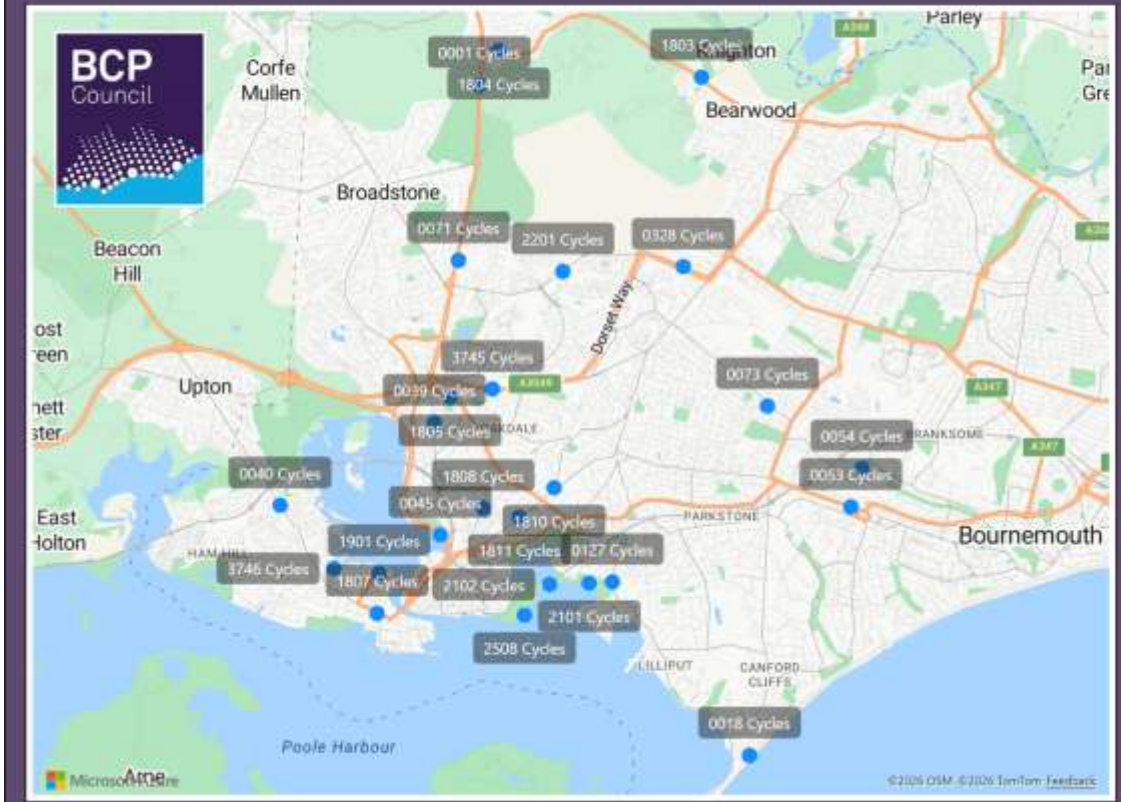


Site Name	Description
0041	Bridge Street, Christchurch
0043 Cycles	B3073 Hurn Road Cycles, Christchurch
2093 Cycles	Hoburne Lane Cycles, Hoburne
2241 Cycles	A35 Christchurch Bypass Cycles, Christchurch
2509	St Margaret's Avenue, Christchurch
2510	High Street, Christchurch
2670 Cycles	Druitt Gardens Cycles, Christchurch
2895 Cycles	B3059 Somerford Road Cycles, Somerford
2986 Cycles	B3073 Christchurch Road Cycles, West Parley
3741 Cycles	Chapel Gate Cycles, Parley

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Appendix E15

CYC-G03 Poole Cycles

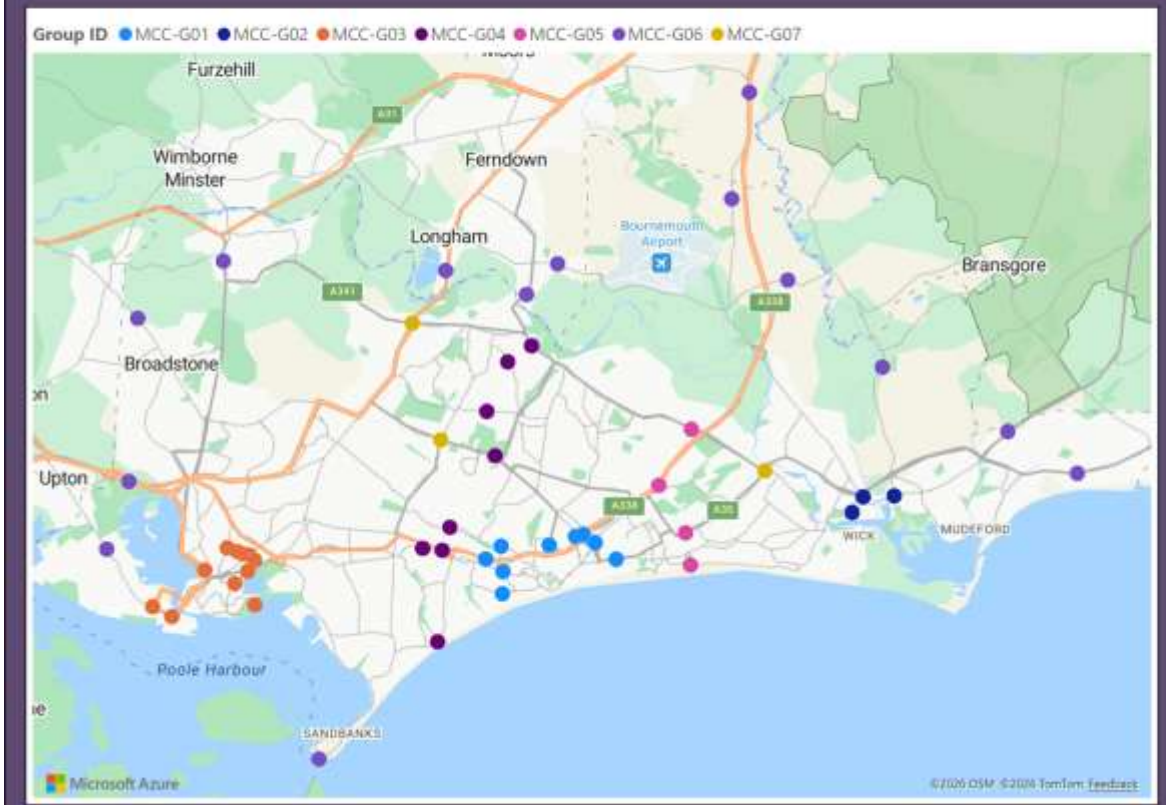


Site Name	Description
0001 Cycles	A349 Gravel Hill (North) Cycles, Merley
0018 Cycles	Sandbanks Promenade, Sandbanks
0039 Cycles	Fleets Lane, Stanley Green
0040 Cycles	B3068 Blandford Road (North) Cycles, Hamworthy
0045 Cycles	A350 Holes Bay Road Cycles, Poole
0053 Cycles	A35 Poole Road Cycles, Westbourne
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

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Appendix E16

Manual traffic survey groups



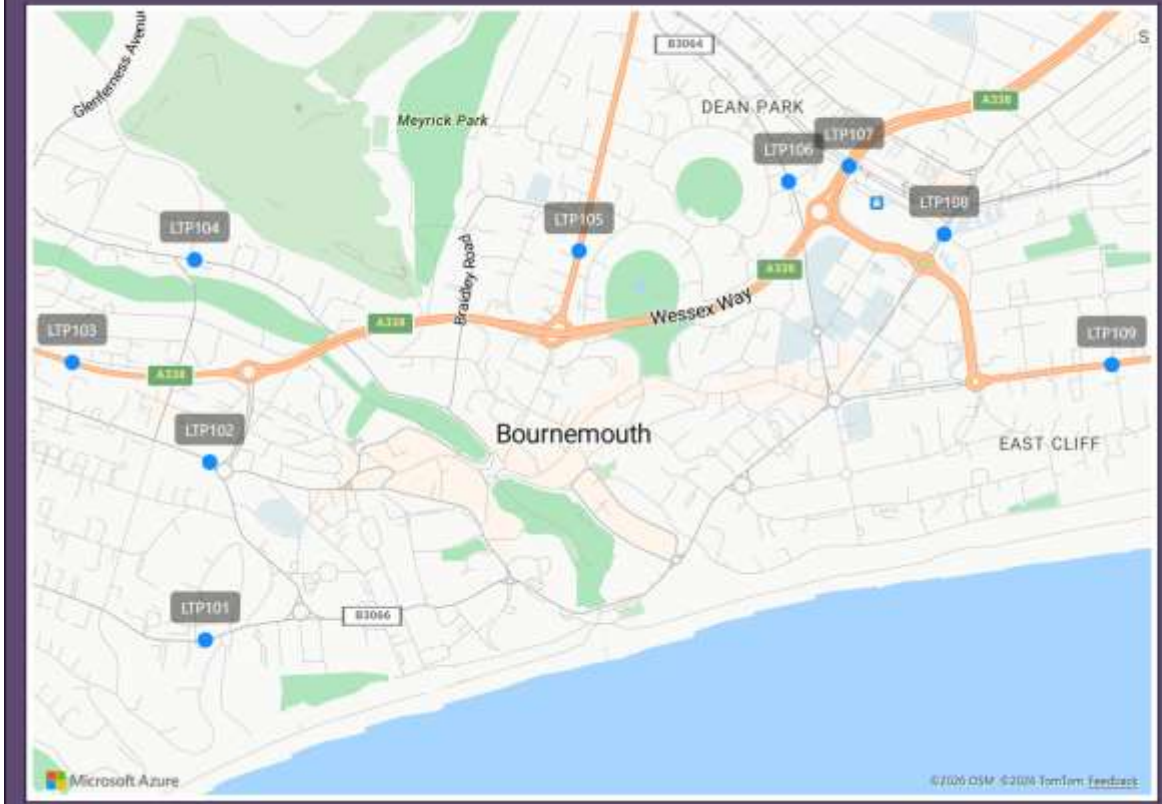
Group ID	Group Description
MCC-G01	Bournemouth Town Centre Cordon
MCC-G02	Christchurch Town Centre Cordon
MCC-G03	Poole Town Centre Cordon
MCC-G04	Bournemouth Town Centre Cordon
MCC-G04	Poole-Bournemouth Screen Line
MCC-G05	Boscombe Screen Line
MCC-G06	BCP Boundary Cordon
MCC-G07	Key Junctions

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Appendix E17

MCC-G01 Bournemouth Town Centre Cordon



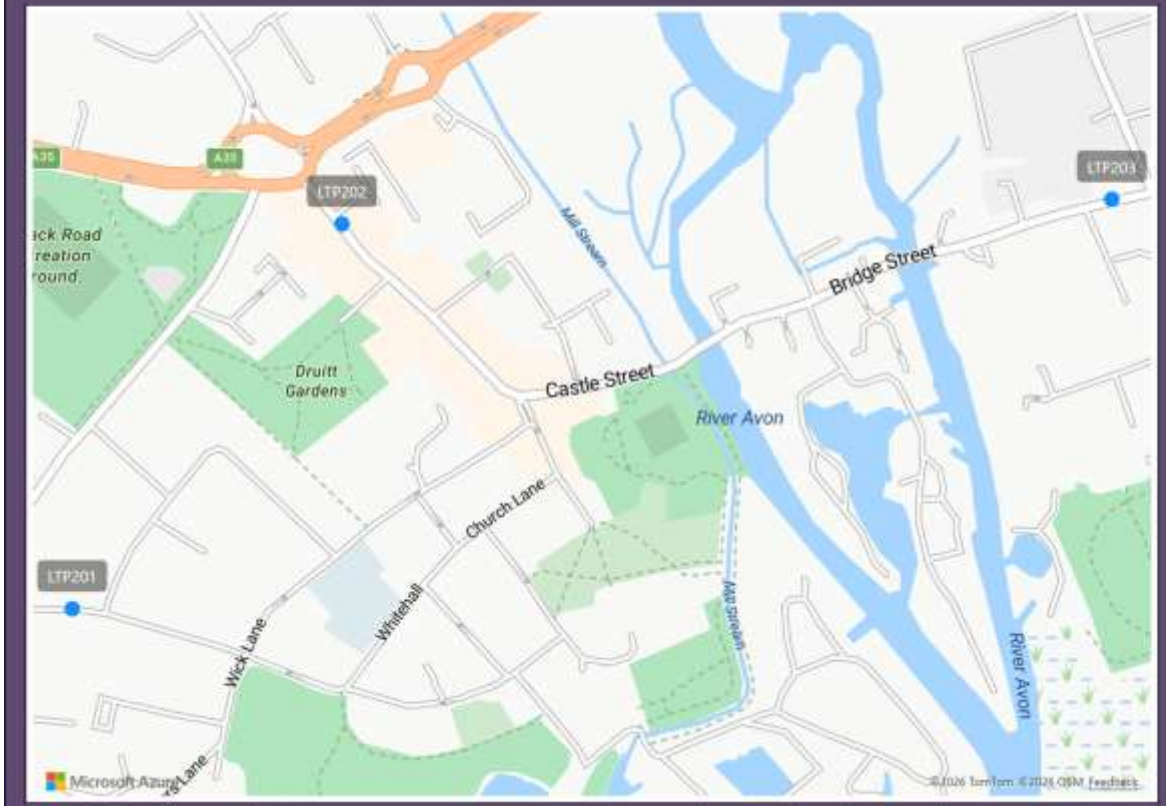
Site Name	Location
LTP101	West Cliff Road, West cliff
LTP102	Poole Road, Branksome
LTP103	Wessex Way (Westbourne Spur), Westbourne
LTP104	Branksome Wood Road, Bournemouth
LTP105	Wimborne Road, Dean Park
LTP106	Lansdowne Road, Dean Park
LTP107	Wessex Way (St Pauls Railway Bridge)
LTP108	Holdenhurst Road, Bournemouth Central
LTP109	Christchurch Rd (Nr Derby Rd), Bournemouth

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Appendix E18

MCC-G02 Christchurch Town Centre Cordon

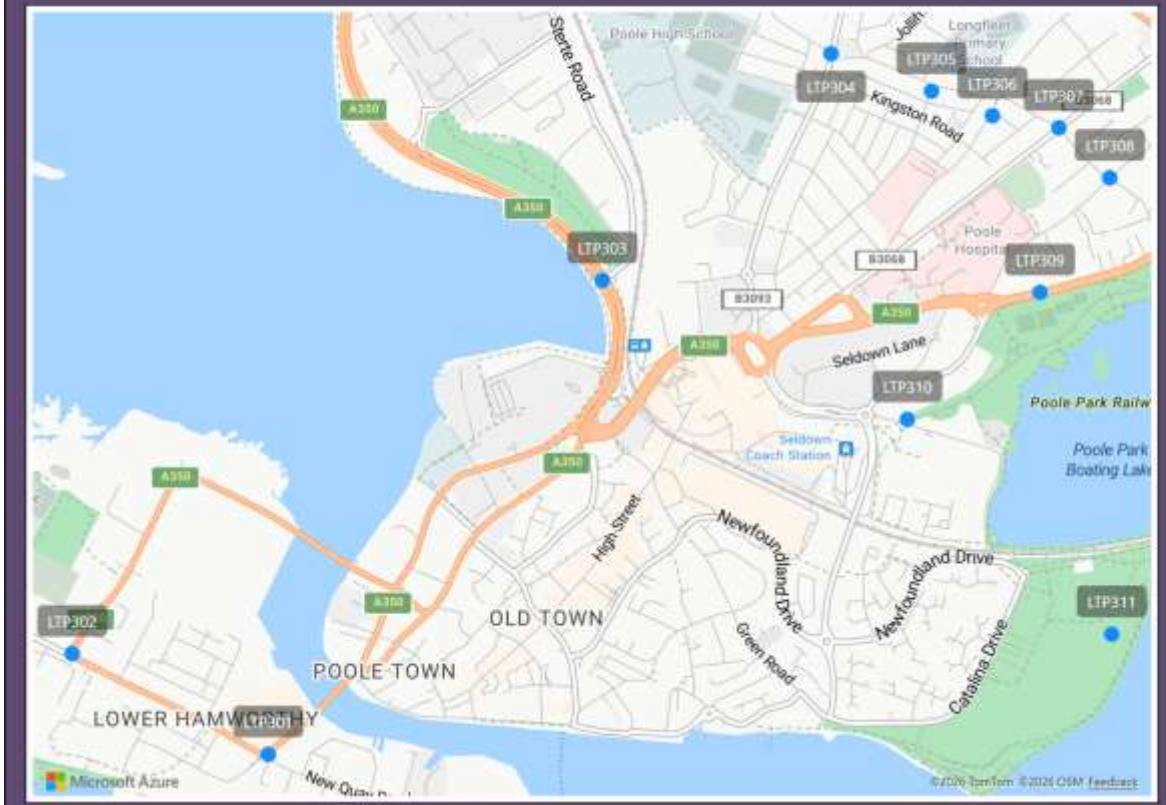


Site Name	Location
LTP201	St Margarets Avenue, Christchurch Town
LTP202	Christchurch High Street, Christchurch Town
LTP203	Bridge Street, Christchurch Town

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Appendix E19

MCC-G03 Poole Town Centre Cordon

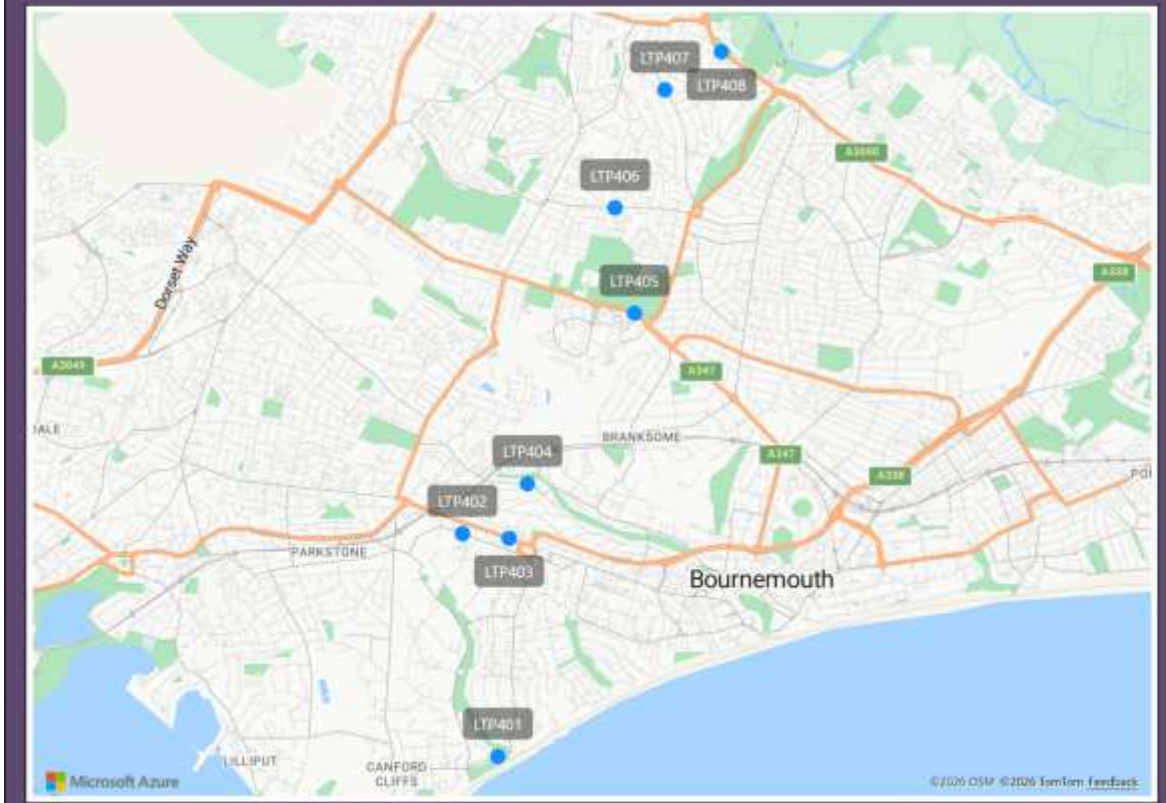


Site Name	Location
LTP301	Bridge Approach Roundabout, Hamworthy
LTP302	Blandford Road/Rigler Road Junction, Hamworthy
LTP303	Holes Bay Road/Sterte Road Junction, Sterte
LTP304	Tatnam Road/Garland Road Junction, Longfleet
LTP305	Maple Road, Longfleet
LTP306	St Mary's Road, Longfleet
LTP307	Bird's Hill 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



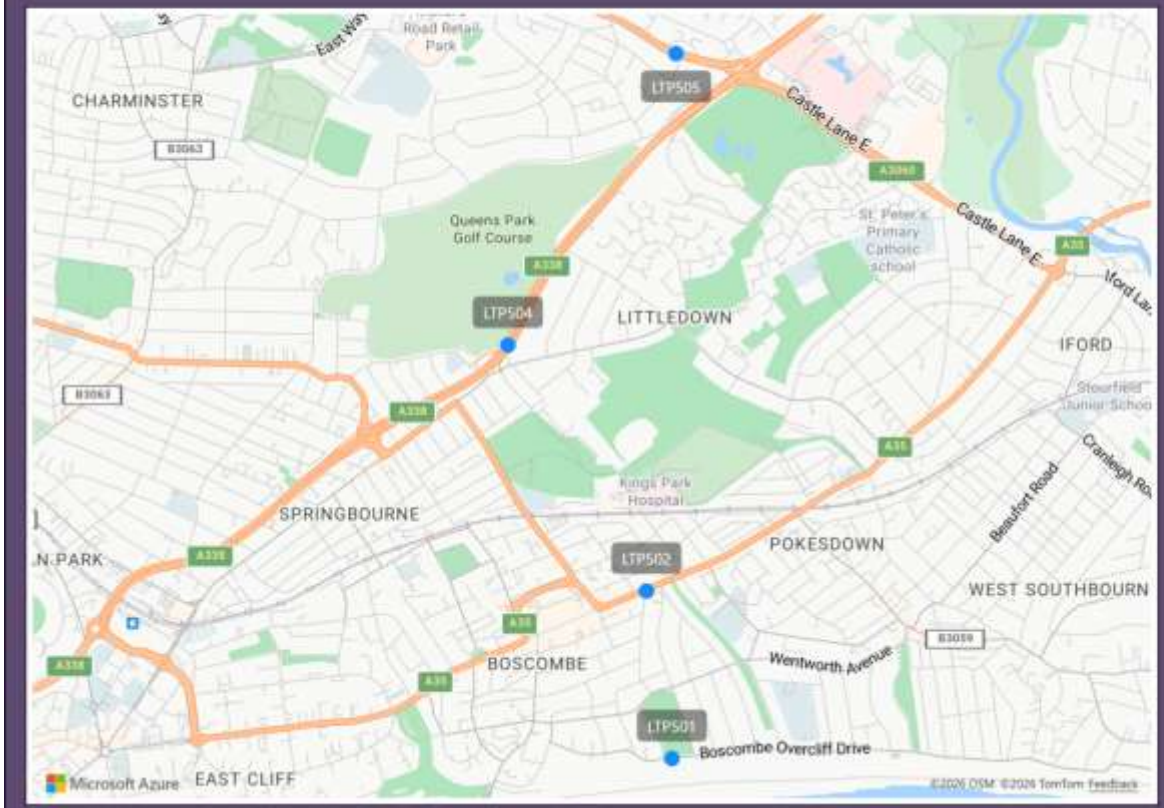
Site Name	Location
LTP401	Pinecliff Road, Branksome Chine
LTP402	Lindsay Road, Branksome
LTP403	Poole Road, Branksome
LTP404	Surrey Road, Westbourne
LTP405	Wallisdown Road, Talbot Heath
LTP406	Columbia Road, Ensbury Park
LTP407	Leybourne Avenue, Ensbury Park
LTP408	Whitelegg Way, Ensbury

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Appendix E21

MCC-G05 Boscombe Screen Line

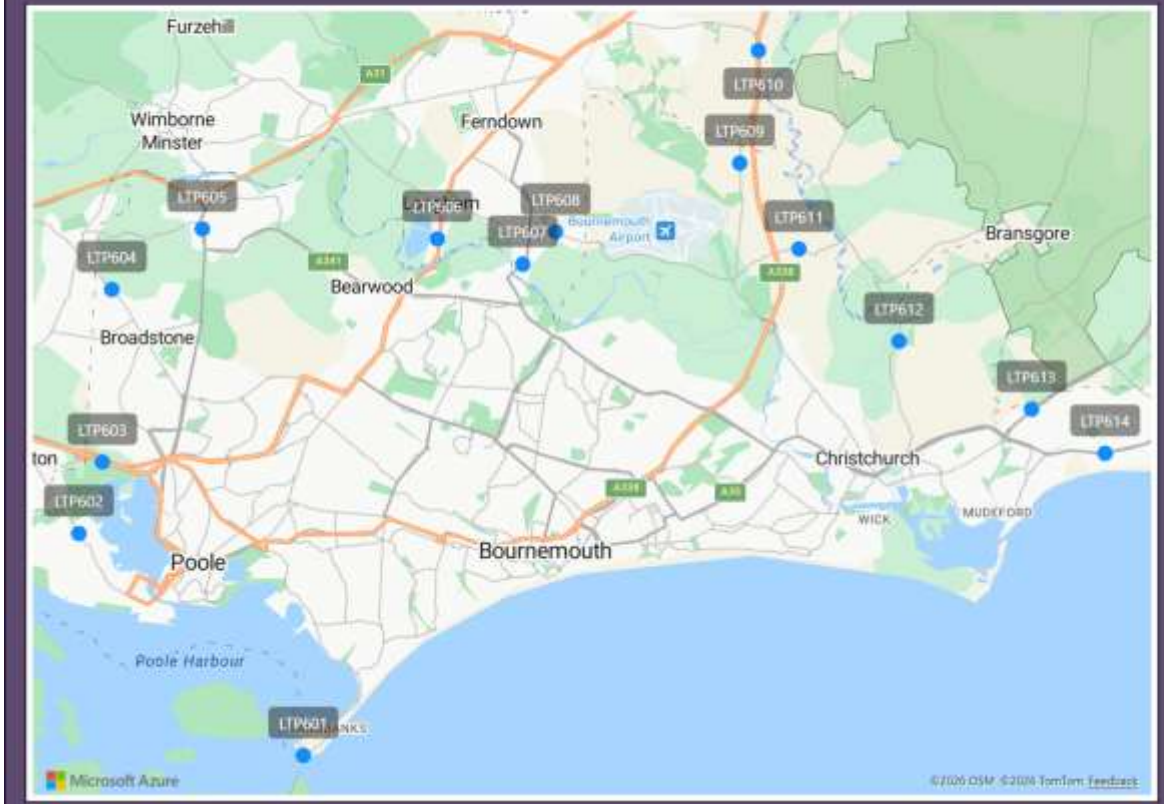


Site Name	Location
LTP501	Boscombe Overcliff Drive, Boscombe
LTP502	Christchurch Road, Boscombe
LTP504	Wessex Way (Springbourne Slip Roads), Springbourne
LTP505	Castle Lane West, Townsend

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Appendix E22

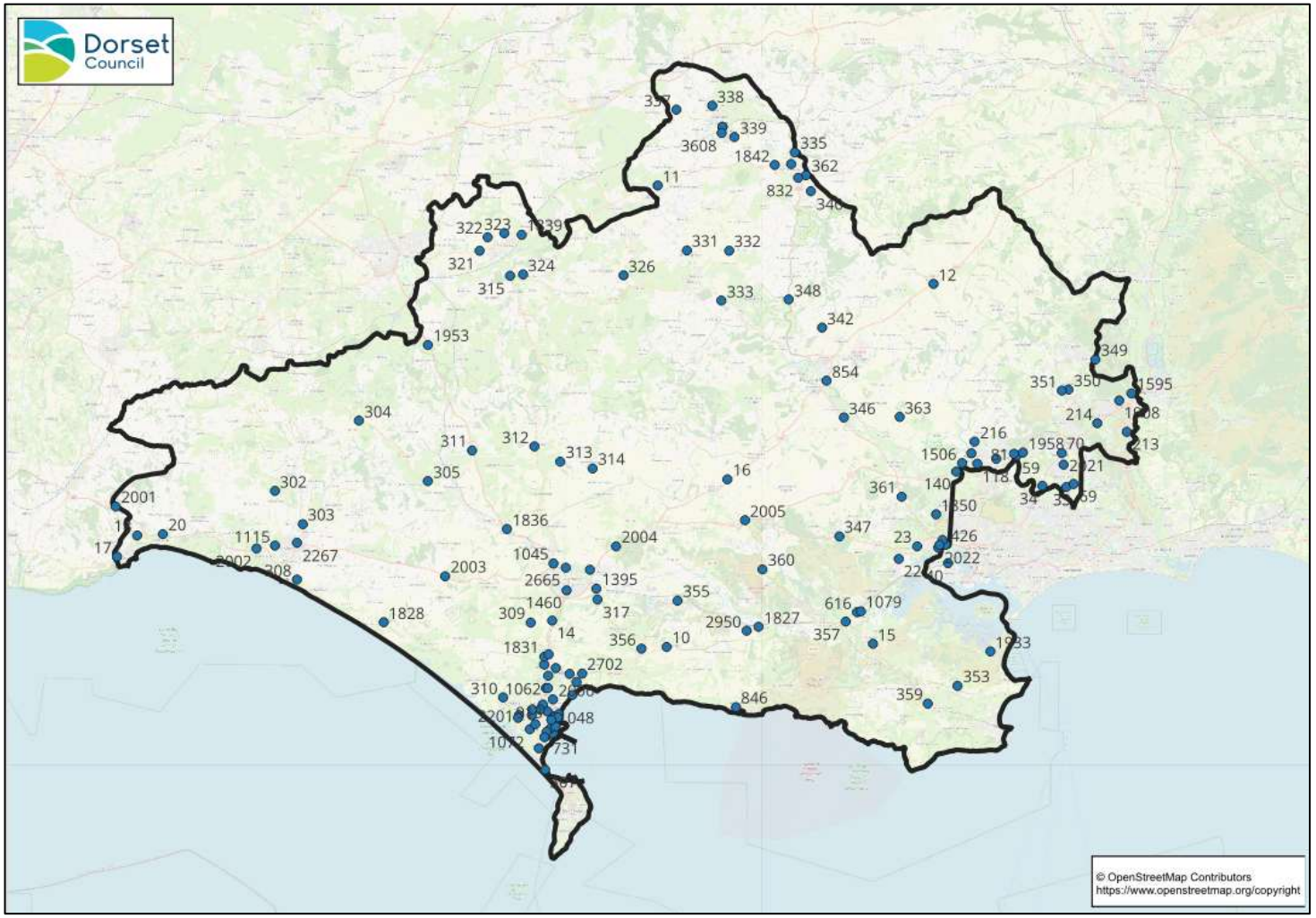
MCC-G06 BCP Boundary Cordon



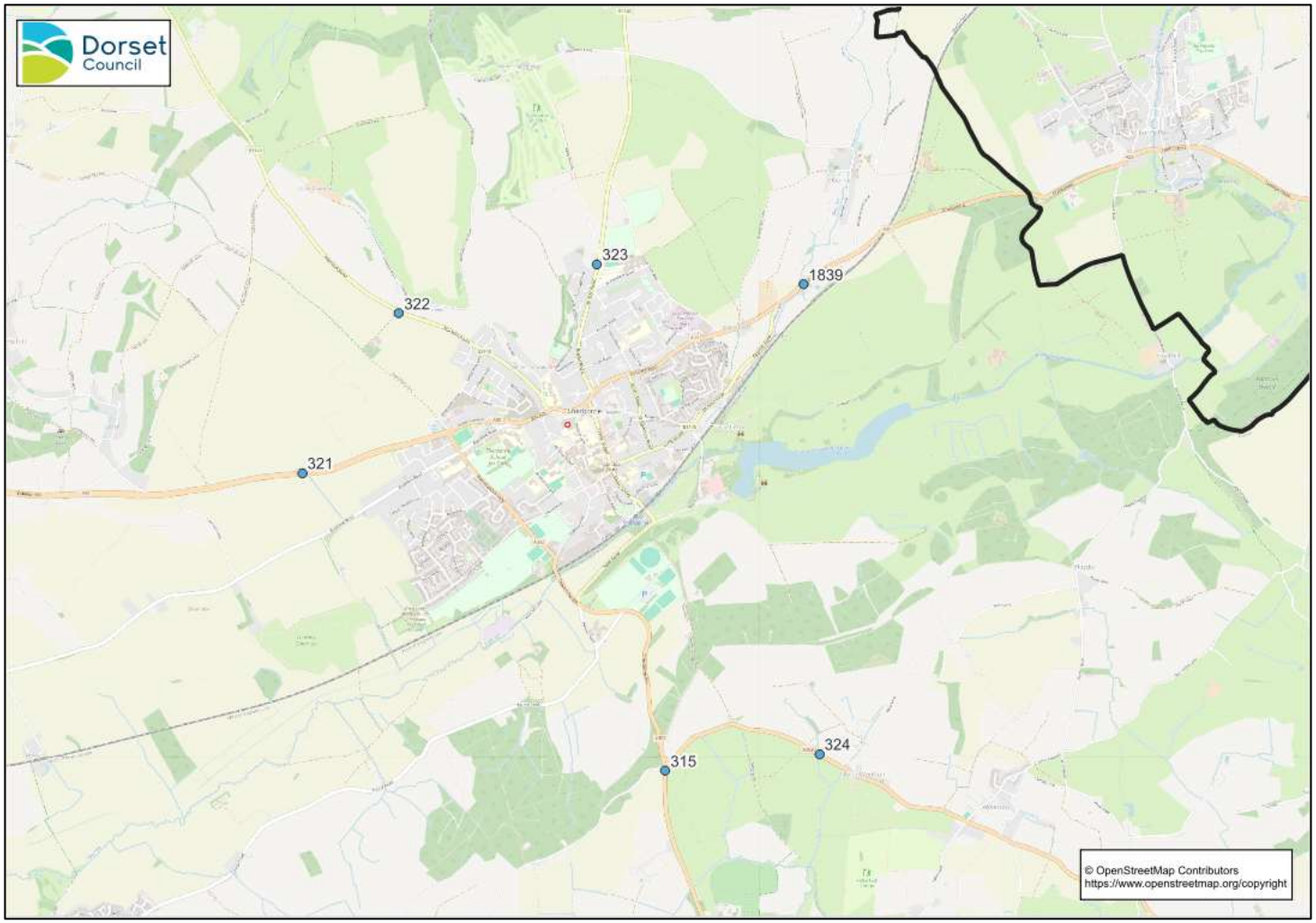
Site Name	Location
LTP601	Ferry Way, Sandbanks
LTP602	Blandford Road (Nr Symes Road), Hamworthy
LTP603	Upton Bypass, Upton
LTP604	Higher Blandford Road, Broadstone
LTP605	Gravel Hill (Nr Ivy Road), Merley
LTP606	Ringwood Road, Longham
LTP607	New Road, West Parley
LTP608	Christchurch Road, West Parley
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

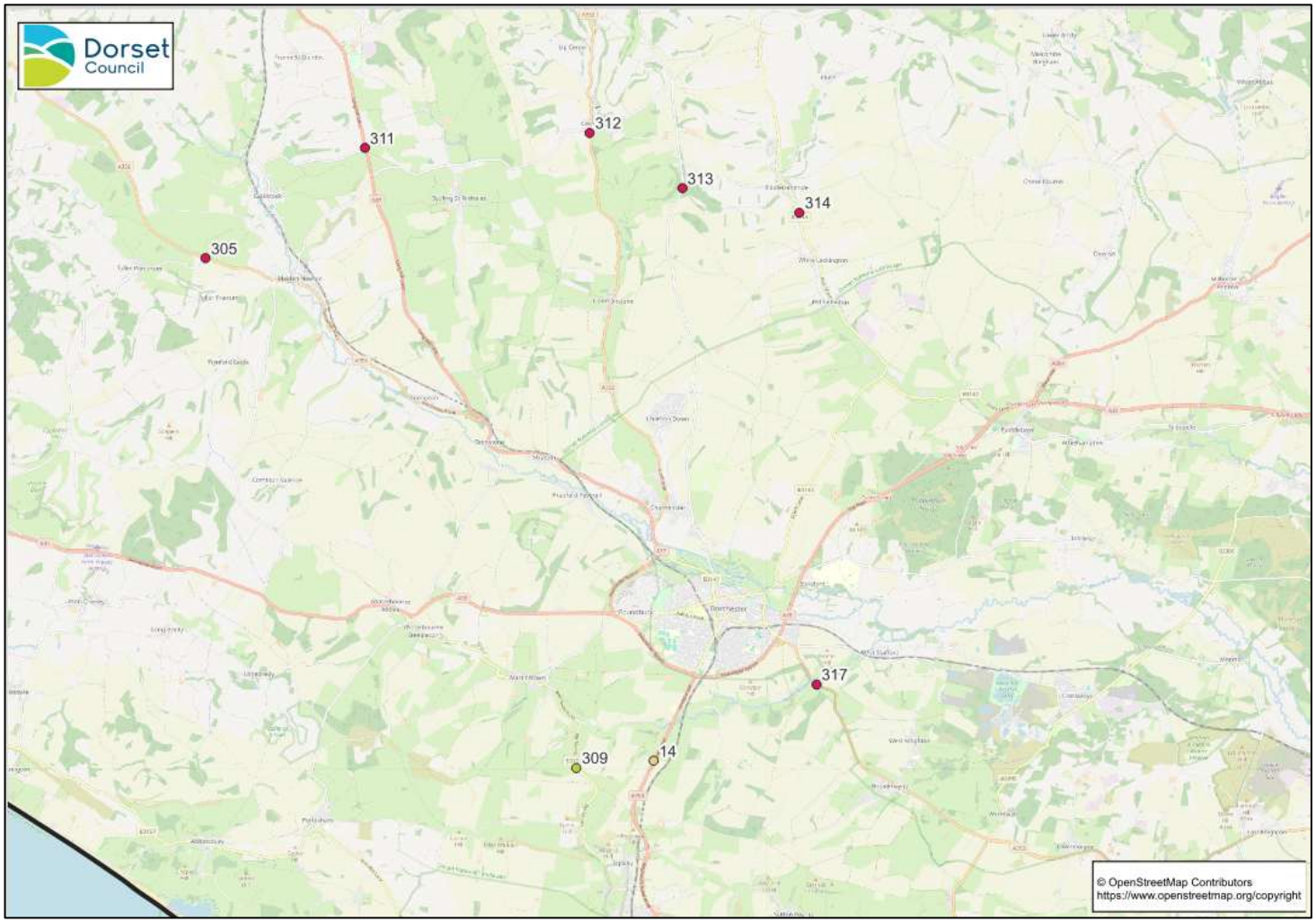


Appendix E24 – Sherborne Group

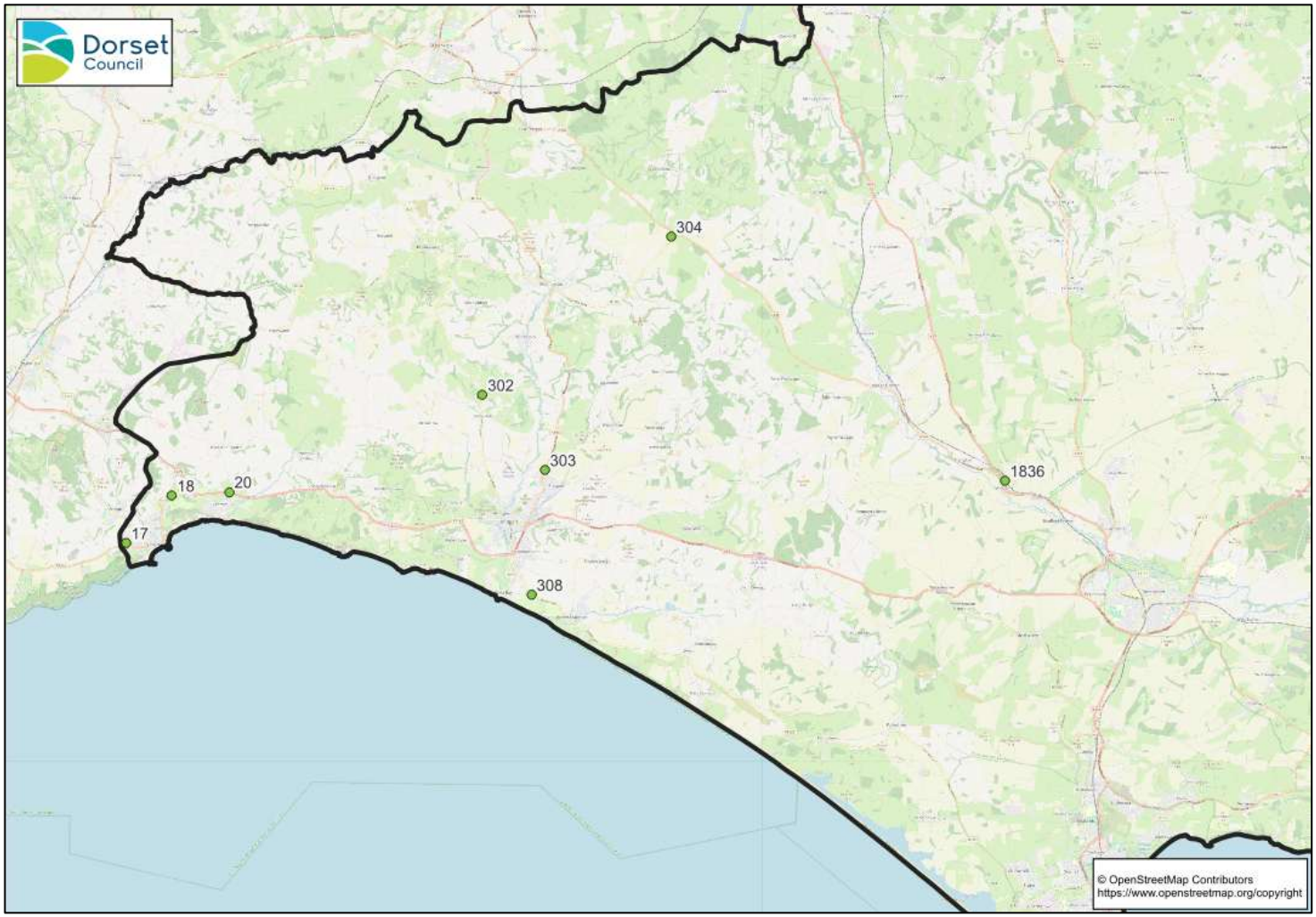


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Appendix E25 – Dorchester Group

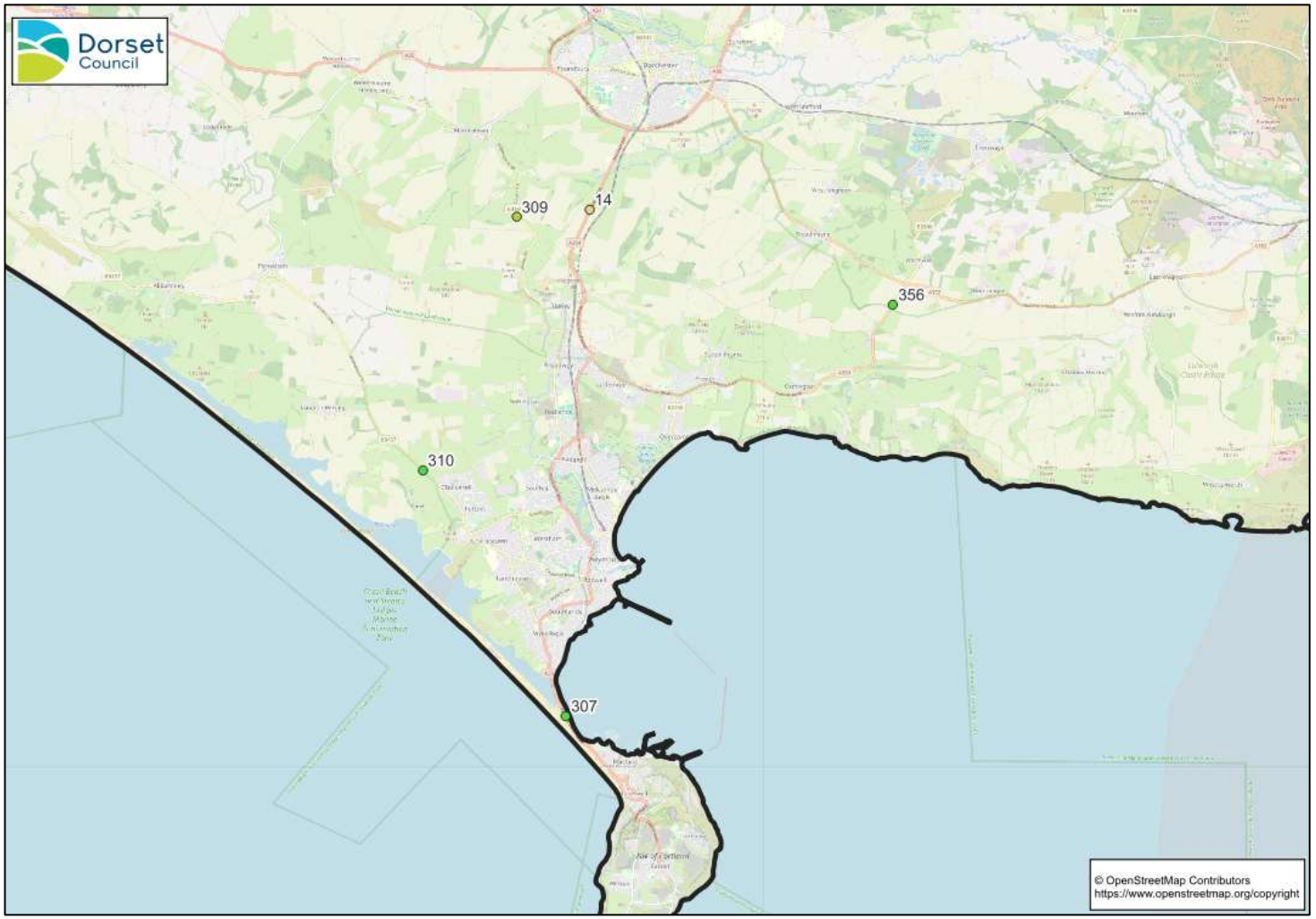


Appendix E26 – West Dorset Group



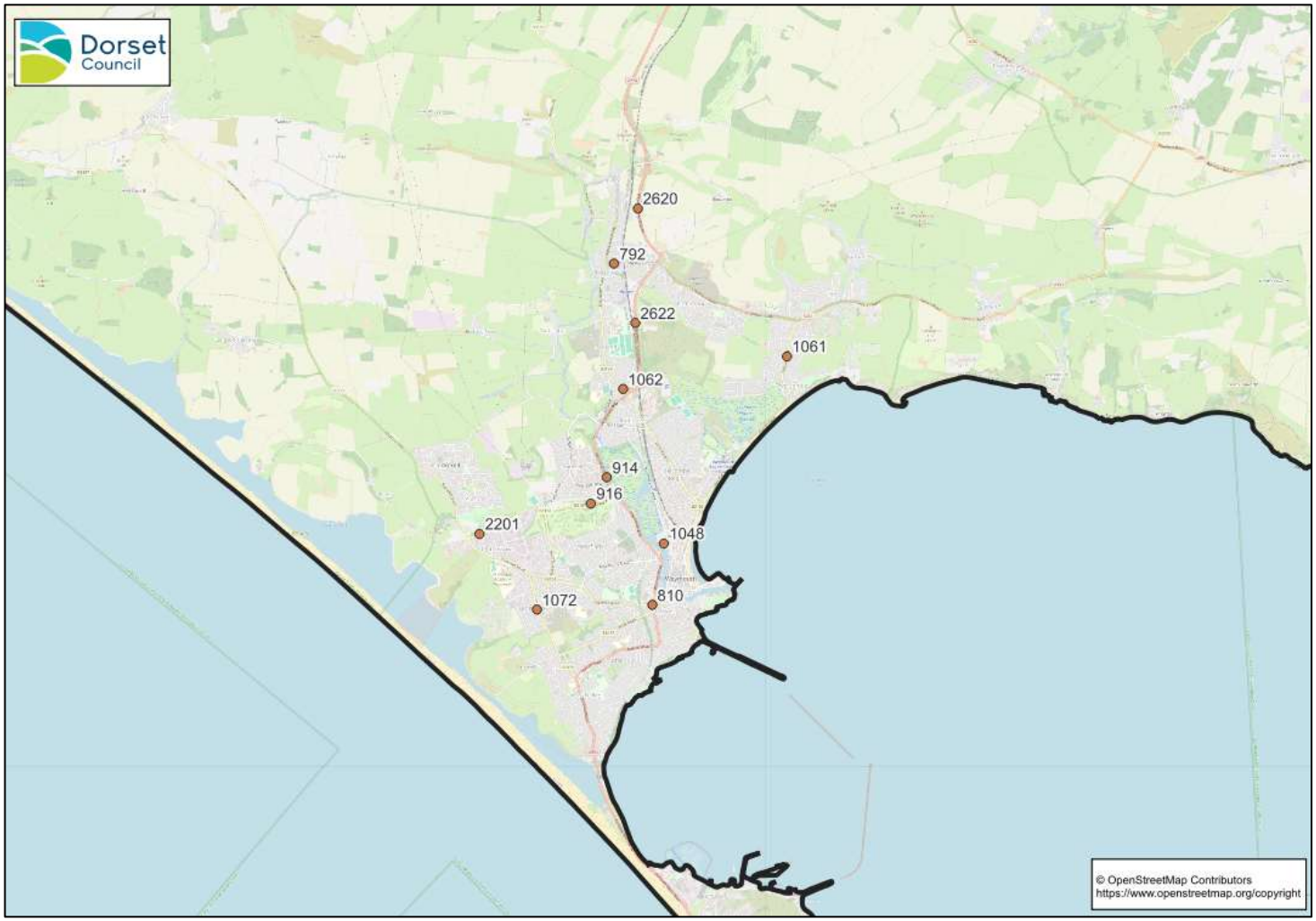
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Appendix E27 – Weymouth Group



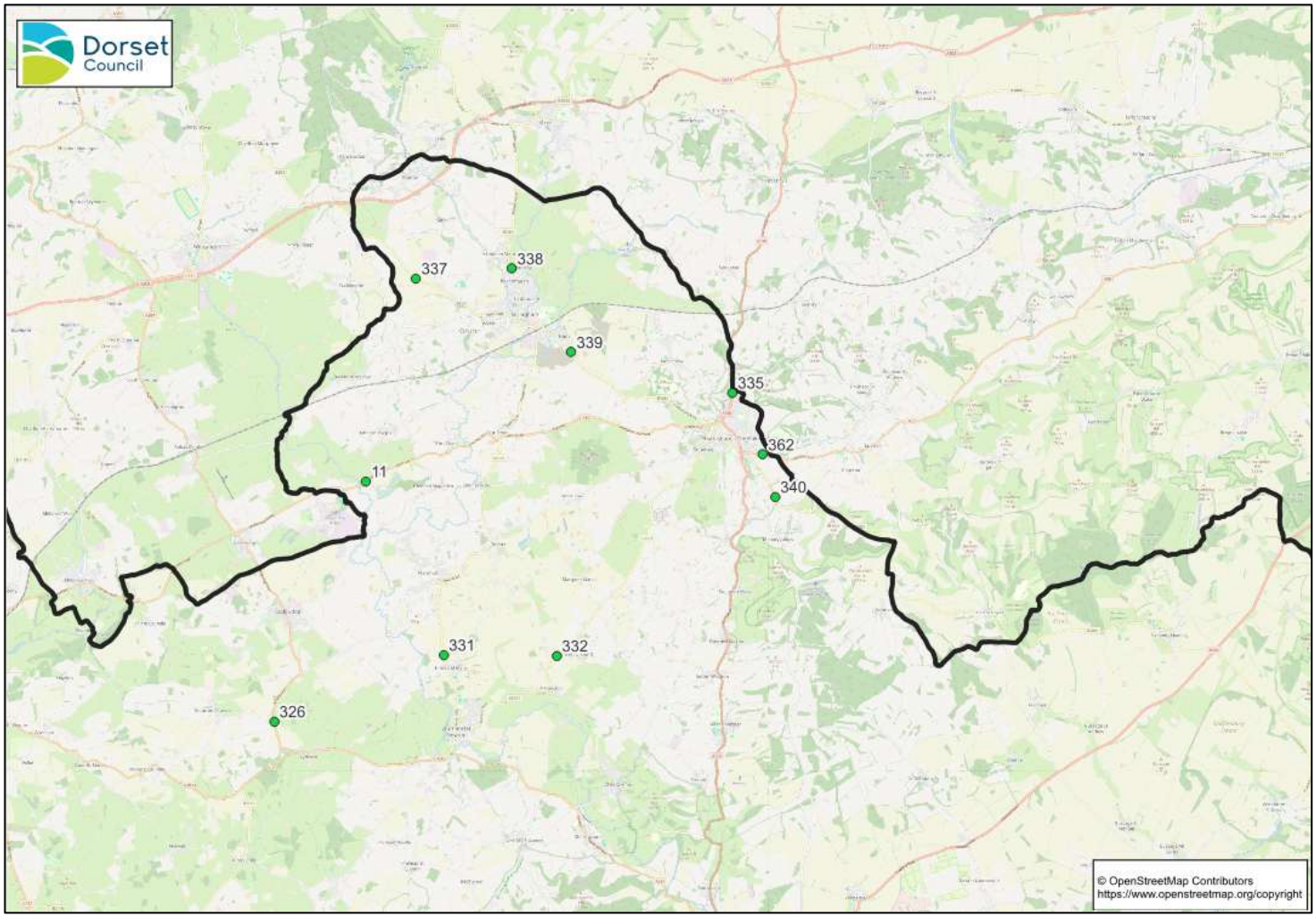
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Appendix E28 – Weymouth Other Group

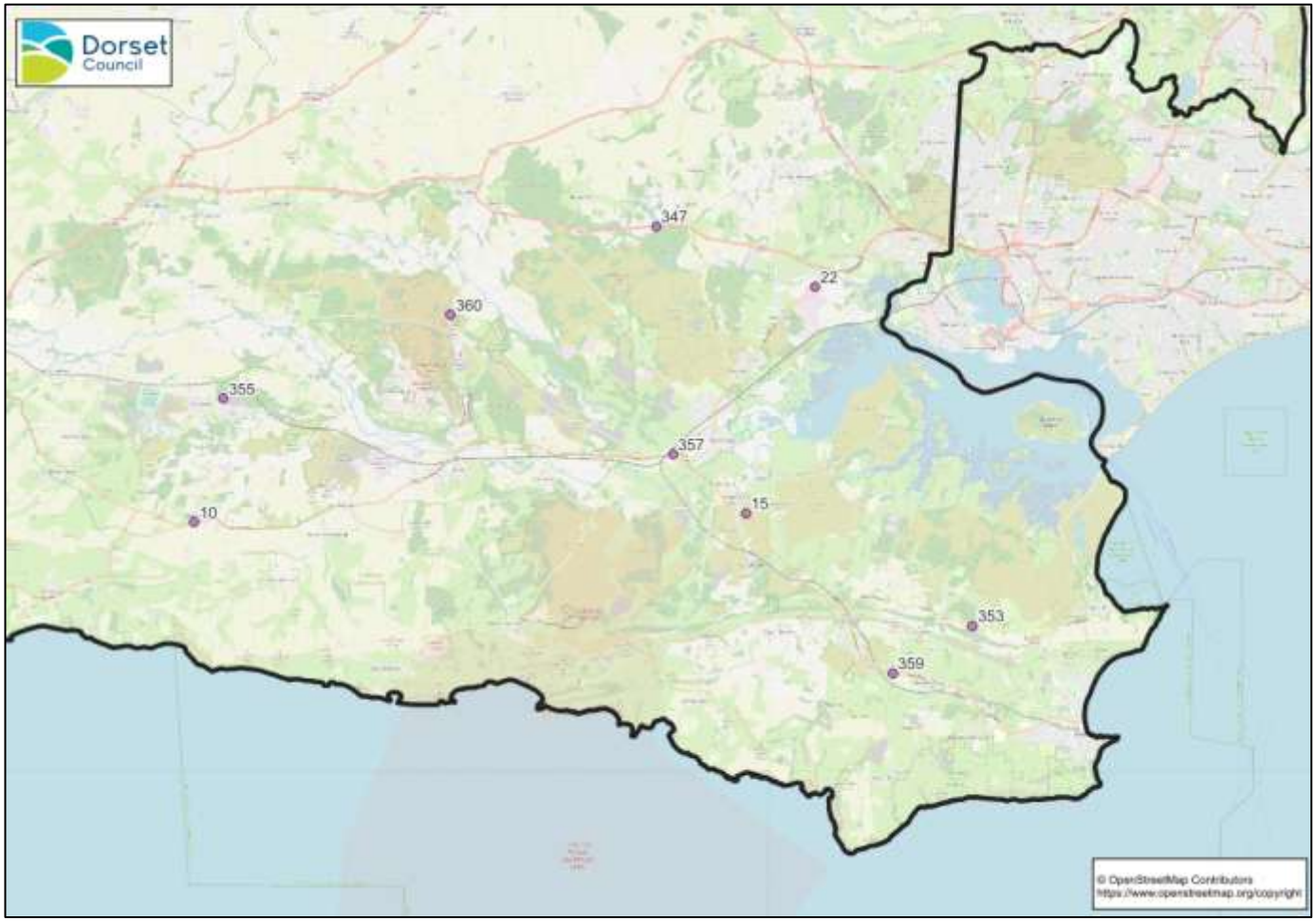


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Appendix E29 – Shaftsbury Group

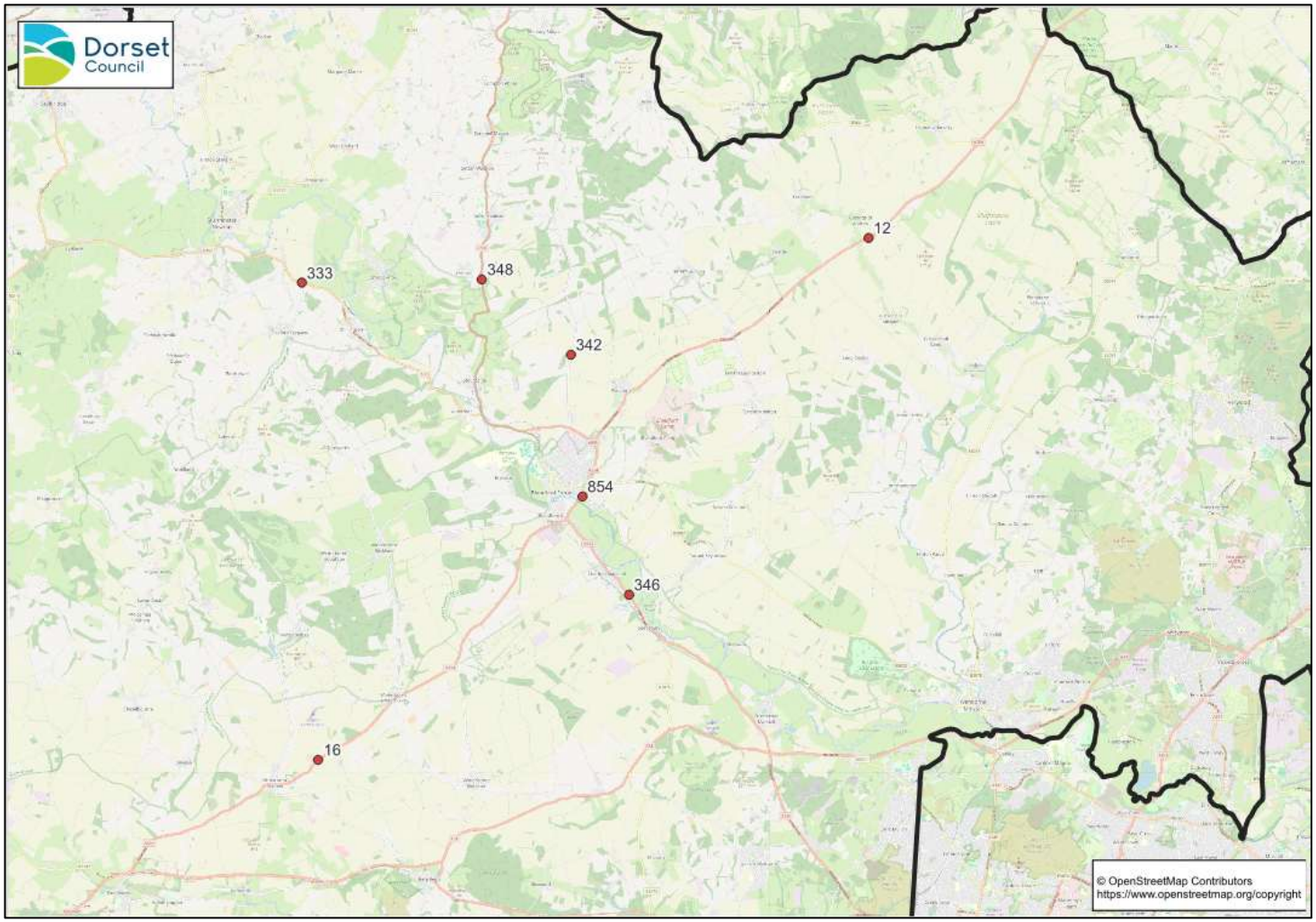


.Appendix E30 – Purbeck Group

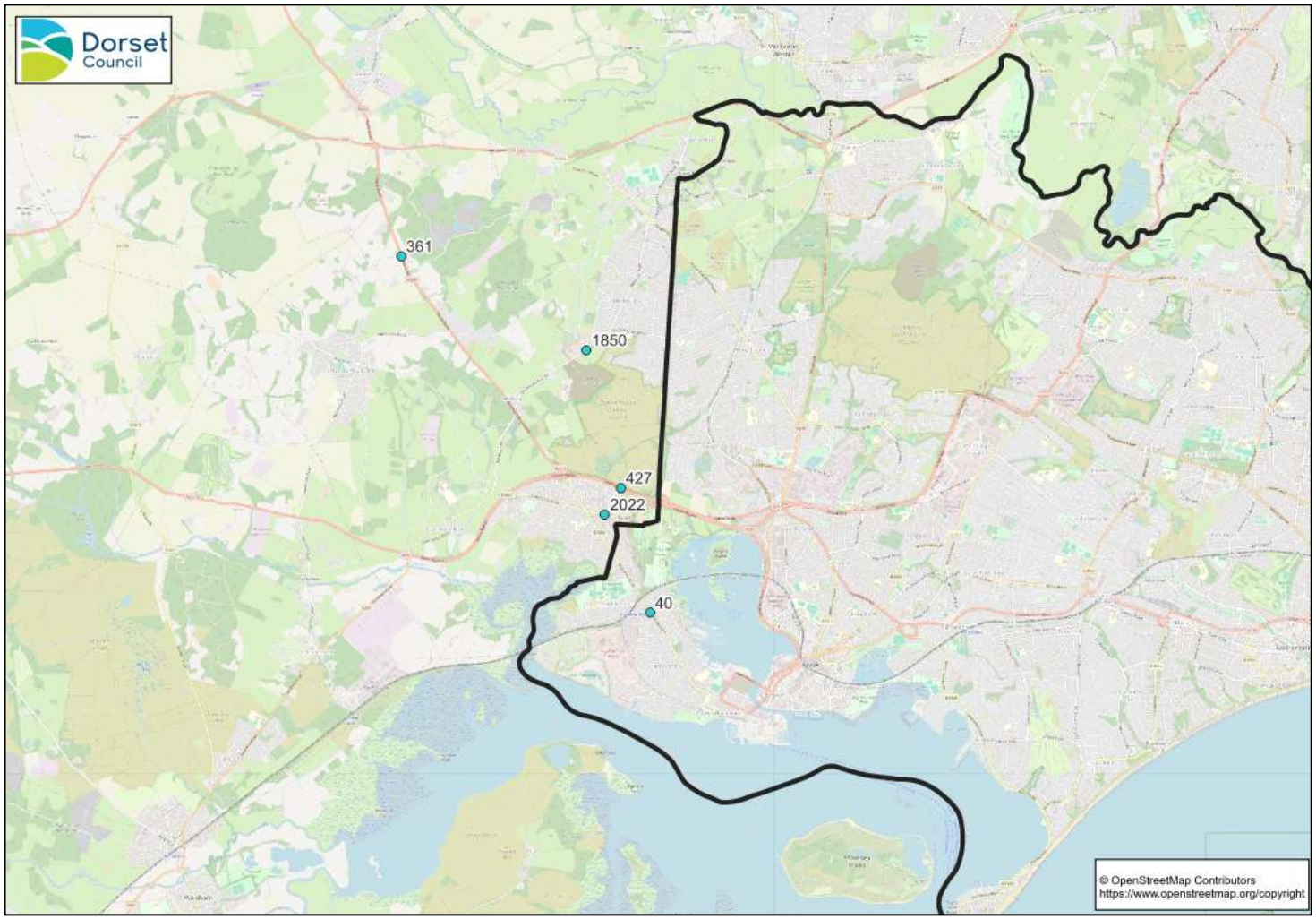


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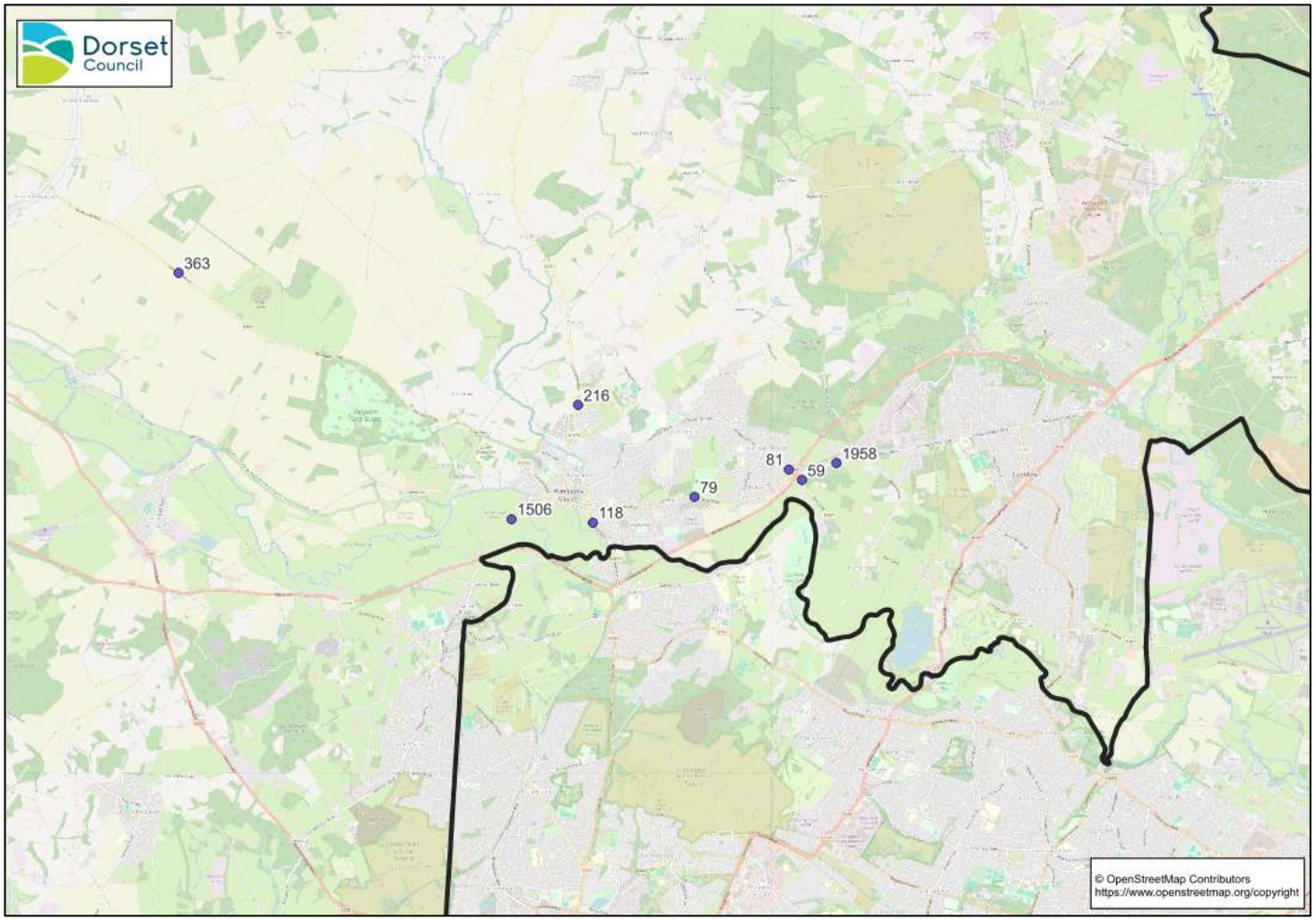
Appendix E31 – Blandford Group



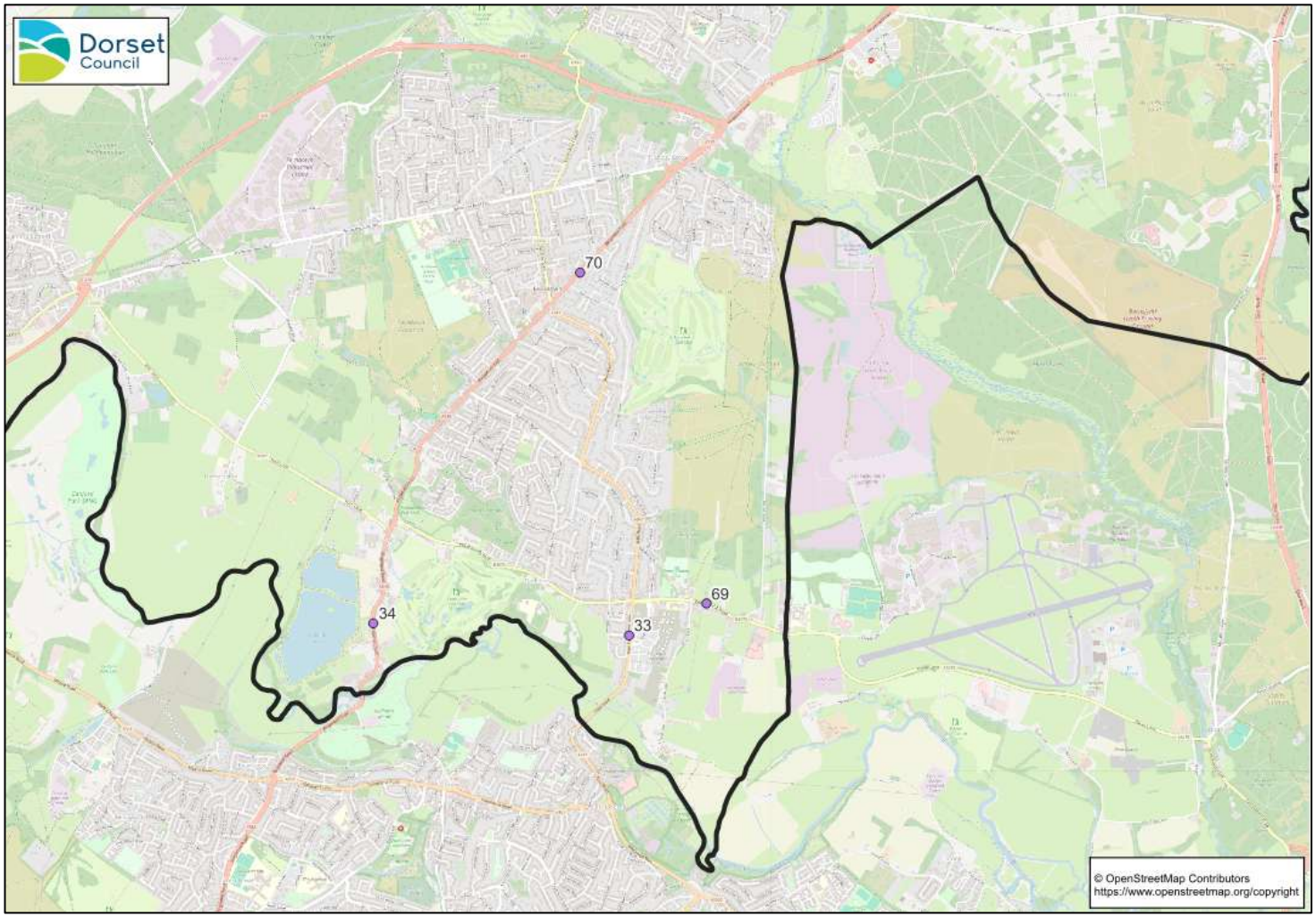
Appendix E32 – Upton Group



Appendix E33 – Wimborne Group

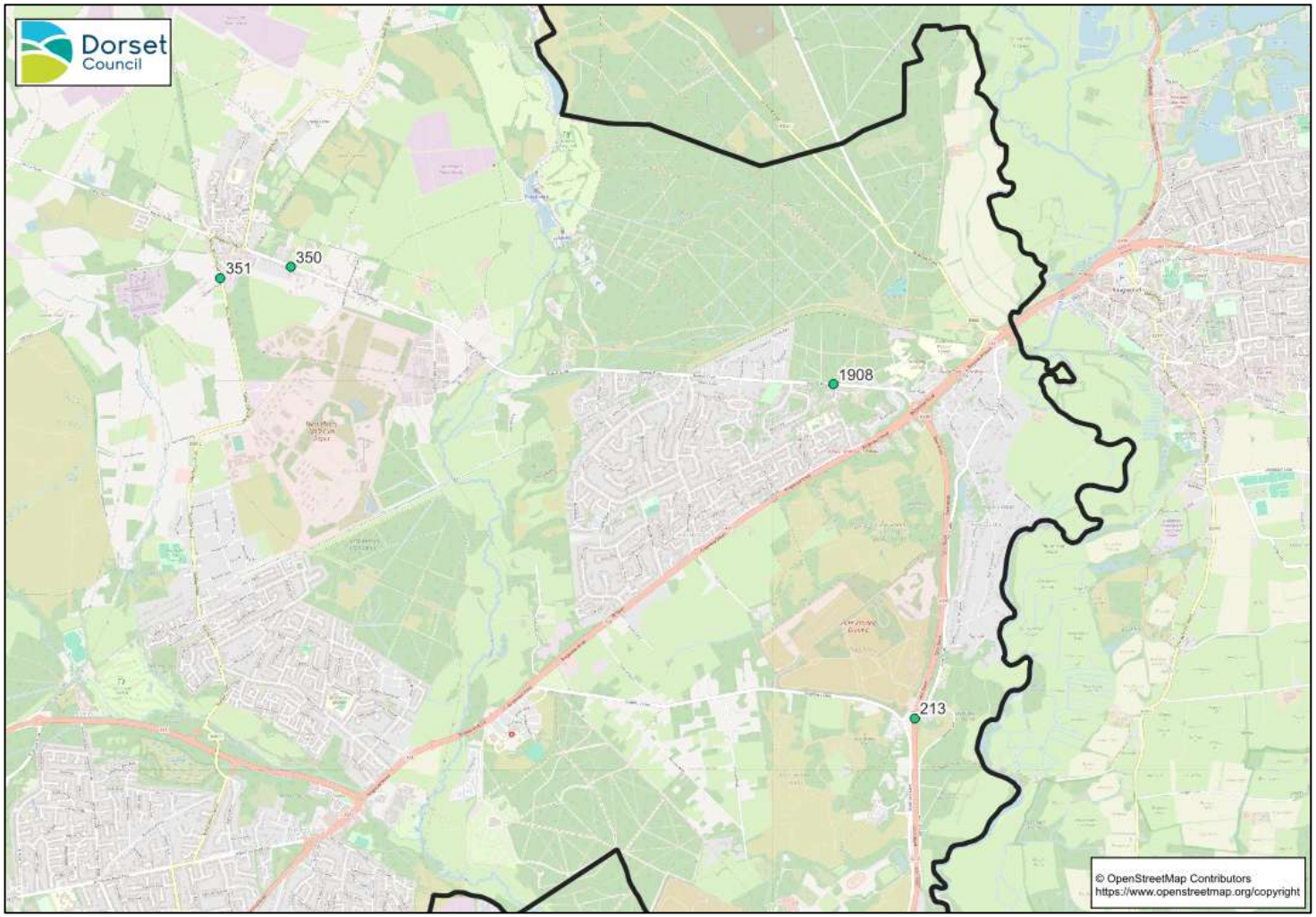


Appendix E34 – Ferndown Group



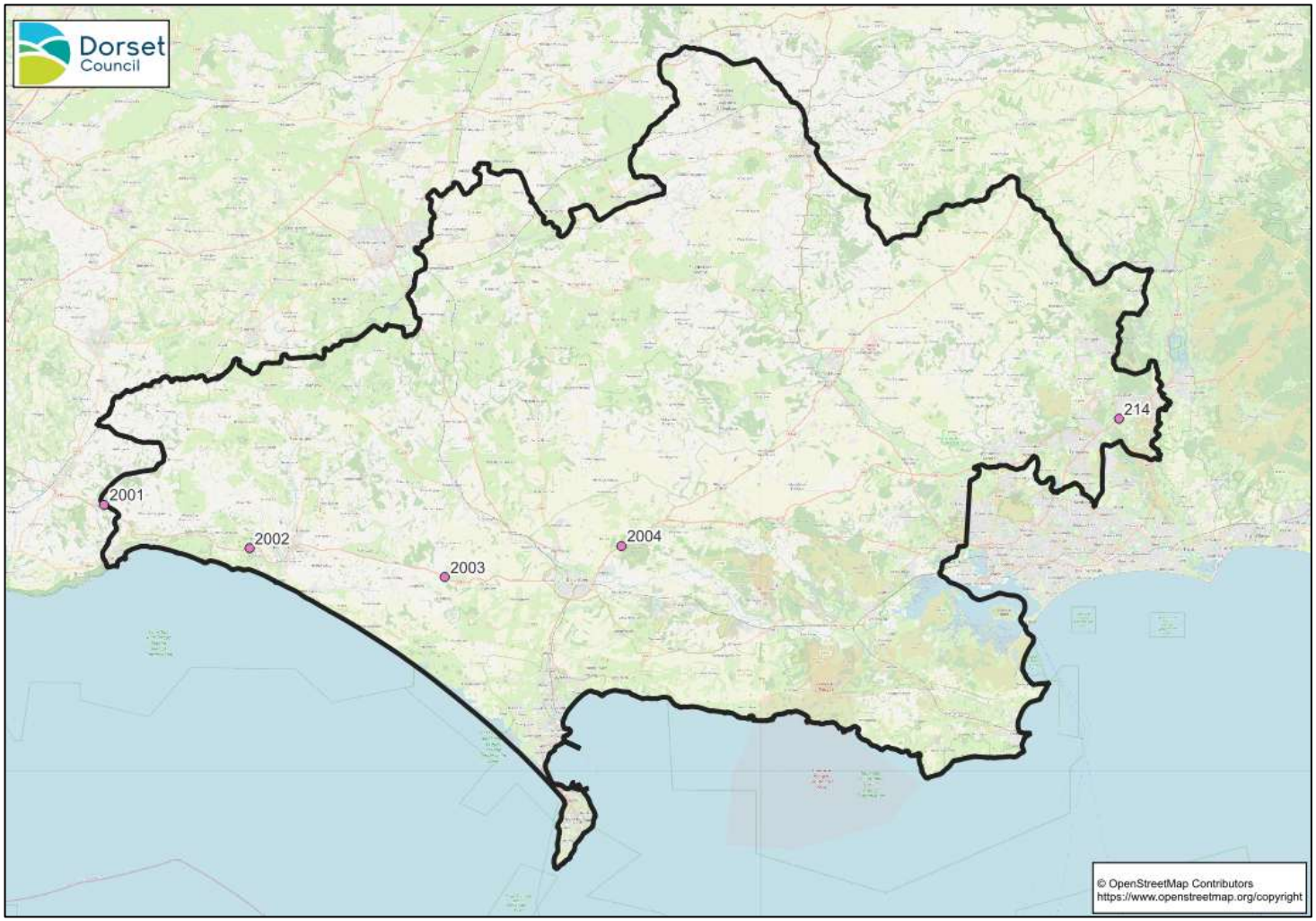
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Appendix E35 – East Dorset Group



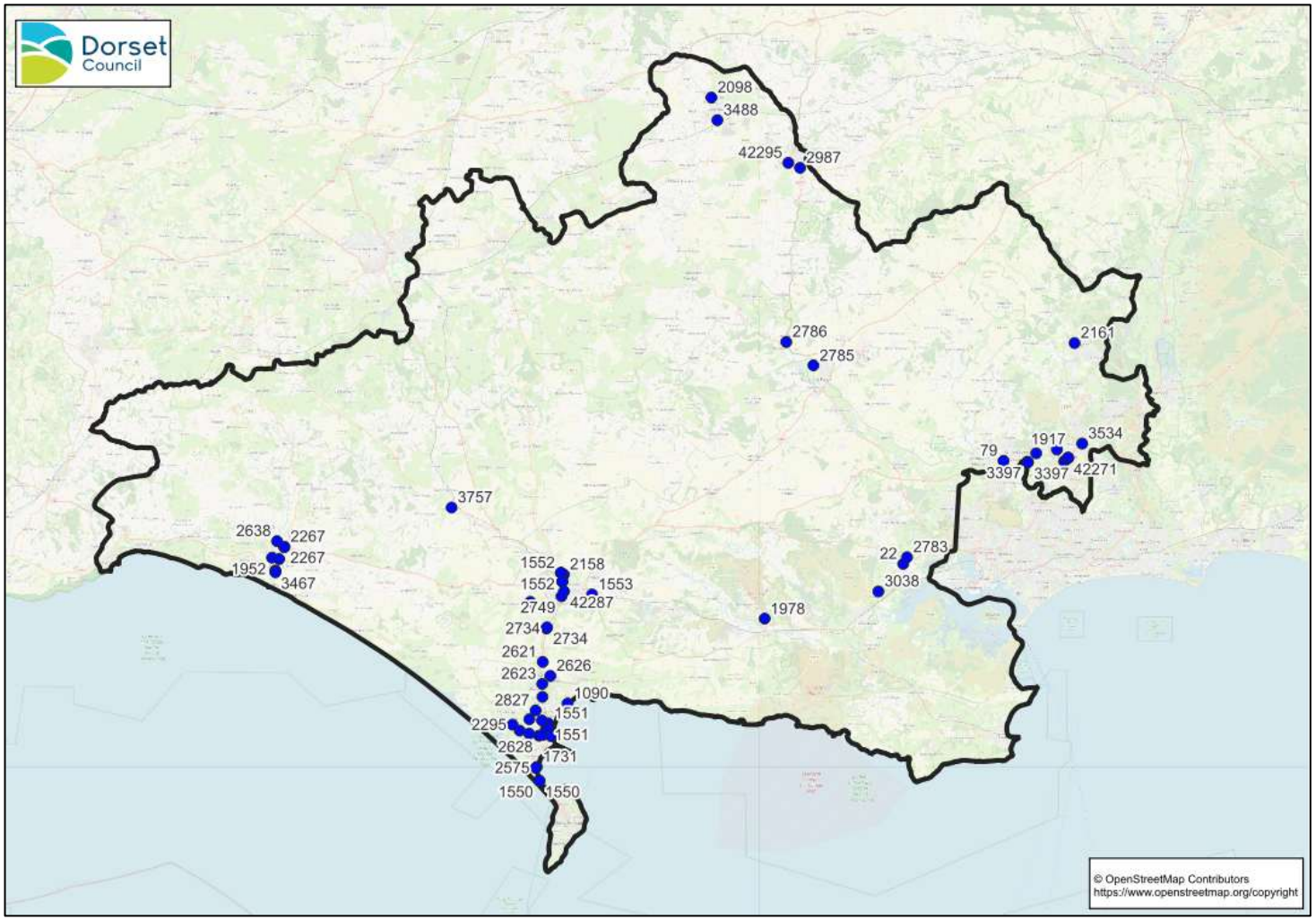
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Appendix E36 – Trunk Road Group

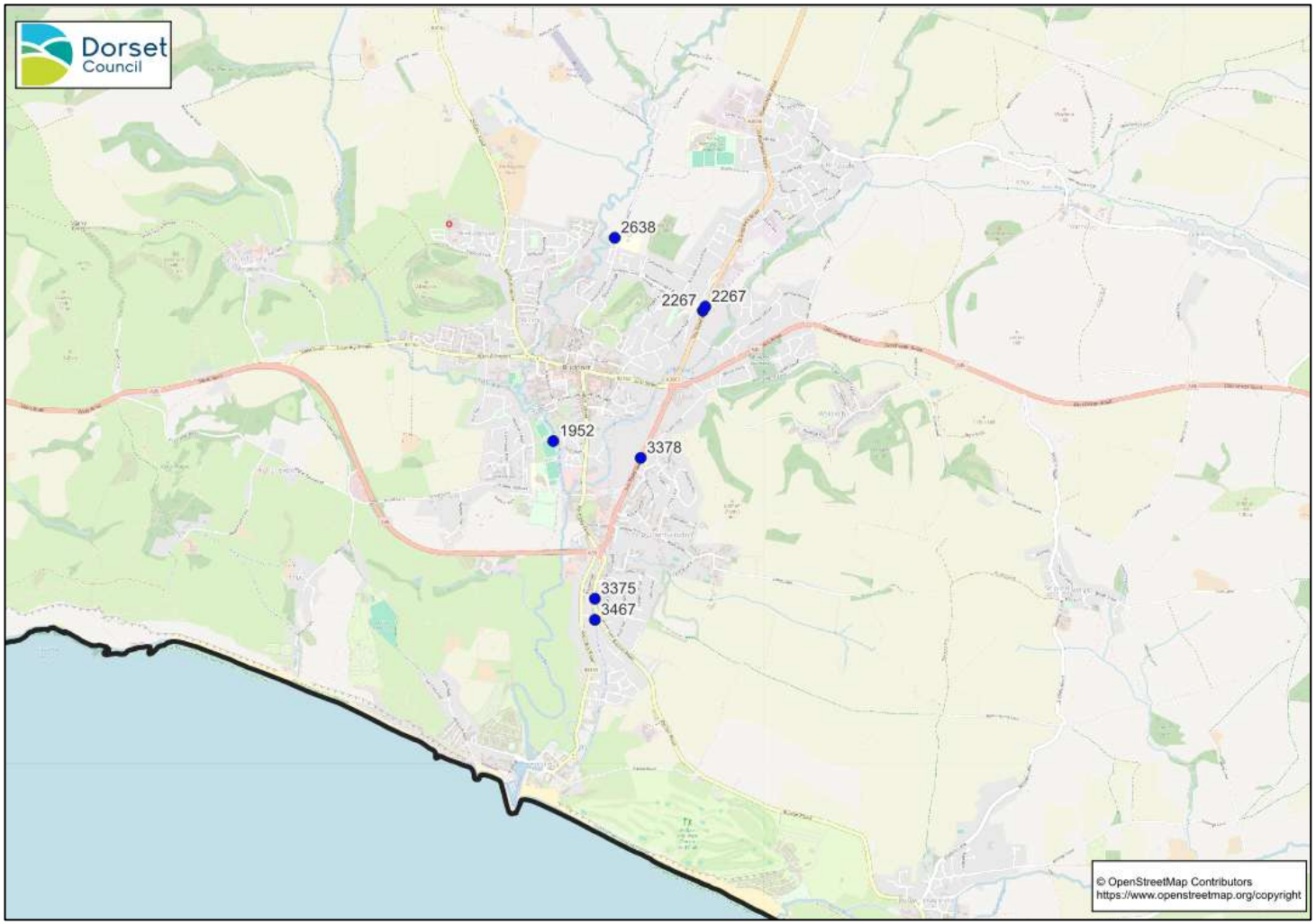


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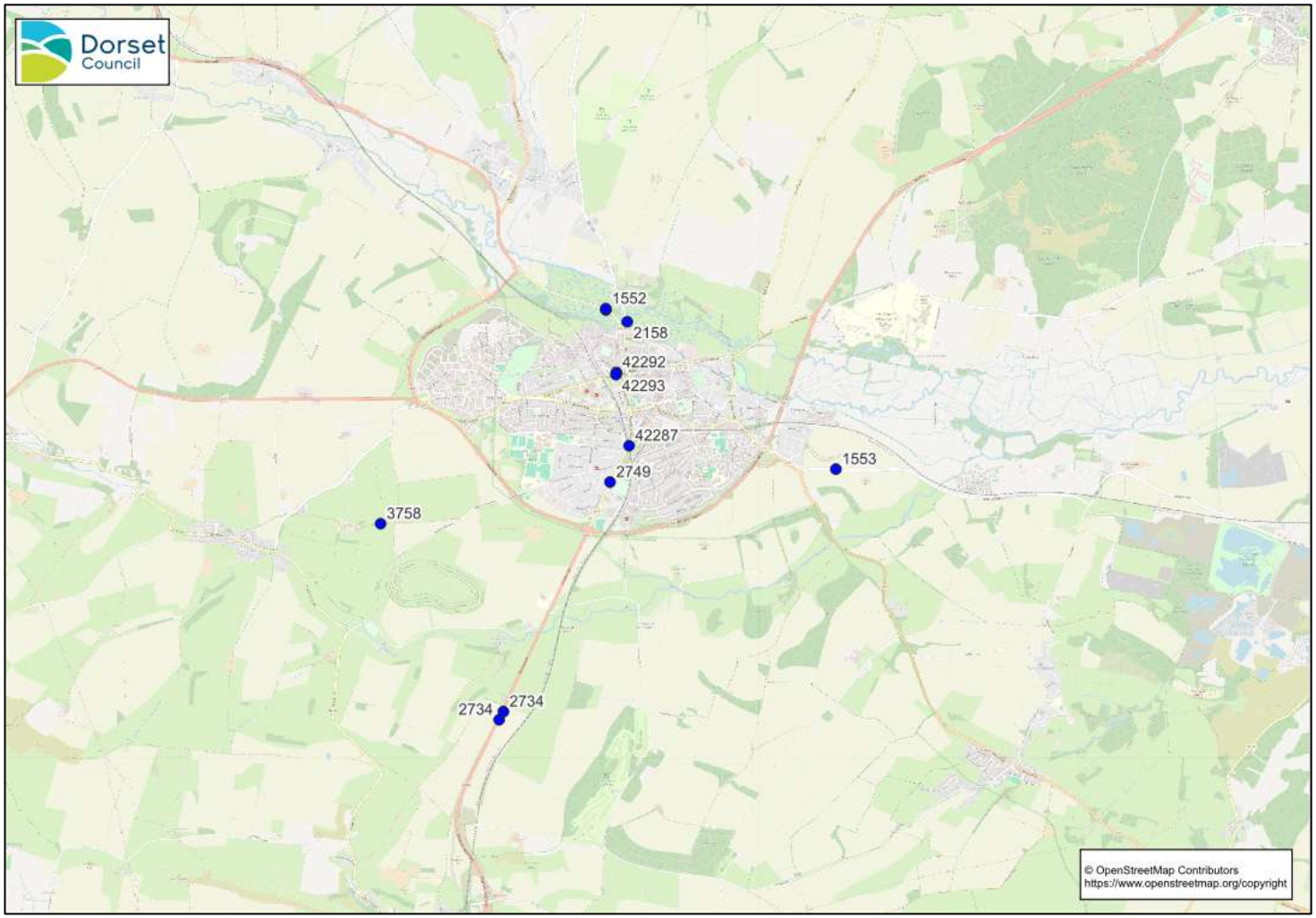
Appendix E37 – Cycle Counter Network



Appendix E38 – Bridport Cycle Counters

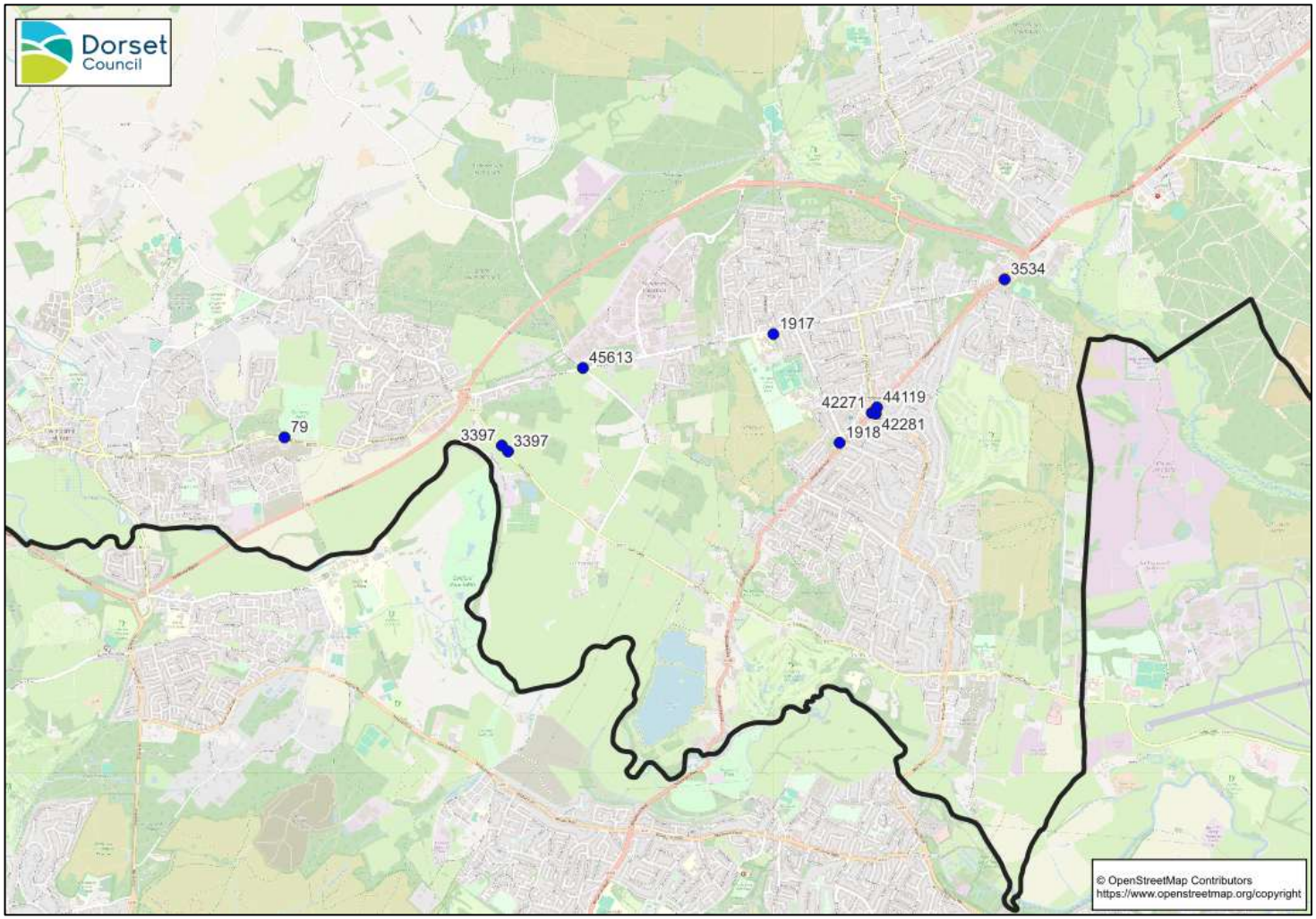


Appendix E39 – Dorchester Cyle Counters



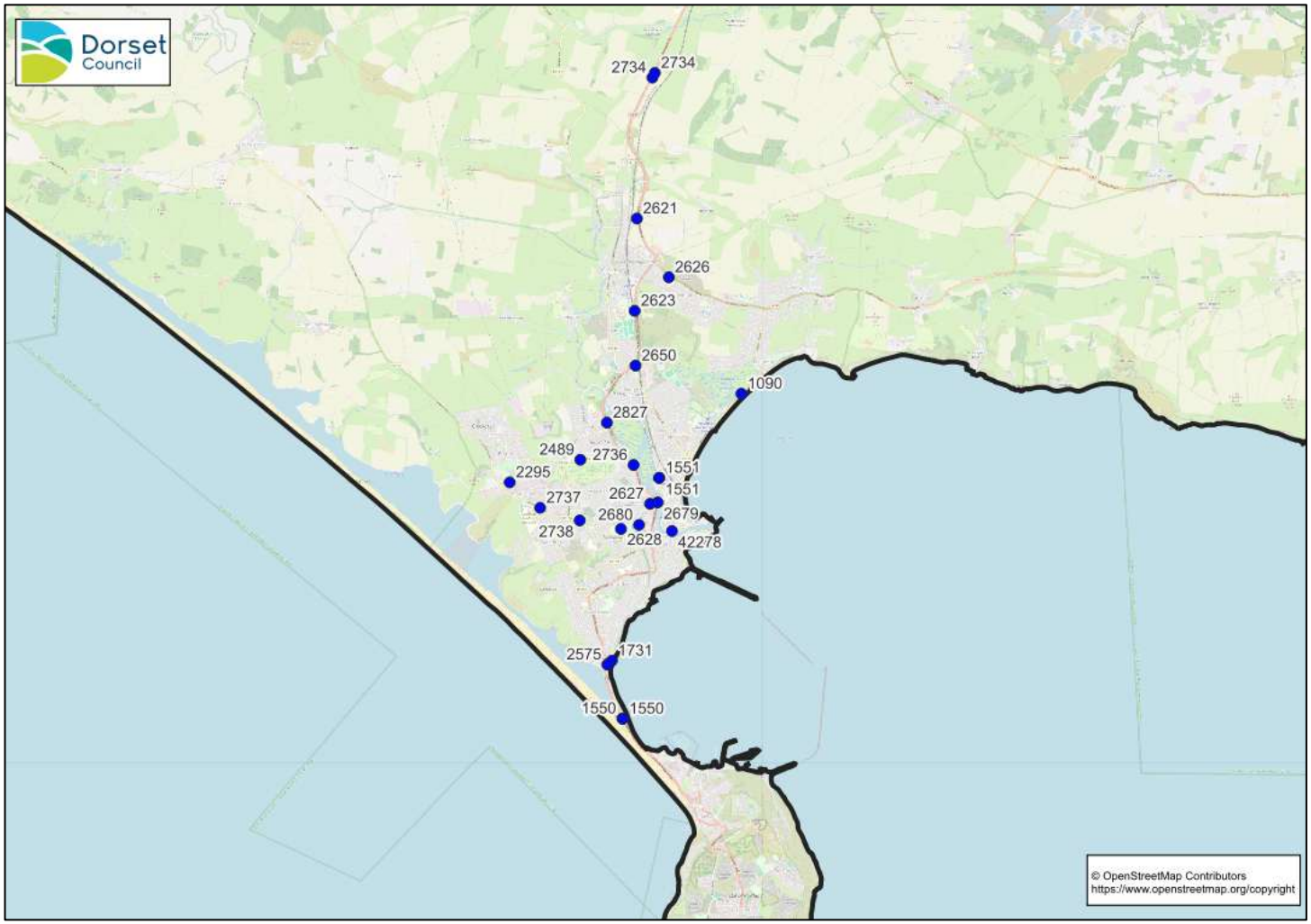
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Appendix E40 – Ferndown Cyle Counters



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Appendix E41 – Weymouth Cyle Counters

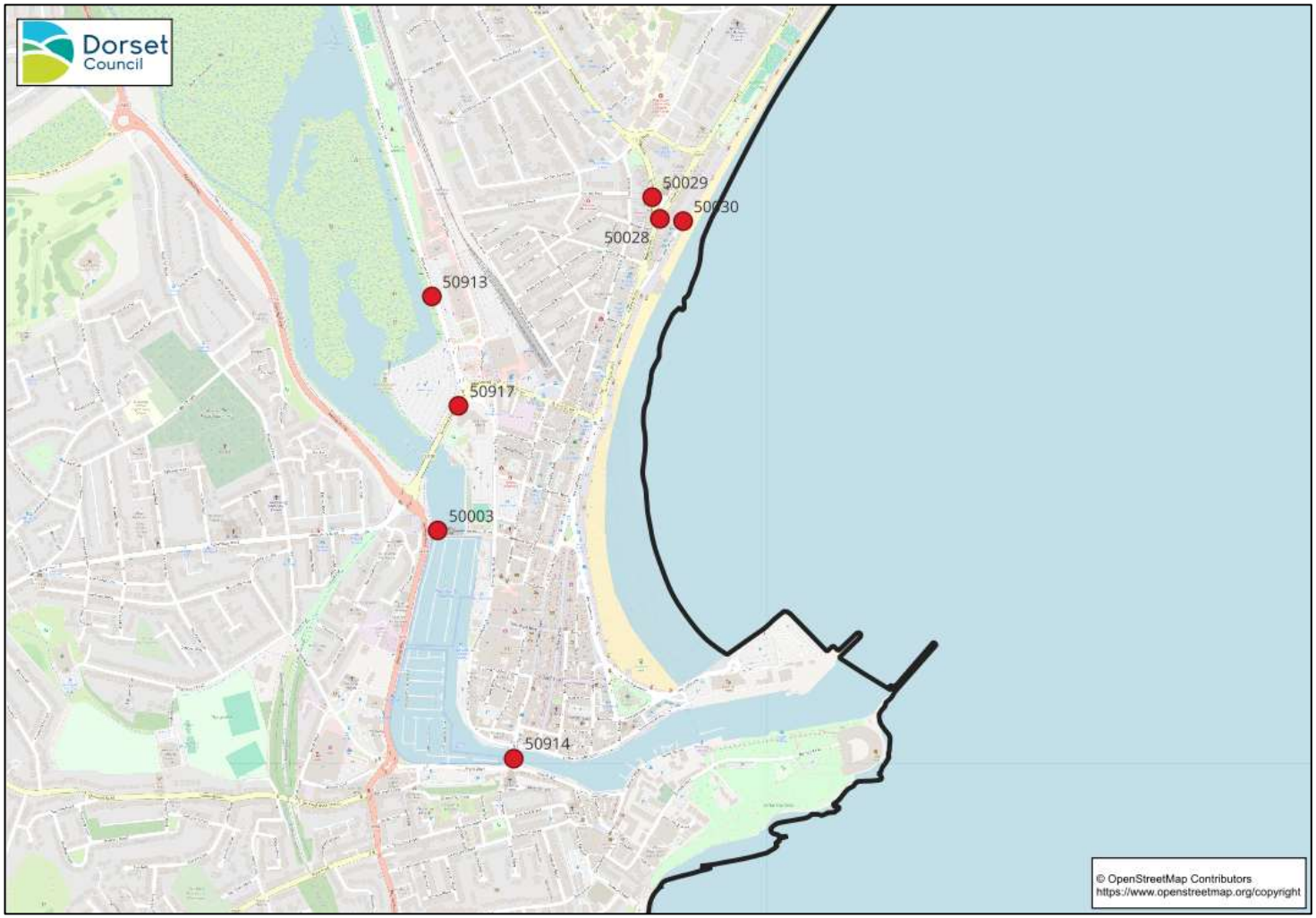


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Appendix E42 – Manual Traffic Survey Ferndown Cordon



Appendix E43 – Manual Traffic Survey Weymouth Cordon

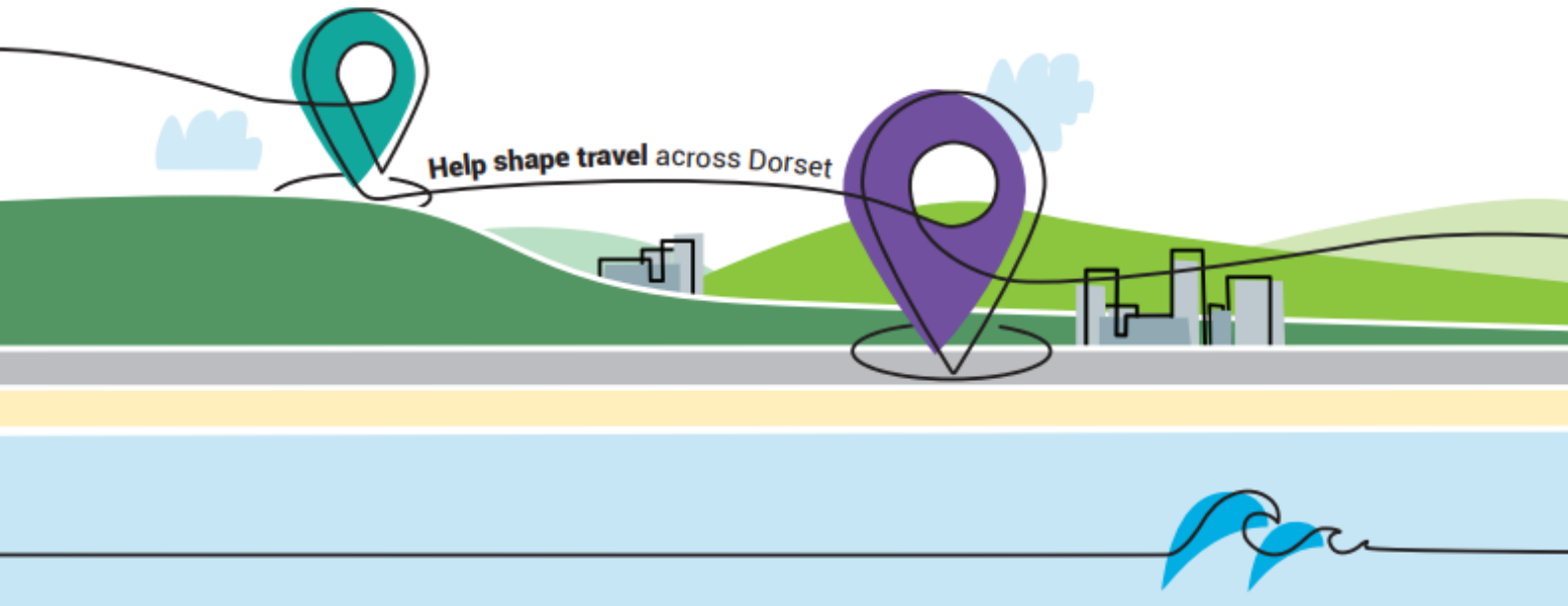


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BCP and Dorset Council

LOCAL TRANSPORT PLAN (LTP)

Consultation Report



LTP4 CONSULTATION REPORT (PUBLIC)

PROJECT NO. UK-70119366

LTP – CONSULTATION REPORT

DATE: MARCH 2026

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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.

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.

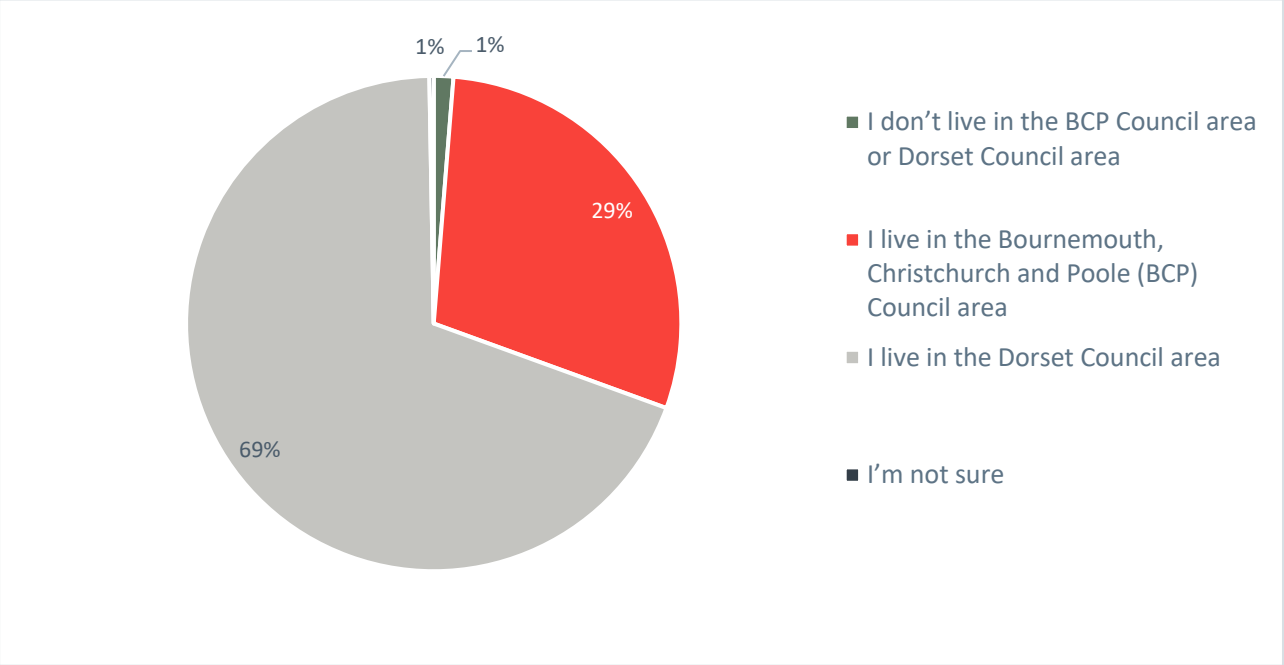
4.2 SURVEY RESPONSE ANALYSIS

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%).

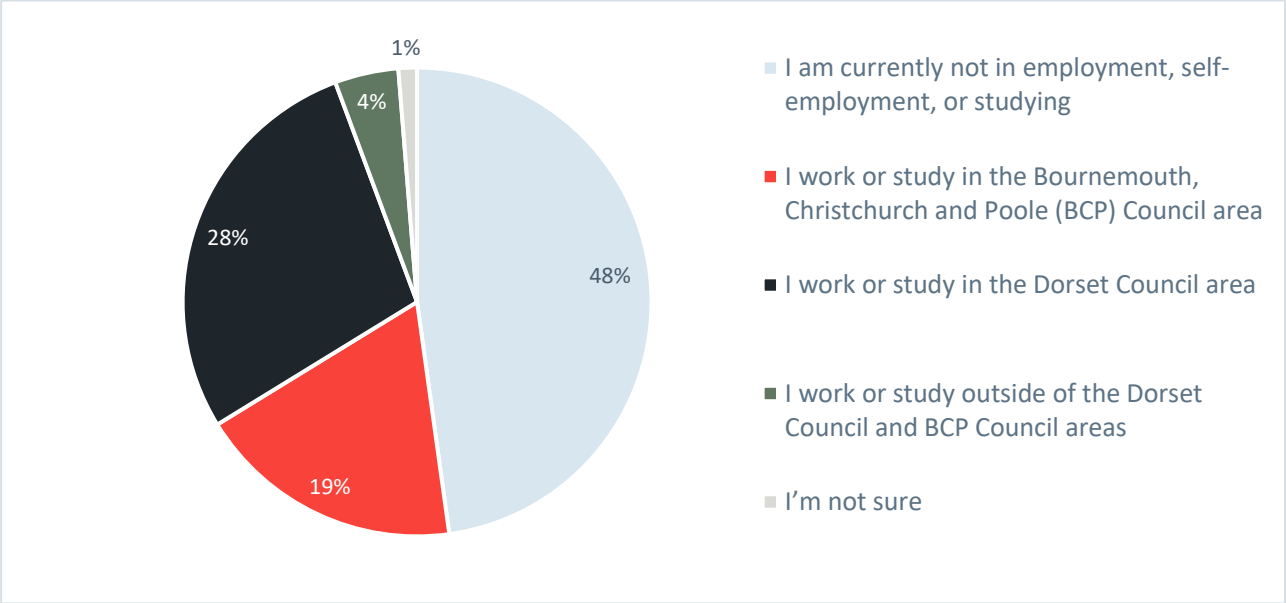
Figure 4-1: Where do you live?



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.

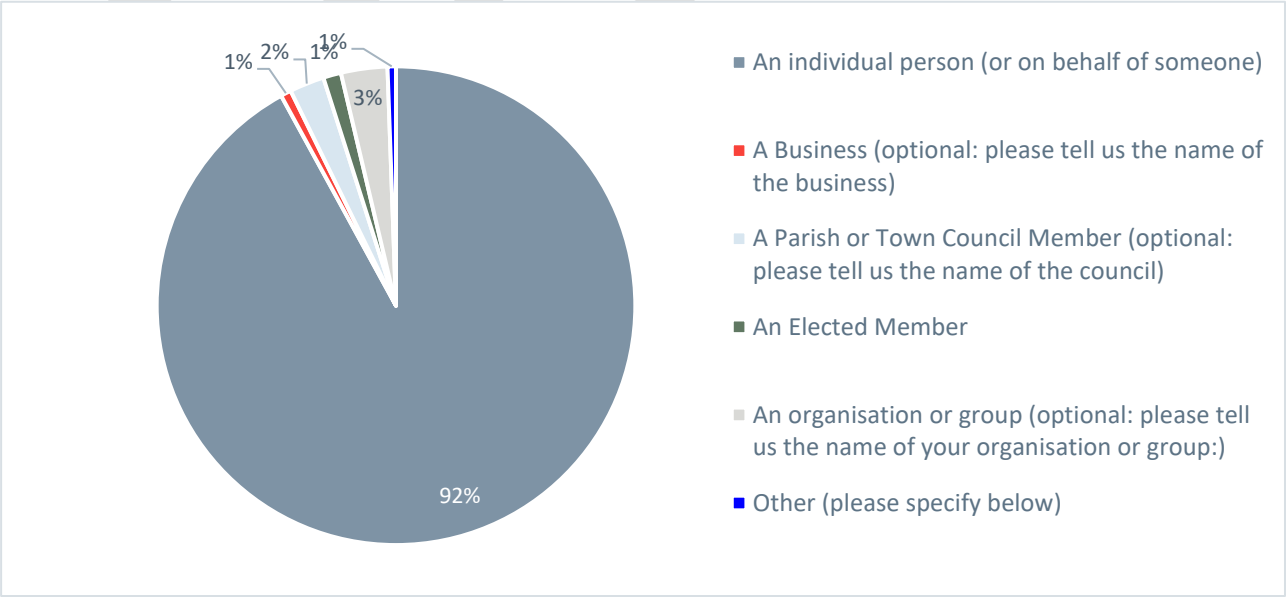
Figure 4-2: Where do you work or study?



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



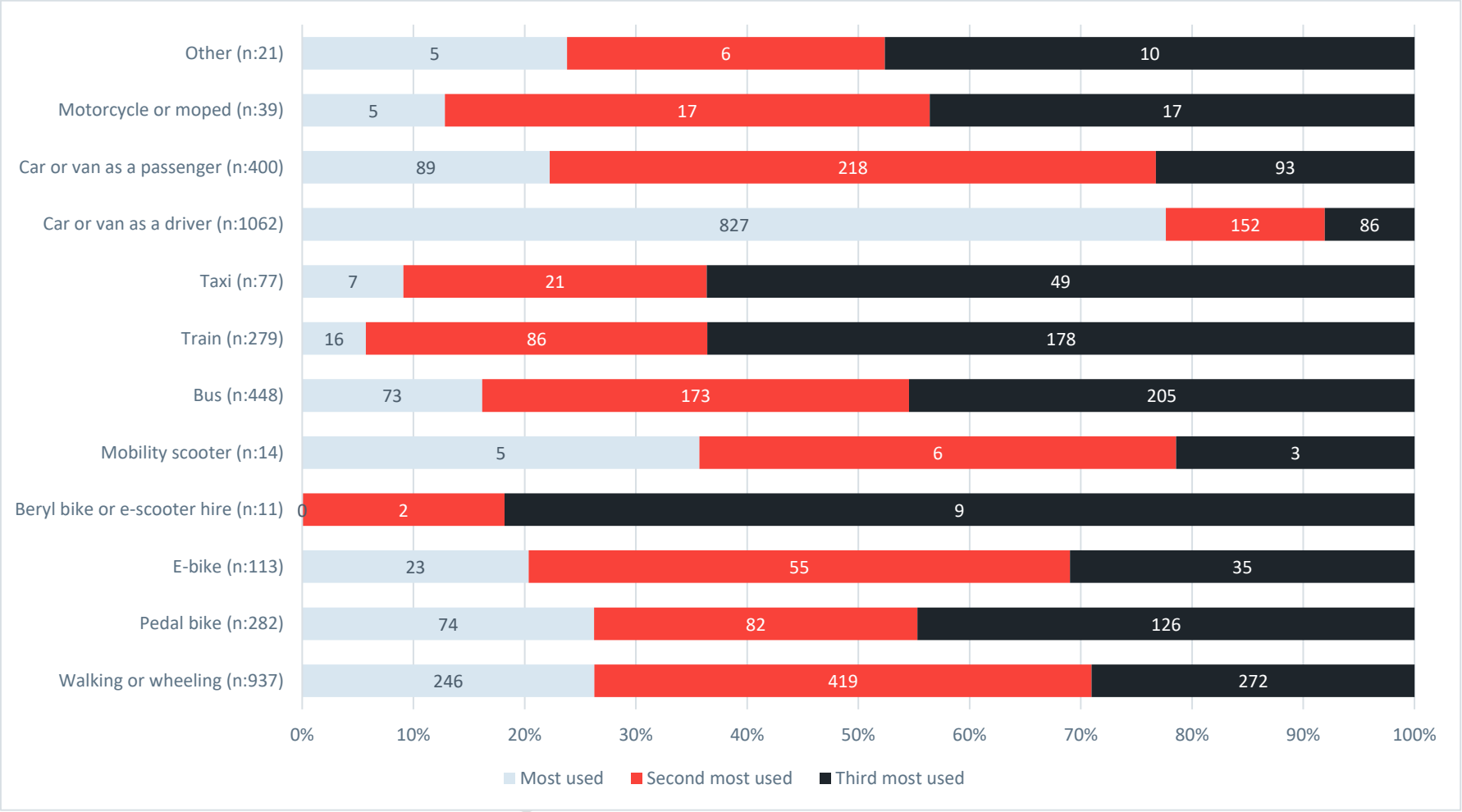
Base: all who responded (n:1,406)

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

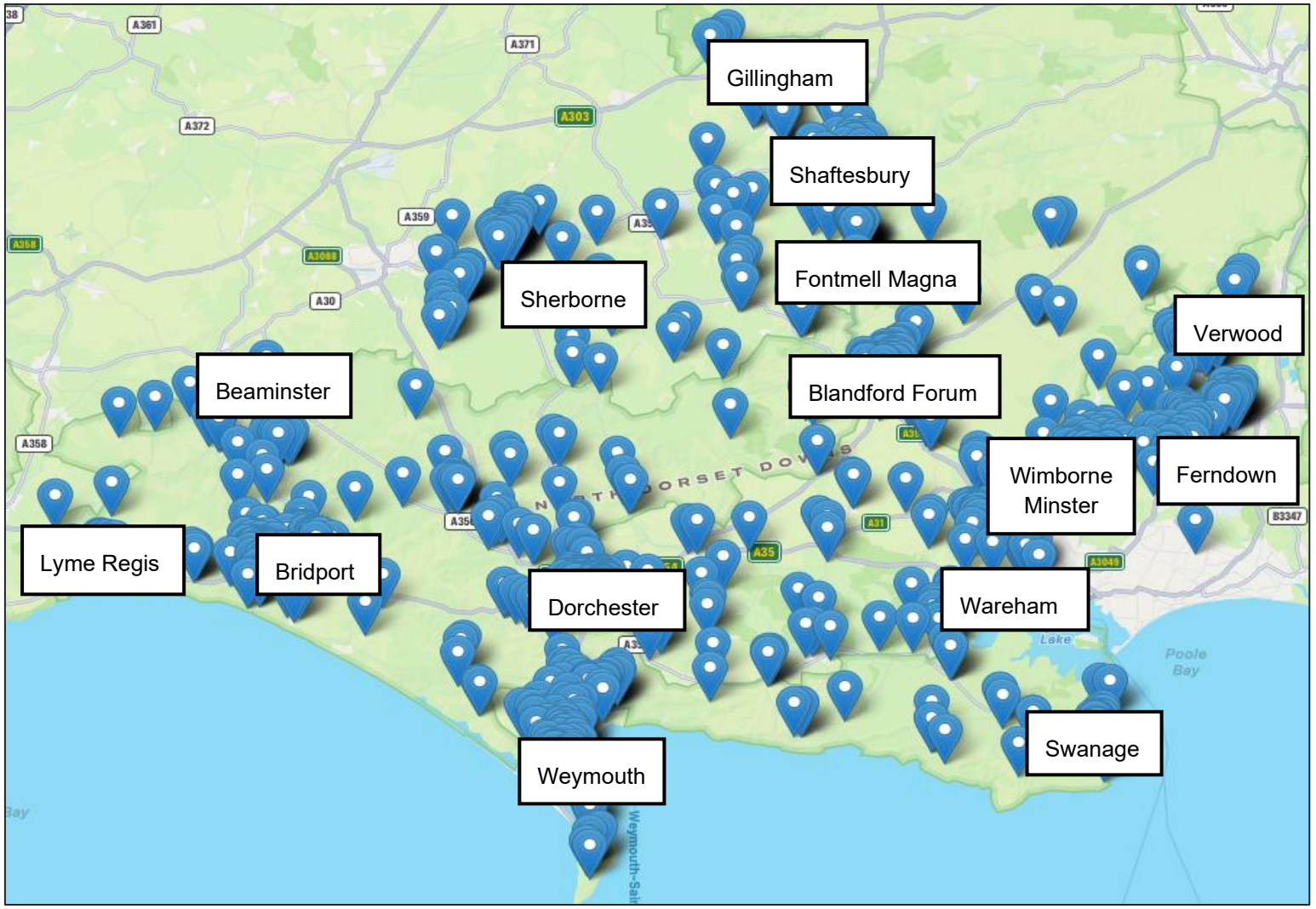
Postcode	Area/Town Covered	No. of respondents
DT6	Bridport	119
BH21	Wimborne and surrounding areas	92
DT1	Dorchester (central)	83
DT2	Rural areas around Dorchester	72
BH15	Poole Town Centre / Hamworthy	63
DT11	Blandford Forum (North Dorset)	59
BH22	Ferndown (Dorset)	54
DT9	Sherborne	54
BH31	Verwood (East 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

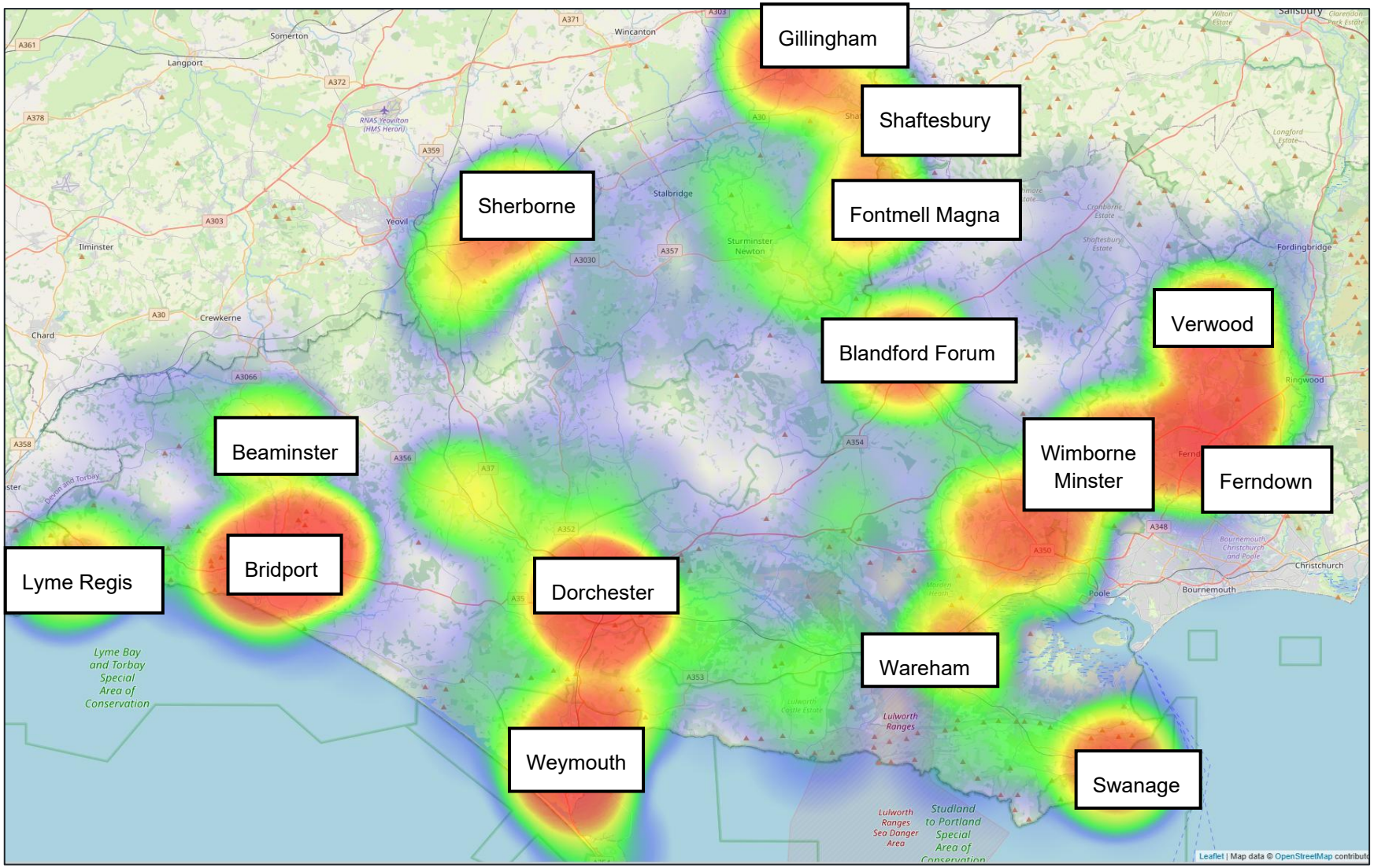
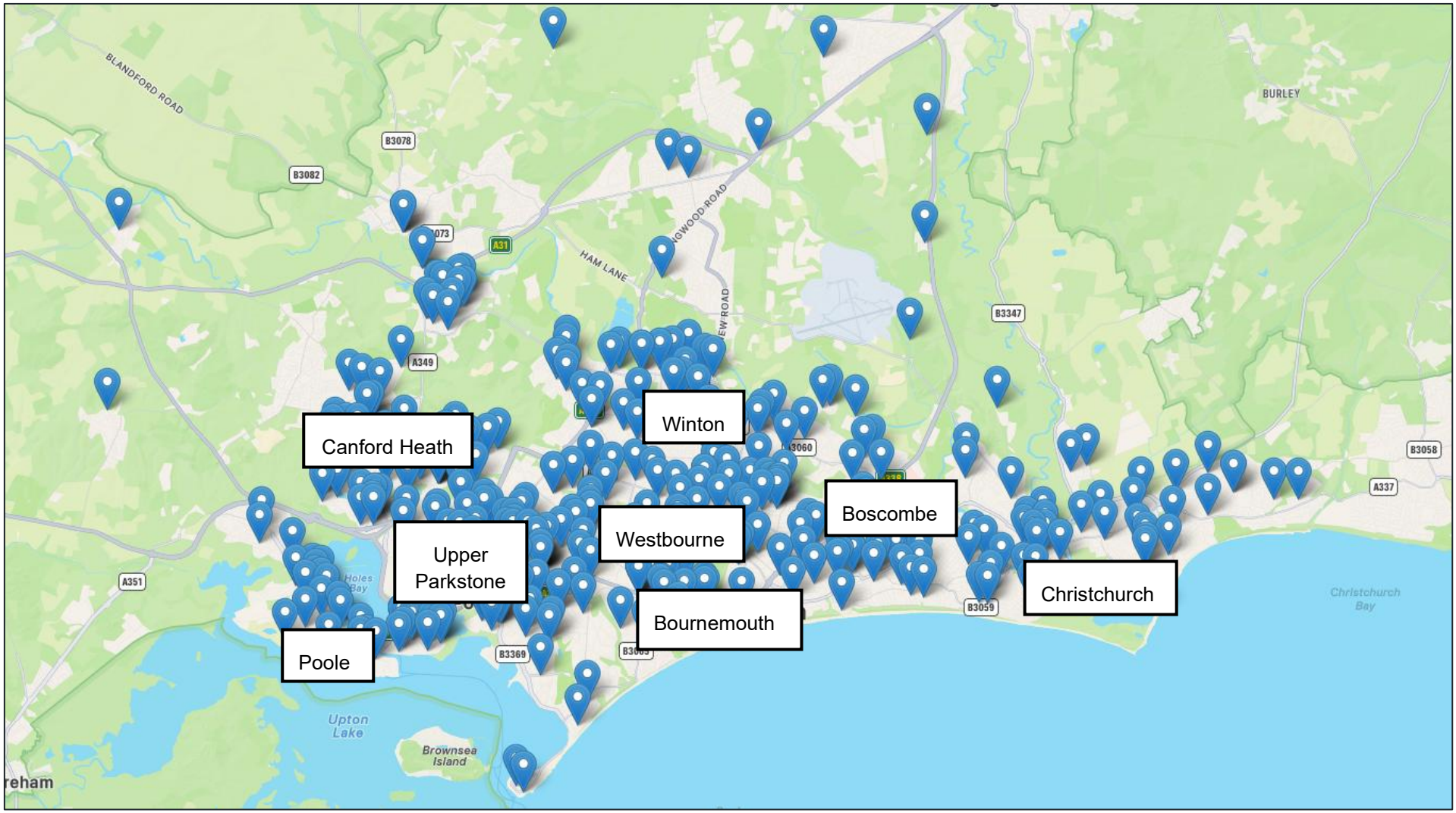
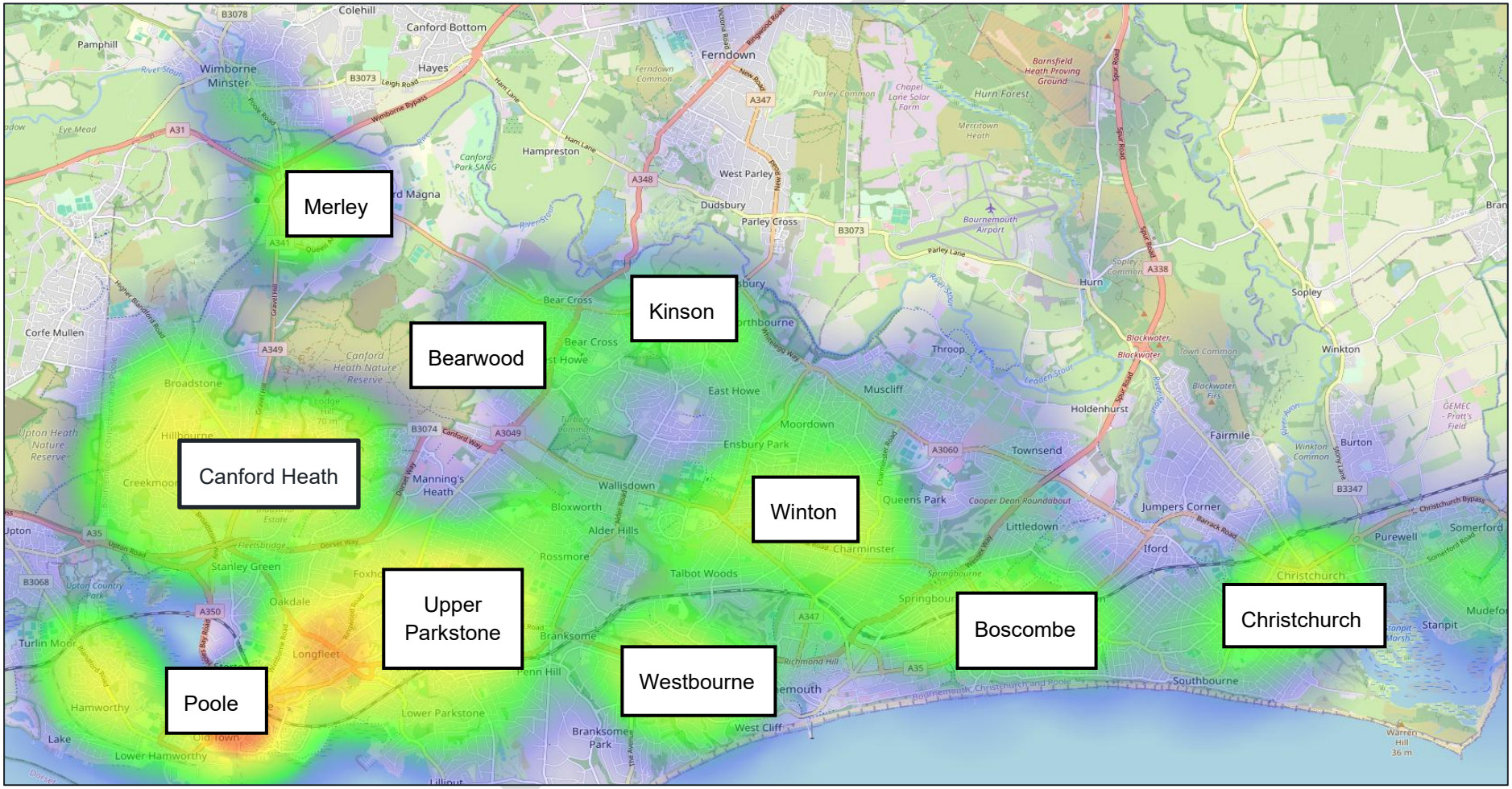


Figure 4-7:Postcode Response Data for BCP

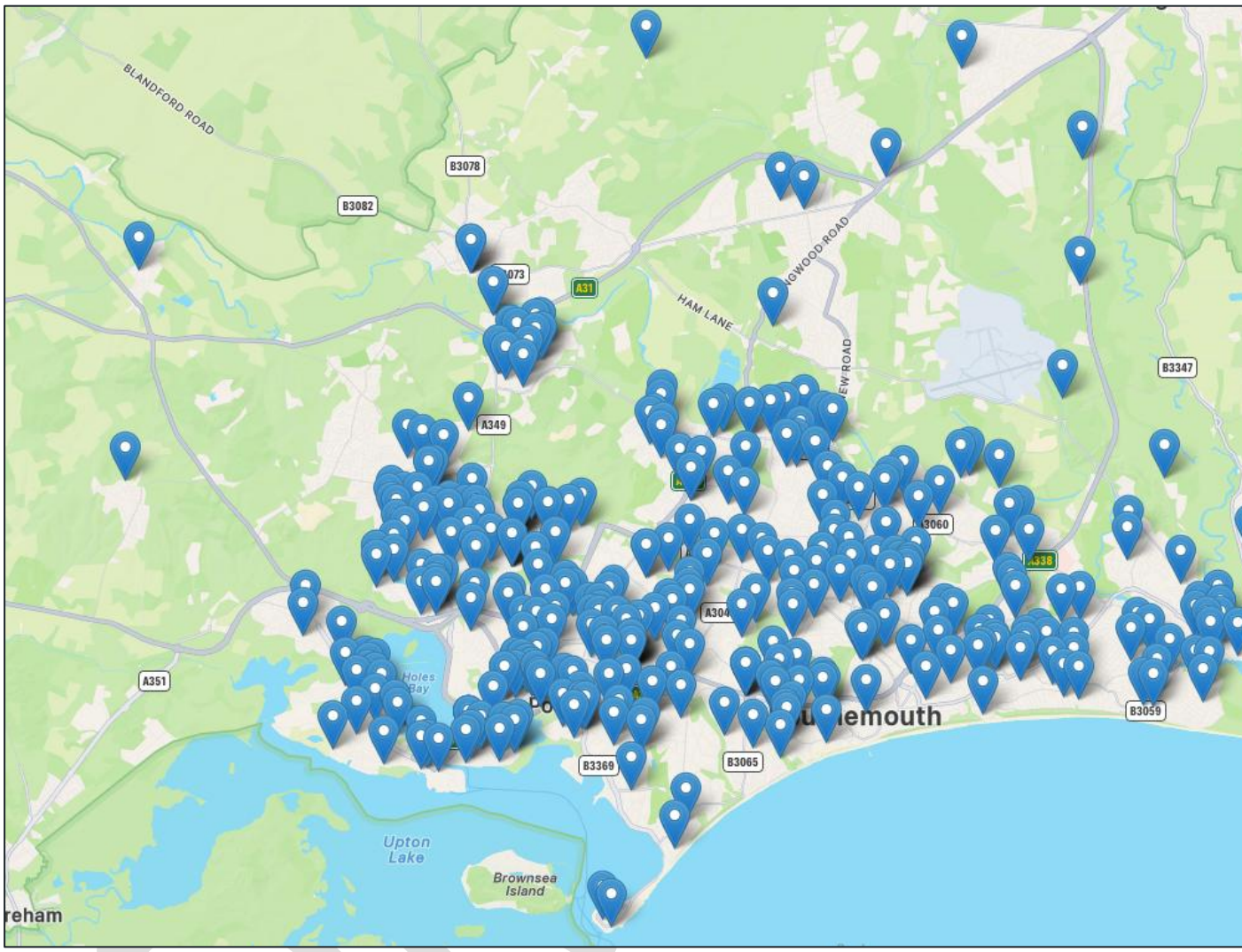


Base: all who responded who identified as a resident from the BCP area (n:396)

Figure 4-8: Heat Map of Postcodes



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



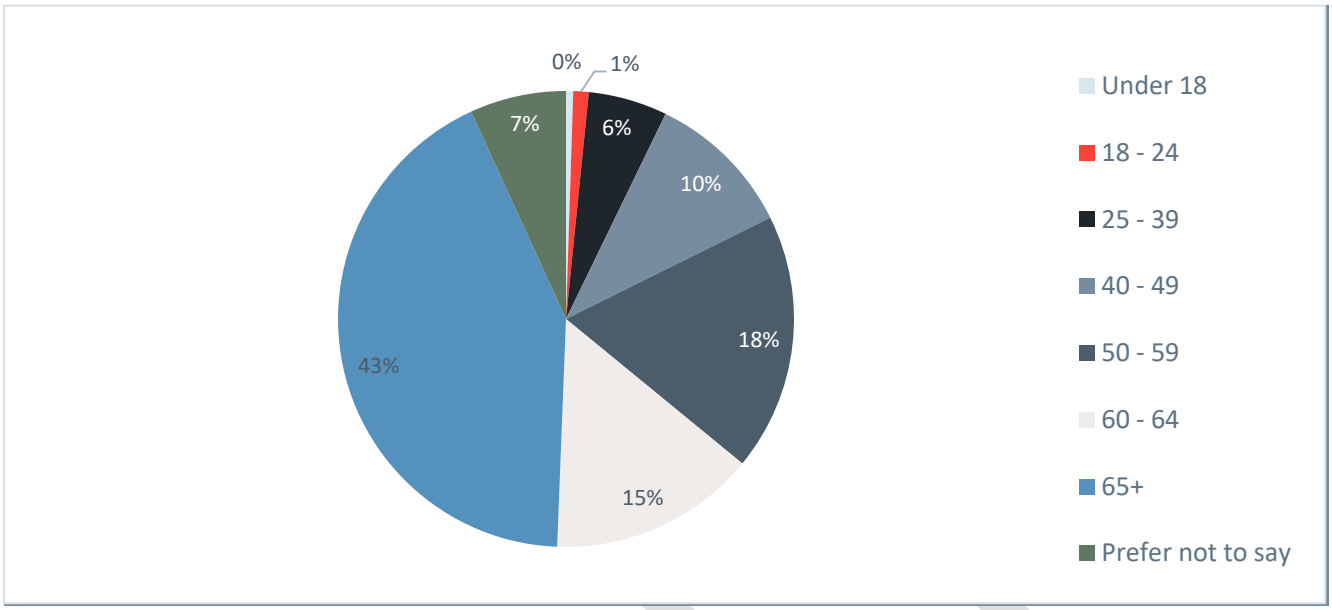
Base: all who responded who identified as a resident from the BCP area (n:396)

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

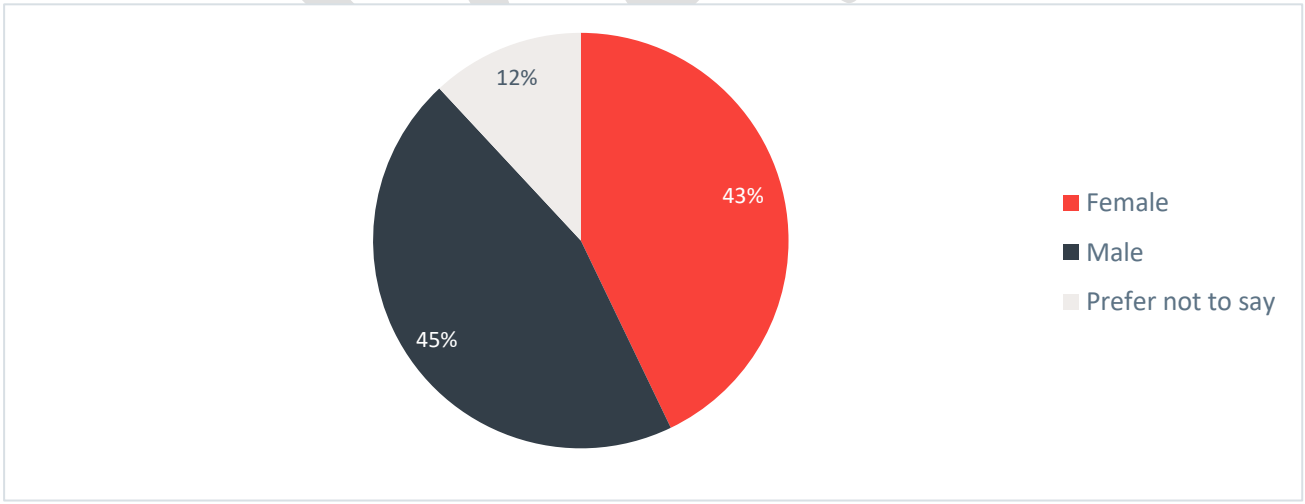


Base: all who responded (n:1,375)

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

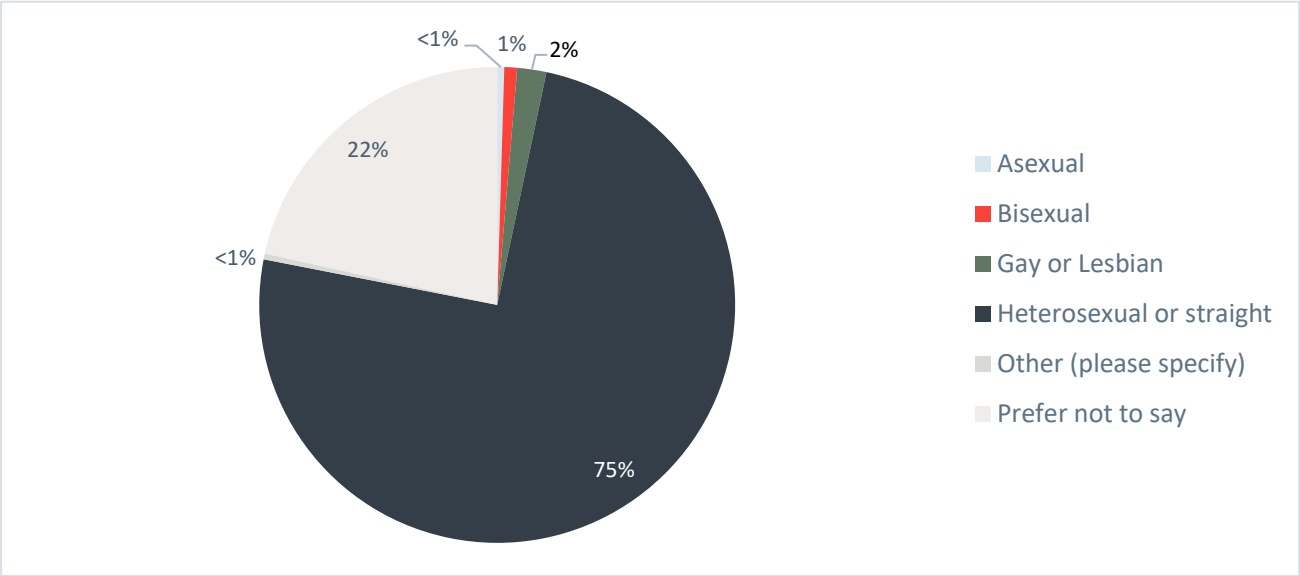


Base: all who responded (n:1,367)

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)

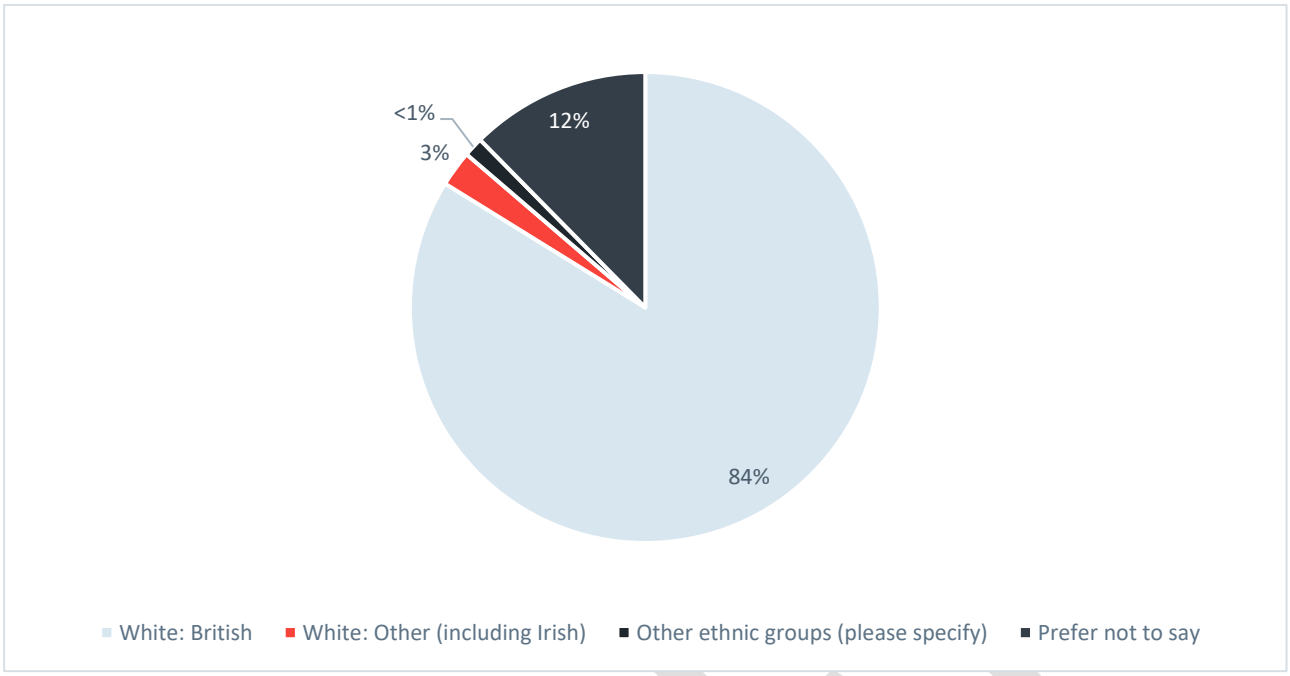
Ethnic Group

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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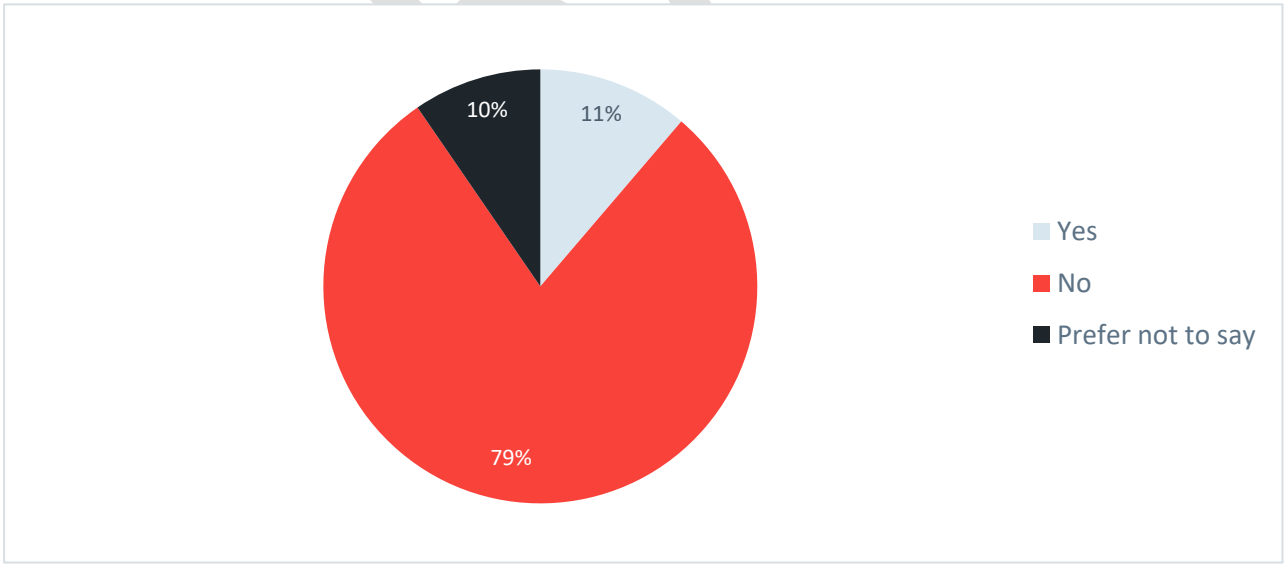


Base: all who responded (n:1,341)

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

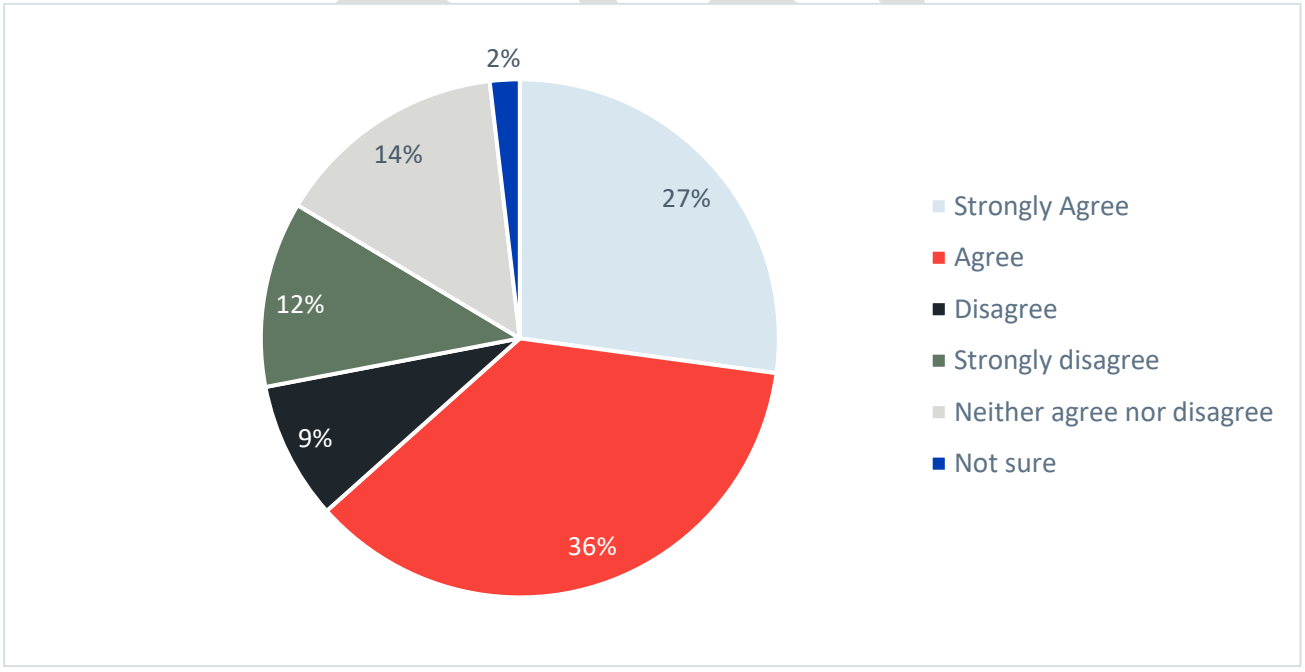
How much do you agree or disagree with the vision for the transport strategy?

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

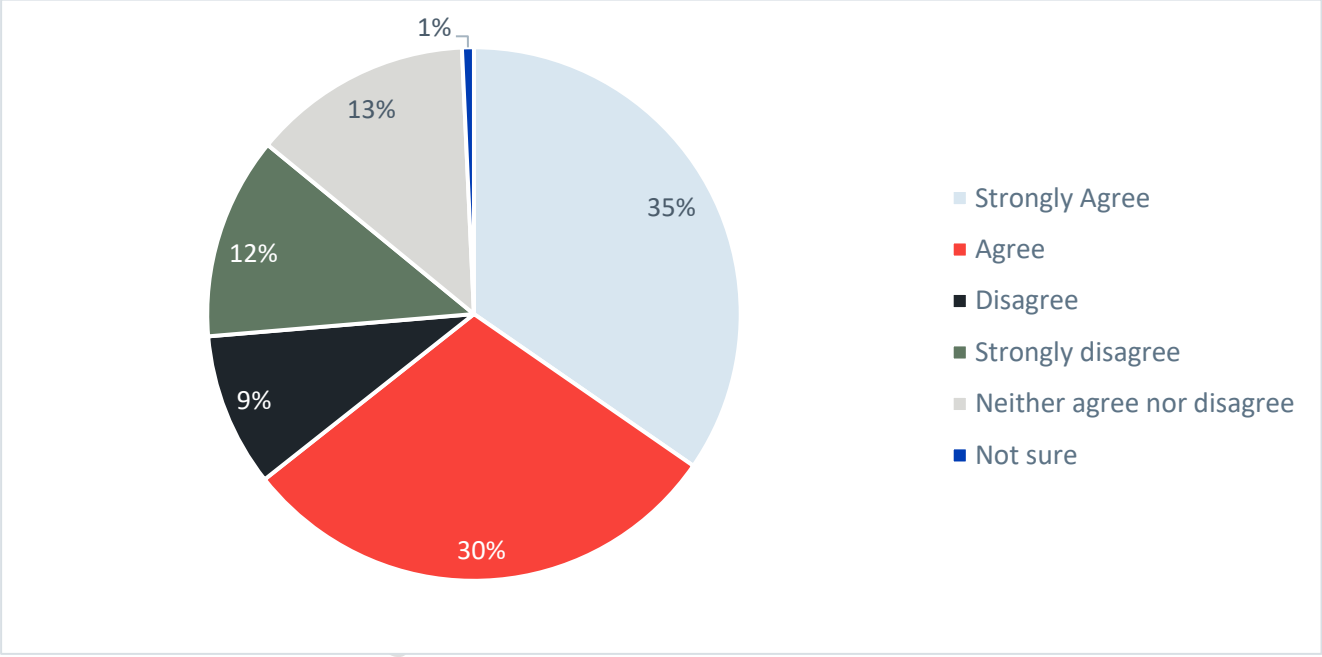
emission vehicles, including better charging infrastructure, while encouraging more people to choose public transport, walking and cycling as modes of travel.

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



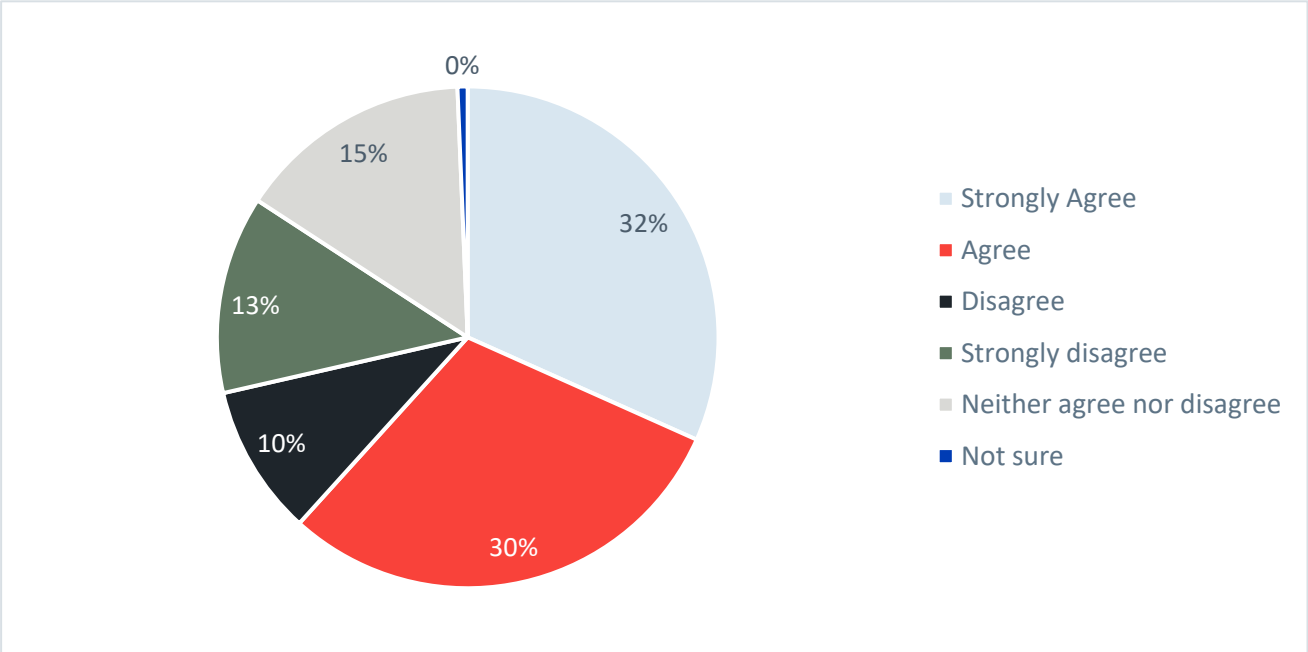
Base: all who responded (n:1,386)

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)

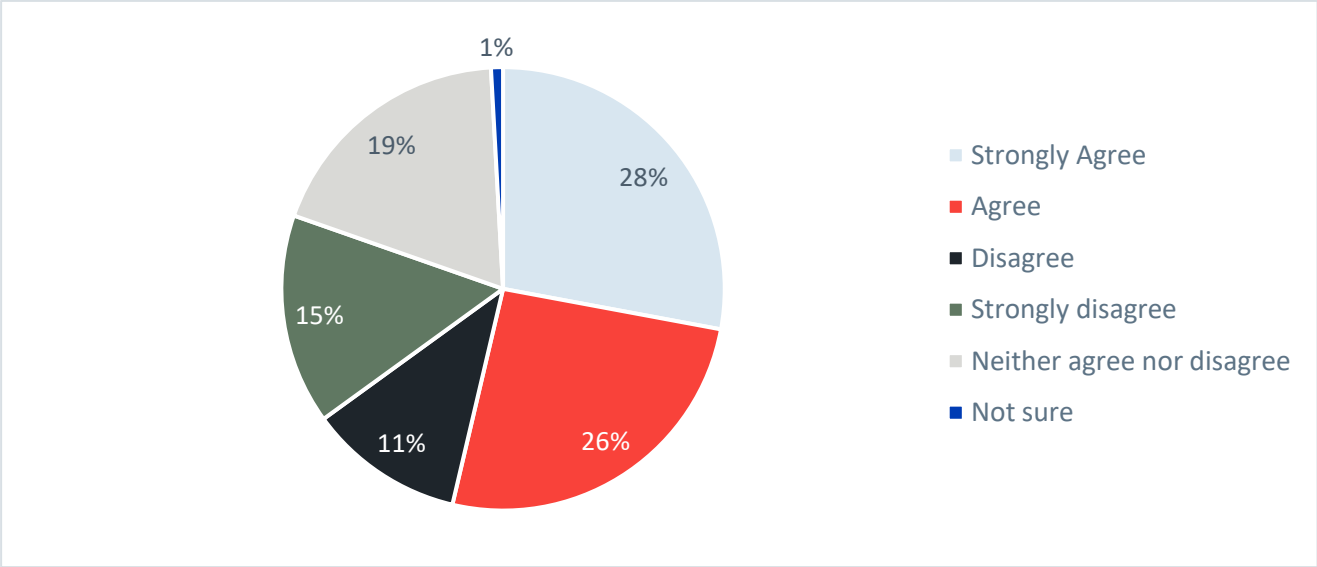
How much do you agree or disagree with Policy A2: Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure

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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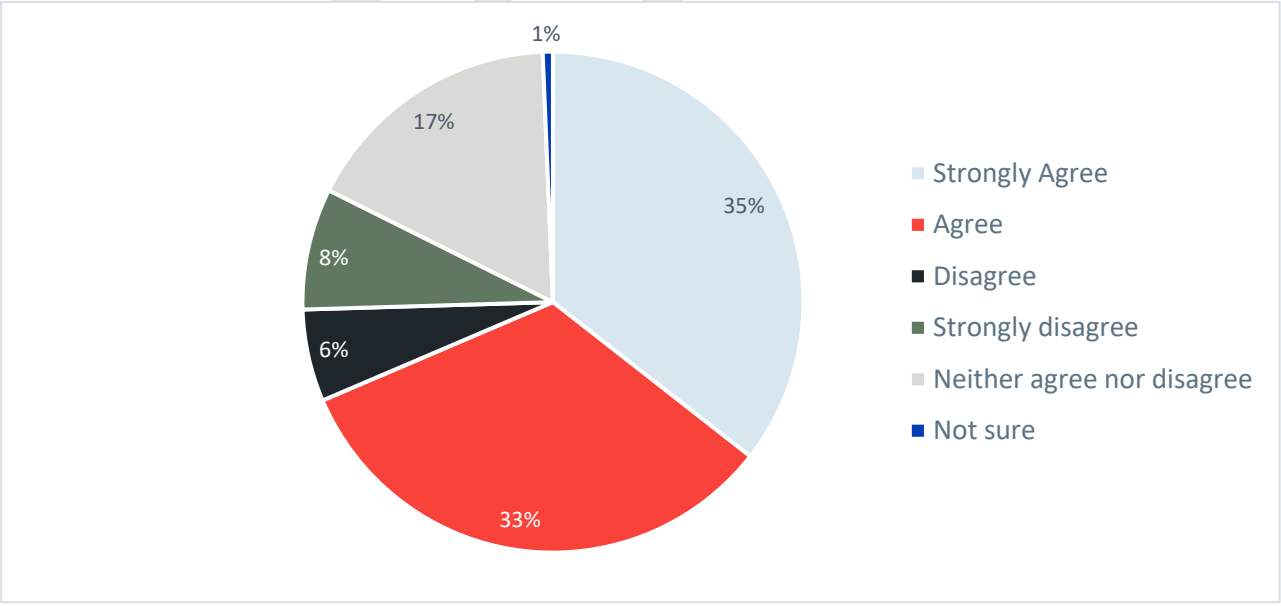


Base: all who responded (n:1,375)

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

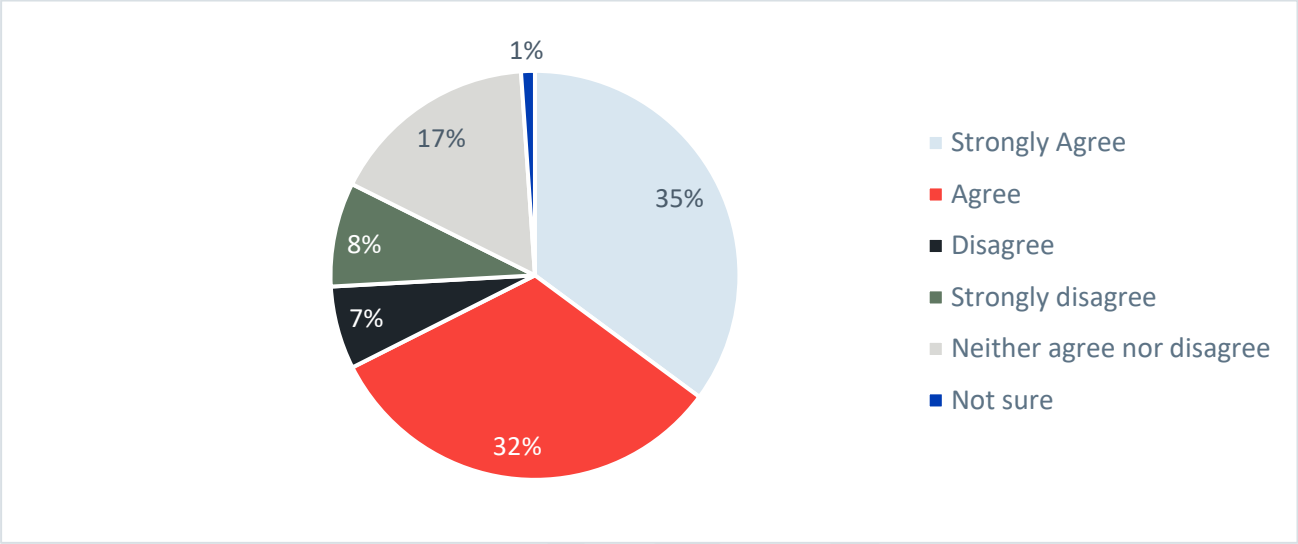


Base: all who responded (n:1,378)

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

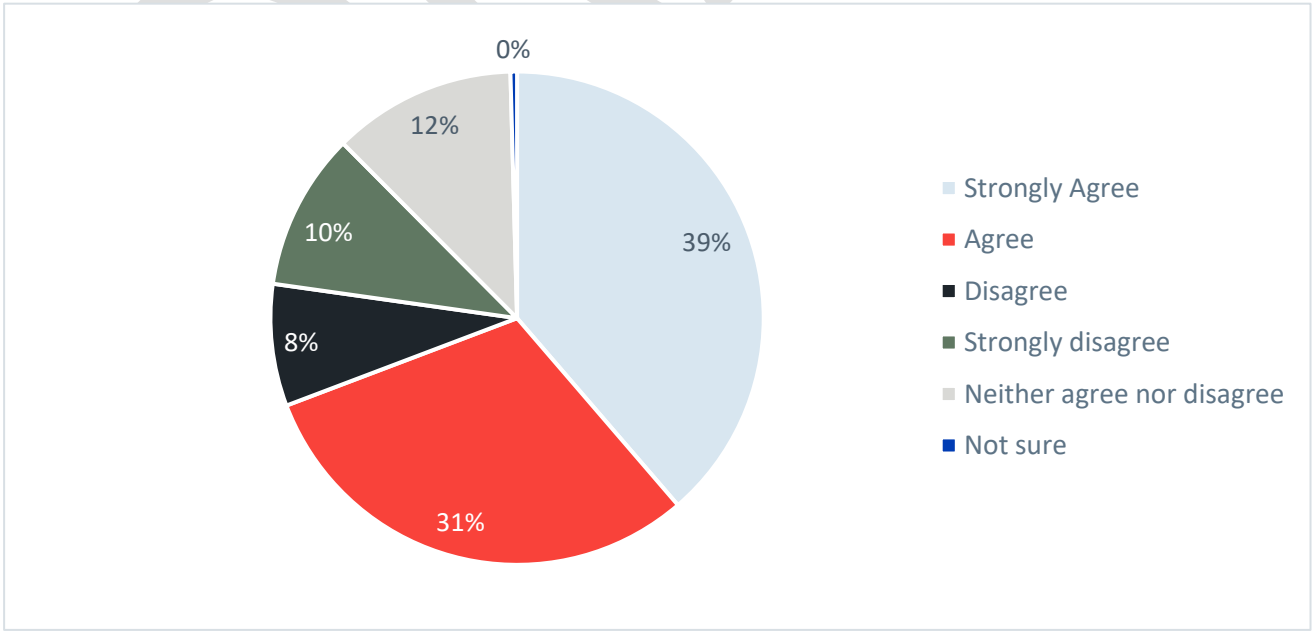
4.5.1. More than two-thirds of respondents supported the objective of improving health and wellbeing through better walking, wheeling and cycling routes, and safer more inclusive transport networks. In total, 39% (537 respondents) strongly agreed and 31% agreed (424 respondents). Conversely, 8% (111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

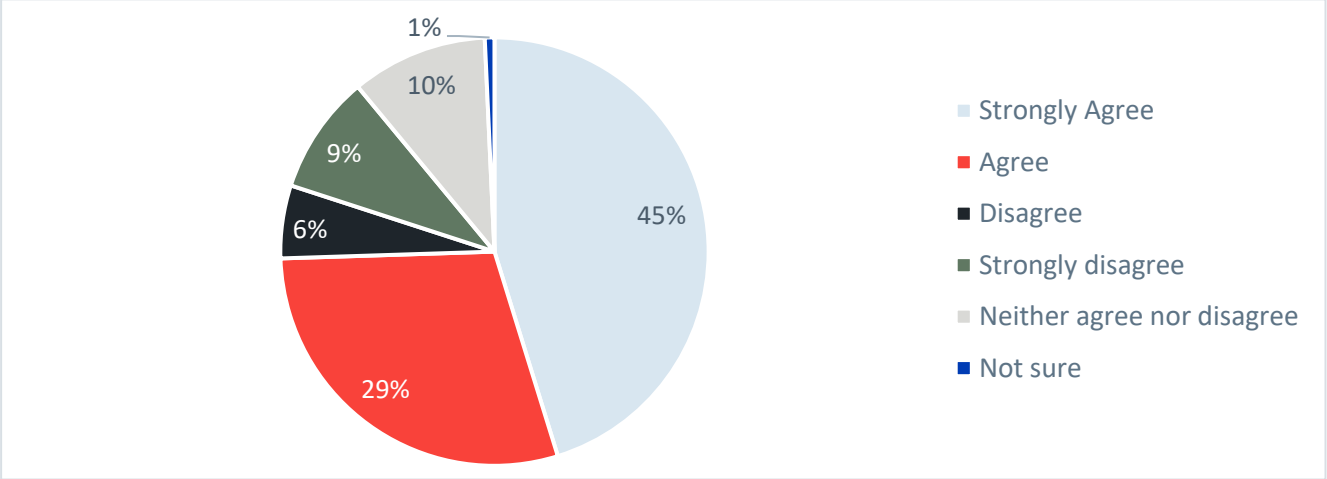


Base: all who responded (n:1,388)

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

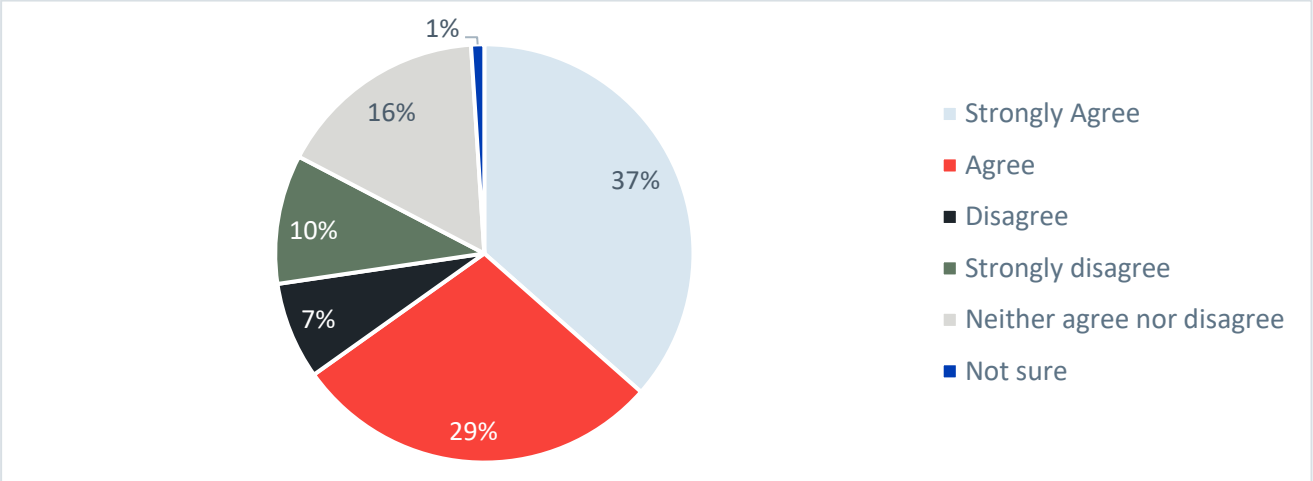


Base: all who responded (n:1,380)

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

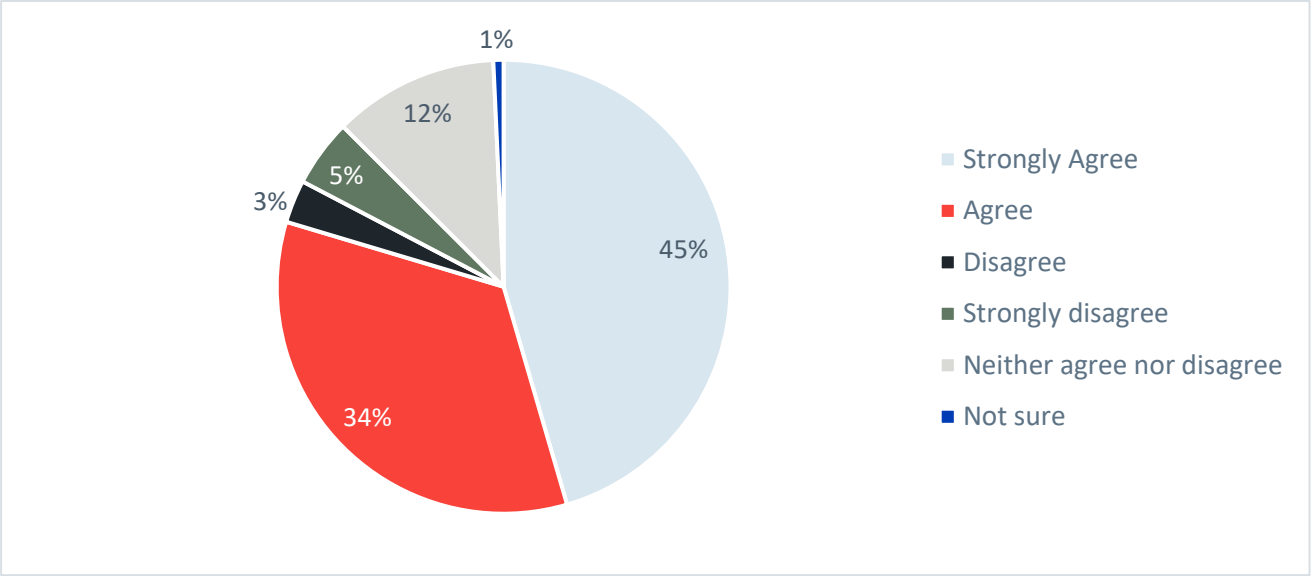


Base: all who responded (n:1,372)

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



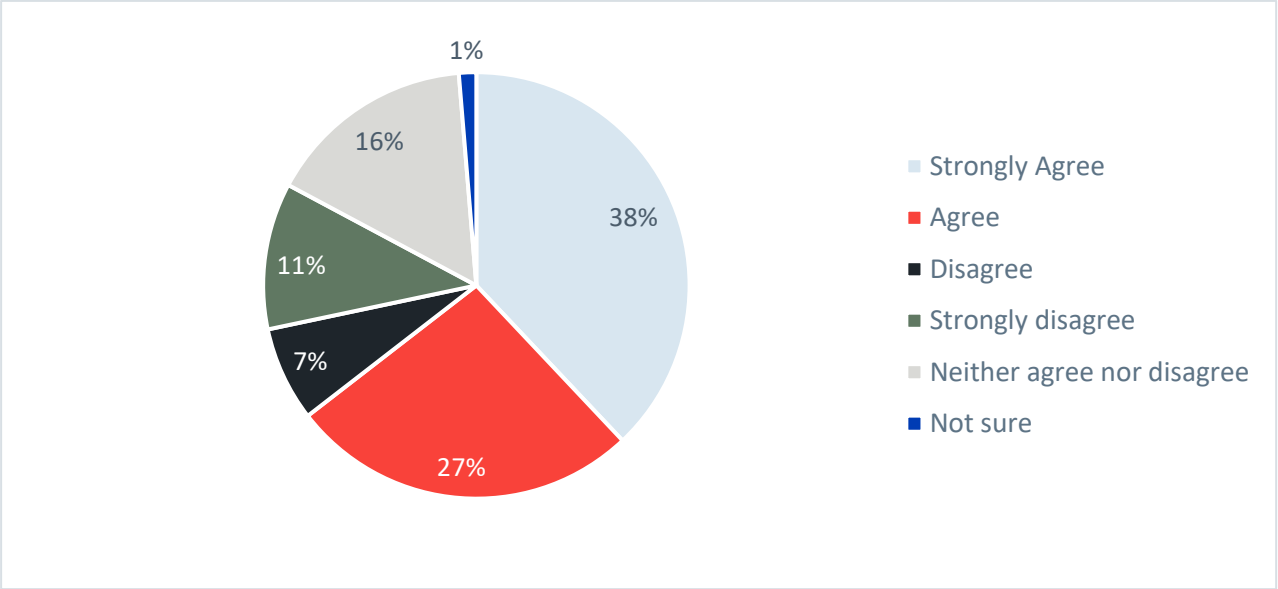
Base: all who responded (n:1,374)

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.

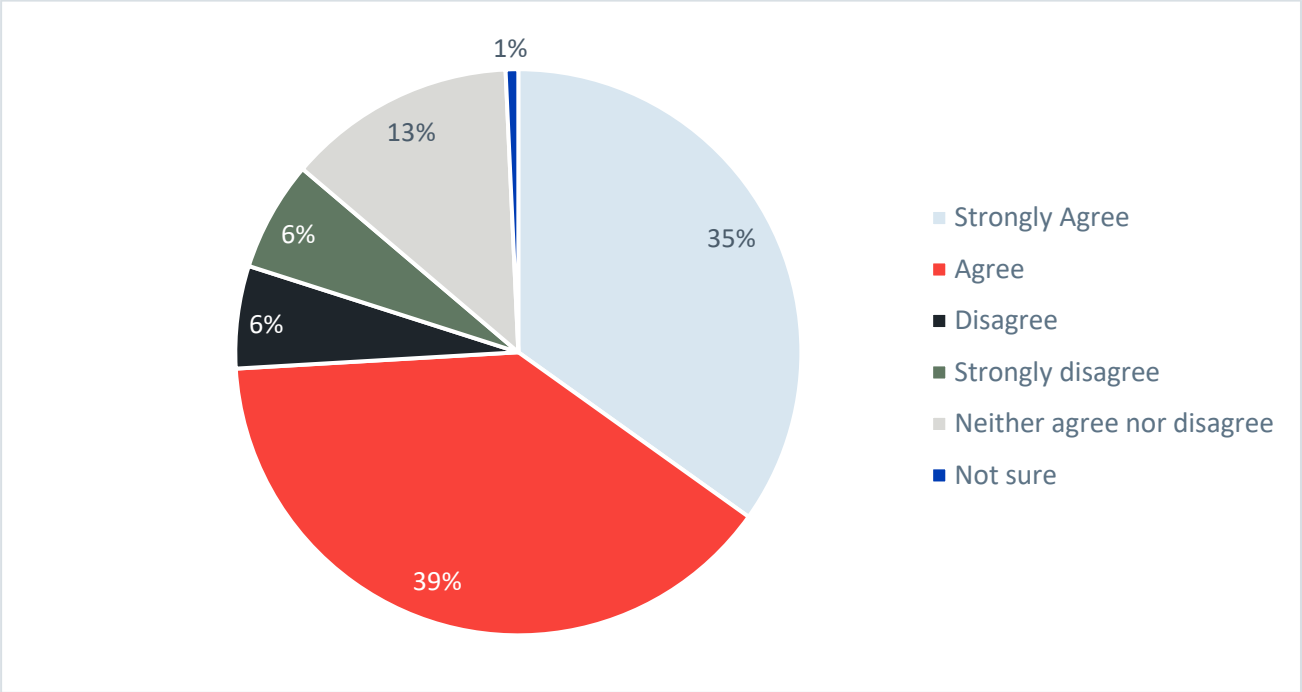
4.6.2. Support for Objective C was highest among Dorset Council area residents, with 80% of respondents stating they agreed (strongly agree or agree), compared to 60% in the BCP area. Accordingly, those

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

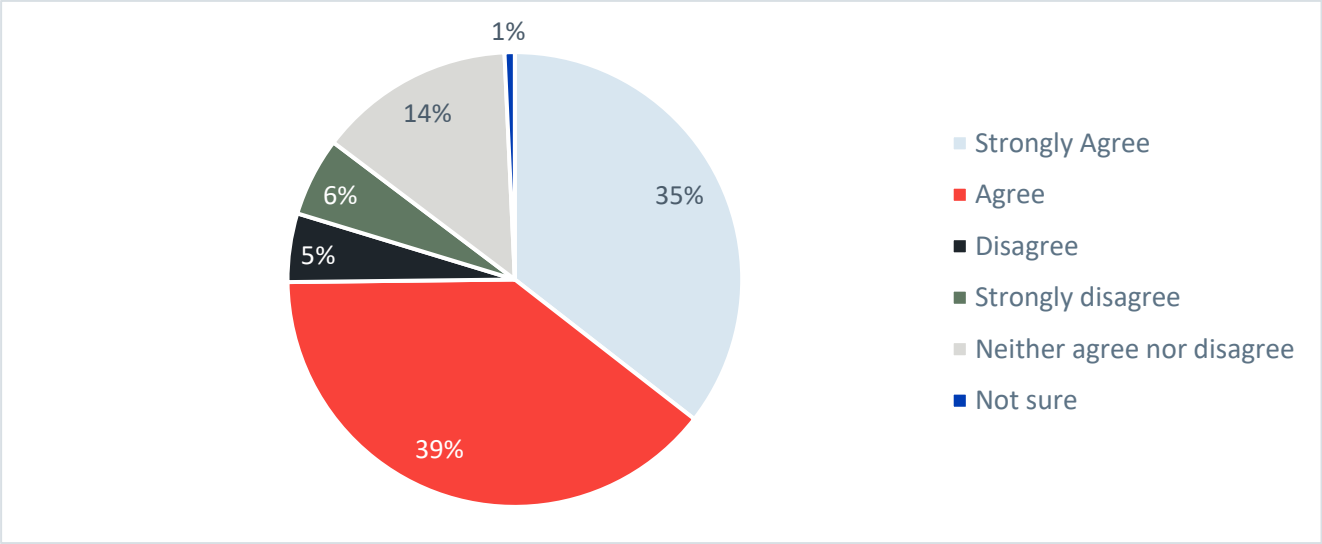


Base: all who responded (n:1,385)

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

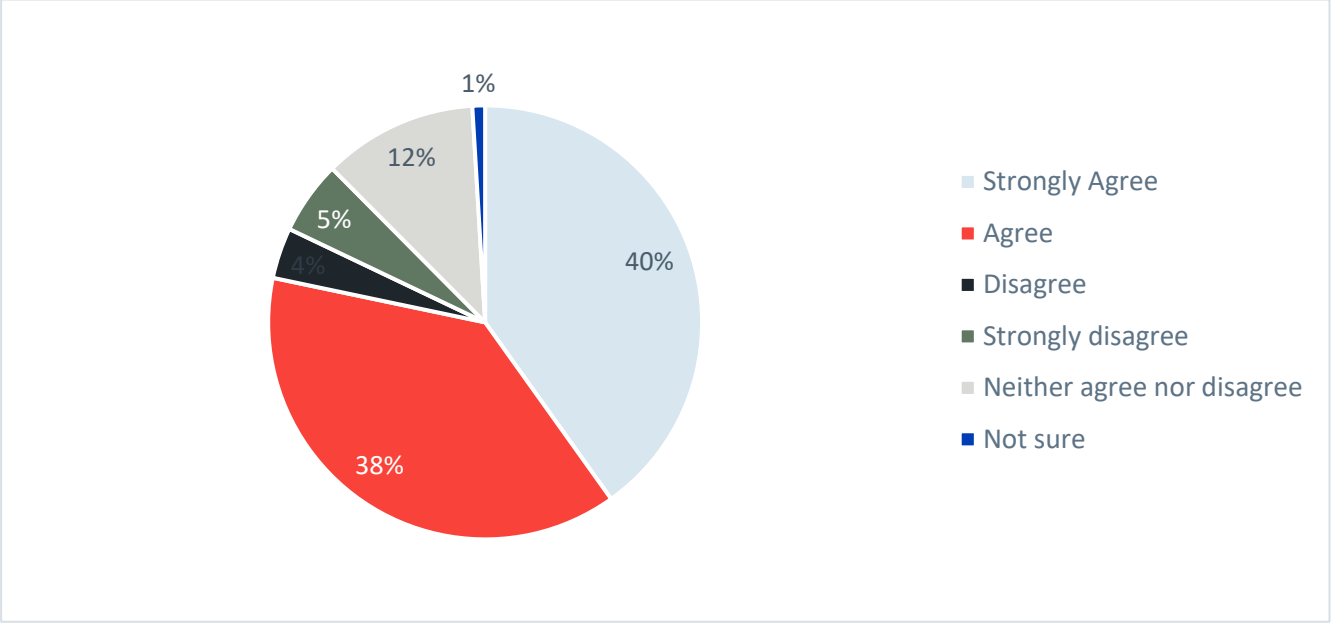


Base: all who responded (n:1,374)

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

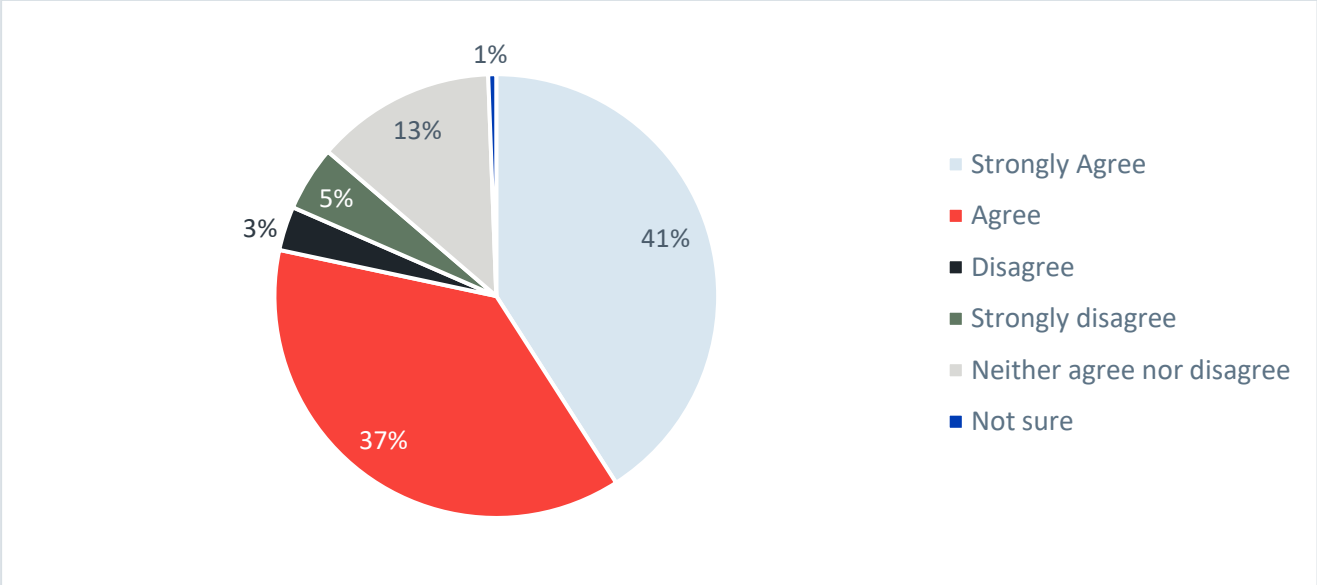


Base: all who responded (n:1,373)

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

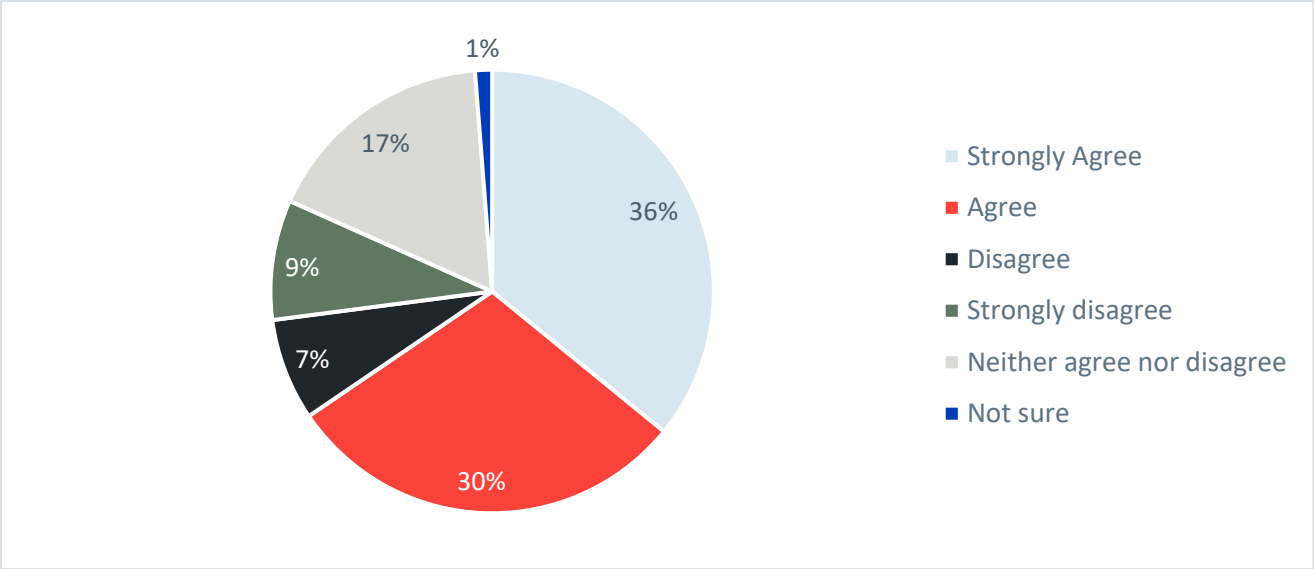


Base: all who responded (n:1,371)

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

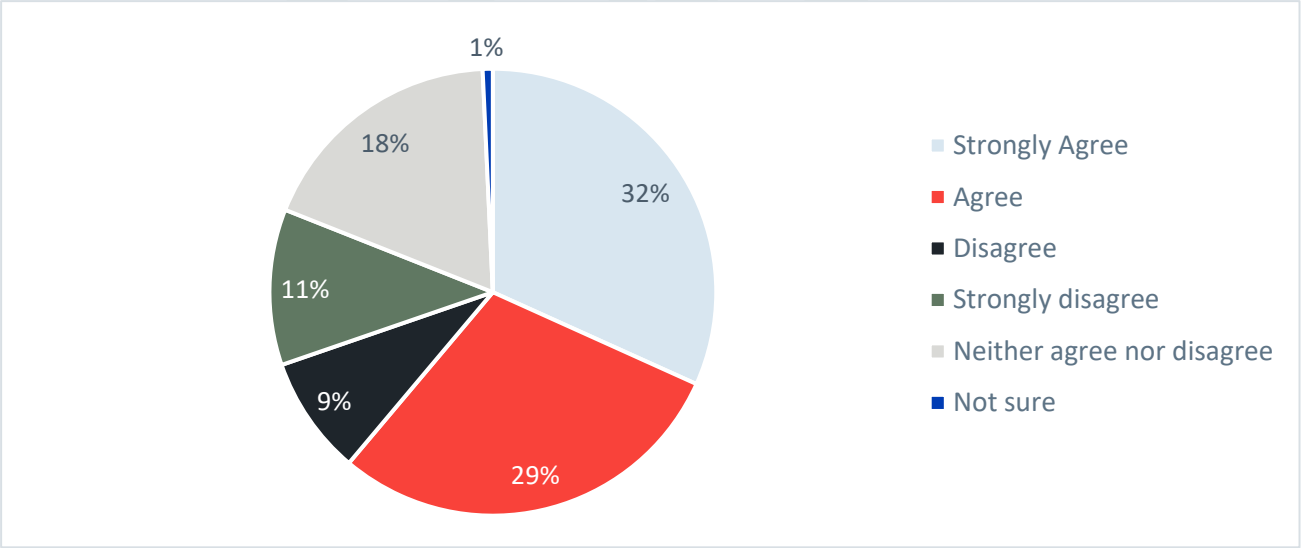


Base: all who responded (n:1,371)

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.

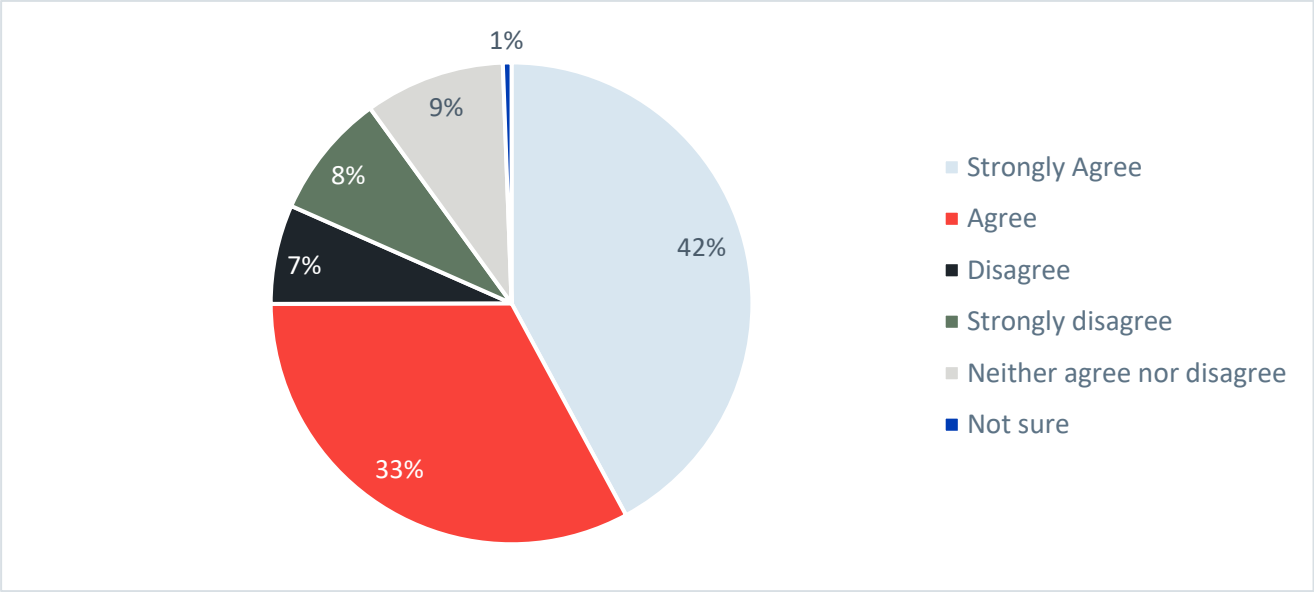
4.7.2. Support for Objective D was highest among Dorset Council area residents, with 82% expressing agreement (strongly agree or agree), compared to 57% in the BCP area. Disagreement (disagree or strongly disagree) was higher amongst respondents from BCP (31%) than in Dorset (8%).

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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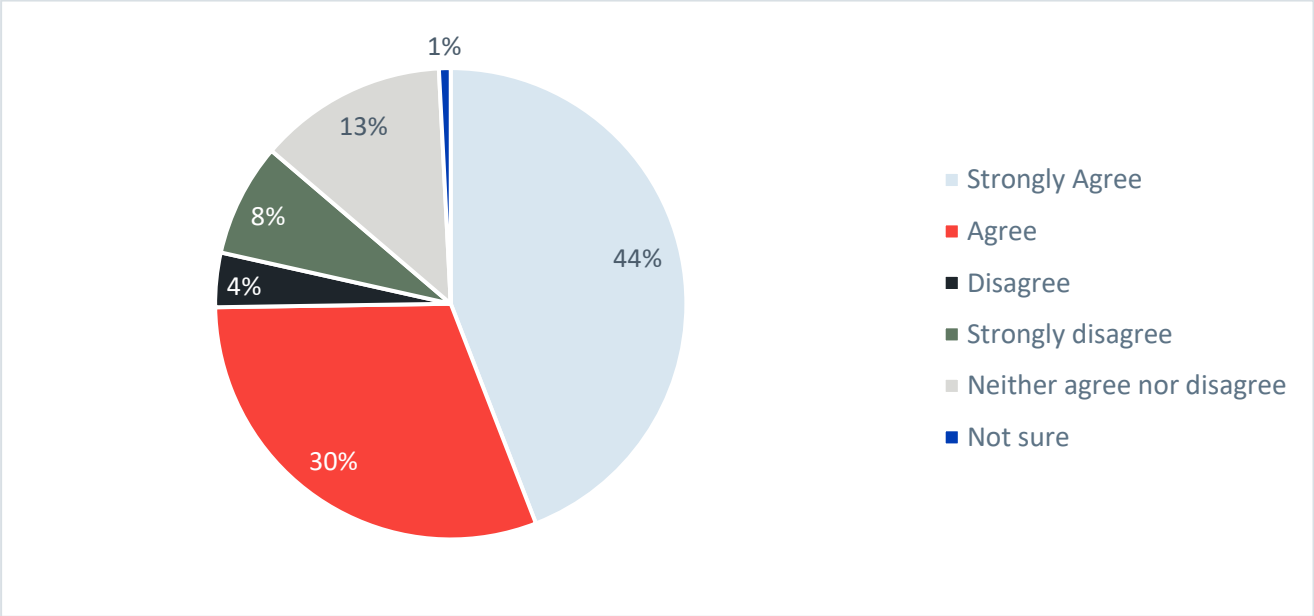


Base: all who responded (n:1,382)

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

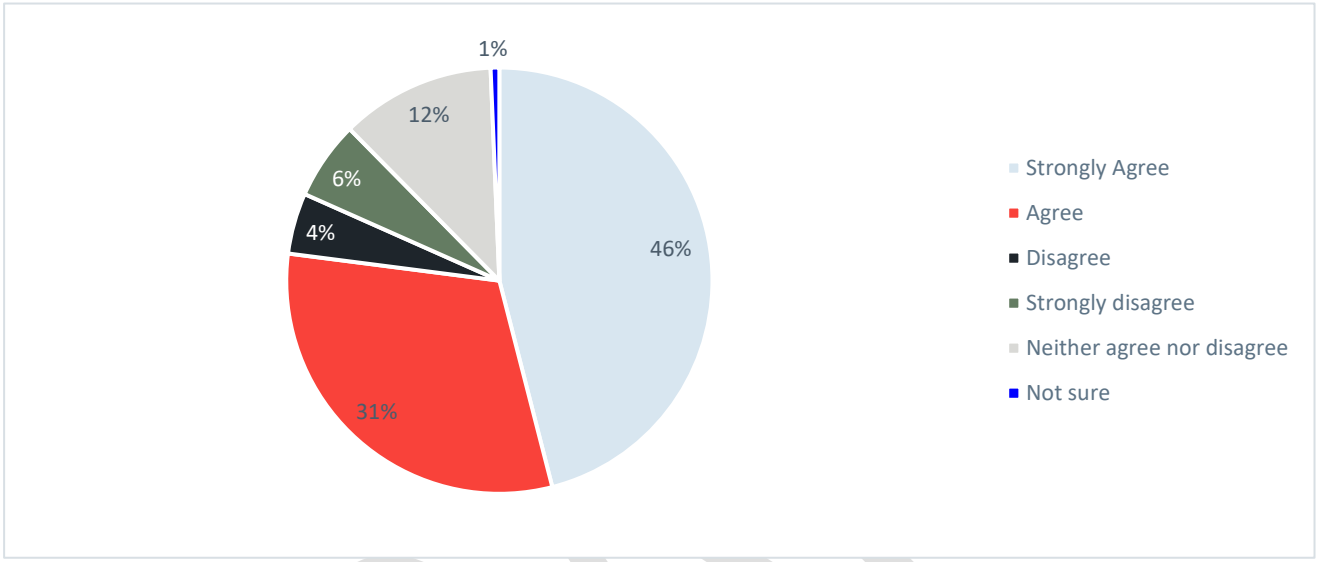


Base: all who responded (n:1,367)

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

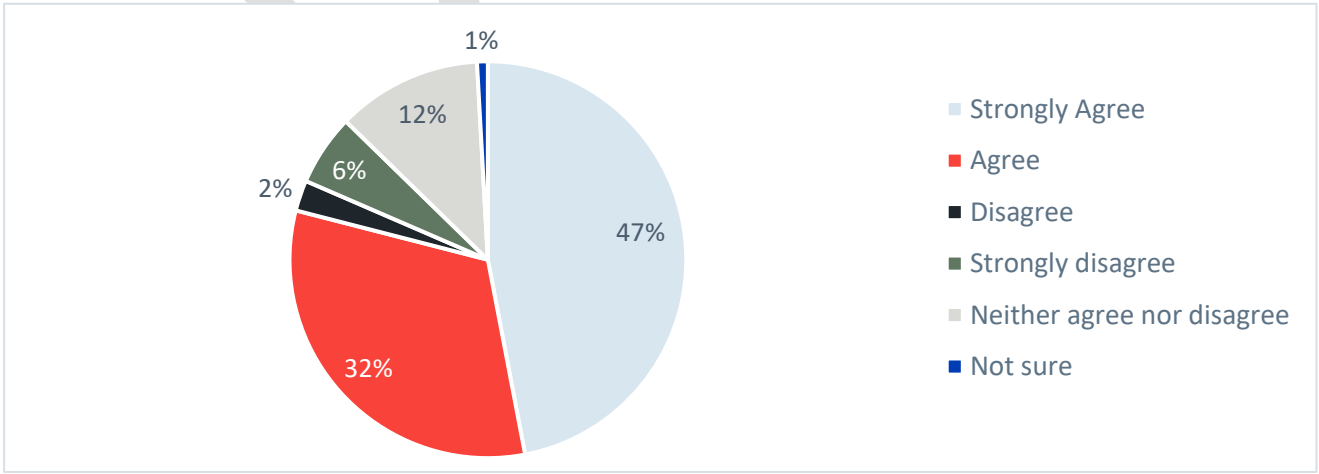


Base: all who responded (n:1,363)

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.

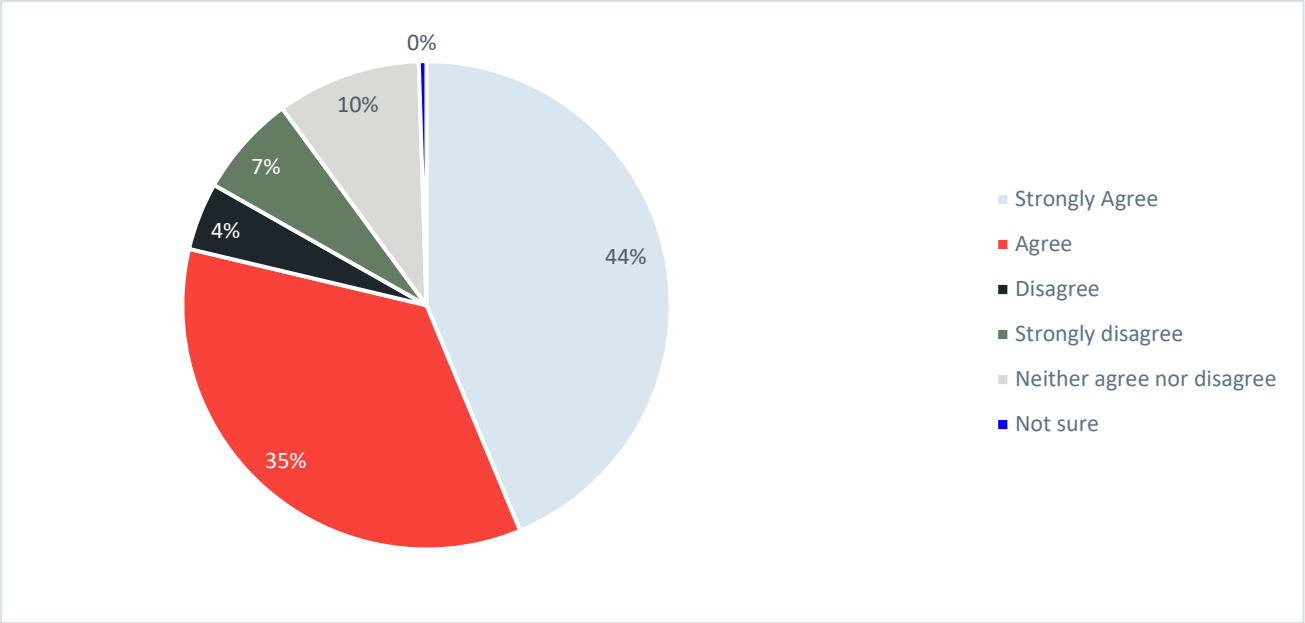
4.8.2. Residents of the Dorset Council area were very supportive of Objective E, with 85% of respondents agreeing or strongly agreeing, while support in BCP was lower at 64%, however, in comparison to other objectives this showed a higher proportion of positive responses. Disagreement was most common 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

DRAFT

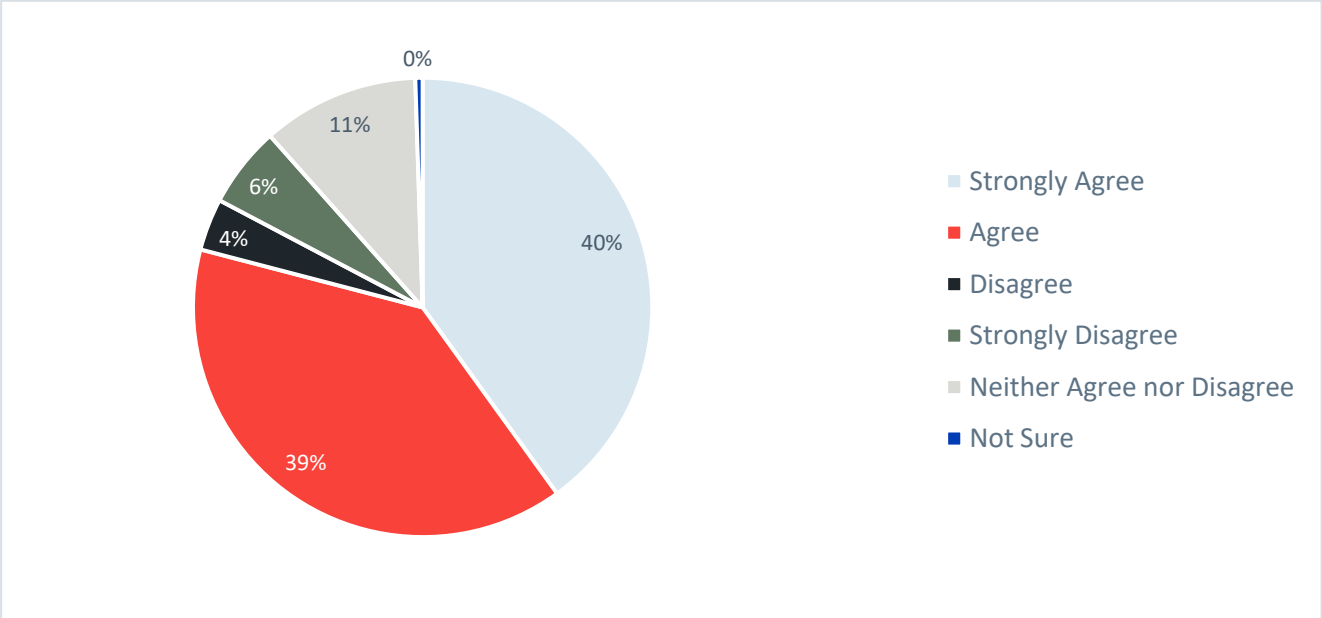


Base: all who responded (n:1,381)

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

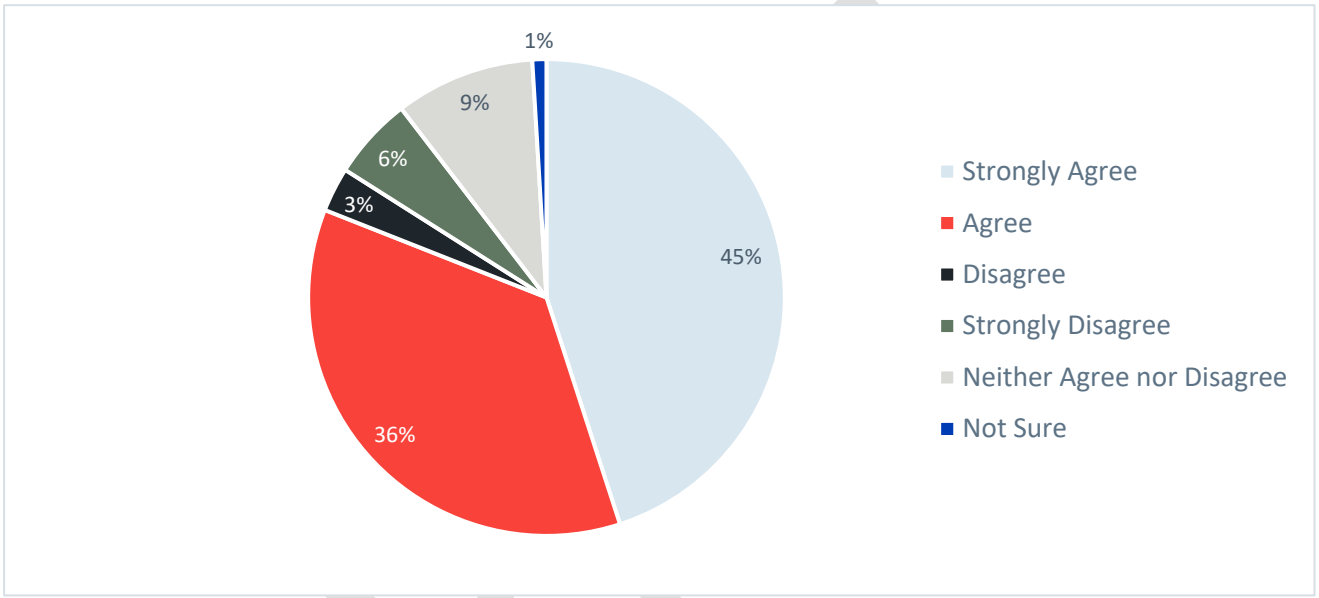


Base: all who responded (n:1,366)

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

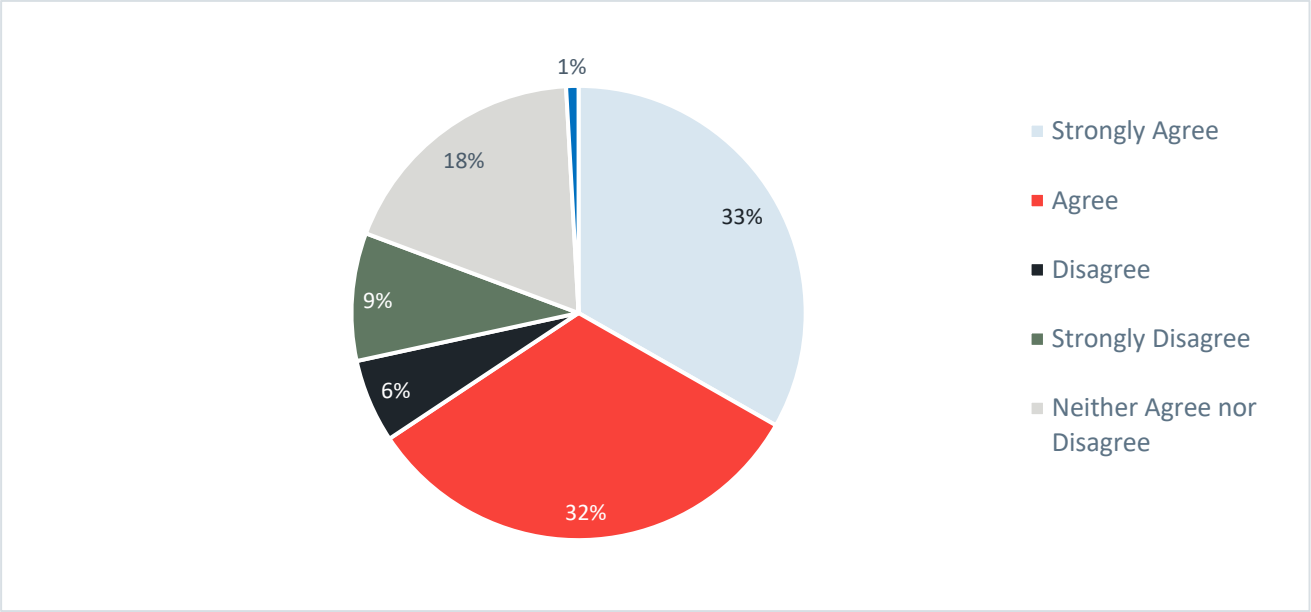


Base: all who responded (n:1,362)

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

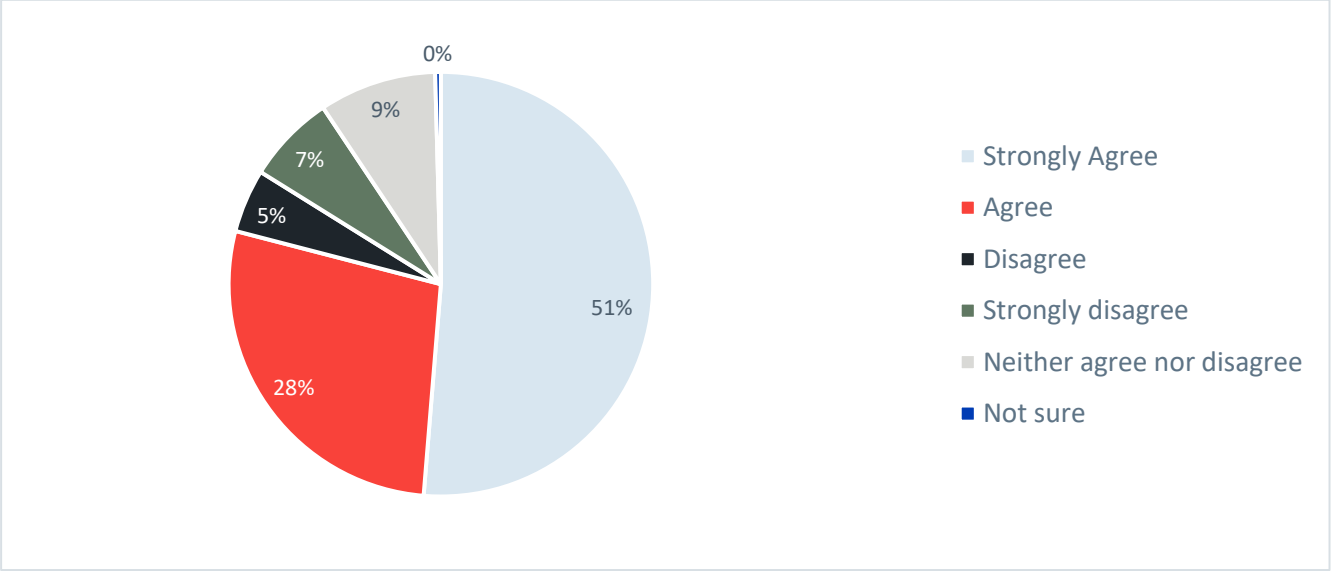
4.9.1. Objective F was well supported, with the majority of respondents (712; 51%) strongly agreeing. A further 28% (385 respondents) agreed, while 12% disagreed to some extent (7% strongly disagreed; 5% disagreed). Figure 4-38 illustrates the results.

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



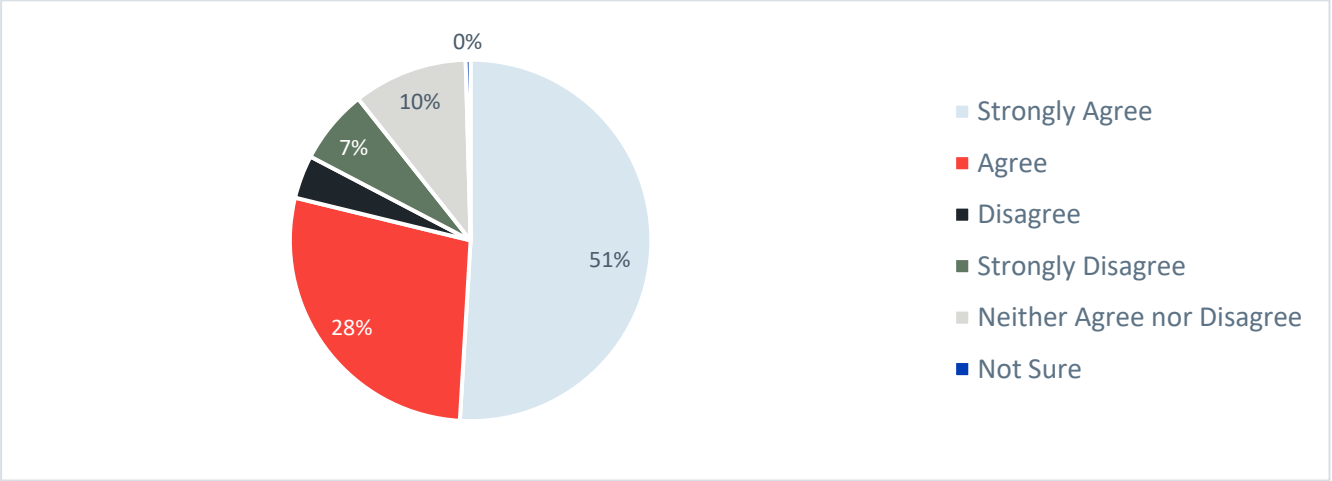
Base: all who responded (n:1,388)

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

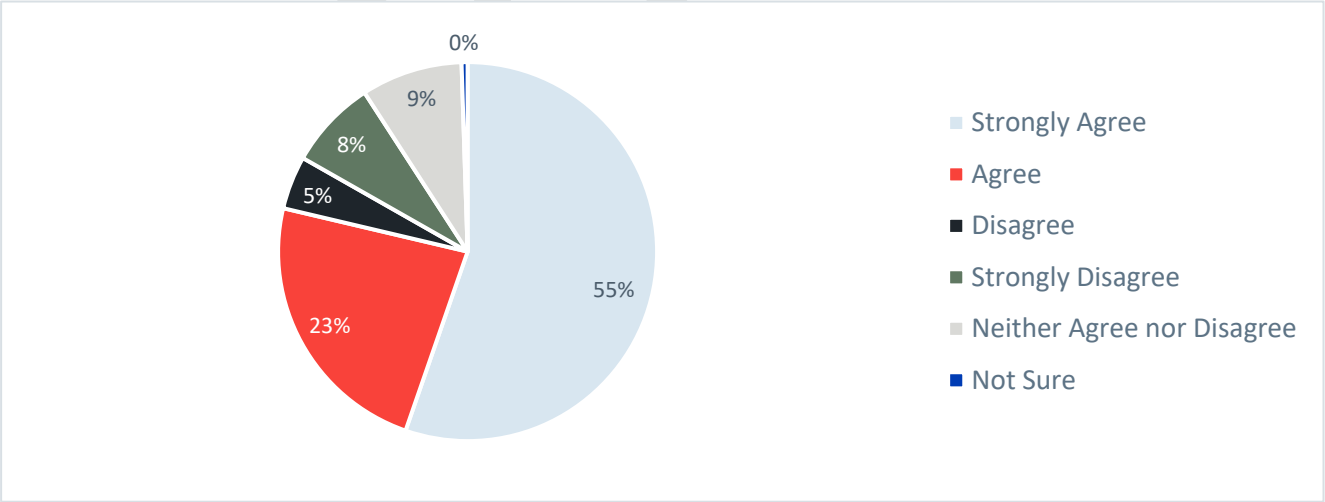


Base: all who responded (n:1,368)

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



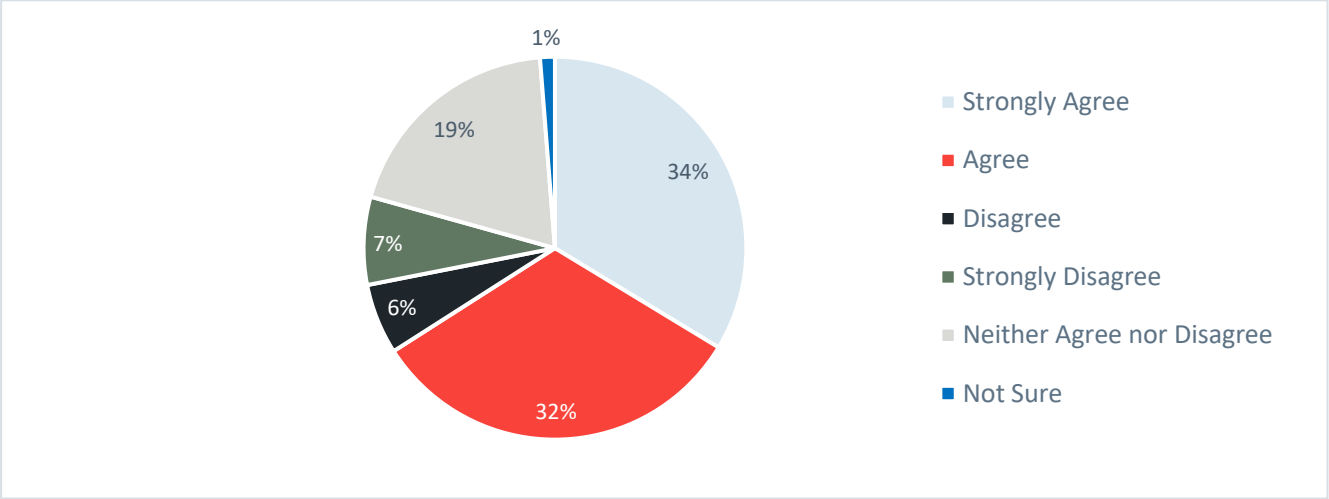
Base: all who responded (n:1,365)

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

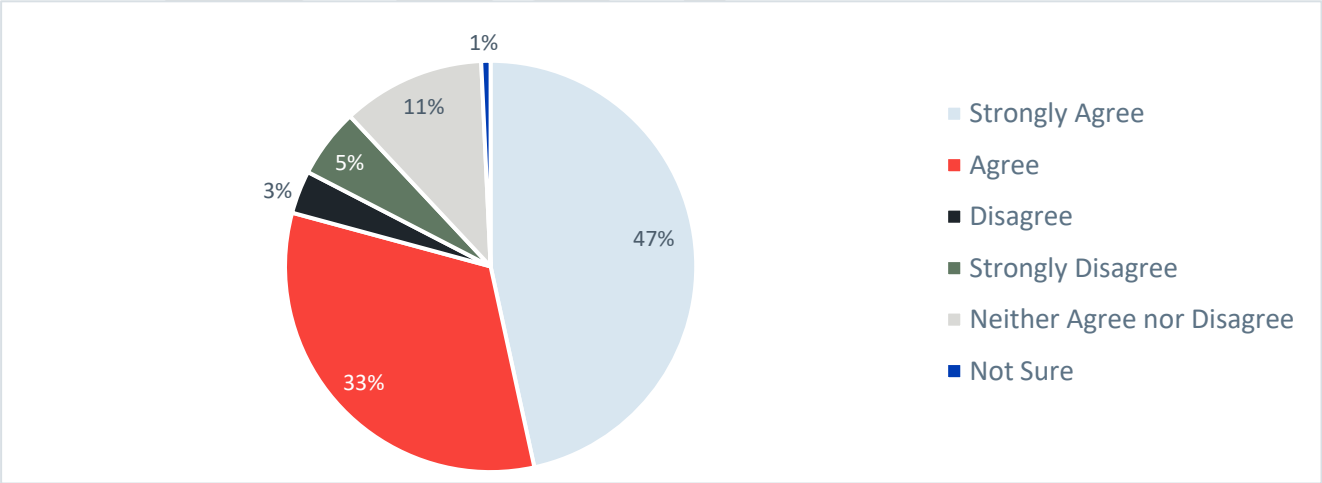


Base: all who responded (n:1,360)

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



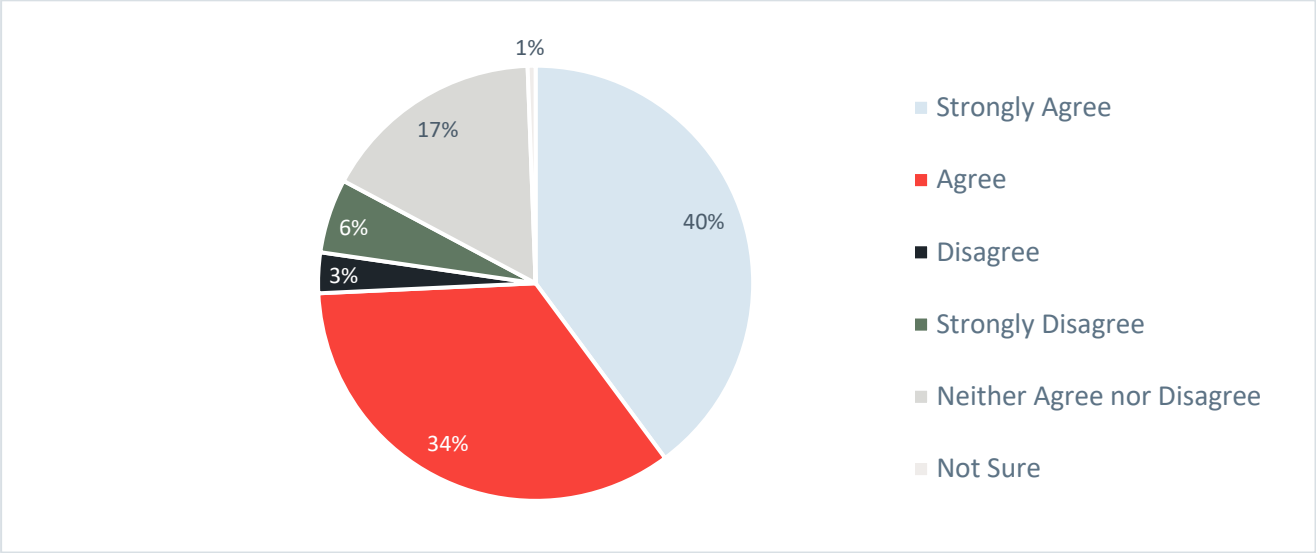
Base: all who responded (n:1,361)

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.

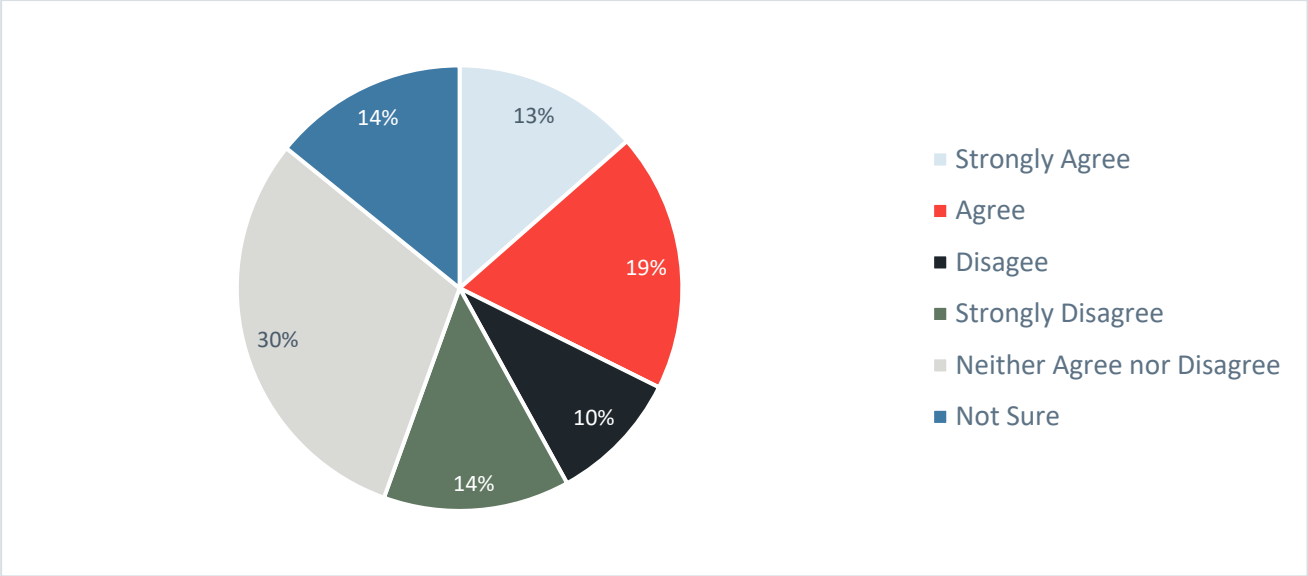
4.9.14. Taken together, the Objective F charts show that while there is strong strategic support for improving public transport, this support is often conditional on clear improvements to service quality, coverage and accessibility. The data suggests that confidence in wider modal shift policies is closely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

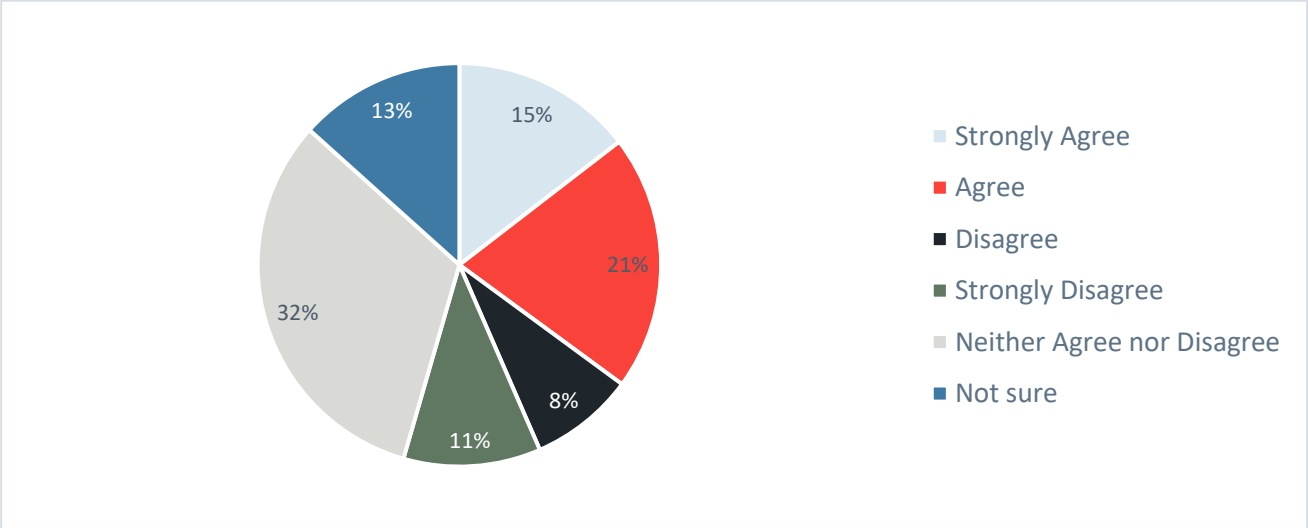
Response	Percentage of respondents
Strongly agree	20%
Agree	19%
Neither Agree nor Disagree	17%
Disagree	16%
Strongly Disagree	27%
Not Sure	3%

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%

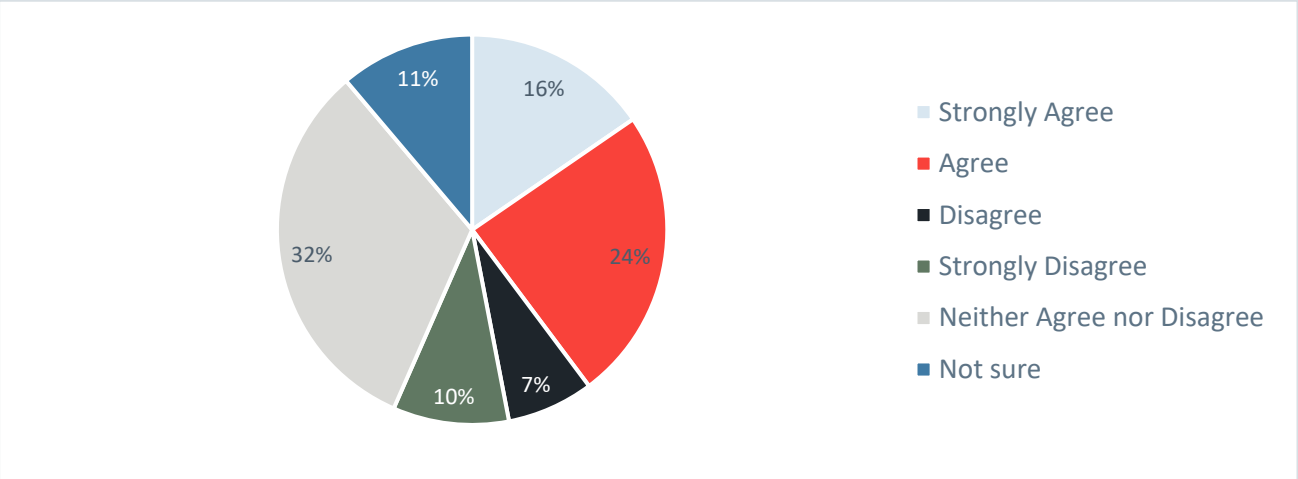
Base: Respondents who identified themselves as living in the Dorset area (n:696). Total exceeds 100 due to rounding.

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

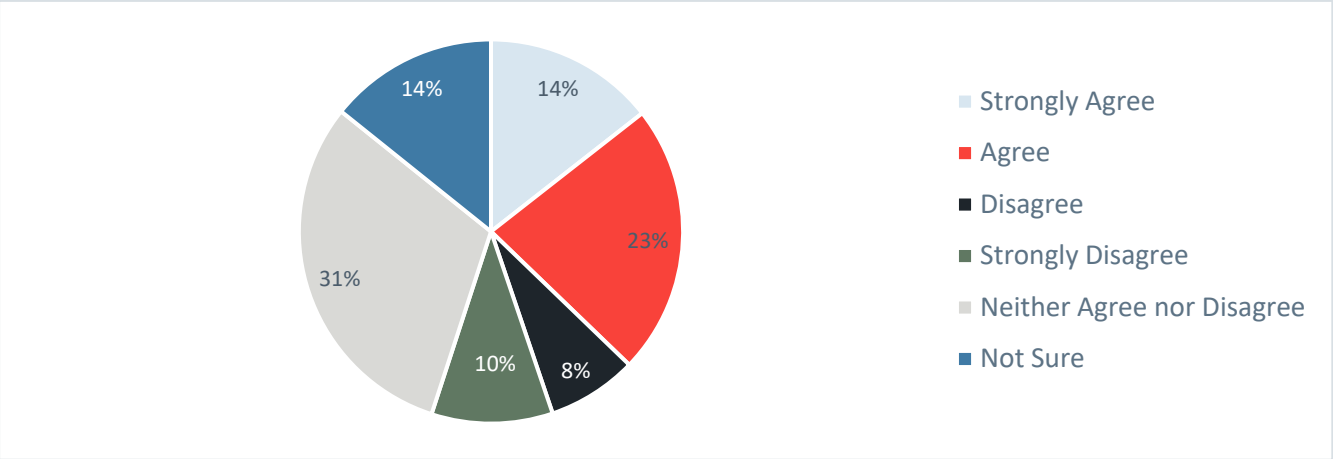
Response	Percentage of respondents
Strongly agree	18%
Agree	29%
Neither Agree nor Disagree	27%
Disagree	7%
Strongly Disagree	7%
Not Sure	13%

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%

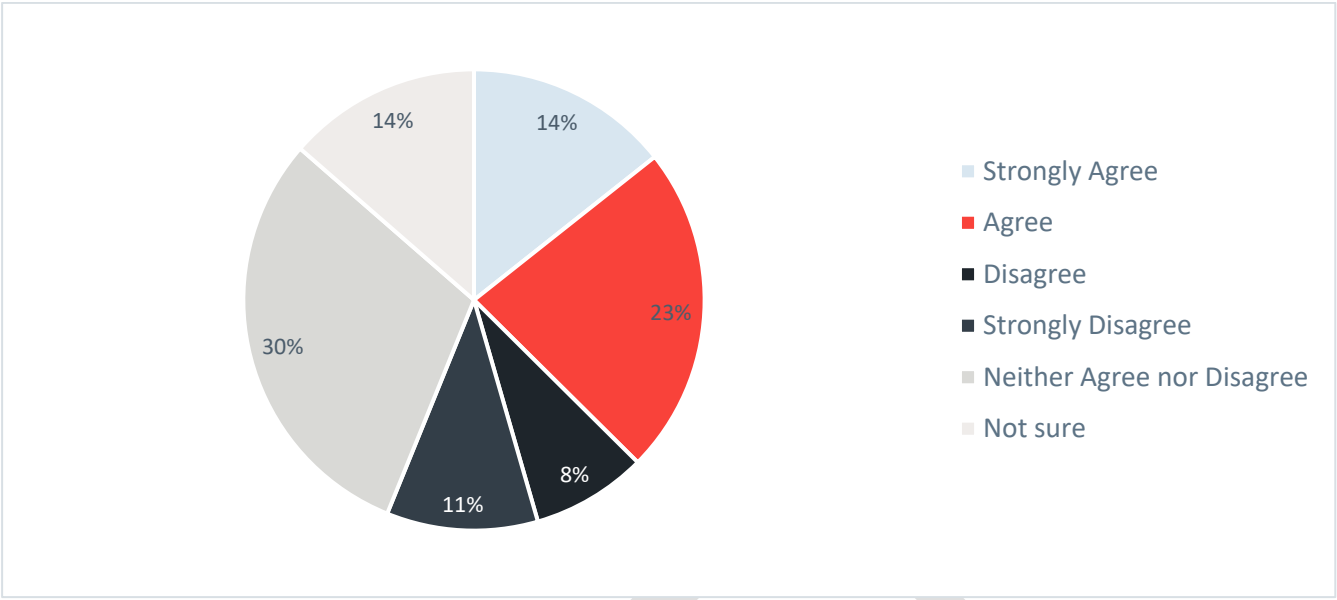
Base: Respondents who identified themselves as living in the Dorset area (n:576).

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

DRAFT



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%

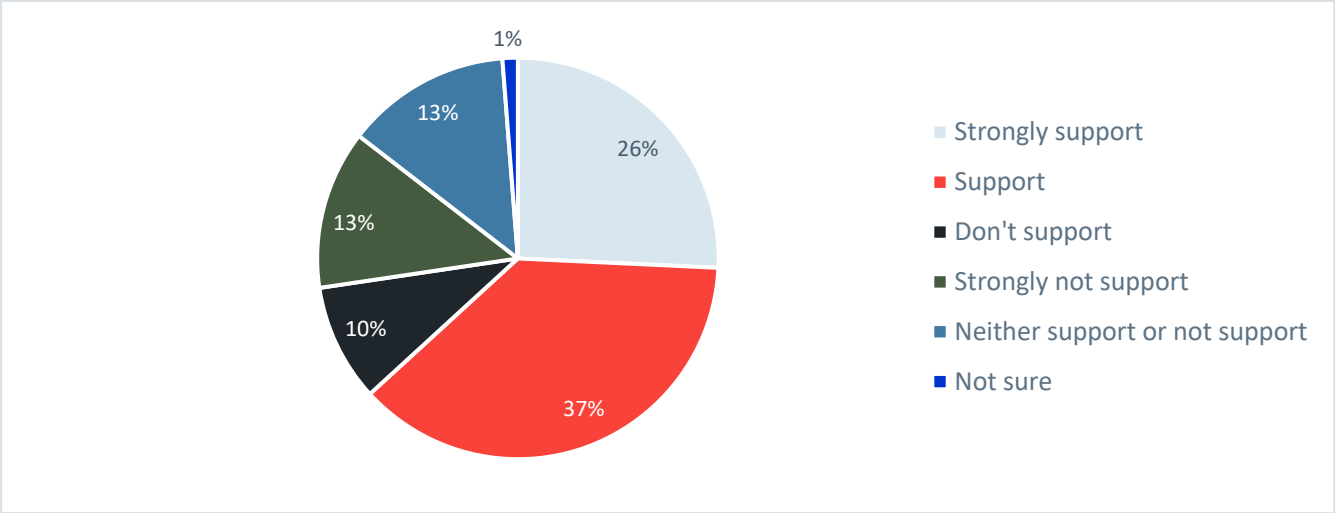
Base: Respondents who identified themselves as living in the Dorset area (n:703).

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

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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 Earth	To progress a Zero emissions fleet - how the electricity is generated and particulate matter from tyres/break pads will be more prevalent due to heavy vehicle batteries. Plan needs to expand on restrictions of the use of private vehicles.

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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?



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

Dorset Council

BCP Council

- By the end of the LTP period carbon emissions from transport will be reduced in line with local and government targets.
- A comprehensive and accessible charging/refuelling network that supports a faster transition to zero-emission vehicles.
- Improved choice, allowing people to get to where they need to go by zero emission transport options.
- Public transport, walking, wheeling and cycling are the preferred option for many journeys.
- Digital technologies have reduced the need to travel.
- National air quality limits for nitrogen dioxide (NO2) and particulate matter (PM) concentrations in the LTP area are fully met.
- A nature positive approach to transport design, delivery and maintenance, including increasing tree planting and installing sustainable drainage systems.

	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
3.1 How much do you agree or disagree with objective A being in our transport strategy?						

B: IMPROVE HEALTH AND WELLBEING

We will enable active lifestyles by providing comprehensive walking, wheeling and cycling routes, and deliver safe, inclusive and integrated sustainable travel networks. We will unlock a shift in travel behaviour by providing healthy transport options, particularly for short distance urban trips. We will increase transport choice to reduce social deprivation and inequality and provide greater access to local services.

What does success look like?

- More journeys are undertaken using active modes or public transport using high quality transport networks.
- Our streets prioritise active travel, provide an attractive and safe environment for making healthy travel choices.
- A connected network of walking, wheeling and cycling routes make travelling safer, inclusive and easy to access by everyone.
- Communities are healthier and happier from having access to a wide variety of transport options with high quality supporting infrastructure.
- Residents are benefiting from increased levels of physical activity and improved mental health, and this has reduced the burden on health care resources over time.
- There are more frequent transport services improving access to local facilities.



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

Dorset Council

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- 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

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	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						



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

Dorset Council

BCP Council

How much do you agree or disagree with each policy being in our transport plan?	Strongly Agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Not sure
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

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

Dorset Council

BCP Council

sup

6.1 To what extent do you support or not support our Transport Strategy?						

6.2 What single thing would assist you most to meet your travel needs?	

6.3 Do you have any other comments that you wish to make related to the questions in this survey on our transport strategy and Implementation Plan? Your comments may relate to the vision, themes, objectives, or polices; or you may have general comments on the transport strategy or Implementation Plan. Please let us know what you are commenting on within your response, by referencing the relevant question number, or topic area listed above. You can comment on as many or few areas as you wish. (Up to 1250 words or 5 pages of text – you can write on the back of this survey or email us at ltp@dorsetcouncil.gov.uk or ltp@bcpcouncil.gov.uk	

Section 7 – Your Preferred Mode of Transport

7.1 - Please select your most often used methods of transport over the last 12 months.

Tick one option for each column.

	Most used	Second most used	Third most used
Walking or wheeling			

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

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

4

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

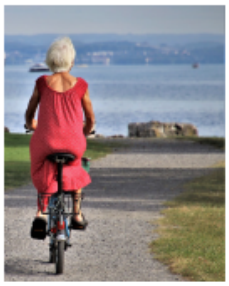
Policy 4: look after plants and animals.



- ☐ 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:







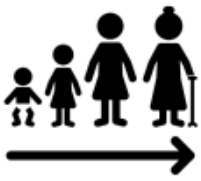




- ☐ walking
- ☐ wheelchair
- ☐ pedal bike
- ☐ electric bike
- ☐ Beryl bike or scooter hire
- ☐ mobility scooter
- ☐ bus
- ☐ train
- ☐ taxi
- ☐ car or van
- ☐ motorcycle or moped
- ☐ other: ☐

Your postcode (just the first part is fine)

DT9



Your age



Do you have a disability or health condition?

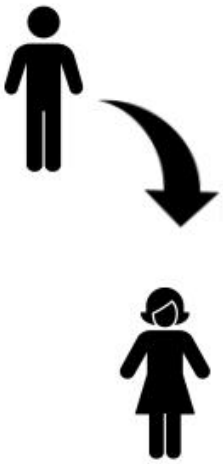
- ☐ yes
- ☐ no

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:



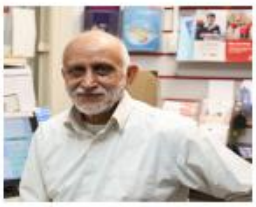
- ☐ opposite sex - "heterosexual"
- ☐ same sex - "gay" or "lesbian"
- ☐ any sex - "bi" or "pan sexual"
- ☐ other: ☐

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

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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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PUBLIC

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):

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

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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

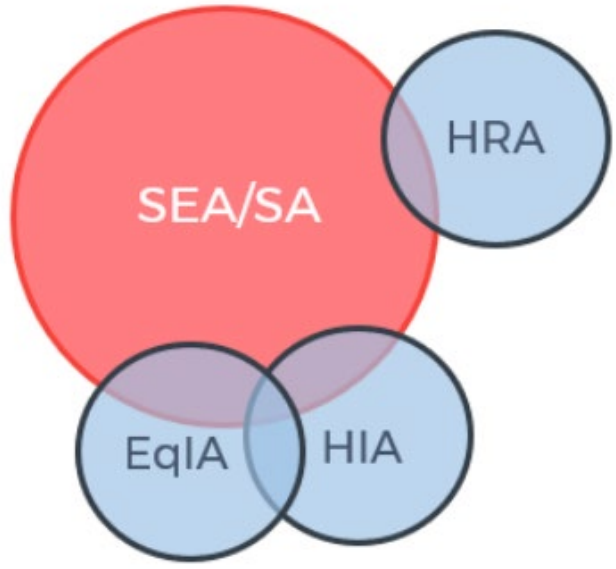
Integrated Impact Assessment (IIA)

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.

Form Version 1.2

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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.

Form Version 1.2

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.

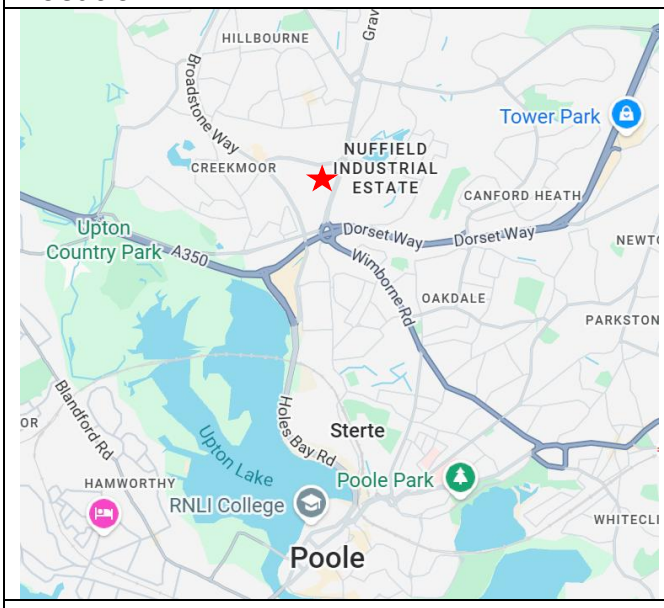
Appendices

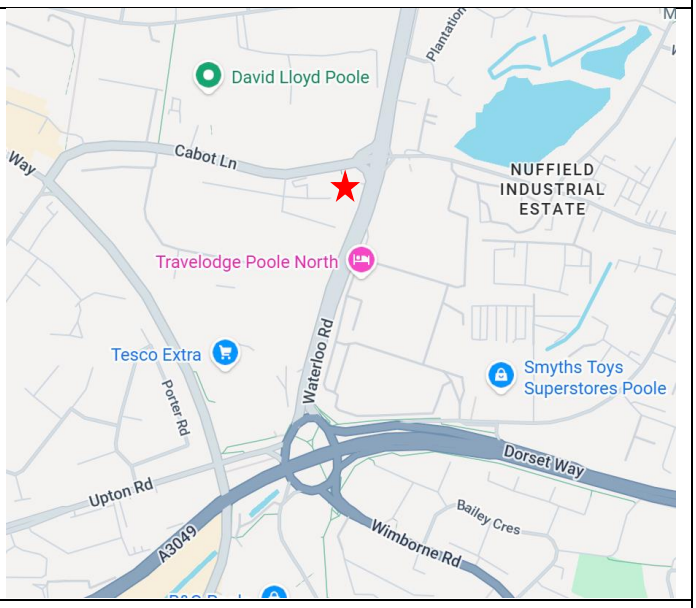
Appendix 1	**Public**	Site Information
Appendix 2	**Public**	Existing and Proposed Land Ownership Plans
Appendix 3	**Confidential**	Financial Information

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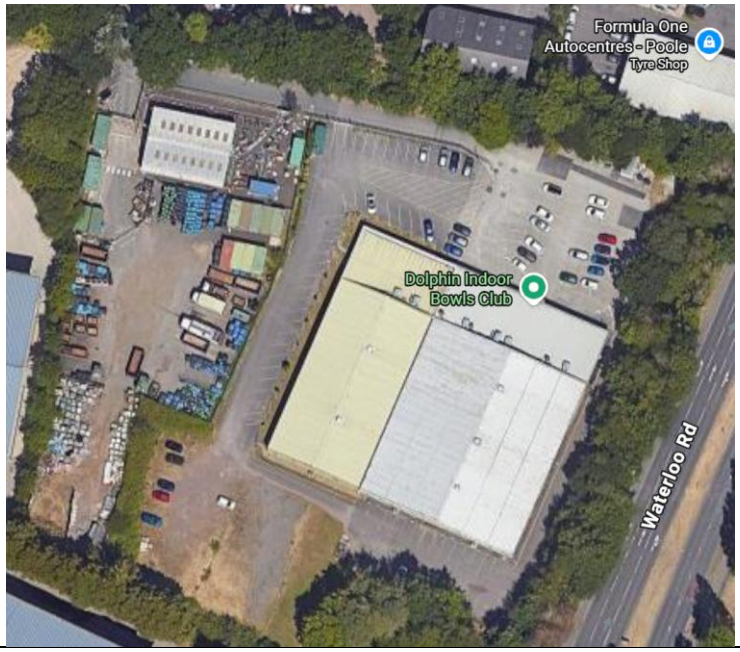
SITE INFORMATION

Location

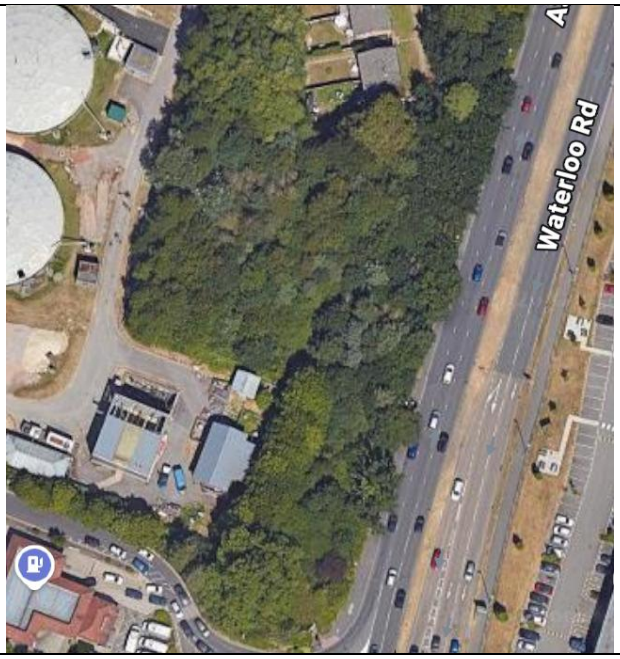




Cabot Lane Depot and Dolphin Indoor Bowls



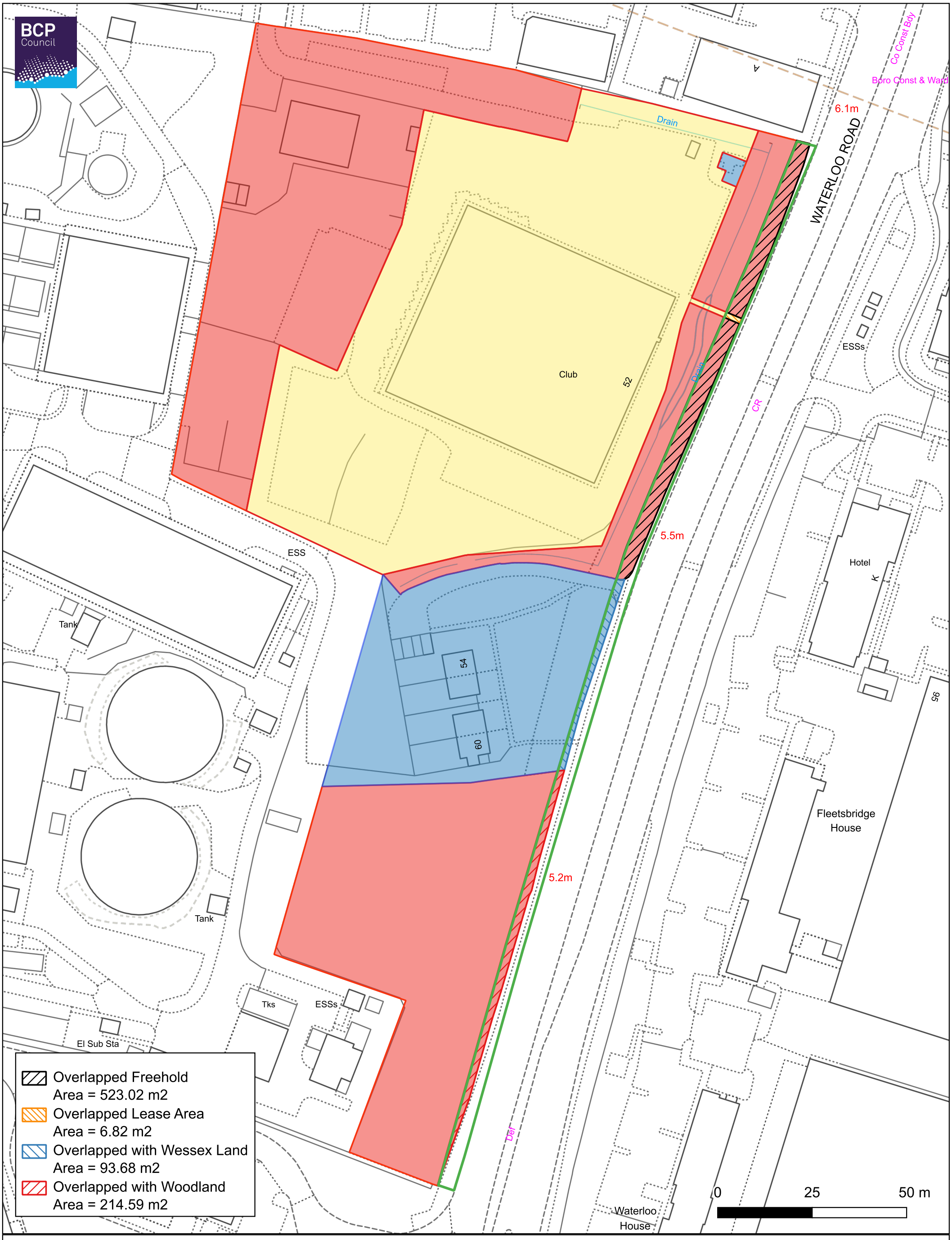
Woodland



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

935

Scale: 1:900 True@A3P

N

Date: 02/07/2026

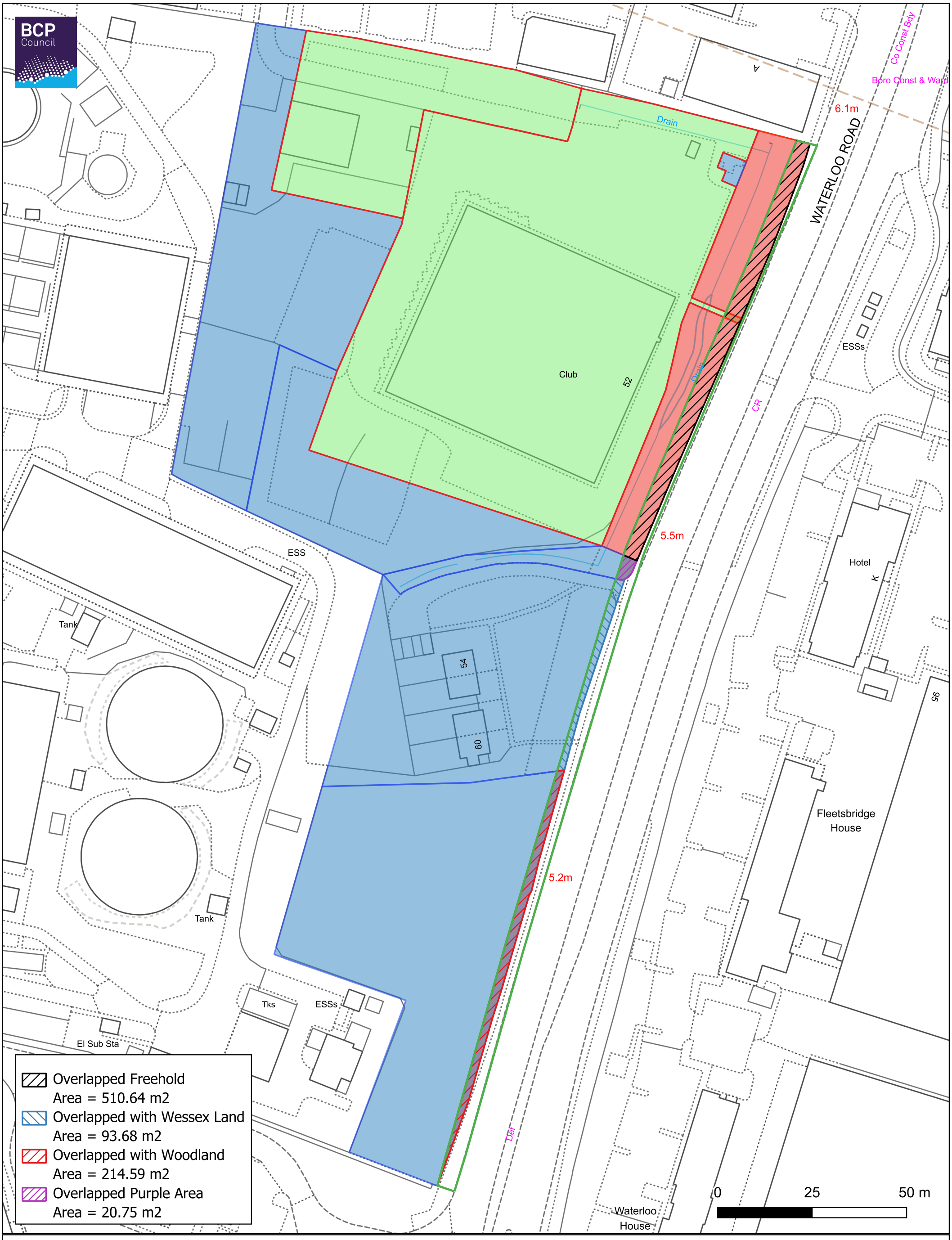
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Proposed Ownership Plan at Cabot Lane Depot

- Highways Retained Land
- Freehold BCP Council
- Freehold Wessex Water
- Freehold Dolphin Indoor Bowls Club

Scale: 1:900 True@A3P

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Date: 03/07/2026

Creator: Property and Estates

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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CABINET

Report subject	**Wallisdown Service Hub**
Meeting date	22 July 2026
Status	Public Report
Executive summary	This report proposes the development of a service hub at Wallisdown Heights, which will accommodate services that require a community based location, and which are being displaced as a result of disposal or repurposing of council properties elsewhere in the conurbation.. Cabot lane depot currently accommodates the New to you service, highways materials and equipment storage and electoral services items and is subject to a potential compulsory purchase. The proposal would relocate the New to You service from Cabot Lane Depot alongside Children's Services, Adult Social Care and partner teams currently based at North Bournemouth Local Office (NBLO) and 79 Lansdowne Road. In doing so, it would maintain important community services, improve accessibility for residents through a single multi-service location, and support better collaboration between co-located teams. The proposal also contributes to the Council's wider estates rationalisation objectives by enabling the disposal of Cabot Lane Depot, releasing North Bournemouth Local Office and 79 Lansdowne Road from operational use. This provides opportunity for alternative uses in line with the Council's aspirations for SEND alternative provision. The preferred option requires capital investment of £476k and uses revenue budgets of £46.1k from the existing assets budgets, with delivery both dependent on, and enabling of, the progression of the Cabot Lane disposal.

Recommendations	**It is RECOMMENDED that Cabinet:** 1. Approve the development of a Service Hub at Wallisdown Heights as per Option 2 referred to in this report. 2. Approve the partial use of capital receipt from the disposal of Cabot Lane Depot to invest in the necessary improvements to establish the Wallisdown Service Hub 3. Approve the sequence of associated moves to enable the release of multiple assets from corporate operational use.
Reason for recommendations	The recommended option delivers a range of strategic benefits, including retaining the New to You service and creating a single community-based multi-service hub that improves access for residents. It supports closer collaboration between services, enabling more integrated and effective support for families and service users. The proposal brings a vacant council asset back into productive use while reducing ongoing costs and future maintenance liabilities. It enables wider estate rationalisation, including disposal of Cabot Lane Depot and release of other sites, generating a capital receipt.
Portfolio Holder(s):	Cllr Mike Cox, Portfolio Holder for Finance
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	Matti Raudsepp, Director of Customer & Property Alistair Hoare, Senior Project Manager Debbie Cliff, Project Manager
Wards	Wallisdown and Winton West - Creekmoor
Classification	For Decision

Background

1. The Wallisdown Heights site is a former adult day care centre and office facility that historically supported Adult Social Care and Tricuro services. The building is arranged across distinct sections with multiple access points, enabling it to operate flexibly for different services. Following a comprehensive review of adult day care provision and public consultation "Day Opportunities Review 2022", the day care centre was declared surplus in 2023. As part of the Estates and Accommodation programme, office based services were relocated to alternative accommodation during 2023.

2. The site has subsequently been assessed for a range of alternative uses, or disposal, including consideration by the SEND Capital Programme and Housing teams, but was discounted for these purposes and has been empty since. The site is considered unsuitable for disposal for housing development due to its proximity to heathland.

3. The location, scale and configuration of Wallisdown Heights presents a strong opportunity to bring the asset back into productive use to meet pressing service demand within Children's Services and importantly host the New to You social enterprise freeing up Cabot Lane Depot for disposal and capital receipt. New for You provides the opportunity for residents to access affordable, reclaimed items, e.g. furniture, that may otherwise be disposed of as waste.
4. The project forms part of a coordinated plan to dispose of Cabot lane depot and to expand two Christchurch Learning Centre satellite provisions within the North Bournemouth Local Office and 79 Lansdowne Road. Details of the Cabot lane disposal can be found within a separate paper presented to cabinet in this meeting "Disposal of land at Cabot lane" papers regarding SEND AP to follow at a later date on completion of detailed design and costing activity.

Sequence of moves enabling disposal and reuse of sites

Step 1 – Partially refurbish Wallisdown Heights to create a Service Hub

5. Wallisdown Heights, which has been vacant for approximately three years, is brought back into operational use through targeted refurbishment, landscaping and security works. The building already provides extensive accessible office accommodation, with secure customer-accessible areas, and with investment can offer engagement spaces suitable for community-based services, including safeguarding activity and family-friendly spaces.

Step 2 – Relocate the "New to You" service from Cabot Lane Depot

6. A dedicated area within Wallisdown Heights (formerly used as a Tricuro Day Centre) is identified as an appropriate and community-based location for the New to You service. The space supports secure stock delivery, storage, and customer access, and responds directly to the need to relocate due to a compulsory purchase order affecting the Cabot Lane site.

Step 3 – Relocate Elections storage to Moordown Depot

7. An old vehicle and grounds maintenance machinery shed in a poor state of repair sits on the Moordown depot site, once removed the site can easily accommodate the BCP elections service storage currently at the Cabot Lane depot.

Step 4 - Relocate other depot storage items to other locations.

8. Highways materials (low value) to another location to be agreed .
Vehicle related items to Hatch pond Depot.

Step 5 – Enable disposal of Cabot Lane Depot

9. With the New to You service relocated, Cabot Lane Depot is no longer required for service delivery. This enables the Council to progress disposal of the site to Wessex Water. Capital receipts from this disposal are identified as a funding source for elements of the Wallisdown Heights works.

Step 6 – Relocate services from NBLO and 79 Lansdowne Road

10. Once refurbished, Wallisdown Heights becomes the single destination for services currently dispersed across NBLO and 79 Lansdowne Road, including Children Services, NHS, and Adult Social Care teams.
This consolidation removes the need for continued occupation of:

- NBLO, which is owned by the Council but is in a poor state of repair and would otherwise require significant investment to remain usable.
- 79 Lansdowne Road, a leased and converted residential property that is also in poor condition.
- Further moves supporting community based services are included. From Boscombe Connect the carers support team and the Civic Centre currently hosts on a temporary basis some Safeguarding suites which also would benefit from being aligned with the rest of the service and co located in Wallisdown Service Hub.

Step 7 – Release and repurpose NBLO and 79 Lansdowne Road

11. When the relocation into Wallisdown Heights has been completed, the vacated buildings at 79 Lansdowne Road and NBLO will be used, in conjunction with the former Highcliffe Plus Day Centre, to expand Christchurch Learning Centre: a maintained alternative provision school that helps reintegrate children who are not able to access mainstream school for medical or behavioural reasons. Creating 80+ maintained AP places will reduce the number of children that are placed in costly unregistered AP and Independent Non-Maintained Special Schools (INMSS). It is estimated that the average cost per place for maintained AP is £20,000 approximately half that of unregistered or INMSS place, so the expansion of Christchurch Learning Centre will result in significant cost avoidance against the High Needs Block deficit. In addition to this, a wider geographical spread of maintained AP places will also help to reduce home to school transport costs, providing further cost avoidance.

12. There are capital costs associated with the proposed schemes but Education and Skills have High Needs Provision Capital allocated by central government to create SEND and AP places and estimates that these schemes can be met within the capital programme. The SEND Reform Plan submitted to the Department for Education includes the additional AP places created through expansion of Christchurch Learning Centre and the capital costs associated with these projects as part of BCP Council's strategy for reducing the High Needs Block Deficit.

13. Once the schemes to expand to Christchurch Learning Centre have been developed and costed, a report will be taken to Council to seek financial approval for the capital spending in line with BCP Council's Financial regulations. In the event this aspect of the project did not progress NBLO could be released for disposal and Landsdown Road could be vacated.

Benefits of teams locating together at Wallisdown Heights

14. Co-locating services within a single, community based Service Hub delivers a number of operational and strategic benefits that are consistent with the objectives set out in the business case.

Improved collaboration and service integration

15. Bringing related teams together in one location supports closer day-to-day collaboration, particularly between children's services, safeguarding functions, health partners, and business support. This creates better opportunities for joint working, informal problem solving, and coordinated responses to service users.

16. Better outcomes for service users. Wallisdown Heights provides secure, accessible, and family friendly engagement spaces within the community. Colocation allows service users to access multiple services in one place, improving accessibility and reducing the need for repeat appointments across different sites. Enhanced collaboration is expected to contribute to improved service outcomes.

17. More efficient use of the Council's estate from a single refurbished site reduces the Council's overall administrative property footprint, removes reliance on poor quality and leased accommodation, and avoids significant future maintenance liabilities at NBLO. This supports strategic asset management objectives and delivers better value from existing Council owned assets.

Positive staff experience

18. Site visits undertaken with service managers have generated positive feedback, reflecting the suitability of the accommodation, availability of parking, public transport access, and the quality of the working environment. A shared location also supports peer support and resilience across teams.

Strategic Alignment

19. The Wallisdown Service Hub project aligns with BCP Council's Estates and Accommodation programme by bringing a long term vacant, council- owned asset back into productive use to meet identified service demand. The proposal supports estate rationalisation objectives by consolidating dispersed Children's Services and partner teams into a single, fit- for- purpose service hub, reducing reliance on poor- quality and leased accommodation and avoiding future maintenance liabilities. In doing so, the project enables the release and repurposing of other corporate assets, including North Bournemouth Local Office

and 79 Lansdowne Road, and facilitates the disposal of Cabot Lane Depot, generating capital receipts and reducing ongoing revenue costs. This approach delivers better value for money from the Council's estate, supports medium- term financial planning, and ensures accommodation is aligned to service need, accessibility, and long term sustainability.

Options Appraisal

20. Option 1 – Dispose of Cabot Lane and cease New to You trading

- **Description**
  Closure of Depot and cease New to You trading
- **Benefits**
  Enable disposal of site releasing capital receipt
  Avoids cost of relocation and refurbishments of new site
- **Disbenefits**
  Results in permanent loss of the New to You service, removing a valued community based provision that support families and vulnerable households.
  Misses the opportunity to co-locate services, integrate support for families and improve accessibility through a community-based hub model
  Loss of income (circa £100,000 per annum)
- **Resources**
  No additional resources required.

21. Option 2 – Relocate New to You and accompanying services from 79 Lansdowne Road and NBLO

- **Description**
  Refurbish Wallisdown Service Hub and relocate New to You service, and services from the Children's and ASC Directorates
- **Benefits**
  Releases capital receipt for Cabot Lane site
  Allows SEND to repurpose 79 Lansdowne Road and NBLO sites
  Provides a multi service Hub in the community with good public transport access
  Supports estate rationalisation by consolidating dispersed services into a single, council owned asset, reducing reliance on poor quality and leased accommodation
- **Disbenefits**
  Requires capital investment to refurbish and adapt Wallisdown Heights to accommodate the relocated services
- **Resources**
  Capital and revenue investment to refurbish the property

Discounted Options

Remain “As is”

22. Services remaining in their current site is not an option because
23. Cabot Lane Depot is subject to an anticipated compulsory purchase process, meaning the site cannot be relied upon for continued service delivery and a relocation solution is required.
24. 79 Lansdowne Road and North Bournemouth Local Office (NBLO) are in poor condition and would require significant investment to meet a suitable standard for modern, safe and accessible service delivery.
25. Leaving Wallisdown Heights vacant continues to incur holding costs and security/maintenance risks, and represents a missed opportunity to bring a council-owned asset back into productive use to support service demand and estate rationalisation.
26. Continuing to occupy leased accommodation (e.g., 79 Lansdowne Road) sustains avoidable revenue costs and does not represent value for money compared with consolidating into a council-owned site.

Additional Details

In Scope

27. Internal adaptation and fit-out to support multi-service occupation (e.g., accessible office accommodation, secure customer-accessible areas, and bookable engagement spaces).
28. Safety, security, and accessibility measures necessary for delivery of community-based services, including safeguarding activity and family-friendly engagement.
29. Works needed to enable the planned service relocations into Wallisdown Heights (from NBLO and 79 Lansdowne Road, and relocation of the New to You service from Cabot Lane Depot).

Out of Scope

30. A full rebuild, major structural redevelopment, or comprehensive remodelling beyond the targeted refurbishment required to create the Service Hub.
31. Refurbishment or upgrade works to other sites (NBLO, 79 Lansdowne Road, or Cabot Lane Depot) other than enabling their vacation/release/disposal.

32. Any scope to expand capacity beyond what is set out in the business case and subsequent agreed design/space planning (e.g., additional places or services not included in the approved programme).
33. Ongoing service operating costs, staffing, commissioning, or delivery model changes (except where required for operational readiness activities managed through service leads).
34. Future decisions on repurposing or disposal of vacated buildings (NBLO/79 Lansdowne Road) beyond identifying them for release from operational use.

Deliverables

35. Wallisdown Heights refurbished and brought back into operational use as a community-based Service Hub (targeted refurbishment plus required landscaping and security improvements).
36. Fit-for-purpose internal layout and facilities to support co-located services (accessible office accommodation, secure customer-accessible areas, and bookable engagement spaces).
37. Service relocations completed into Wallisdown Heights from NBLO and 79 Lansdowne Road.
38. "New to You" service relocated from Cabot Lane Depot into Wallisdown Heights (including secure stock delivery, storage, and customer access arrangements).
39. Cabot Lane Depot vacated to enable disposal and capital receipt.
40. NBLO vacated and 79 Lansdowne Road released from lease, supporting estate rationalisation.

Summary of Risk assessment

41. The Wallisdown Service Hub proposal carries a number of manageable risks typical of estate transformation programmes, with appropriate mitigation in place.

Funding and dependency risks

42. Delivery depends on the Cabot Lane disposal to fund capital works, alongside an identified gap one off revenue funding.

Programme and governance risks

43. The project is interdependent with wider estate, SEND, and Civic Centre programmes and requires multiple governance approvals, creating potential delays.

Delivery and site risks

44. Refurbishment requirements, potential cost increases, and site vulnerability (e.g. deterioration or theft) present delivery risks if not managed proactively.

Operational risks

45. Relocation of multiple services introduces potential for disruption during transition and requires careful coordination to maintain service continuity.

Financial and benefits risks

46. Expected savings rely on releasing other sites; delays could impact financial benefits or increase cost pressure.

47. It is anticipated that a proportion of the costs associated with the refurbishing the facility at Wallisdown Heights, to accommodate the relocation of the New to You service, will be recoverable through "reasonable adaptation" compensation by Wessex Water, subject to agreement.

48. Overall, risks are understood, controllable, and proportionate, and are outweighed by the strategic and financial benefits of estate rationalisation and improved service integration

Summary of financial implications

49. The total capital cost of the proposal is estimated at £476,270, to be funded from the capital receipt generated by the disposal of Cabot Lane Depot, subject to completion of the sale.

50. The proposal also has a one-off revenue implication of £46,143, funded from the existing revenue budgets pertaining to the current sites.

51. A separate paper outlining the business cases and financial investment required for SEND AP at NBLO and 79 Lansdowne will be presented separately, should the business case for SEND use be unsupported, there are disposal options available for NBLO generating a capital receipt and lease termination options for 79 Lansdowne road.

52. The detailed cost breakdown has been withheld from the public report on the grounds that it contains commercially sensitive exempt information.

Summary of legal implications

53. It remains necessary to comply with all relevant procurement requirements, including the Public Contracts Regulations 2015 and the Procurement Act 2023 (where applicable) for any aspects of the works or services to be carried out any by third party and/or any materials and equipment purchased.

54. In addition, it is necessary to comply with all requirements in respect of subsidy control, funding, any partnership arrangements & agreements, terms & conditions with third parties (such as the NHS), and service agreements with third parties,

land ownership, land requirements, leases, planning, employment, Human Resources (HR), BCP Council's Financial Regulations, where applicable.

Summary of Human resources implications

55. The proposal will require the relocation of staff from multiple existing sites into the Wallisdown Service hub, enabling closer team working and improved collaboration across services.

56. A more accessible and collaborative working environment is expected to support staff wellbeing, productivity and peer support. There may be short-term impacts associated with change and relocation, including travel adjustments and familiarisation with new working arrangements. These impacts will be managed through appropriate change management, staff engagement and communication, ensuring service continuity.

57. Overall, the proposal supports a more integrated and sustainable workforce model, aligned to service delivery needs and the Council's wider estate rationalisation programme.

58. All staff will have their contracts Terms and conditions amended to reflect their new base location, in line with best practice and previous office relocations.

Summary of public health implications

59. There are no public health implications arising from this report

Summary of equality implications

60. The proposal is expected to deliver overall positive equalities impacts by improving access to a range of services through a single, community-based hub. Co-location of Children's Services, Adult Social Care and partners will enable more integrated support and improved outcomes for vulnerable residents. The building provides accessible, secure and family-friendly spaces, supported by good public transport links and parking. These elements will enhance accessibility for both service users and staff.

61. The inclusion of the New to You service within the hub supports a valued community-based offer, maintaining access to affordable goods and social enterprise opportunities. Its relocation maintains its community location and is expected to maintain customer access and continue to support inclusive engagement.

62. An Equality Impact Assessment has been completed.

Project Governance

63. The project will follow the Council's established governance and approval framework. Oversight will be provided through the E&A Steering Group, with strategic direction overseen by Corporate Property Group.

Appendices

Exempt – Appendix 1 – Financial analysis

Exempt - Appendix 2 – Site plans and visuals

Background papers

Estates and Accommodation – BCP Civic space 24th November 2021

Community Hubs – DSG 28th November 2023

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CABINET FORWARD PLAN – 1 AUGUST 2026 TO 30 NOVEMBER 2026

(PUBLICATION DATE – 14 July 2026)

What is the subject?	What is the purpose of the issue?	Is this a Key Decision?	Decision Maker and Due Date	Wards	Who are the key stakeholders to be consulted before the decision is made?	What is the consultation process and period	Officer writing the report	Is the report likely to be considered in private (i.e., it contains confidential or exempt information)?
BCP Growth Plan	To decide on adopting the BCP Growth Plan 2026.	Yes	Cabinet 22 Jul 2026	All Wards	BCP Business Growth Board Businesses across BCP BCP Council Officers	Workshops and face to face discussions ongoing since July 2025	Amy Orchard, Ruth Spencer	Open
Dorset Destination Management Plan	To adopt the Plan prepared by the Local Visitor Economy Partnership, of which BCP Council is a member.	No	Cabinet 22 Jul 2026	All Wards			Amena Matin	Open

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Youth Justice Plan 2026-2027	To present the Youth Justice Plan for 2026/27. There is a statutory requirement 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. This report also outlines progress made by the Youth Justice Service in the past year, and priorities for the year ahead.	No	Children's Services Overview and Scrutiny Committee 16 Jun 2026 Cabinet 22 Jul 2026 Council 28 Jul 2026	All Wards			Kerrie Ainley, Sophie Bradfield, Tanya England, David Webb	Open

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Linwood School Post-16 Place Expansion	To permit an increase to the number of available post-16 places made available in Parkstone, to meet the assessed educational needs of children and young people with SEND and to reduce pressure on the High Needs Budget. The Council is the authority for approving this significant change.	No	Cabinet 22 Jul 2026	All Wards	Parents and staff of Linwood School, local headteachers, Linwood School's surrounding community.	Consultation via BCP 'Have your say' between 11 May and 15 June 2026.	Lindsay Jackson	Open
Safer BCP (Community Safety Partnership) Domestic Abuse Strategies	To gain agreement by Cabinet to publish the Prevention of Domestic Abuse Strategy, Safe Accommodation Strategy and the Perpetrator Strategy including delivery plans.	Yes	Cabinet 22 Jul 2026	All Wards	People with lived experience, Health, Social Care, Police, third sector specialist organisations, Local Providers have all been consulted prior to te Public consultation.	Public consultation 09-03-25 to 28-04-25 O&S Safe Accommodation Working Group.	m	Open

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Local Transport Plan 4 (LTP4)	To present outputs from Local Transport Plan 4 (LTP4) consultation and to present proposed LTP4 Policy Document complete with Implementation Plan for approval/adoption.	Yes	Environment and Place Overview and Scrutiny Committee 20 May 2026 Cabinet 22 Jul 2026 Council 28 Jul 2026	All Wards	Residents (BCP and neighbouring authorities), partners, organisations and businesses that operate/exist in BCP area and are impacted by transport.	Exact dates tbc, but 6 to 8 week public consultation required, note: LTP4 engagement was facilitated in Spring 2024.	Wendy Lane, Richard Pincroft	Open
Moving Traffic Enforcement	To seek approval to install Approved Devices for enforcement	Yes	Cabinet 22 Jul 2026 Council 28 Jul 2026	All Wards			Zak Cusens	Open
Cabot Lane	Paper to discuss land disposal at Cabot Lane	No	Cabinet 22 Jul 2026 Council 28 Jul 2026	All Wards			Matthew Filmer	Open

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Wallisdown Hub	To gain approval to proceed to create Wallisdown Hub	No	Cabinet 22 Jul 2026	All Wards			Debbie Cliff, Alistair Hoare	Open
Bournemouth Town Centre Business Improvement District (BID)	This report seeks Cabinet approval to allow the Bournemouth Town Centre BID to go to ballot for a new term.	No	Cabinet 22 Jul 2026	Bournemouth Central			Charles Fynn	Fully exempt

What is the subject?	What is the purpose of the issue?	Is this a Key Decision?	Decision Maker and Due Date	Wards	Who are the key stakeholders to be consulted before the decision is made?	What is the consultation process and period	Officer writing the report	Is the report likely to be considered in private (i.e., it contains confidential or exempt information)?
Bournemouth Coastal Business Improvement District (BID)	Cabinet to agree for the Bournemouth Coastal BID to go to ballot for a new term commencing in 2027.	Yes	Cabinet 22 Jul 2026	Boscombe East & Pokesdown; Boscombe West; Bournemouth Central; East Cliff & Springbourne; East Southbourne & Tuckton; West Southbourne; Westbourne & West Cliff; Littledown & Iford			Charles Fynn	Fully exempt

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BCP Homes Performance and Regulatory Compliance Update	To provide information on BCP Homes performance against key indicators and compliance against regulatory standards.	No	Cabinet 2 Sep 2026	All Wards			Kelly Deane, Seamus Doran	Open
Learning Disability Big Plan 2026–2031	This report seeks approval for the publication and delivery of the Learning Disability Big Plan 2026–2031, which sets out the shared priorities for supporting people with a learning disability in Bournemouth, Christchurch and Poole to live fulfilled lives.	No	Health and Adult Social Care Overview and Scrutiny Committee 20 Jul 2026 Cabinet 2 Sep 2026	All Wards			Zena Dighton, Ross Hague	Open
IT & programmes Infrastructure Capital Investment Plan 2026-2032	To seek approval of laptop replacement strategy and approve budget allocation.	Yes	Cabinet 2 Sep 2026 Council 13 Oct 2026	All Wards			Fiona Hughes	Open

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Holly Tree Lodge Public Mortuary - Capacity investment	The report details the increasing demands placed on the Dorset Public Mortuary located at Holly Tree Lodge Bournemouth, and seeks an investment decision to: Meet current and future storage capacity needs. Ensure the mortuary remains HTA compliant. Provide resilience to winter surges and exceptional events. Protect the dignity, security and condition of the deceased.	No	Cabinet 2 Sep 2026	All Wards			Kate Langdown	Open
South Part of Beach Road Car Park	Approve a resolution to appropriate for planning purposes.	Yes	Cabinet 2 Sep 2026	Canford Cliffs			Rebecca Bray	Open

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Disposal of Hicks Farm	To recommend the disposal of Hicks farmhouse and related barns and outbuildings.	No	Cabinet 2 Sep 2026	Muscliff & Strouden Park			Martin Whitchurch	Open
Simpler Recycling Waste Reforms – Recycling collection improvements – Flexible plastics	To consider the statutory requirement to collect flexible plastics as part of government waste reforms.	Yes	Cabinet 30 Sep 2026	All Wards			Mary de Fonseka, David Rickards	Open

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Corporate Performance Report - Q1	BCP Council adopted 'A shared vision for Bournemouth, Christchurch and Poole 2024-28' in May 2024. The shared vision is the Corporate Strategy, which incorporates a set of measures of progress for achieving the vision, priorities and ambitions. This is the performance monitoring report for Quarter One 26-27, presenting an update on the progress measures.	No	Cabinet 30 Sep 2026	All Wards			Chris Shephard	Open

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The development of a framework of registered housing providers (RPs) to deliver affordable housing using BCP sites		Yes	Cabinet 30 Sep 2026	All Wards			Kerry-Marie Ruff	
Barriered Car Park Systems	To approve the investment into car park systems to ensure the continued efficient running of them	Yes	Cabinet 30 Sep 2026	All Wards			Zak Cusens	Open
SEND Reform Plan	For approval for Cabinet	No	Children's Services Overview and Scrutiny Committee 14 Sep 2026 Cabinet 30 Sep 2026	All Wards			Kerrie Ainley, Tanya England, Lisa Linscott, Sarah Philp	Fully exempt

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2026/27 Council budget monitoring at quarter 1	To update cabinet on financial position at quarter 1 2026/27	No	Cabinet 1 Sep 2027 Council 12 Oct 2027	All Wards	CMB	CMB	Matthew Filmer	Open

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BCP Homes Annual Complaints Performance and Service	This report provides information on the council's handling of complaints related to the provision of landlord services to council tenants and leaseholders. The report complies with the requirements within the Housing Ombudsman's Complaint Handling Code that landlords must produce an Annual Complaints Performance and Service Improvement report for scrutiny and challenge. It must be published on the section of the council's webpages relating to complaints. Cabinets response to the report must be published alongside this.	No	Cabinet 27 Oct 2027	All Wards	Council tenants and leaseholders. BCP Homes Advisory Board.	Through established residents groups and BCP Homes Advisory Board	Seamus Doran	Open

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