

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
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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.

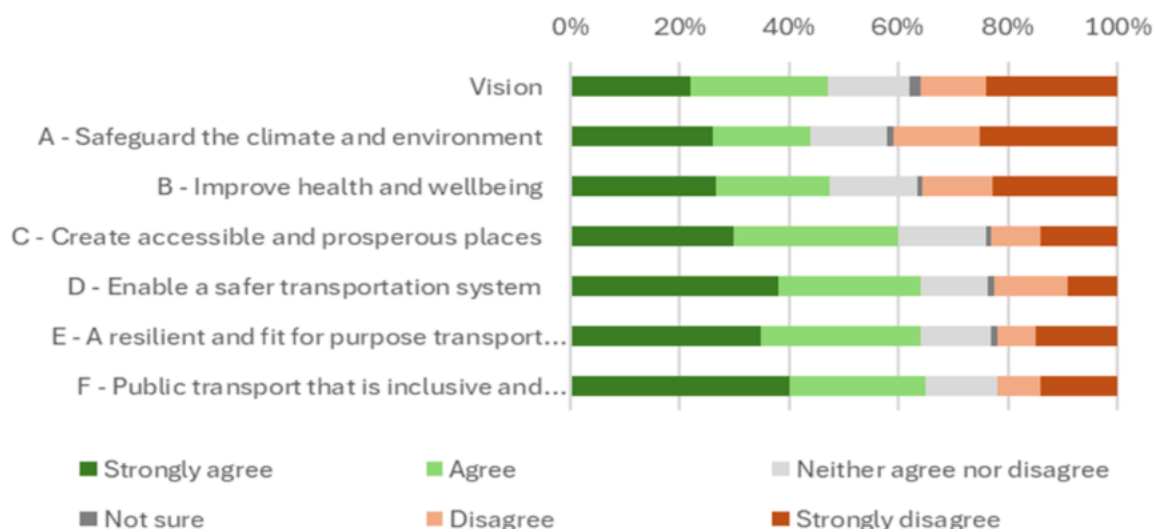
Governance

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:

Level of support for objectives (BCP only)



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 18 th September 2025
Poole Scaplen's Court	Saturday 20 th September 2025
Christchurch Library	Monday 29 th 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 routes, 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 attract 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