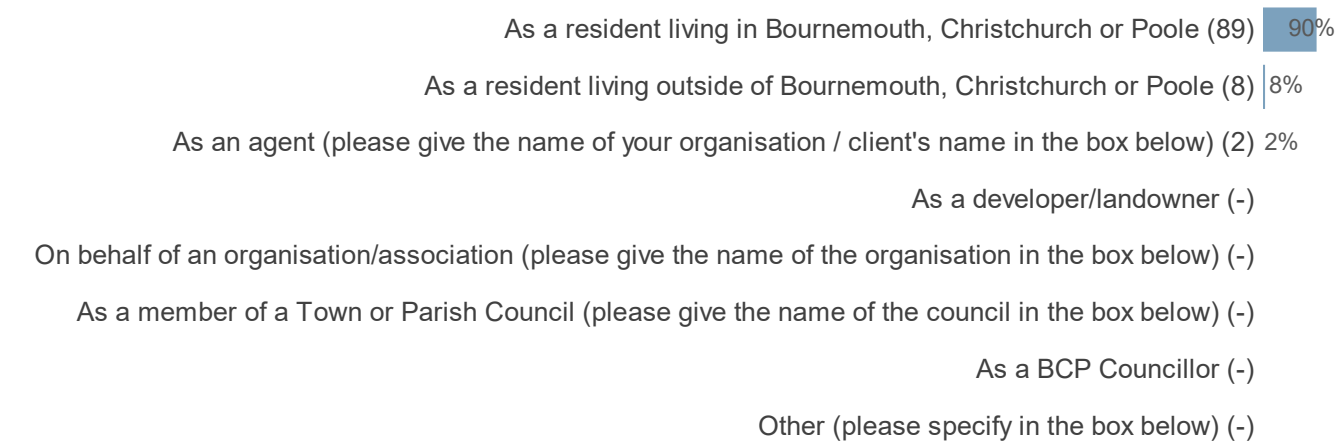


Travel Plan Monitoring Fees Consultation Survey FINAL

This report was generated on 06/09/24. Overall 261 respondents completed this questionnaire. The report has been filtered to show the responses for 'V3=After option change'. A total of 99 cases fall into this category.

The following charts are restricted to the top 12 codes. Lists are restricted to the most recent 100 rows.

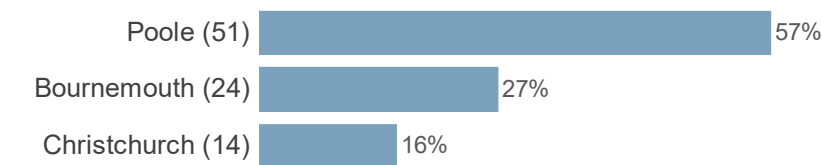
How are you responding to this consultation? (please select all that apply)



Please tell us which organisation you are responding on behalf of.

HLF Planning Ltd
Chapman Lily Planning Ltd

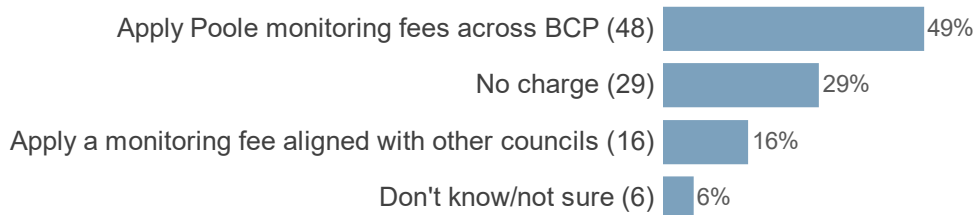
As you've said you are a BCP Resident, please tell us which region of BCP you live in.
(please select one option only)



Do you own, or have use of, a car/van?
(please select one option only)



Please tell us which of the following options you would prefer for Travel Plan monitoring fees in Bournemouth, Christchurch and Poole?
(please select one option only)



Please tell us the reasons for your answer below.

We already pay enough to live in the area! Extremely poor service for extortionate council tax!

The costs are not justified. I already don't agree with travel plans that cause more frustration for motorists. Because of these additional plans, motorists just sit for longer in traffic polluting and cause more frustration and aggravation for them, their employers and for business. In addition why do we want to scare potential developers off with higher costs.

in order to attract businesses and investment to the area and stop the degradation we cannot be seen to be increasing complexity and driving away valuable jobs and business to the conurbation, there seems to be a large lack of understanding from the decision makers lately, there's been enough publication against this from the national government.

It would be useful extra funding for improving travel in the area as long as the money is ringfenced for this purpose. It also needs to be realistic, unlike the proposed no car parking facilities at the old Barclays House site with the idea that everyone will use public transport or cycle or walk everywhere.....it just won't happen

No fees should be applied. Period.

This appears to be a more targeted approach

I believe that the higher amount will be needed to carry out sufficient monitoring.

You do not need a charge or survey to understand that if you have more buses and cheaper fares more people will not use their cars. By the way, cut the verges and make the place look well kept instead of neglected.

there is no point having plans if they are not monitored. Developers can well afford to pay

There is no need for this charge BCP charge us so much to live here why should other people have to pay to stay here while on holiday just wrong when there cutting events like the Air Show which bring thousands to are are And Millions of pound to them.

Residents don't need any more expense

The financial pressures on other areas of the council can not cover these additional expenses. The BCP area is so over developed, I believe that future developers must be held accountable for any future designs or ideas that they will no doubt make money on. I think this is a small price to pay for developers, especially as new developments have a huge affect on the the surrounding already established residential and business areas already there. I think the costings above look very reasonable and I believe they should be higher.

I do benefit from having a bus pass & being able to use it in other areas but I am aware that these schemes have to be funded ! I try to use public transport when I can

Taxpayers should not be covering the costs of developers.

Developers need to be responsible for making sure what they develop and the consequences and monitoring is one way. BCP needs extra revenue and this is a way of achieving this.

Please tell us the reasons for your answer below.

Private car use is essential for residents. Consider the demographic. The age profile, and related health conditions contributing to mobility issues, means that walking, cycling & often public transport are NOT realistic options. The ability to attend health appointments, and just their sense of wellbeing supported by travel independence MUST be factored in to local plans.

"Homo Sapiens Sapiens" ! is already breaching 1.5 degrees of global overheating. The Mauna Loa data continues to be disgustingly disrespected despite the brilliant, meticulous daily work of Charles David Keeling & family. I don't suppose Mrs Keeling was impressed when his dedication meant he missed the birth of his first child. What is the matter with us? Communication is easier than ever! Ecosystems are collapsing, our home planet's heat shields are failing. Carbon needs to be cut in half by 2030. People are not being told this. Citizens continue to be WOEFULLY UNINFORMED by governance/media of the threats to their well-being. BCP climate guru Dr Matt Montgomery's 89 page 2022 document is not available in a user-friendly form. Chief Scientific Adviser Professor Dame Angela McLean should be spelling out a Speedy, scaled Decarbonising Programme for our well-being and security as was done at the time of covid. A complete betrayal of safeguarding our most precious children is underway as protestors are silenced, gaslit, sneered at. The Justice System is NOT allowing the Truth the whole Truth & nothing but the Truth. It sends agitators to our overcrowded prisons while the carbon criminals and high polluters whacking our life support systems to bits get off scott free. Please see <https://climatecriminals.uk>. Those of us hoping sensible people are in charge have been to police stations with our climate dossier in 20.11.19. 13 groups of us, the Climate Genocide Act Now group, have been variously failed by our police. Here, Bournemouth Police have disgracefully lost our dossier. We are multiply failed and the overdue action needed to retain a habitable planet is shockingly absent. Ozone must continue to be protected. Citizens informed as to how we all do this. Oceans are overheating with dire effects on the life within including the production of oxygen (salvaged when cruel whaling was abolished thanks to symbiosis of whale excreta/krill/phytoplankton) , planetary boundaries becoming compromised, millions suffering and dying as the happy Holocene becomes the awful Anthropocene. We pensioners, active for 50 years continue to be unheard. We continue to seek the climate justice the world deserves. Intergenerational cruelty must be addressed. So far, so bad. Please be the speedy, scaled, decarbonising Dunkirk leadership we all deserve while there is still time. 5th columnist lies must be confronted. The Truth told. So we can all face up to existential crises, stop the criminal silence, back the measures we need for harvests to continue and life for all species is able to carry on. Millions of projects to restore planetary health need to start without further delay. We must stop IGNORING the harm & damage still ongoing. We must stop the continuing harm & disgrace on our only home. Ed Miliband's Dunkirk leadership must be emulated & escalated by all. ALL HANDS ON DECK!

Raise cash.

You want to be a unified council, so all three towns should have the same regulations. It makes sense to use the longest monitoring period to get a better understanding of the impact of developments, particularly as there are so many large scale developments in all 3 towns.

It seems to have been benchmarked against other councils

A fair charge for large residential developments is essential

I have not enough information

Developers should take responsibility for the impact any new developments have on a town. By m a financial contribution this will assist the council to help offset any negative impact as long as the contribution is used effectively.

Developers make fat profits. It is reasonable for them to pay in accord with the size and impact of what they build

one travel plan per year should be enough

BCP is no different to many other areas. As it is a coastal town there are only three directions traffic may take and as such monitoring should be cheaper!

Please tell us the reasons for your answer below.

Cannot see how charging monitoring paid for by developers is going to help with the amount of traffic. If they get more people cycling they do not use cycle lanes which have cost a fortune. Public transport is OK but more people on buses will increase pollution because of added weight etc. and more buses. Plus who is doing the monitoring

Provide a decent bus service instead. I cannot get from where I live in Christchurch to Glenfurness Avenue near where I work without taking at least two buses and I wouldn't get there on time at 7:30 anyway. Equally, our son could not get to his work for 7 am in the morning because there were no trains.

Because developers need to contribute more seeing as they leave us with shoddy, rabbit hutches

Consistency across the Council and the need to raise finance for BCP. Also, developers should pay for the costs they incur to BCP.

If Poole are already doing it, it makes sense to do it across all areas if it is thought to be necessary, although I cannot quite get my head around what is involved.

To maintain consistency

Most realistic option. Officer time spent needs to match fees as closely as possible. This should be index linked with RPI

It's a Council function to review, not extract money from private sector. Most mitigated travel arrangements across BCP have created more problems, lacked any consultation and pandered to ideologies forcing minority interests on majority. BCP have misappropriated council tax monies by shifting to other needs contrary to the published allocation of Council tax funding. Dishonesty with residents over not cutting verges, cemeteries etc for environment when real reason is it saves money. Administration of BCP is abysmal and just as I have witnessed with bereavement services corrupted by incompetency abdicating responsibility elsewhere. Where was the consultation and travel plan review when the Bmth uni was expanded across a town, with no thought for the impact on residents. Meanwhile a move to more environmentally friendly modes of travel has resulted in BCP promoting overt illegality by turning a blind eye to private E-Scooters, abdicating any control to Police, removing local orders re 'No Cycling' so can have plausible deniability over the risk to pedestrian safety, and a lack of enforcement knowing the nature of people is that they will never comply with 'having a word' unless a punitive approach. BCP have a statutory duty to reduce crime and ASB under Sec 17 of the Crime and Disorder Act 1998. That means everything to reduce such, not everything to promote it.

We pay enough already to travel around

This is an established scheme. It is close enough to the average charge to allow for some growth because of inflation. I applaud the commitment to sustainable transport.

Seems sensible to adopt a local scheme already working

It appears to me as if BCP is using developer's money to pay for BCP staff. The principal is wrong and smacks of undue red tape from a poorly led Council that cannot keep to its budget and lashes out at developers to keep themselves afloat

Any monitoring of travel plans comes at an administrative cost. That being the case there should be a cost imposed and should be in alignment with other councils.

Need to fund anything that helps cut down car dependency, urgently

Completely pointless revenue raising scheme

This council had committed fraud daily, you are a failed entity and we will not comply with your nonsense - it will be time for us to defund this fraudulent incompetent council,

As we're BCP. and have similar requirements bring all into line

More factors will be taken into consideration.

Developers are keen to develop in the area as there is a lot of profit for them. Therefore there is no reason why the current level of fees should not be maintained

Please tell us the reasons for your answer below.

Because you need to sort yourselves, as a council, out and stop burying your head to the poor management and up keep of the conurbation that you have inflicted. Stop blaming anyone or anything else for your poor management.

Can't think of a reason not to.

This fee will deter developers from building housing in the area.

If we are in Unitary Council, it makes sense that all areas are charged the same.

The Poole fee seems a reasonable cost for developers and is not significantly greater than the aligned option with other councils and has the advantage of being based on actual local costs of administration rather than being completely arbitrary.

This against freedom of movement .we pay our taxes for everything and public transport is not convenient for early shift workers public transport is not safe today .address the population problem and stop punishing the legal public tax payers

Chapman Lily Planning support the principle of active travel and travel plans. It is important that the success, or otherwise, of the travel plans is monitored to ensure they remain effective. The disparity across the conurbation is perplexing and we concur is in need of alignment; but no background information has been provided on the actual costs of monitoring, scope of work or effort. Therefore it is impossible to say whether the tabled fees are reasonable and proportionate. The cumulative scenarios of 3 or 6 travel plans do little to assist in this regard. BCP needs to attract investment including that generated through new development; whilst the difference between travel plan monitoring fees in Poole and elsewhere is relatively small, it comes on top of the introduction of a raft of additional proposed technical assessments in the BCP Local Plan (and future validation checklist) and sizeable increase in proposed CIL levels. A whole plan approach is therefore required, albeit if travel plan monitoring is to be considered in isolation, reviewing the cost of comparable services elsewhere is a sensible cross-check; but it doesn't in itself satisfy the test of being fairly and reasonably related in scale and kind to the development as set out at paragraph 57 of the NPPF.

We are already paying road tax & council tax, BCP are already charging over inflated car parking fees, these monies should be more than enough to fund this should you really need to implement it!

Because BCP council have already created large housing projects on green belt with no thought for the structure of the road network Only cycle lanes that go nowhere

BCP council would invariably apply charges as in previous consultations have not taken views where residents have been against proposals.

People are financially hard pressed at this time, or do you not care about how people will cope financially.

Travel plan monitoring should be considered a fair cost of development - rather than falling as a financial pressure to the council.

Bournemouth needs new good quality developments plus arrangements for monitoring the impact of these. However fees should be in line with other local councils' charges

This is an undemocratic set of charges on business people . It stifles development and increases the number of staff required by the local government on what I consider to be unproductive work.

This seems to be the fairest version.

This is madness, you think you're going to make more money yet gain more unemployment. These people pushing such ideas need to be as far away from power as possible. None of these options are fit for purpose

It's worked well in Poole

Developers should have to contribute as much as possible to improving the infrastructure in the area from which they will profit.

Please tell us the reasons for your answer below.

I am really, really concerned and worried about the environment in the BCP area so I want steps to be taken to mitigate the use of pollution and space taking cars and other vehicles. However, this is a very complex subject and public transport needs to be improved to encourage its greater use. I am filled with disappointment and anger that BCP allows developers to build blocks of flats of certain sizes without any car parking space but just spaces for bikes. Like that is going to encourage anyone to abandon their car. What then happens is that the occupants bring their cars (including many needed for work purposes) and they just fill up the adjacent streets so parking becomes harder and harder and the streets look ugly filled up with chunks of metal. People need to be charged per mile for using a car. The polluter has to pay and a stick and carrot approach is needed to discourage use of cars and encourage use of public transport. Developers should be made to provide parking spaces, preferably underground. These flats should have a selling price reflective of the fact that they cost more to build based on land use and building materials/construction costs. The continued reliance on cars is costing the country millions in terms of lung disease and there is plenty of research to show that those living in areas with the highest pollutants from cars also experience greater levels of mental illness.

Same old council looking for ways to generate an income from its residents. You should look to do more with less. If you cant afford to do something with your current budget then you cant do it. If you need to find more money try reducing the headcount. If you got rid of the fool who approved all the cycle lanes, i'm sure you would have enough to cover this ridiculous new scheme

Flexing to size of development. Incentive to robust monitoring. Holding developers to their promise.

This is not a flat rate and therefore reflects the costs more accurately associated with each development

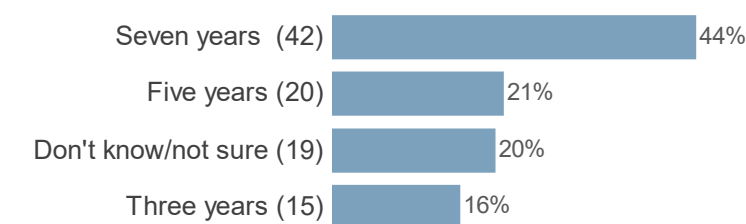
I don't think it makes any sense to incur fees as nothing is ever done to improve the traffic situation, in fact they are made worse by adding cycle lanes.

seems most logical approach

Maybe the best way based on the nationwide approach for the time being. More of a balanced way.

It's fairer for the charge to be uniform across all authorities. Hopefully this can aid better performance and coordinate planning.

Please tell us which of the following time periods you would prefer for monitoring travel plans in Bournemouth, Christchurch and Poole?
(please select one option only)



Please tell us the reasons for your answer below.

You need to mind your own business and get on with fixing the roads! You're a disgrace!

Monitoring what?

3 years, lack of for planning should not be rewarded

Gives a better idea of whether the plans are working long term

In view of the current poor and often dangerous provision for walkers and cyclists in Christchurch monitoring over the longest period possible will provide information to support future planning.

I think seven years would be the length of time needed to monitor the effects and is used by most local authorities.

Please tell us the reasons for your answer below.

No survey is needed. It is obvious that any further development will result in ever more cars on the road which are already at capacity. Stop monitoring something that you already know the answer to. More development equals more people equals more cars equals unsustainable congestion. More bike lanes is a laughable solution.

I think it should be longer.

Due to rising costs all plans need to be kept under review

Level up to Poole, rather than level down.

This question pre-supposes a supportive response to travel plans. Is this survey a cosmetic exercise, with the decision already taken?

We are running out of time to act on an incinerating planet. 425 parts per million CO2 -and rising- is extremely dangerous. We are allowing life on Earth to be sacrificed to dirty industries. The public is not being told of the 70 years of deceptive cruelty of fossil fuel harm & damage. They do not understand what is being criminally stolen from them. Dirty firms continue to get away with criminal damage as there is no confrontational process nor request for restitution of healthy ecosystems to the victims (now losing homes, lives, livelihoods). This must be addressed -as was the covid emergency- without further delay.

Time needed.

See previous answer

data collection is important. Please apply sex disaggregated monitoring and close the gender data gap in a world designed for men. <https://politicalquarterly.org.uk/blog/review-invisible-women-exposing-data-bias-in-a-world-designed-by-men-by-caroline-criado-perez/>

Longer assessment period will provide more accurate results

Again not enough information

I am of the opinion that this is an sufficient and appropriate time period

This would enable council to take into account long term effects and is stated above to be in line with lost authorities. Of course I have no means of checking and have to believe the information supplied to me by the information in the survey but, obviously, I know that large organisations like councils would never subjectively present information to get the answers which they want.

It would seem reasonable to be able to see the effects of developments over a five year period. Longer than this would mean that other development's effects would potentially corrupt the data.

Monitoring is not going to stop people using their cars especially if they work out of the srea

I cannot afford to pay any more charges

Same as before ie. consistency and need for funds.

Seems like a lot of work to do for longer.

To maintain similar periods being used by most authorities. BCP is ONE entity now and this should be implemented!!!! Otherwise, split back into 3 authorities.

Most sensible option given travel behaviour change can be slow. Any monitoring of travel plans will identify deficiencies which will give enough time for them to be amended and continue to provide results, which in turn will enable the active travel team to assist with emerging initiatives to help reduce car travel.

BCO dont have a clue at the best of times so, the longer the review period the better chance you may get it right

Generally people's commitment wains over time so extended monitoring is a good thing to ensure all changes are bedded in

Three years is plenty long enough

Totally unnecessary and it should not be undertaken

Please tell us the reasons for your answer below.

There should be uniformity relating to the period of monitoring. A long term view should be taken and again 7 years brings it in line with other councils.

The more the better

Zero wasn't available !

answered zero

Most sensible having read above. Long term plans needed not quick fixes

Align with other local authorities

Five years from 1st use or completion of a housing development, however a baseline must be established before start of the development.

None

Long term effects are very important

Developers will be put off building homes by the fees. The extra cost will ultimately be paid by the home dweller whether they rent or buy.

Keeps it the same for all areas

Monitoring for a longer period would provide much more information and is in line with other local authorities. Has the monitoring period been taken into account as part of the fee proposals however. The same fee spread over 3 years vs 7 years is quite significantly different.

I said everything in previous

Five years would, in my professional opinion (Brett Spiller) allow for plans to be become imbedded / established and for them to evolve where necessary; although I do think that there is a case for 3 years insofar as the greatest opportunity to influence travel behaviour is when occupants first move in.

None of the above. This should all be part of the early planning stages for any new developments the fee should be paid by the developer.

This only an excuse to TAX the local population

Least cost to authority and developers

It gives people enough time to adjust to any proposed changes.

Over seven years external factors would be expected to have a larger impact so five years seems to be appropriate to monitor medium term impacts. I would support a seven year period to be applied to larger developments.

Three years seems too short

This is enough time to monitor the situation and can then be reviewed.

None it's really that simple, save money stop wasting it

Thinking about the long term

As long as possible to ensure improvements persist.

Will allow for better data analysis and better solutions and a result. Brings BCP into line with other areas.

Stop wasting our taxes on stupid schemes!

Longterm review, but insufficient additional benefit from final two years to outweigh costs.

This would bring BCP into line with other authorities

7 years seems too long

More frequent. Stops things going stale and lax.

Are there any positive or negative impacts of these proposals that you believe that BCP Council should take into account in relation to equalities or human rights? If so, are you able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts?

You don't care how you treat the disabled, this was proved with the Poole park fiasco! You'll do what you want anyway! You don't listen!

this will reduce investment and cash generation opportunities having a knock on effect on services thus increasing the already high social service bills, as this has a broad effect on all services longterm its not in line with spirit of the Equality Act.

I don't suppose the council will actually take any notice of the results of the survey anyway - I imagine it's already decided what it's going to do

Yes, free train travel and free coach travel for OAPs similar to the free bus pass. That really will help reduce cars travel.

Minimum spend on cycling facilities as present ones are little used.

none

I am beginning to feel like a stranger sometimes in this area

No

Positive impact for residents ensuring developers pay sufficient amount when building large developments for great profit. Monies raised would then benefit the local residents. If Poole already have this in place then Bournemouth and Christchurch should be the same

As mentioned previously, the age demographic MUST be a factor. Age related issues, lack of mobility, the ease of attending medical appointments, the wellbeing generated by travel-independence all highlight the need for private car use. Rather than make assumptions and adopt a we know better approach, if we are to restore faith in local democracy, why not go back to basics and survey residents on where they sit on the spectrum: environment vs. car use? What are residents' priorities: congestion, potholes etc? I firmly believe in future council elections, candidates should declare where they sit on that spectrum.

The Dorset Equality Group continues to fight on many levels as do multiple environmental organisations. Of which there are about 20 in the BCP area I'm told. I belong to a few. Make Votes Matter group fights for a more representative democratic system. Given the overwhelming- currently ignored- terror of an incinerating planet I suggest the involvement of multiple organisations and a Citizens' Assembly.

How ridiculous. No negative impacts.

data collection is important. Please apply sex disaggregated monitoring and close the gender data gap in a world designed for men. <https://politicalquarterly.org.uk/blog/review-invisible-women-exposing-data-bias-in-a-world-designed-by-men-by-caroline-criado-perez/> Must always consider physical, not just mobility but impact for blind and deaf, for autism other neurodiversity.

I feel BCP is anti car and is obviously biased

Ensure the infrastructure is designed to meet the house building in the area.

No

Are there any positive or negative impacts of these proposals that you believe that BCP Council should take into account in relation to equalities or human rights? If so, are you able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts?

There is a bad feeling about this matter in terms of "encouraging" certain means of travel. It could equally be seen as DISCOURAGING other means of travel but use of the word "encouraging" puts a much more positive spin on the matter. In the long term these ways of thinking lead to reduction in the use of private cars and the freedom entailed in that. Of course these fees are aimed at developers (whom no one likes) but once the principle is established it is only a small step to extend its use. And "Monitoring of the impact of travel plans" really means "monitoring how and where people travel". The system is based on the climate change agenda but the climate of fear resulting from that leads to any dissenter being labelled as being in favour of destroying the planet and therefore a "bad" person not worth listening to. I am sure that you are all frightfully well meaning but remember the road to hell is paved with good intentions until one day you stop and think "What have we done".

no

No

The right to have a residents travel card (similar to Oyster card) will help reduce inequalities across those individuals with protected characteristics, who will live or work in new development. A commuted sum could be used from the fee to help fund the oyster type travel card.

YES under the Human Rights Act decisions and actions with respect to individuals or minority groups MUST be taken in consideration to the impact against the remaining majority/residents. This does not abdicate the statutory right to deal with people correctly, but it does not place automatically minority or individual rights above the majority. Too often Human Rights are bandied about as if its an absolute, and even when merged with the Equality Act provisions, you see that either most statutory bodies including BCP either ignore the correct balance lawfully of both or get it wrong. Im Bmth born and bred, worked most of life in teh connurbation, the family reident in Bmth since 1926. Ive seen all teh changes, the supposed progress - some has been great and positive. but recent times much has turned Bmth/Poole into a S**T hole and Christchurch is soon following suit. Ive met various Councillors in ast few years including the new MP Vicky Slade, most are living in La La land or only serving their personal career ambition.

No

Yes - the human rights of commercial devlopment being allowed to proceed without hinderance or penalties from an undemocratic, self-serving badly led local authority

BCP council take anything into account ha ha ha good one

Unable to make comment on this aspect.

if you were compliant with human rights you would not be doing all the things you're doing like existing 5G towers which are proven injuring and killing people.

NO

No

No

No

No

No

Violation of human rights

I am a disabled person

None

no comment travel plan has nothing to do the above !!!!! just improve the road network

Are there any positive or negative impacts of these proposals that you believe that BCP Council should take into account in relation to equalities or human rights? If so, are you able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts?

The greatest negative impact will be that planning conditions will be encouraging, or forcing developers not to provide adequate parking provision on a development with the view that purchasers or residents will cycle to work or catch public transport. There is recently an approved planning application for 362 apartments in Poole where there is not a single parking place provision, but has a multi-storey car park with an existing sky walkway to the building. That approval will have a significant impact on the saleability of the apartments. Long term how would carers, or residents requiring in house repairs or improvements Carry out by companies having no means of parking. In reality there may be very few BCP employees or Councillors who use either of those methods for going to the place of their work.

None

Unbelievable mumbojumbo - What is this country coming to? Is there no-one in the Council with any common sense anymore!

If there is so much building work going on can you make sure that there is significant options for cyclists and pedestrians and also the correct drop kerbs for mobility scooters and prams or trolleys etc.

Being disabled driver I feel this would limit my driving and effectively send me into depression because I wouldn't be able to afford to go anywhere

Greening is my priority. Plant more road side trees, install swales etc. along highways etc.

Yes, people have a right to live in an environment that is as clean and as minimally polluted as possible. Greater pollution from cars most adversely affects the unborn child, the young and disabled.

How about if you bring in these cost for developers, they will only pass on the cost to the customers making it harder for young people to buy their first property. Stop wasting your time and our money! Focus on the important stuff and stop wasting money on closing Poole Park to traffic, Cycle Lanes everywhere, the next hair brained idea to come out of your offices because the Ironie Twin Falls Bridge has been such a success hasn't it! No one asked for a joined up BCP council, do your jobs and stop messing about

I am not aware of any specific impacts in relation to equalities or human rights in relation to the options being considered

The council does not listen to the electorate, Poole park as an example. Oh vile is not fit for purpose.

Bus services for pensioners unable to access the countryside, Dorchester, Lyme Regis etc. Traffic to be reduced.

Although we live in Wareham, people from our area travel to towns and along roads in [the] BCP area, i.e hospitals, shops, schools etc. We regularly try to navigate school runs and pick ups in Hamworthy. Also, travel to hospital, particularly new facilities often concentrated in Bournemouth Hospital.

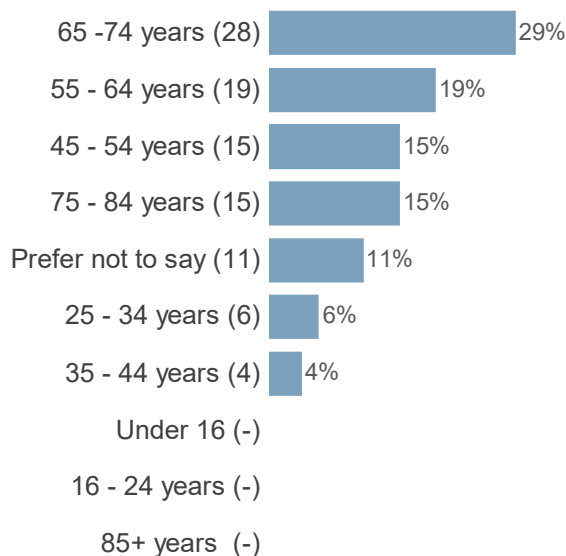
Please tell us your full postcode. This will help us understand if there are different views from residents in different areas. **(Please tell us your full postcode.** This will help us understand if there are...)

BH12	BH234EF	BH211ST	Bh22 8ad	BH11 9PT	bh1 4ns	BH4 8AW
BH17 7XE	BH15 3AG	BH12 5DG	bh211xu	BH15 4AP	BH23 2BH	BH21 3LT
BH17	BH234ER	BH21 1SR	BH14 0PG	BH165BX	BH12 3LF	BH8 0NL
BH63AL	BH14 8TW	BH12 3LB	BH23 4NQ	BH14 8bg	Bu10 7hr	BH13 7LZ
Bh14 8ru	BH23 2LY	BH231HT	BH5 2BS	BH23 1GA	BH12 1PD	Bh15 4en
BH234sf	BH21 7AR	BH1 3DH	BH13 7HD	bh15 3pt	BH11 9PQ	BH23 1DN

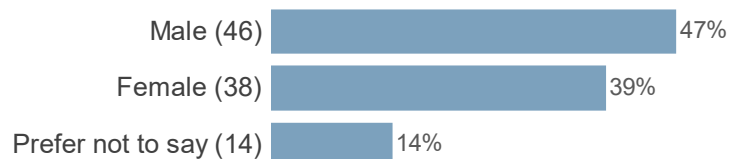
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BH13 6DH	bh125pr	Bh153eb	BH15 4HU	BH23 1QU	BH6 3QJ	bh15 4gh
bh12 2ly	BH52DX	BH17 8PJ	BH21 1BD	BH6 5DS	BH21 1SY	BH8 9QR
BH23 2HG	BH5 2DT	bh16 5hs	BH1 4QR	Bh7 6sp	BH23 2XX	BH9 2QU
BH11 9RG	Bh15 2DL	Bh93jb	BH13 7BX	BH15 2bs	BH12 2AP	BH20 4HP
BH151QY	BH1 4PH	BH17 7YW	BH89JQ	BH21 2SR	BH12 5EP	BH13 7EL
BH10 7BS	BH8 0DL	BH11 9SQ				

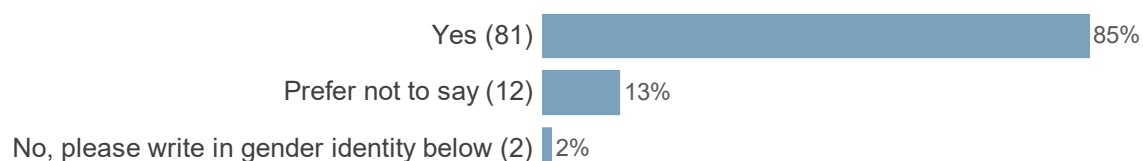
Are you aged:
(Select one option)



What is your sex?
(Select one option)



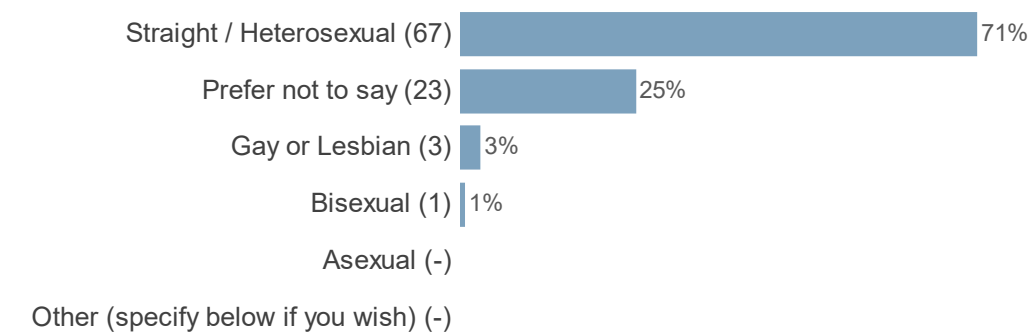
Is the gender you identify with the same as your sex registered at birth?
(Select one option)



If other please state

Giant Panda
I object to the question
I self identify as a sofa
I am what I would have called Normal - Considerate and Fair Minded - Hopefully that is still acceptable to this Council
WOKE nonsense question
None of your business

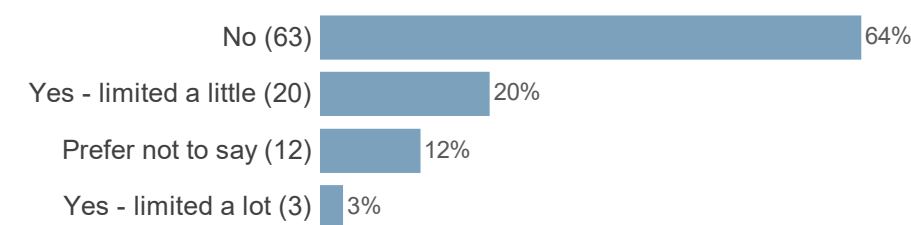
What is your sexual orientation?
(Select one option) (Sexual orientation)



If other please state

Anything	Not relevant
I can't see this being relevant	Is that still OK as far as BCP are concerned??
What does this have to do with travel plans?	WOKE nonsense question
I am a nudist!	What relevance has this got on this survey, none!

Are your day-to-day activities limited because of any physical or mental health conditions or illnesses, lasting or expected to last 12 months or more?
(Select one option) (Disability)



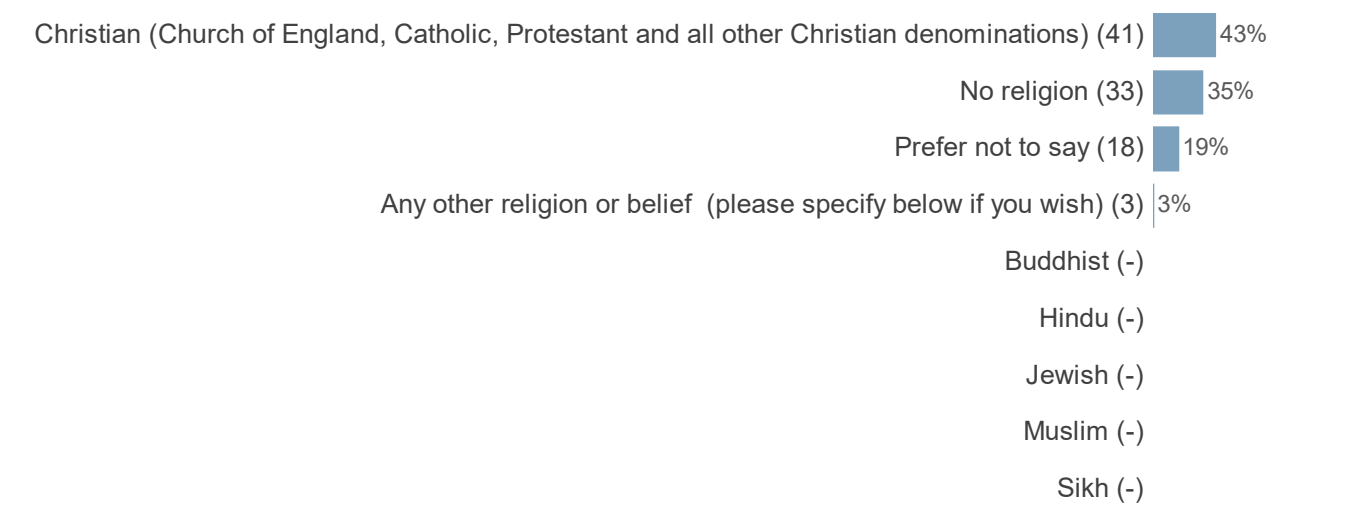
What is your ethnic group?
(Select one option) (Ethnicity)



If other please state

If you don't discriminate why would you need to know? Or do you discriminate less with some groups?
I am a nudist
19 different options, you have got to be kidding! You missed Mixed White American

What is your religion or belief?
(Select one option) (Religion)



If other please state

Power of Money

This is a brilliant initiative! Well done guys!

I am a nudist

Spiritualist

Jedi, what difference does it make what religion i put! Are you really suggesting that you are looking for positive feedback so to say 90% of Shintoists are in favour of this, oh wait not an option!