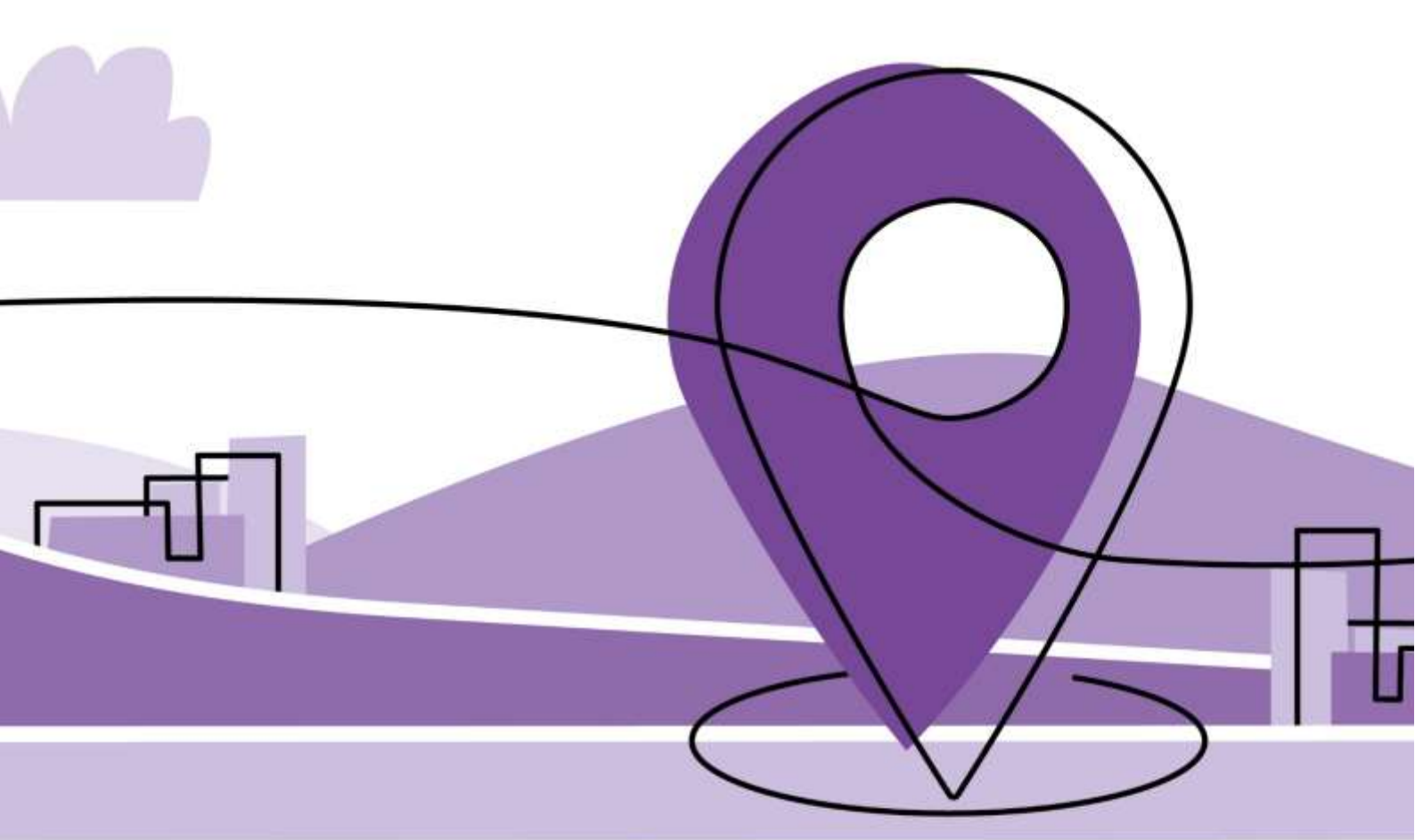




Dorset and BCP Councils

Local Transport Plan (LTP) Monitoring and Evaluation Strategy

2026 – 2041



This is where
your journey begins...



Dorset
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.

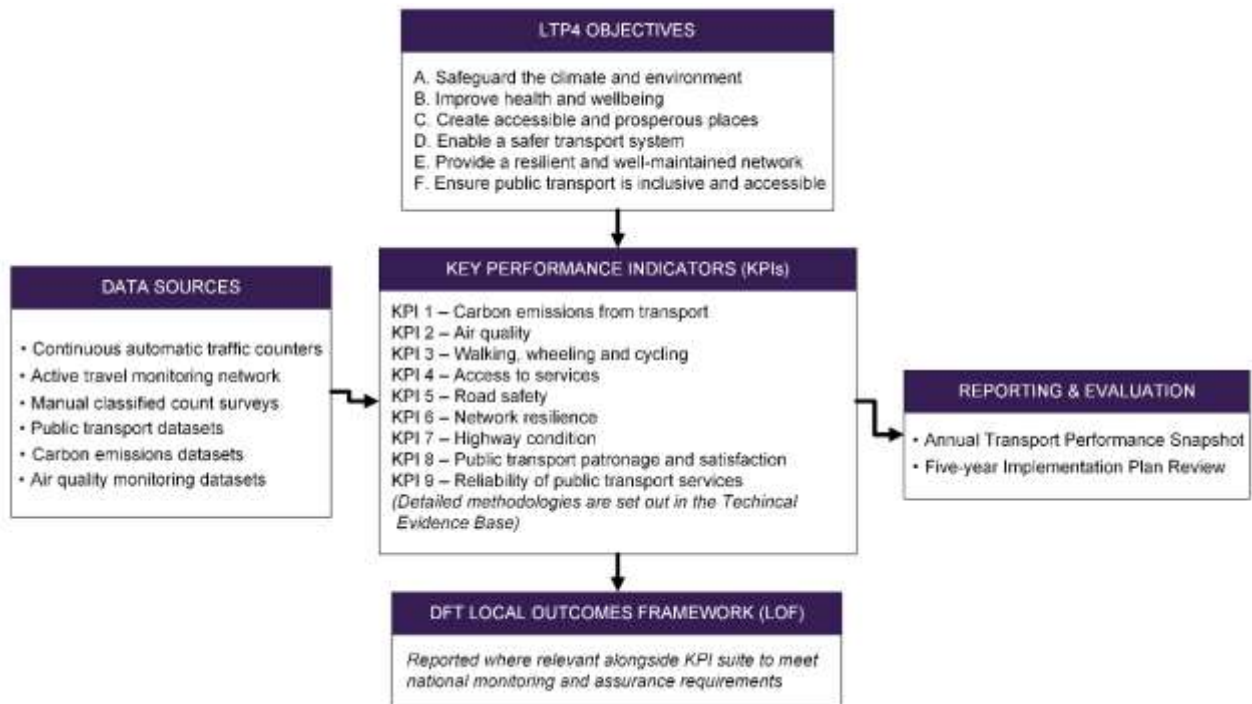


Figure 1: LTP Monitoring and Evaluation Framework – Line of Sight from Objectives to Reporting

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 (NO₂)** from vehicle emissions;
- **Particulate matter (PM_{2.5} and PM₁₀)**, 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.

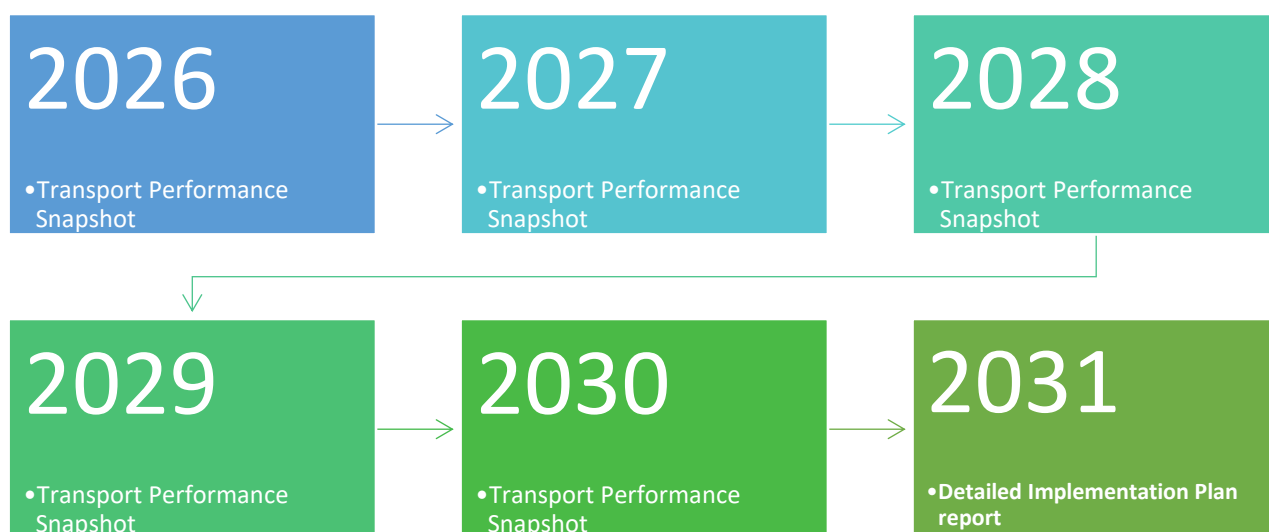


Figure 2. Details of reporting milestones between 2026-2031

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.

CO₂e (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 ₂ e (thousand tonnes of CO ₂ e).
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.
NO₂ (Nitrogen dioxide)	An air pollutant associated mainly with vehicle exhaust emissions, commonly monitored and reported as an annual mean concentration.
O₃ (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.
PM₁₀ (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 ₂ e)	Department for Energy Security and Net Zero
1.2	LOF17A	Projected operational carbon emissions from road transport users to 2050	Carbon assessment tool	Local Transport Authority
1.3	LOF17B	Projected embodied carbon emissions from road transport infrastructure to 2050	Carbon assessment tool	Local Transport Authority

KPI 2 – Air Quality

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

Sub-indicators mapped to LTP Objectives

Key: ✓ = Strong relevance ● = Supporting indicator

KPI	Sub-indicator	Climate & environment	Health & wellbeing	Prosperous places	Safety	Network resilience	Public transport
1	1.1 Annual carbon emissions from road transport	✓					
	1.2 Projected operational carbon emissions	✓					
	1.3 Projected embodied carbon emissions	✓					
2	2.1 Number of Air Quality Management Areas	✓	●				
	2.2 NO ₂ exceedances at roadside sites	✓	●				
	2.3 Annual mean PM _{2.5} concentration	✓	●				
	2.4 Annual mean PM ₁₀ concentration	✓	●				
	2.5 Annual mean NO ₂ concentration	✓	●				
	2.6 Annual mean ozone concentration	✓	●				
3	3.1 Levels of cycling and wheeling	●	✓	●	●		
	3.2 Levels of walking	●	✓	●	●		
KPI	Sub-indicator	Climate & environment	Health & wellbeing	Prosperous places	Safety	Network resilience	Public transport
	3.3 Average active-travel journey stages (national)	●	✓	●	●		

	3.4 Adults undertaking active travel (national)	•	✓	•	•		
4	4.1 Connectivity to key destinations		•	✓			•
5	5.1 Road casualties: fatalities				✓		
	5.2 Road casualties: total KSI				✓		
	5.3 Road casualties: all casualties				✓		
	5.4 Road casualties: KSI aged 16 and under				✓		
	5.5 Road casualties: KSI involving pedestrians/cyclists				✓		
	5.6 Fatal collisions				✓		
	5.7 Fatal and serious collisions				✓		
6	6.1 Journey time reliability	•		•		✓	
	6.2 Traffic volumes (local authority data)	•		•		✓	
	6.3 Traffic volumes (DfT statistics)	•		•		✓	
KPI	Sub-indicator	Climate & environment	Health & wellbeing	Prosperous places	Safety	Network resilience	Public transport
	6.4 Traffic volumes by vehicle type	•		•		✓	
	6.5 Average delay on A-roads	•		•		✓	
	6.6 Route-level delay on A-roads	•		•		✓	

	6.7 Average delay on B-roads	•		•		✓	
	6.8 Average delay on unclassified roads	•		•		✓	
7	7.1 Road condition and maintenance backlog				•	✓	
	7.2 A-roads requiring maintenance (red)				•	✓	
	7.3 B and C roads requiring maintenance (red)				•	✓	
	7.4 Unclassified roads requiring maintenance (red)				•	✓	
	7.5 Local highways capability rating				•	✓	
8	8.1 Annual bus passenger journeys	•	•	•			✓
	8.2 Concessionary bus passenger journeys	•	•	•			✓
	8.3 Rail station usage (entries and exits)	•	•	•			✓
KPI	Sub-indicator	Climate & environment	Health & wellbeing	Prosperous places	Safety	Network resilience	Public transport
	8.4 Bus passenger satisfaction – personal security	•	•	•			✓
	8.5 Overall bus passenger satisfaction	•	•	•			✓
	8.6 Disabled passenger satisfaction	•	•	•			✓
	8.7 Satisfaction with real-time information	•	•	•			✓
	8.8 Public-transport mode share (national)	•	•	•			✓

9	9.1 Punctuality of non-frequent bus services			•		•	✓
	9.2 Excess waiting time (frequent services)			•		•	✓
	9.3 Bus journey kilometres cancelled (no dataset)			•		•	✓
	9.4 Change in average bus speeds (no dataset)			•			

Appendix E – Monitoring Network Maps (Dorset and BCP)

BCP maps

Appendix E1-12 Motor vehicle counter network groups

Appendix E12-16 Cycle counter network groups

Appendix E16-22 Manual Traffic Survey network groups

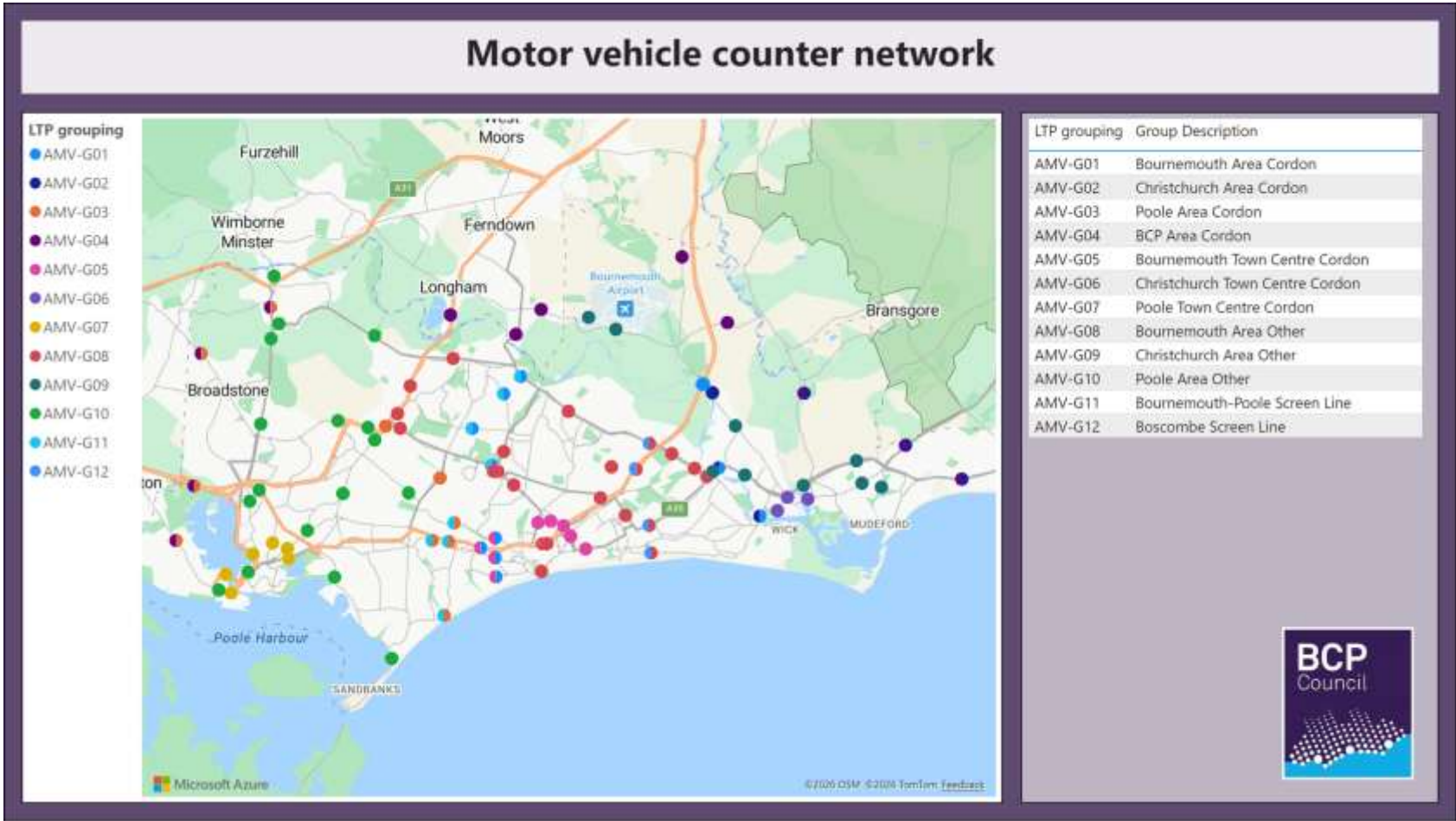
Dorset maps

Appendix ED23–FD36 Motor vehicle counter network groups

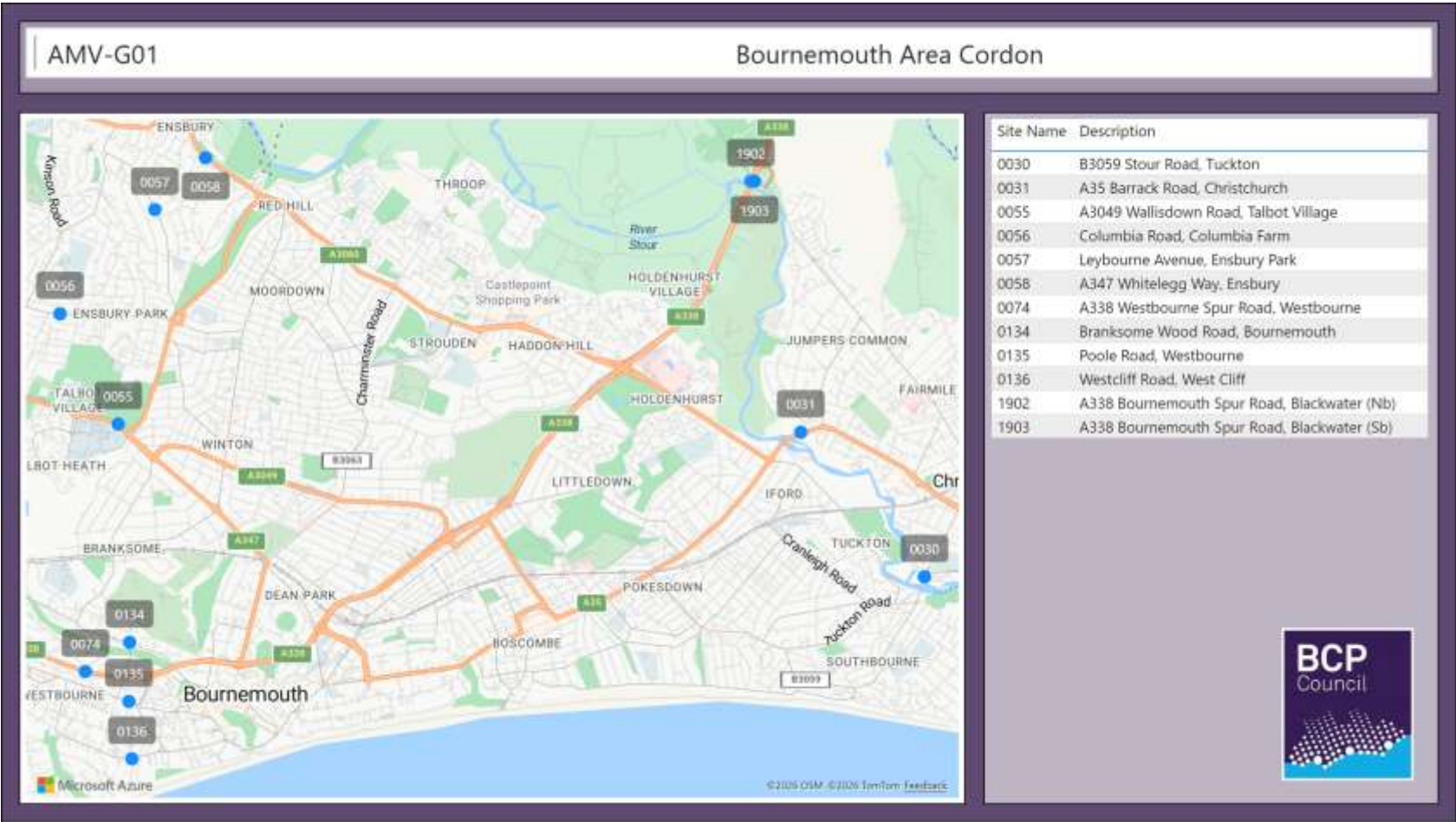
Appendix ED37–FD41 Cycle counter network groups

Appendix ED42–FD43 Manual traffic survey network groups (Cordons)

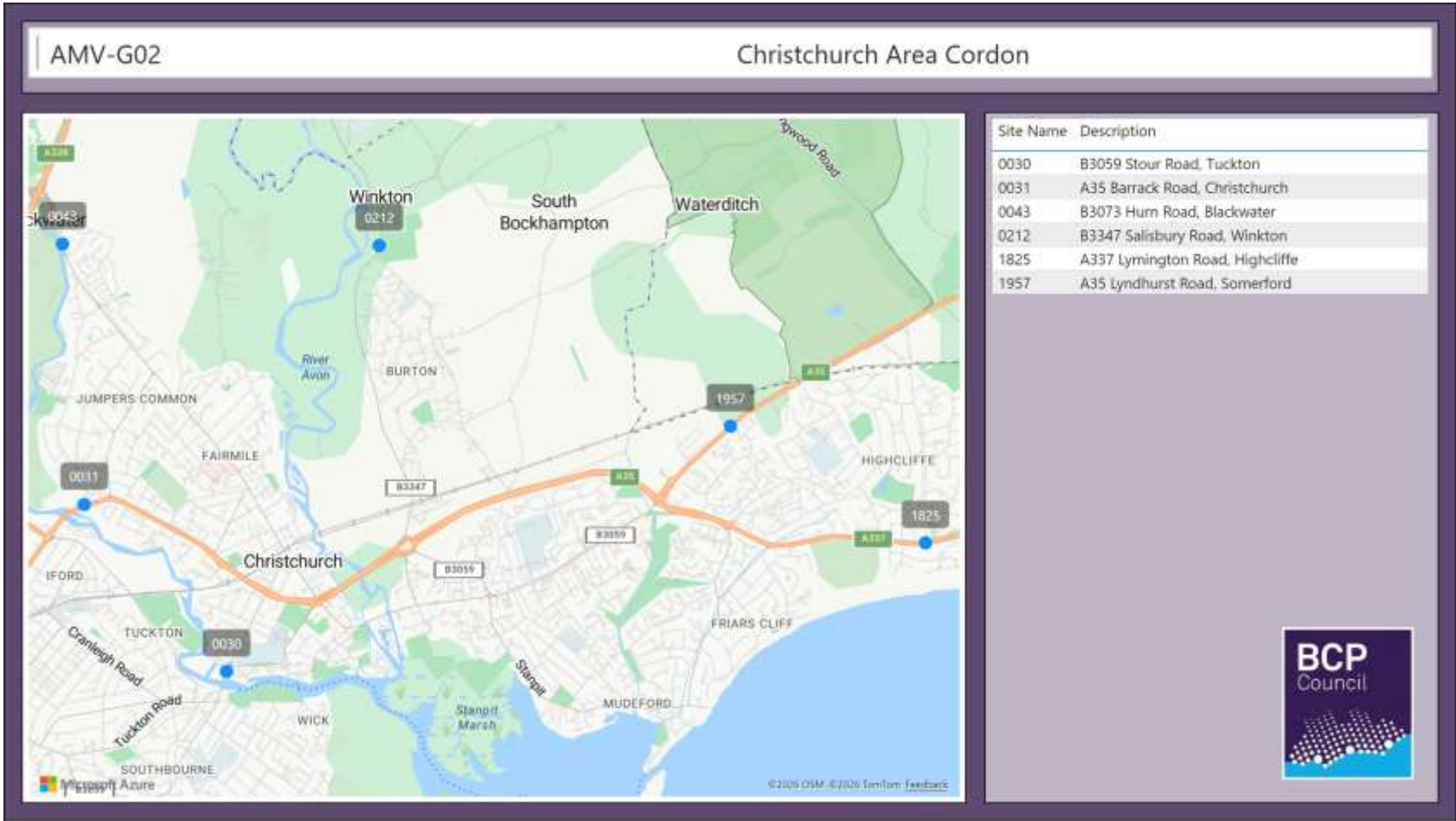
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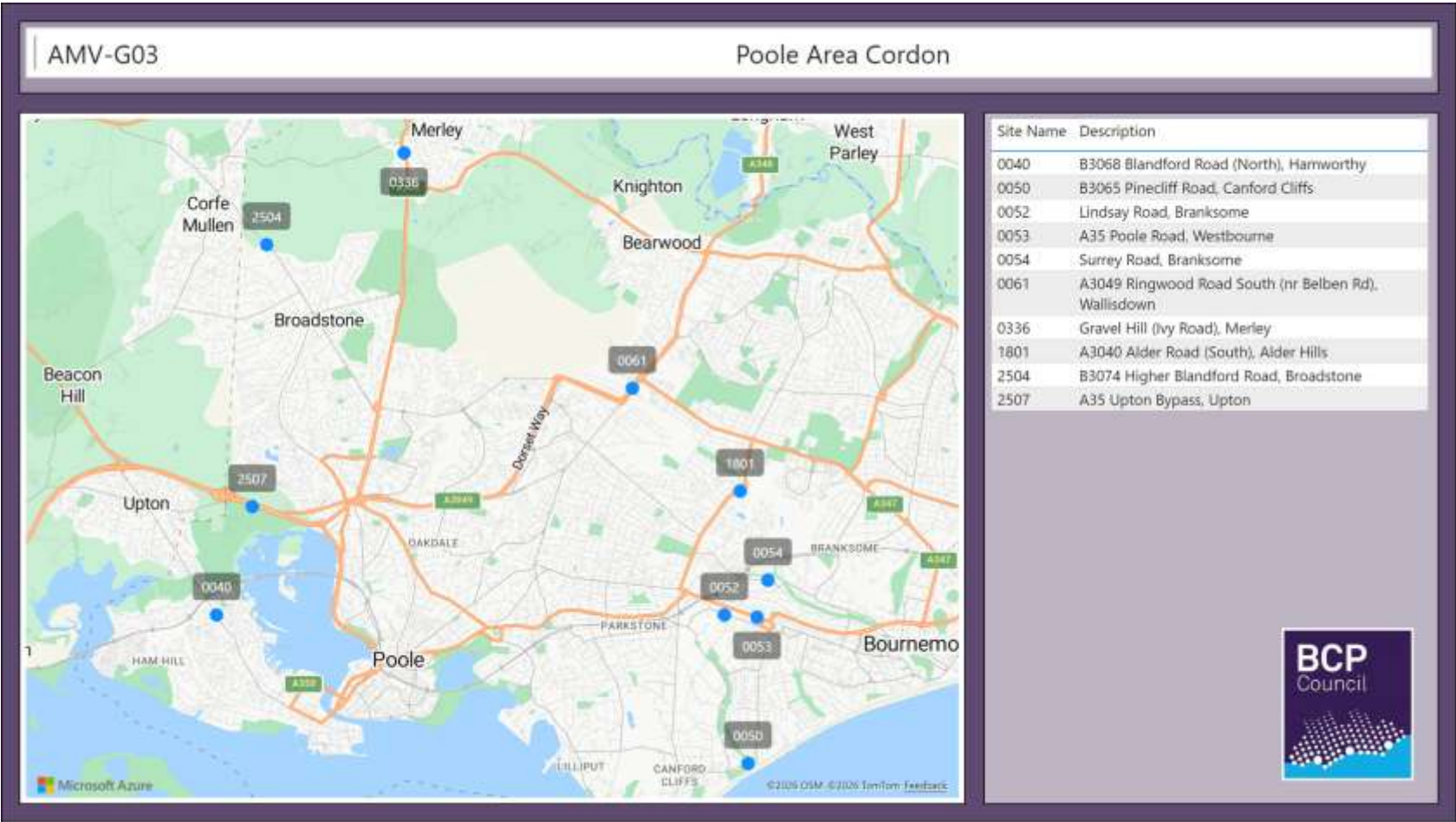
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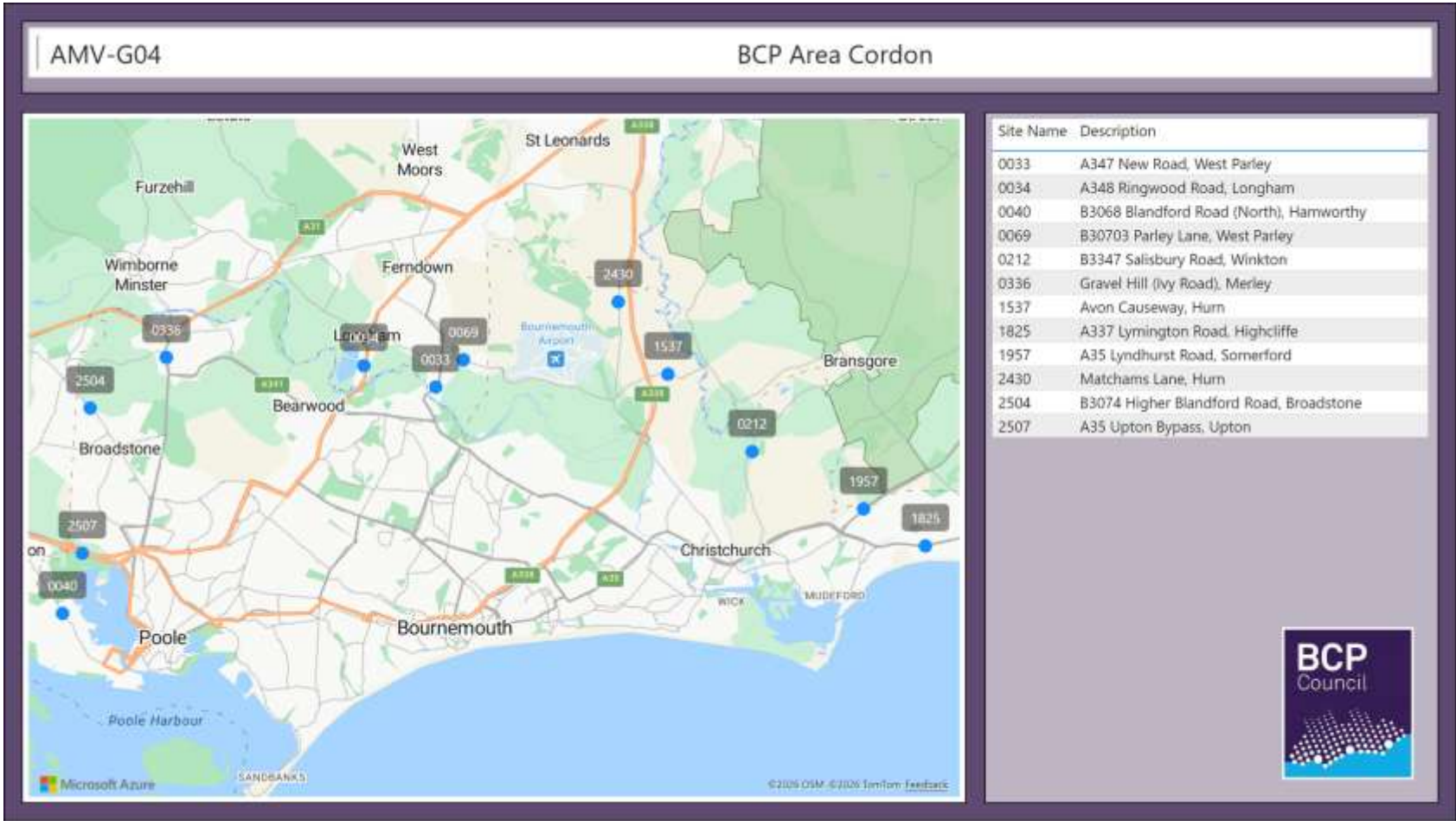
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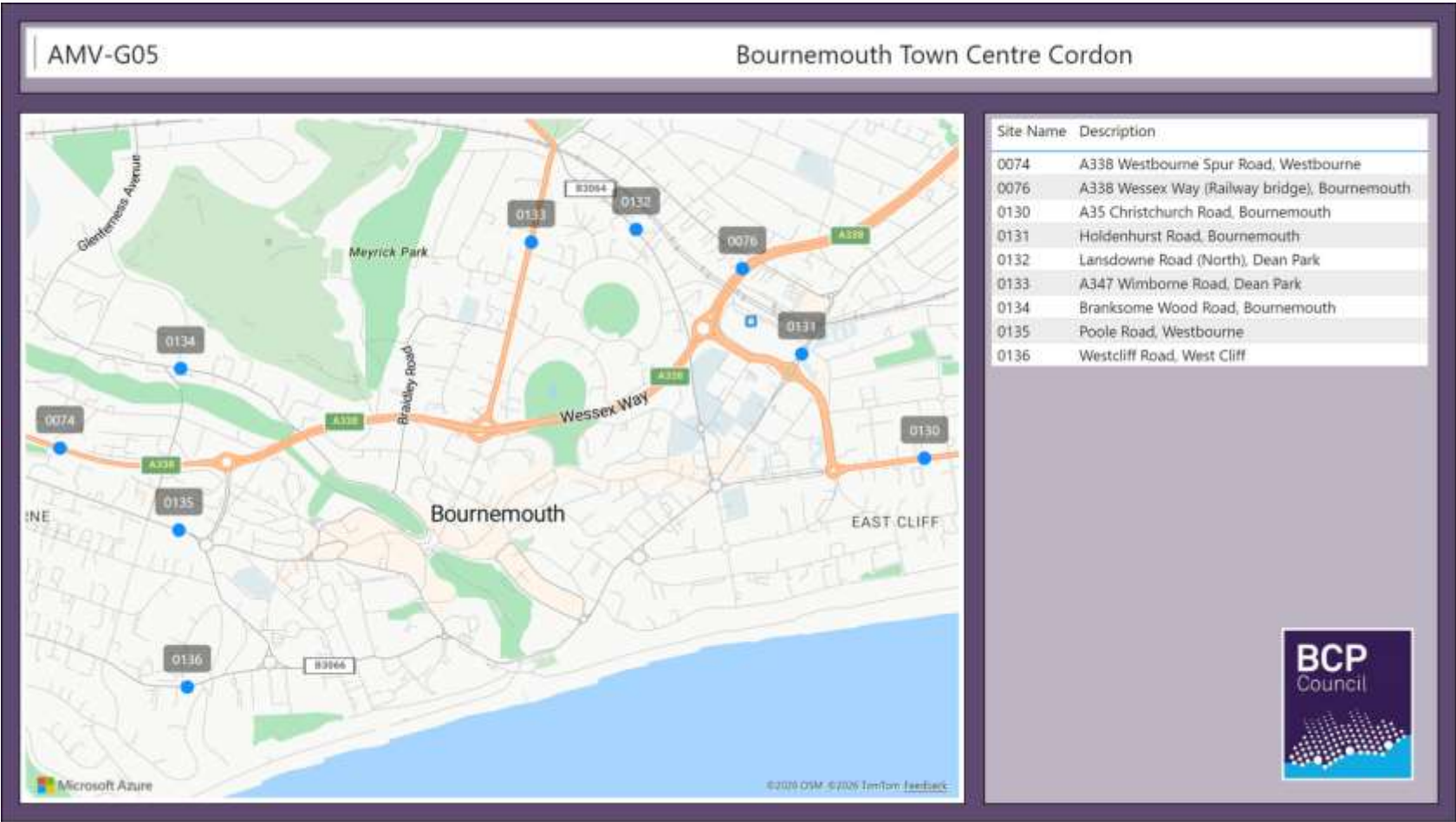
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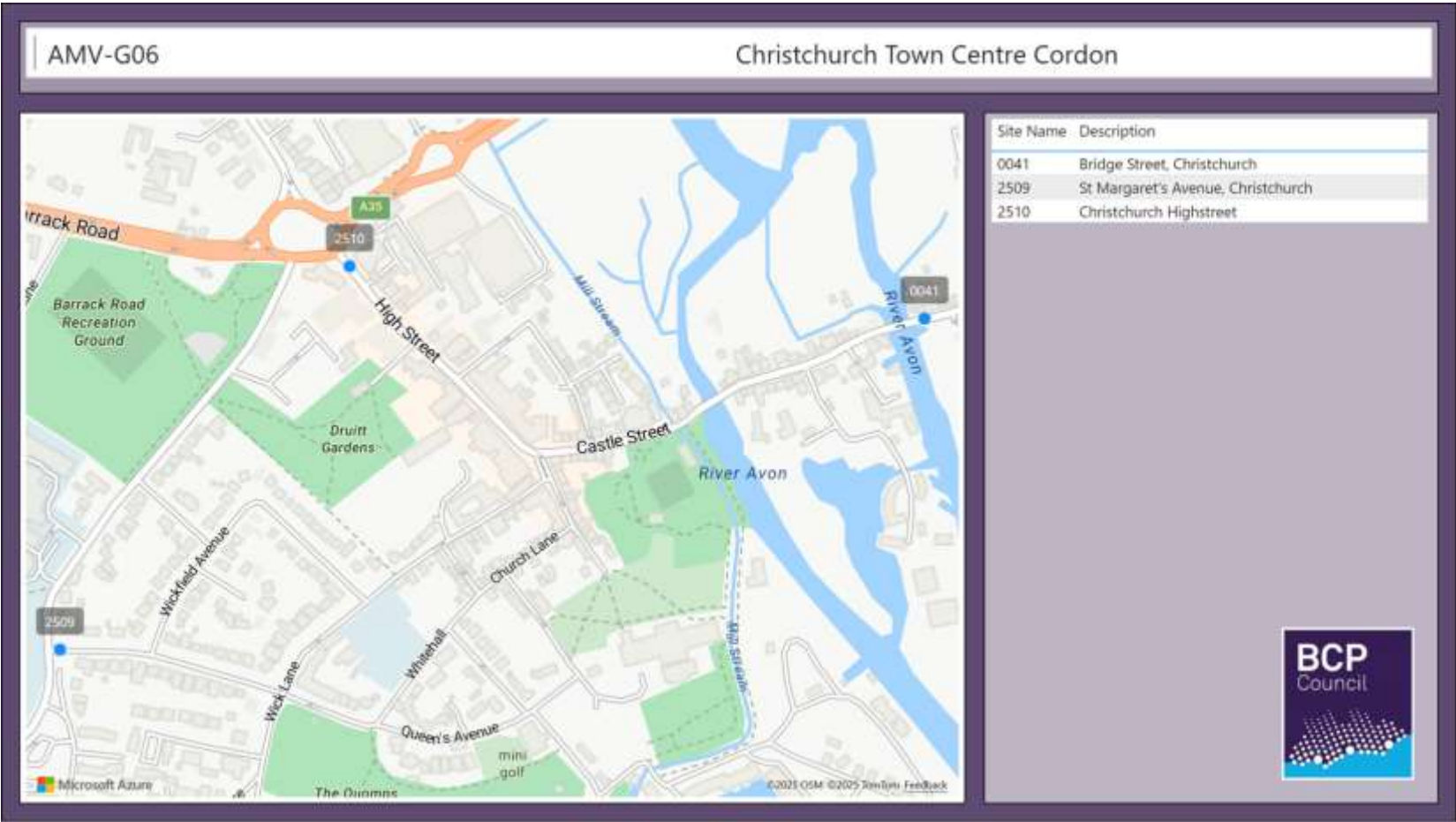
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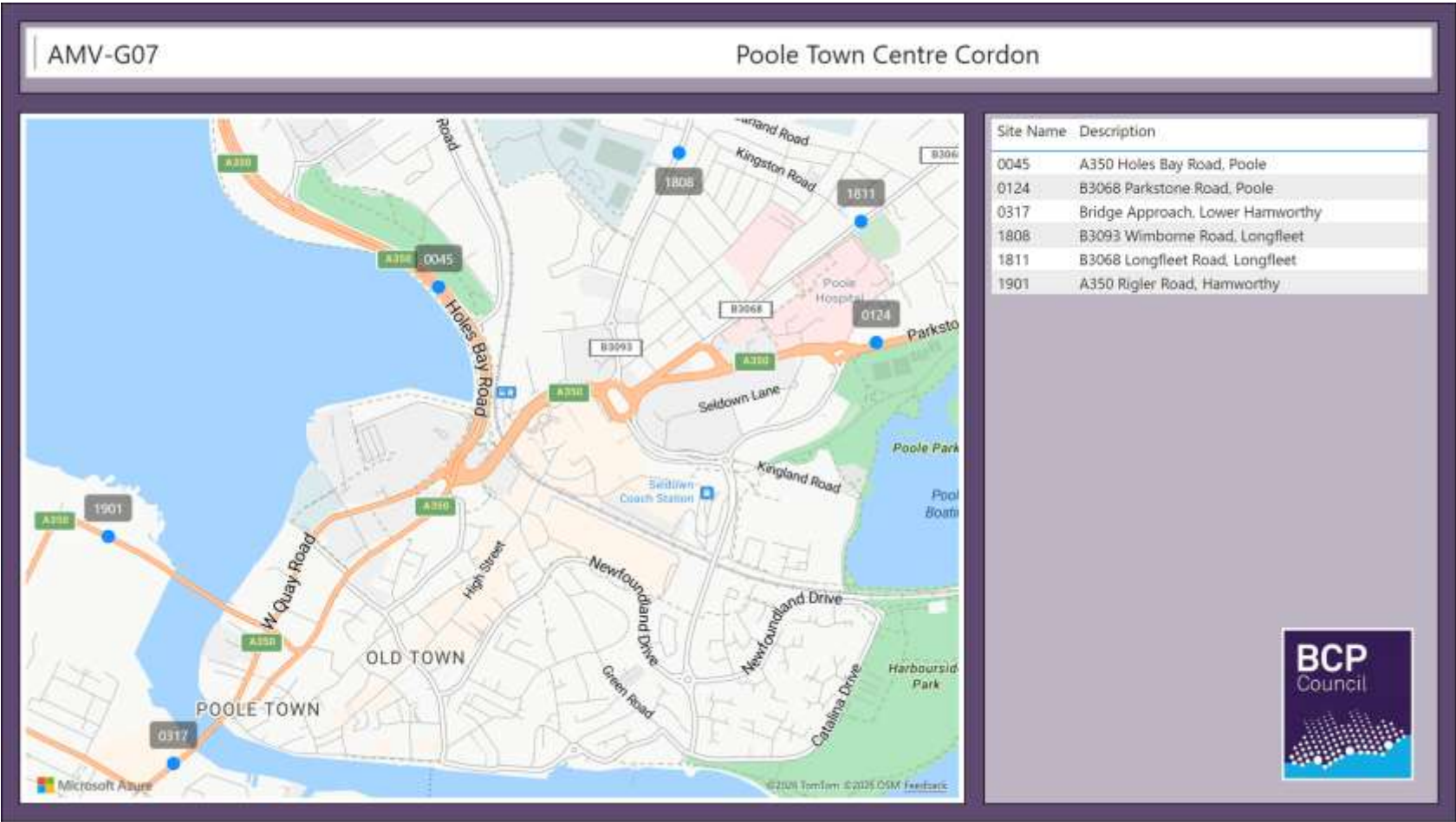
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Appendix E7



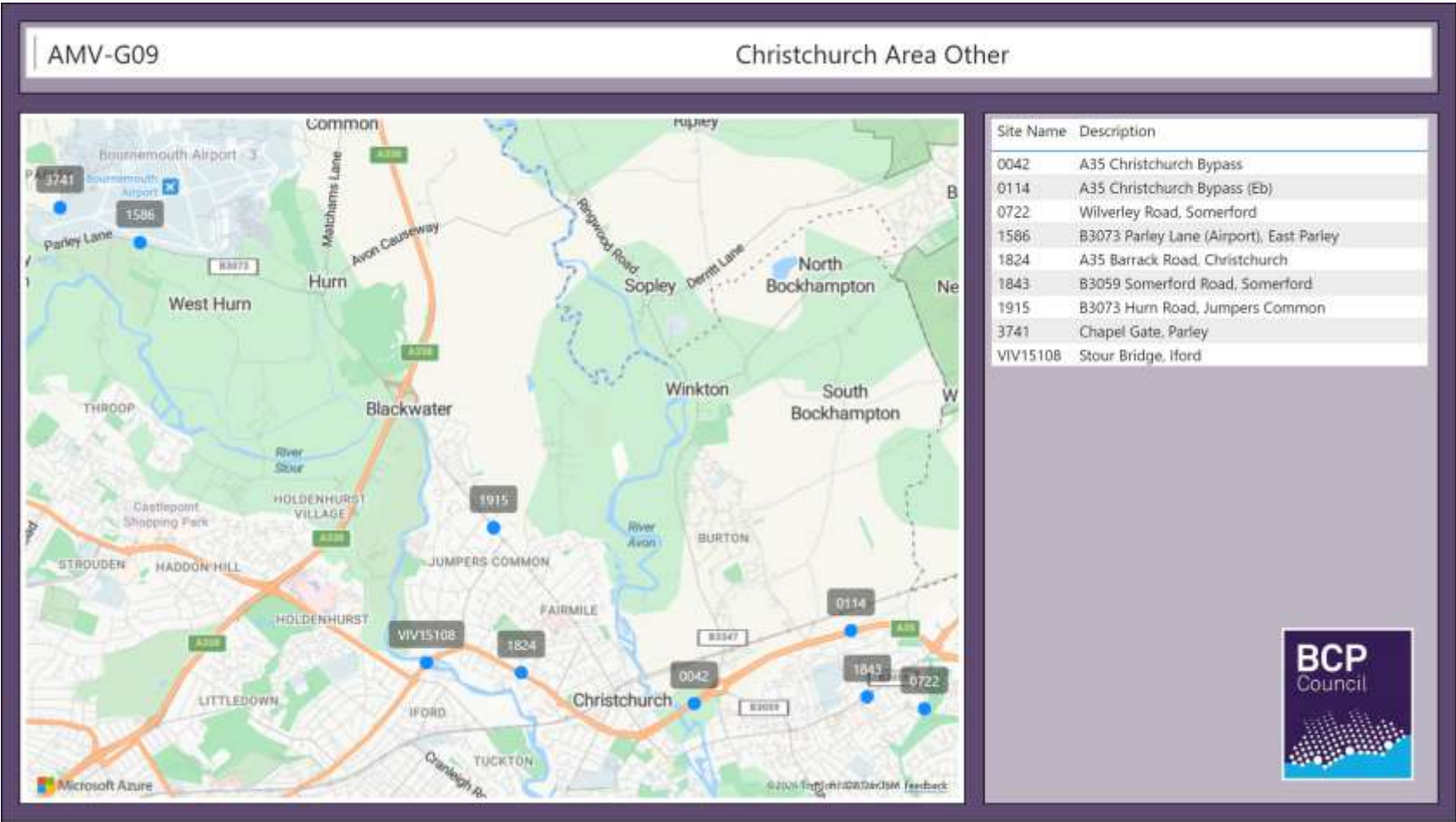
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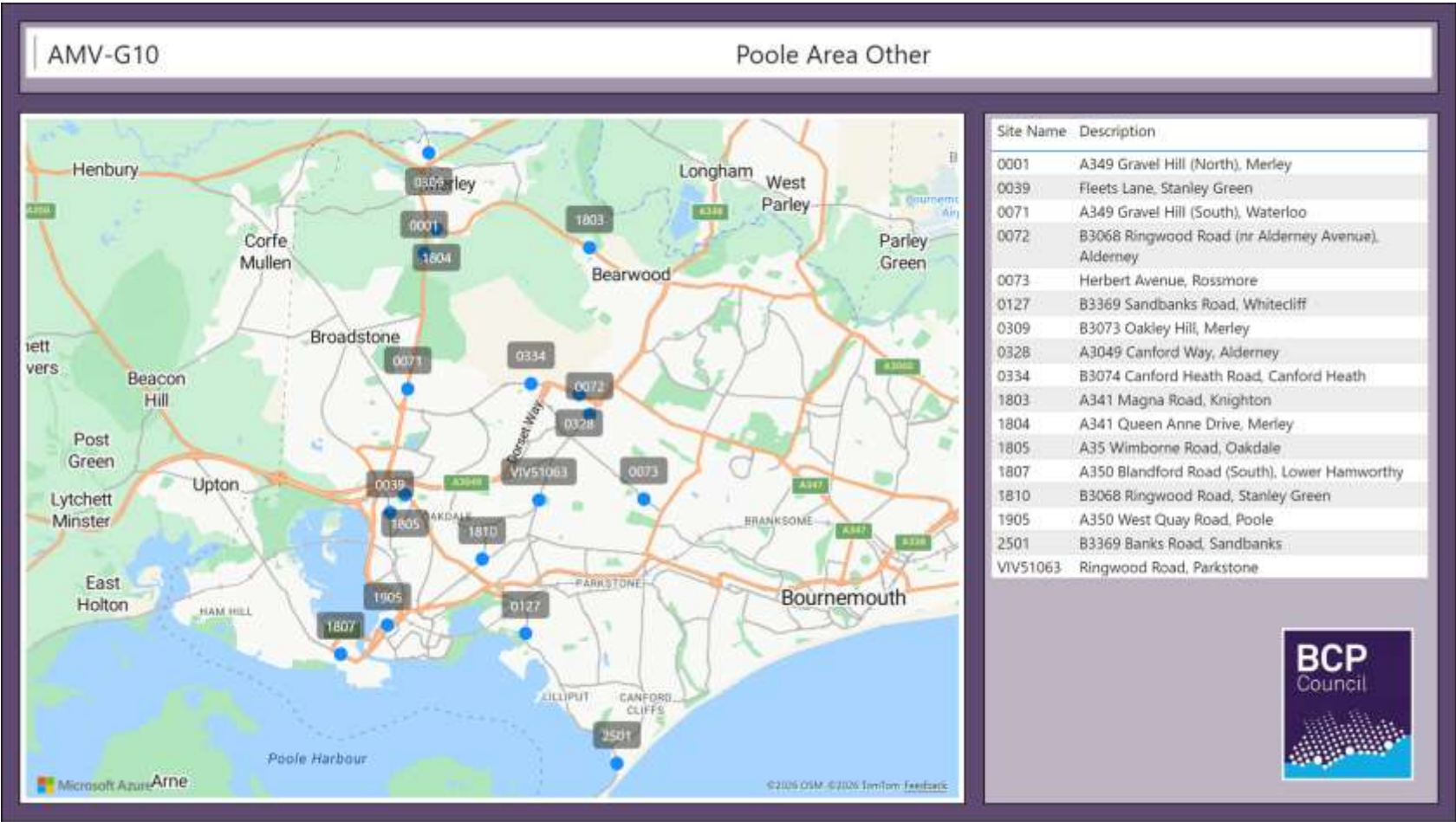
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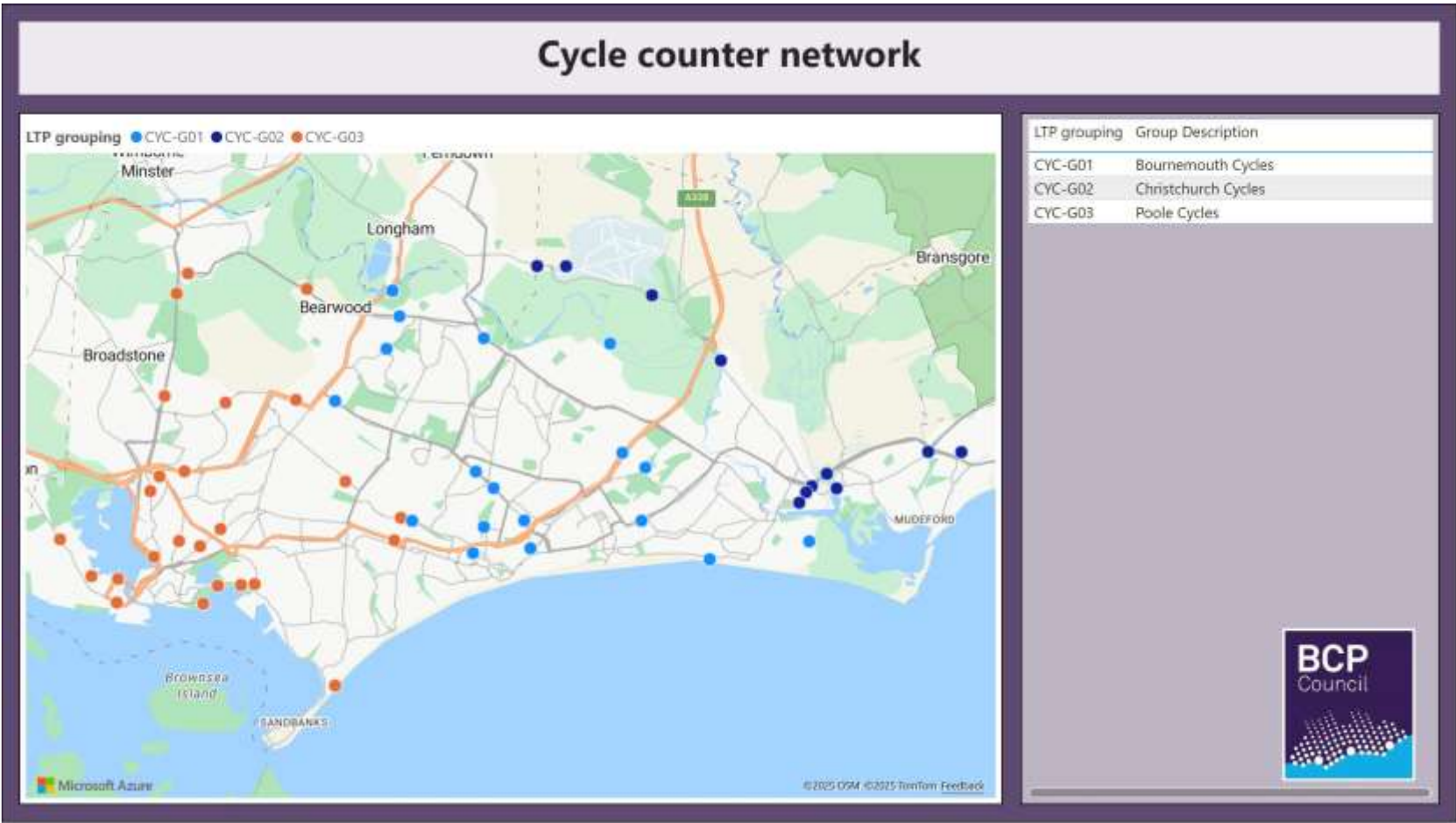
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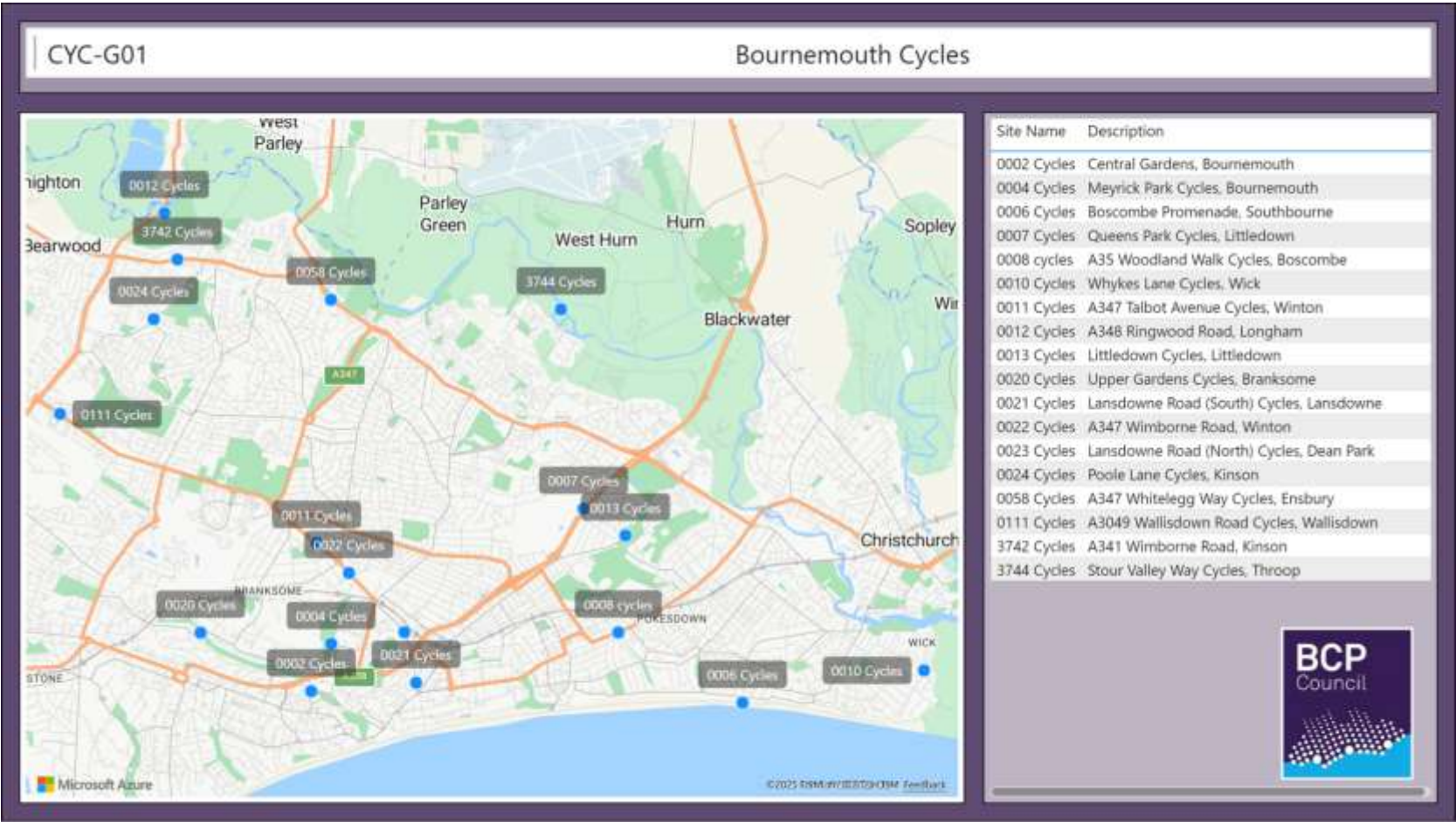
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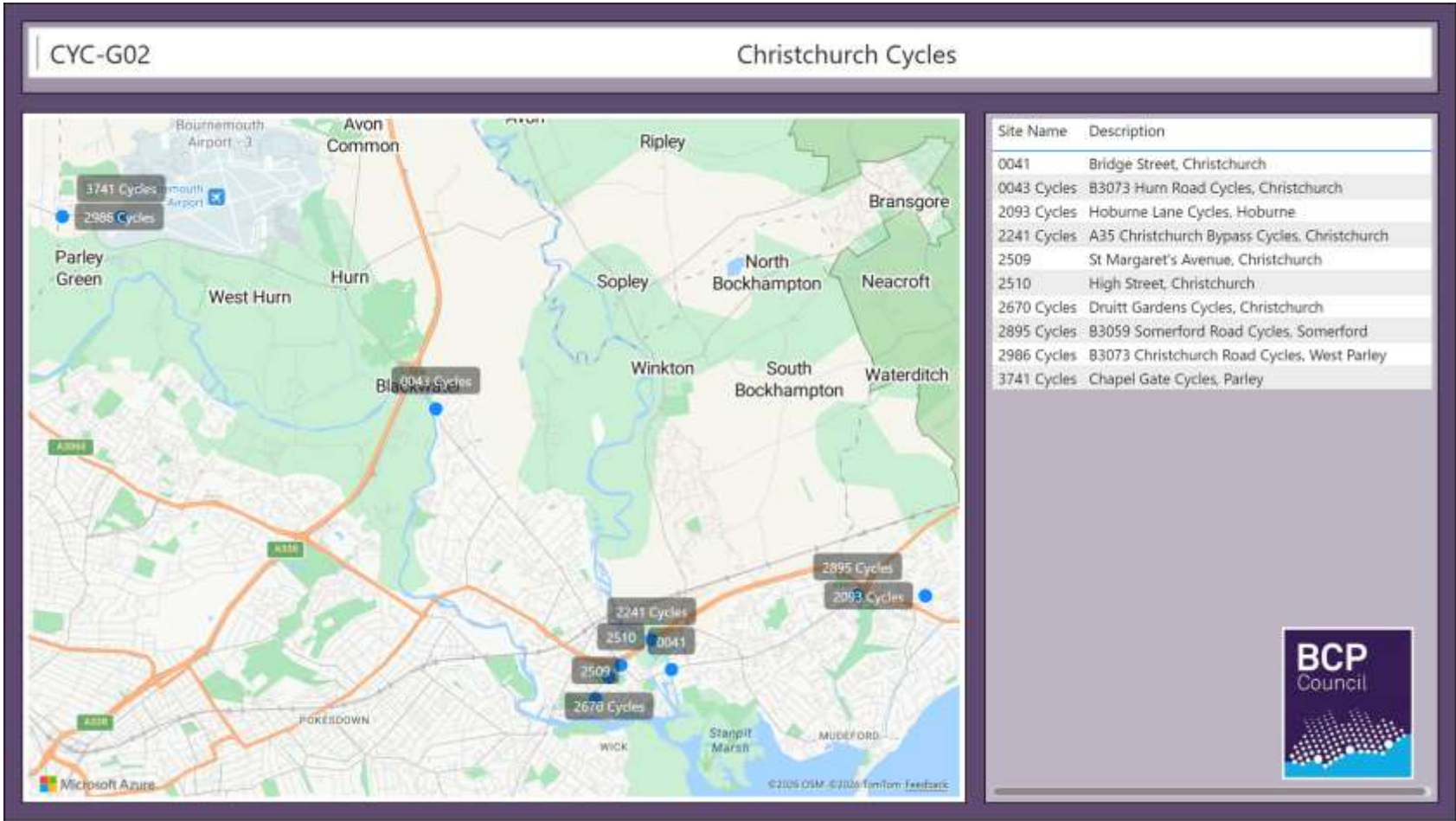
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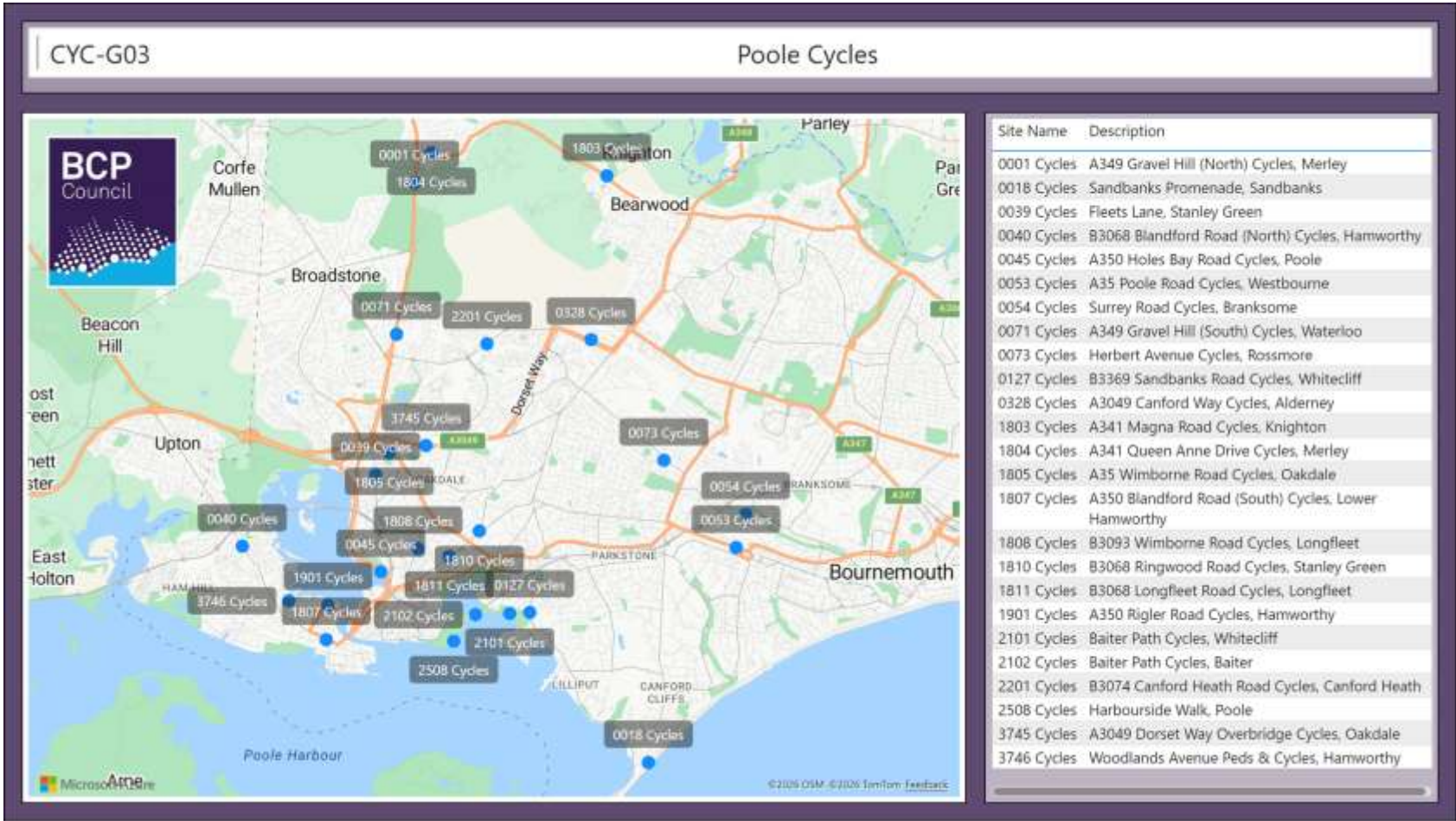
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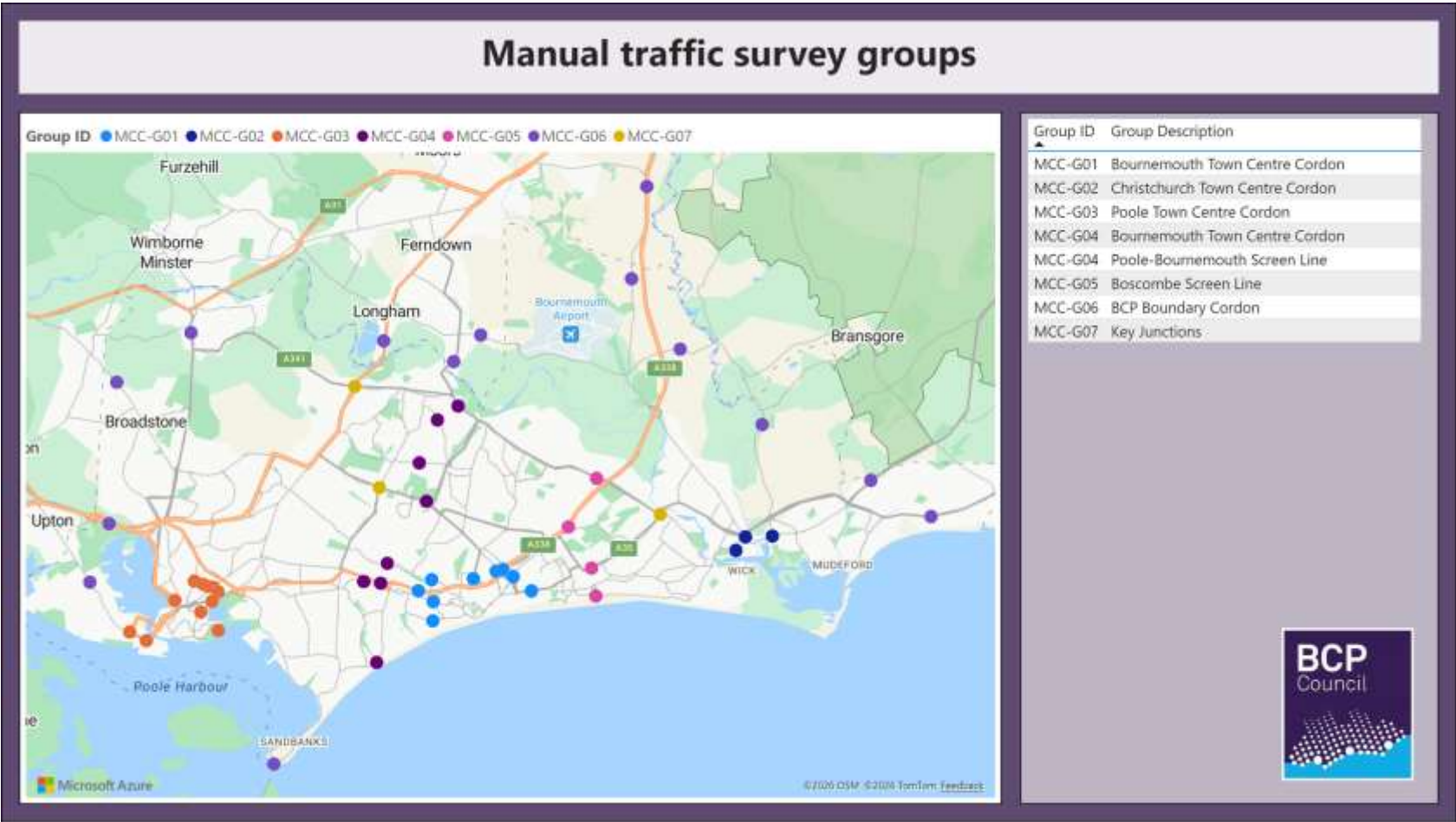
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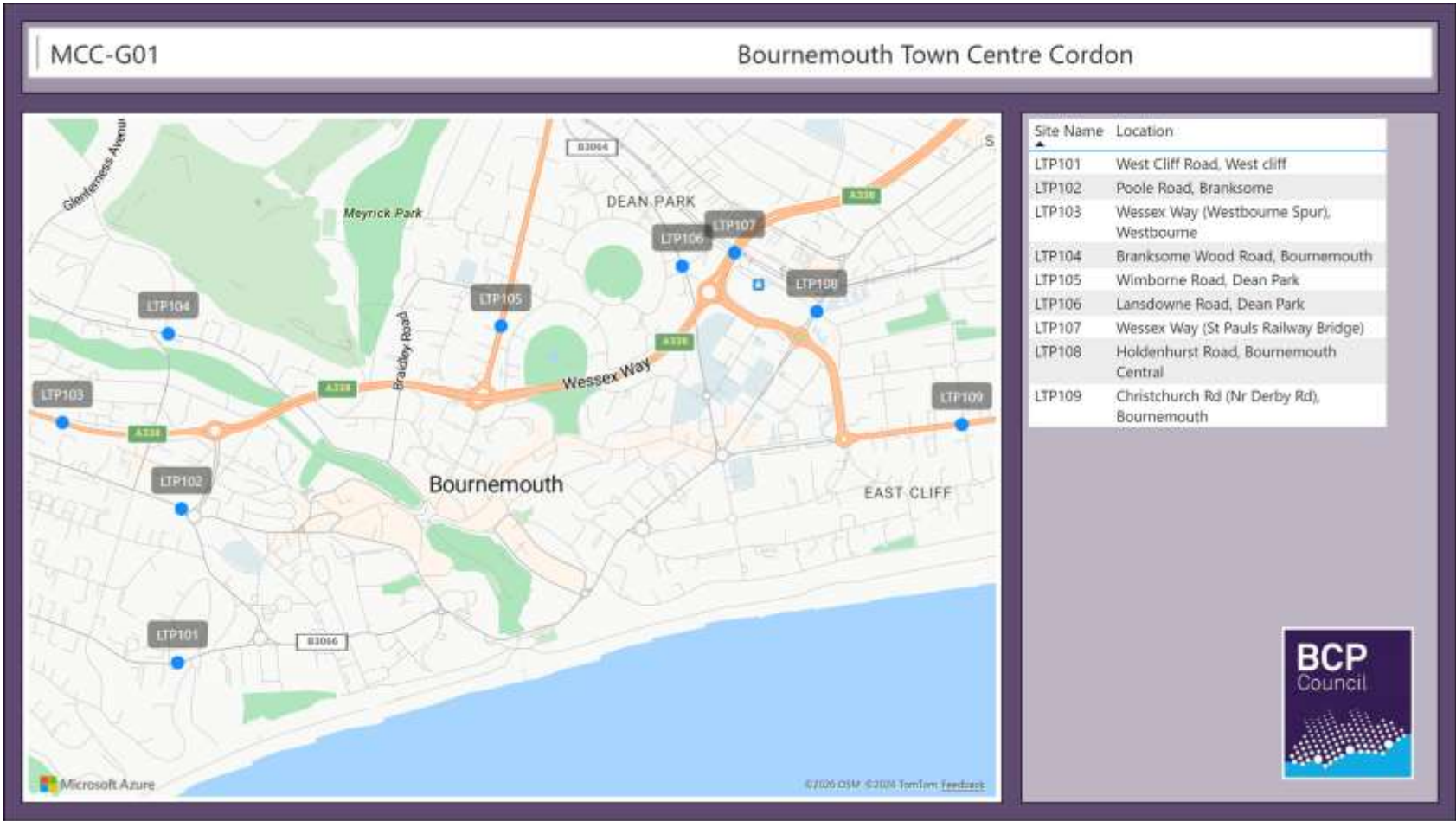
Appendix E15



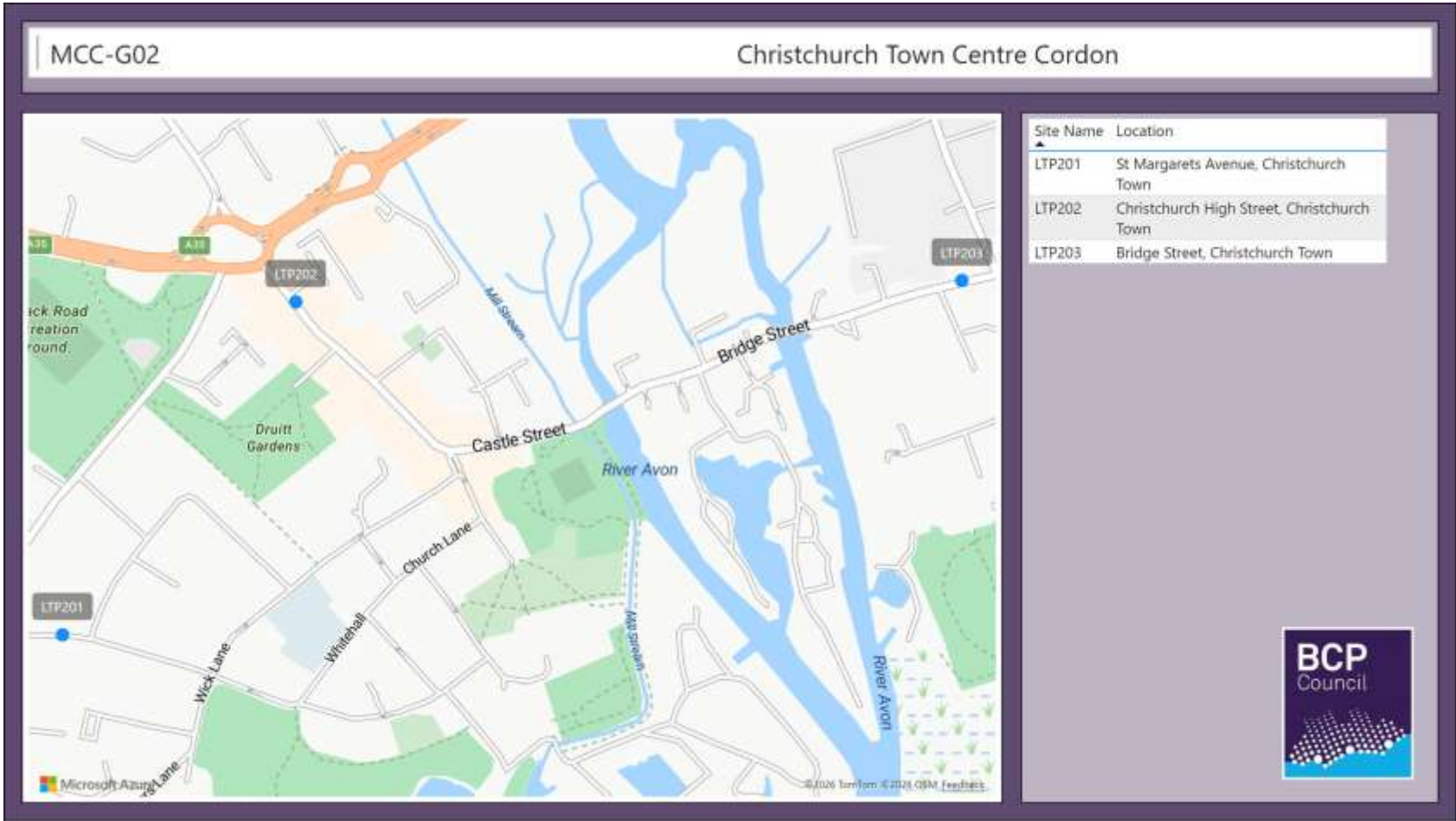
Appendix E16



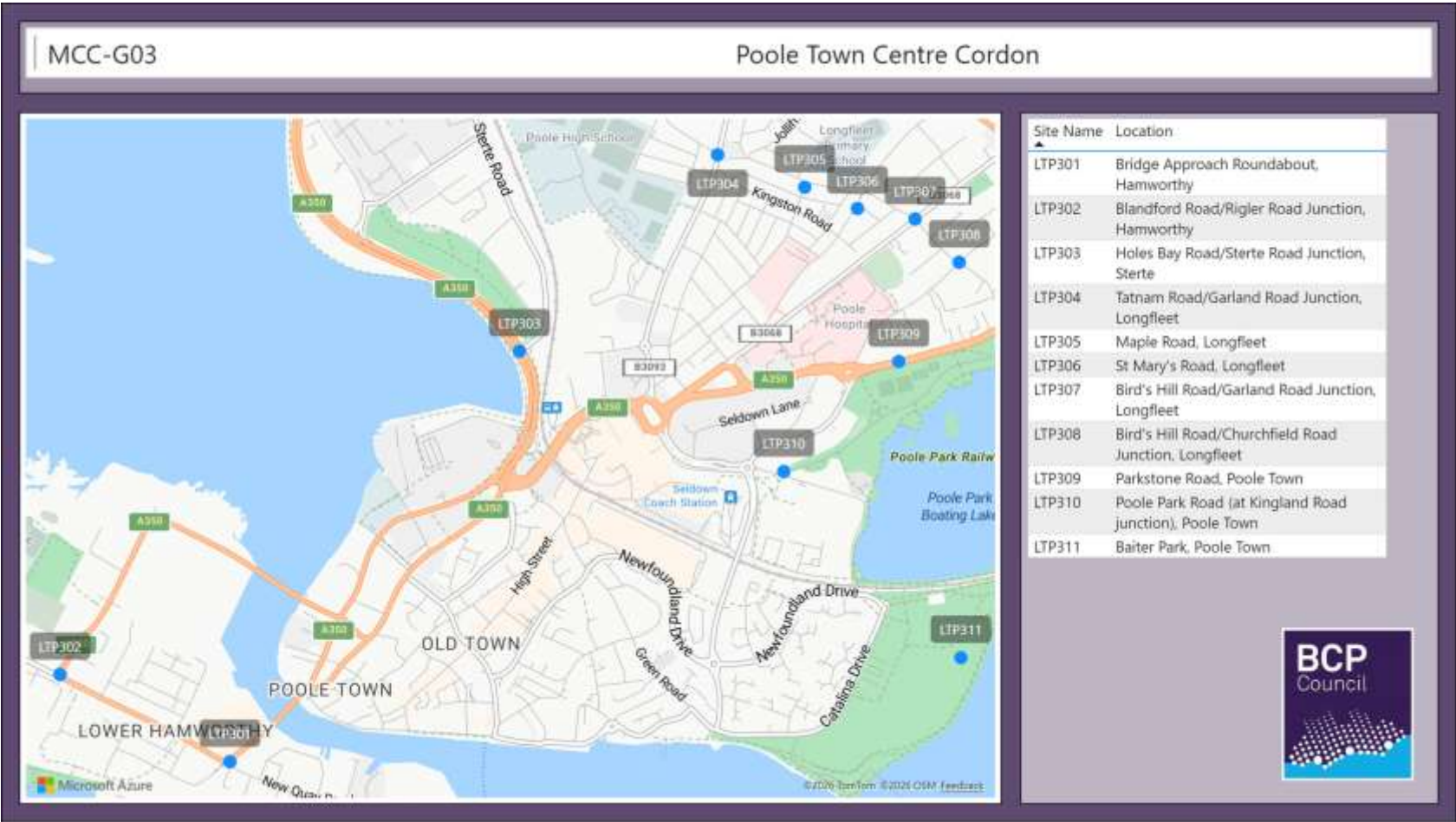
Appendix E17



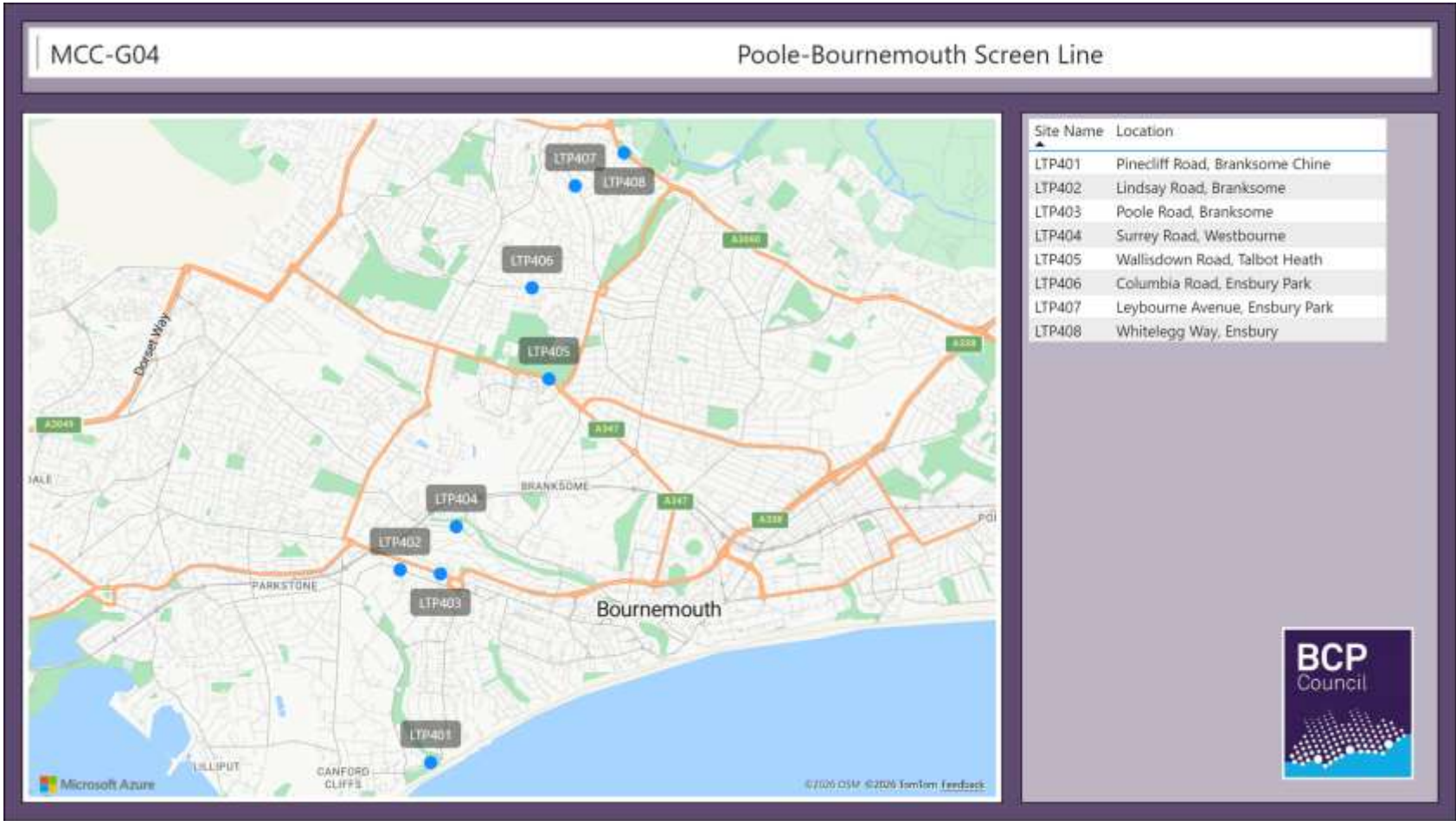
Appendix E18



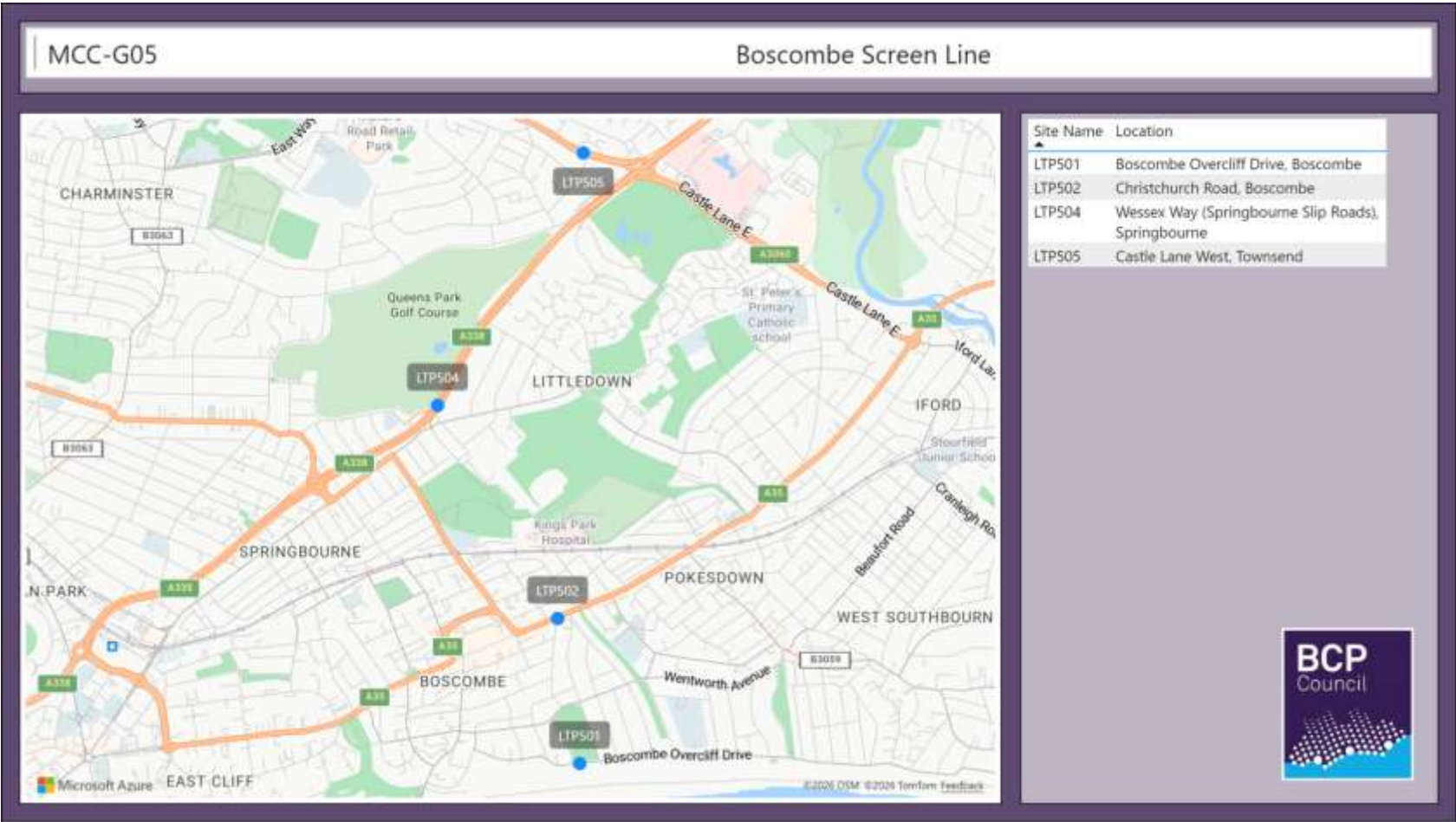
Appendix E19



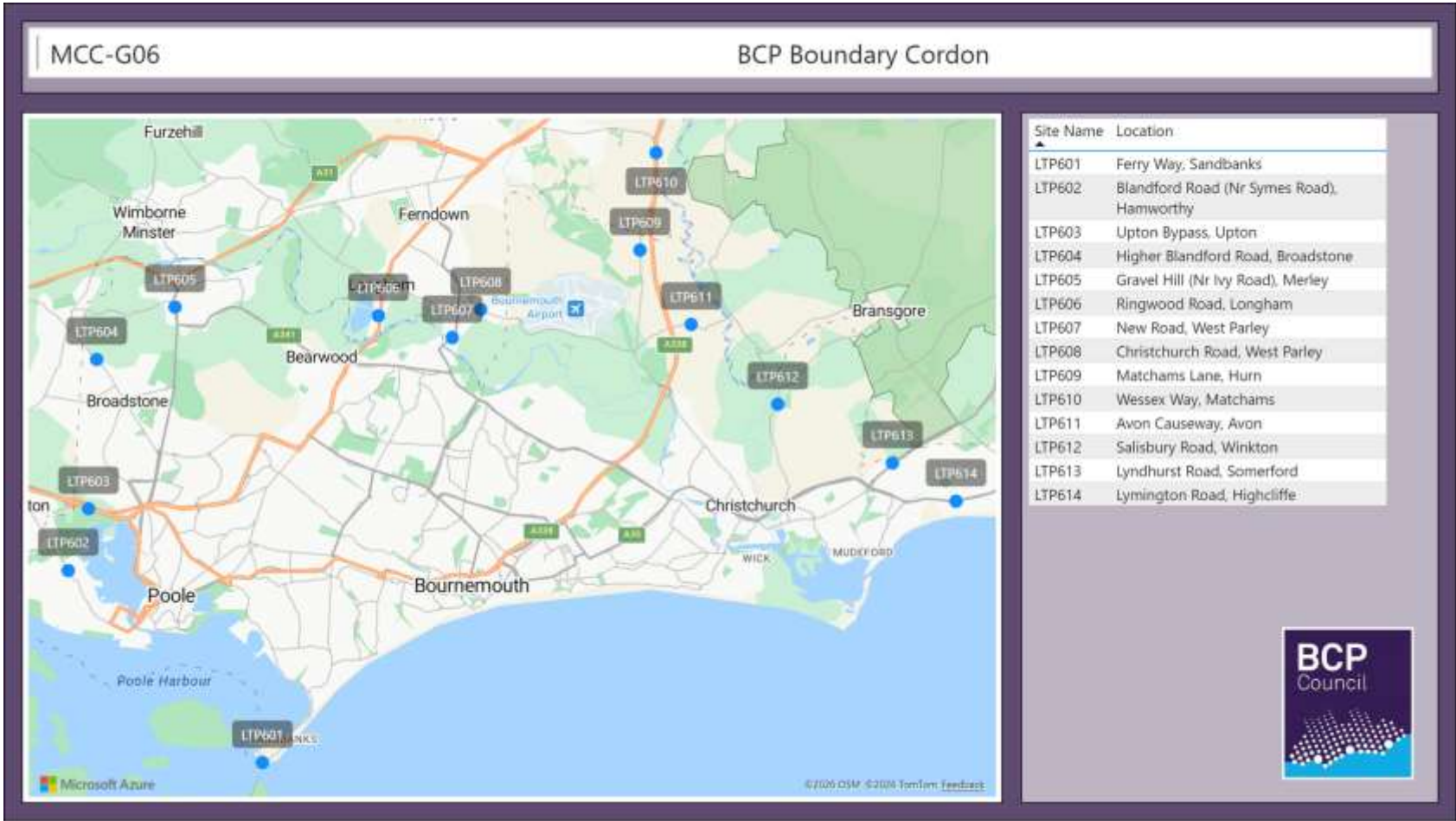
Appendix E20



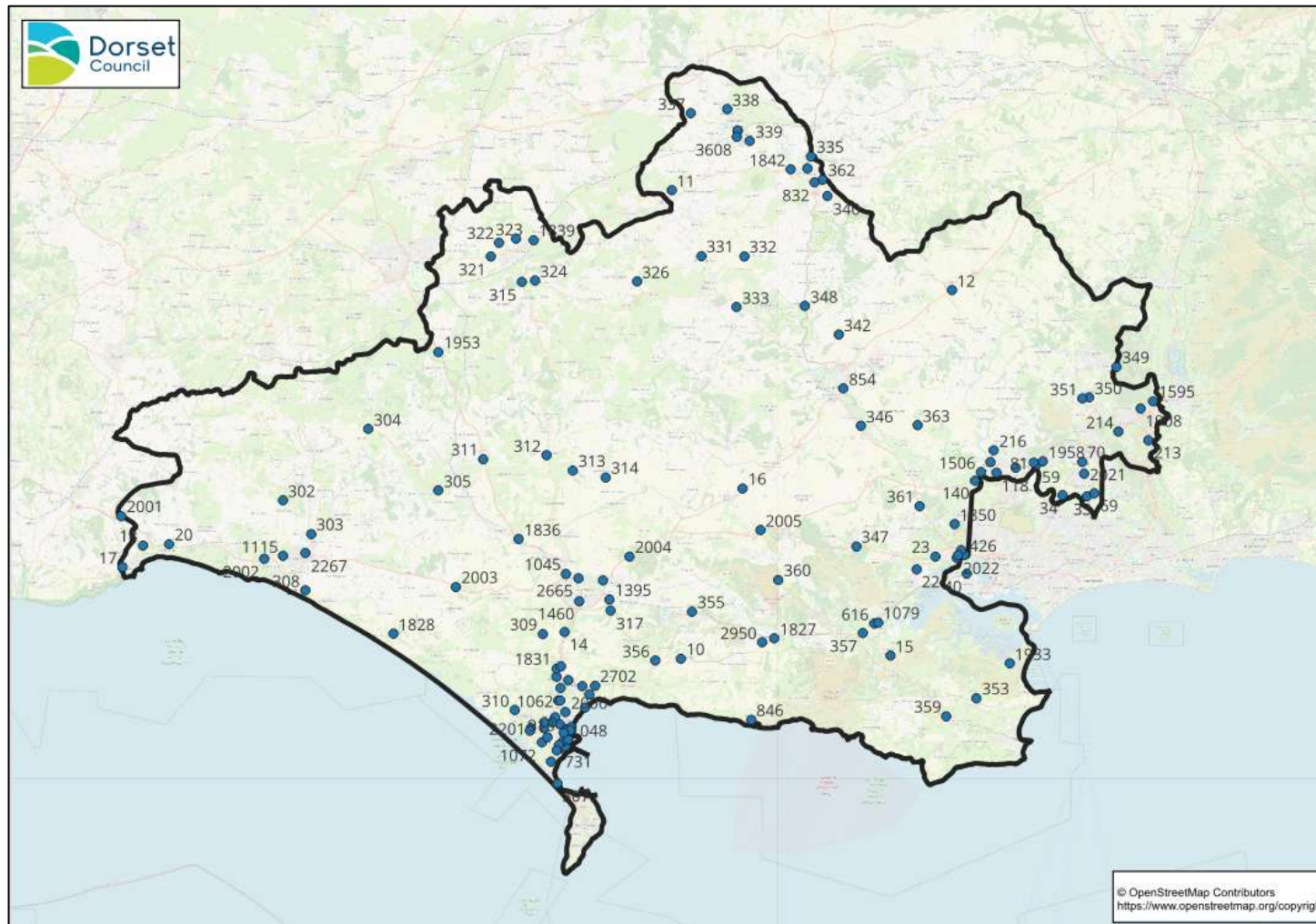
Appendix E21



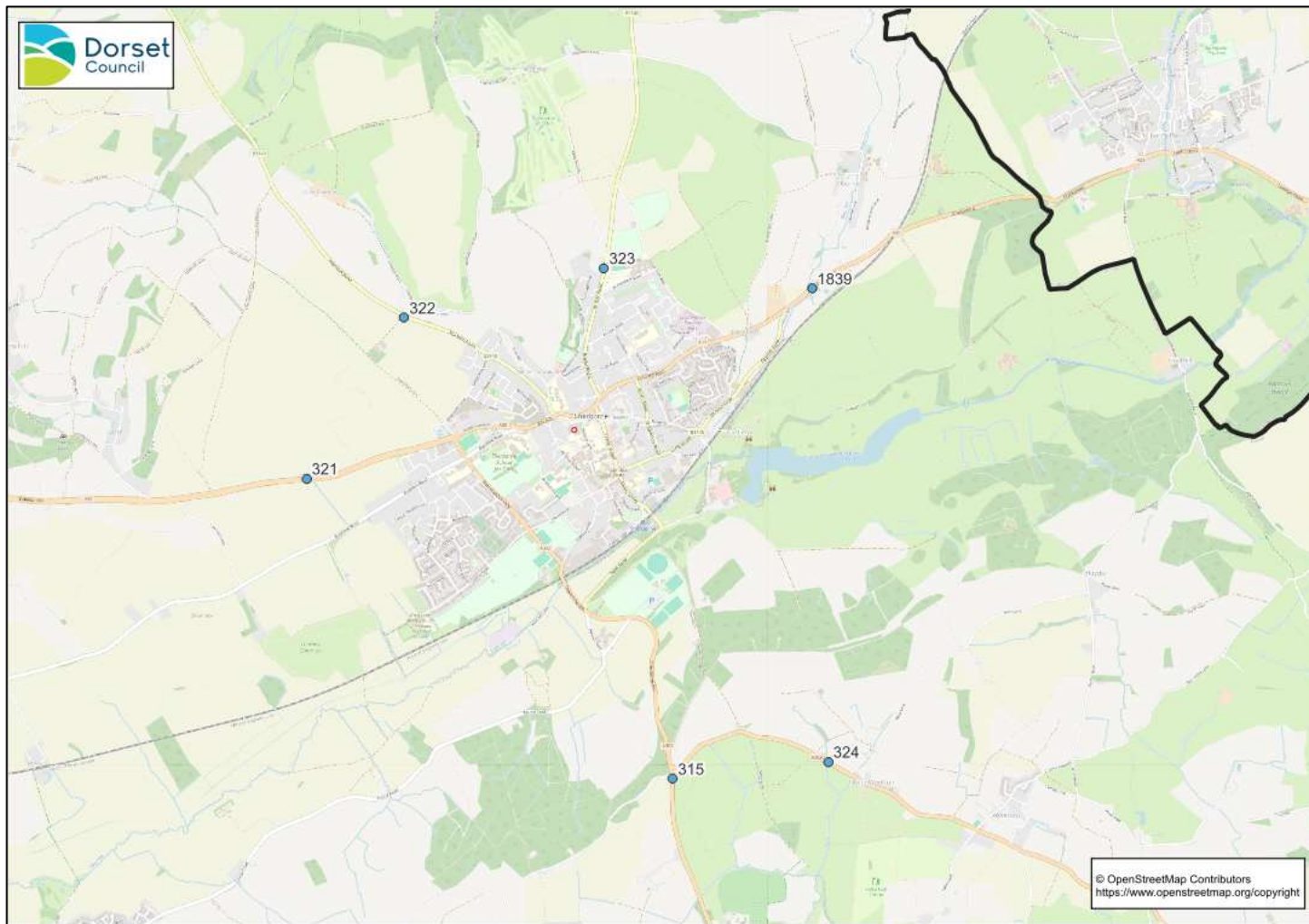
Appendix E22



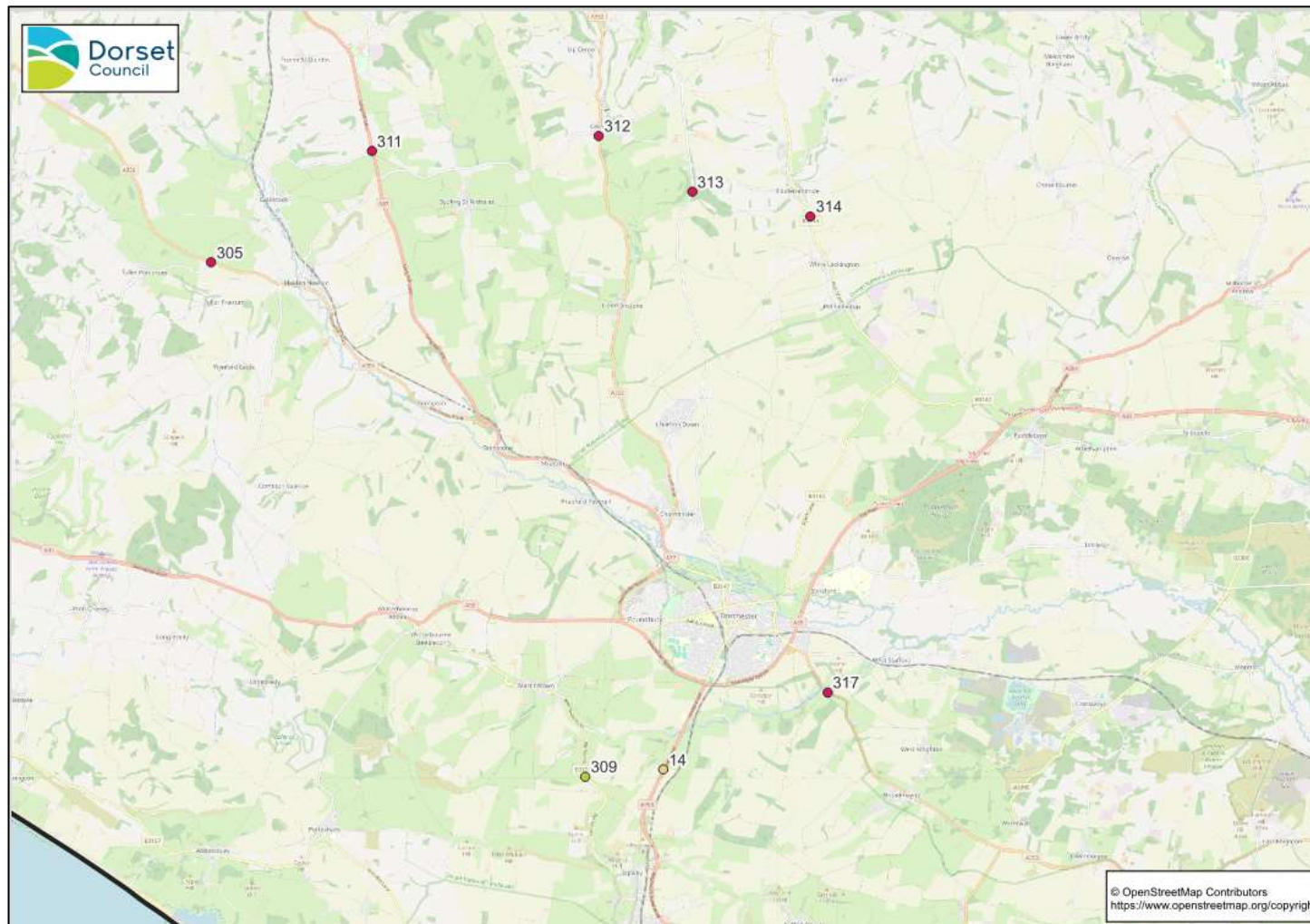
Appendix E23 – Dorset Motor Vehicle Counter Network



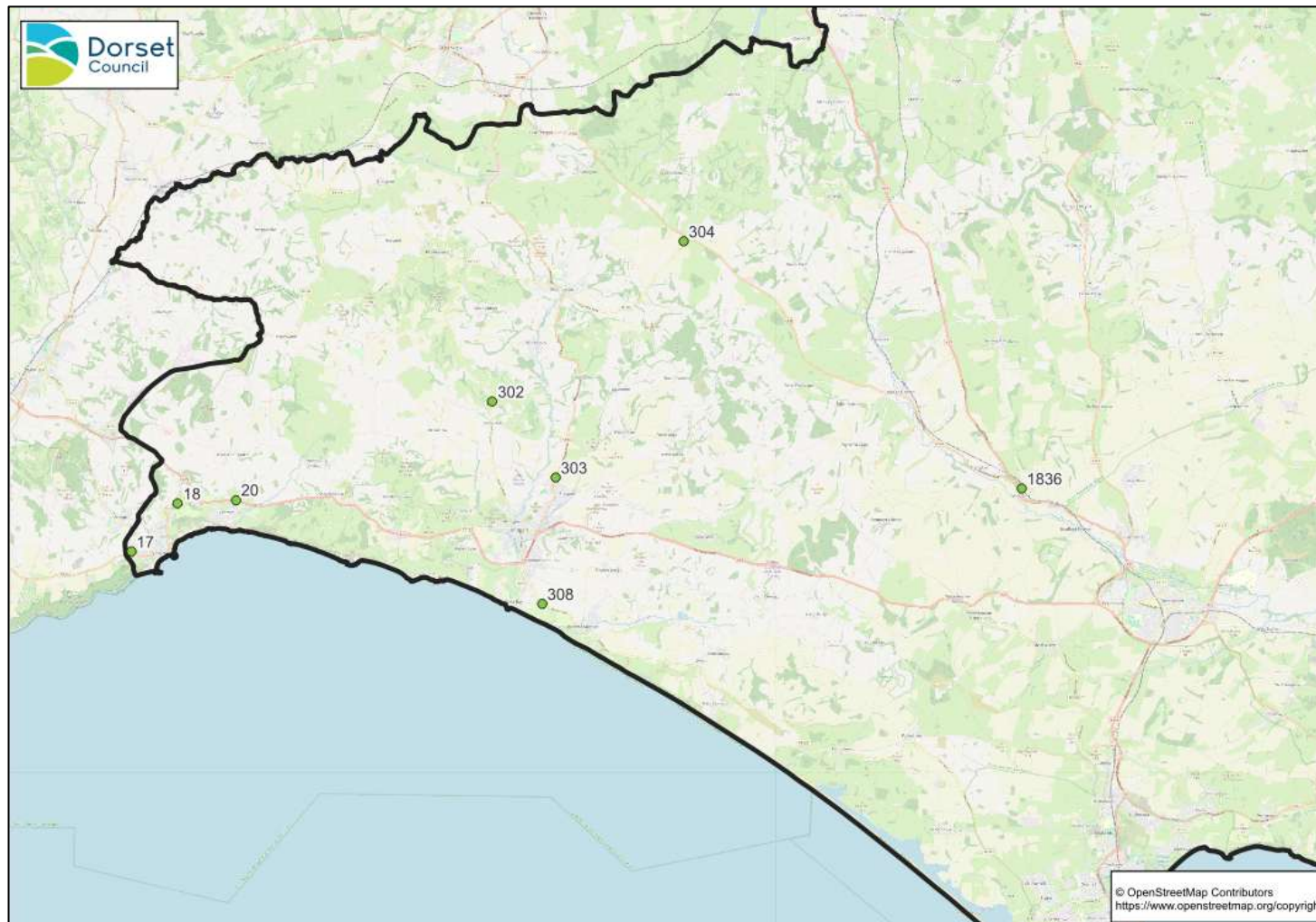
Appendix E24 – Sherborne Group



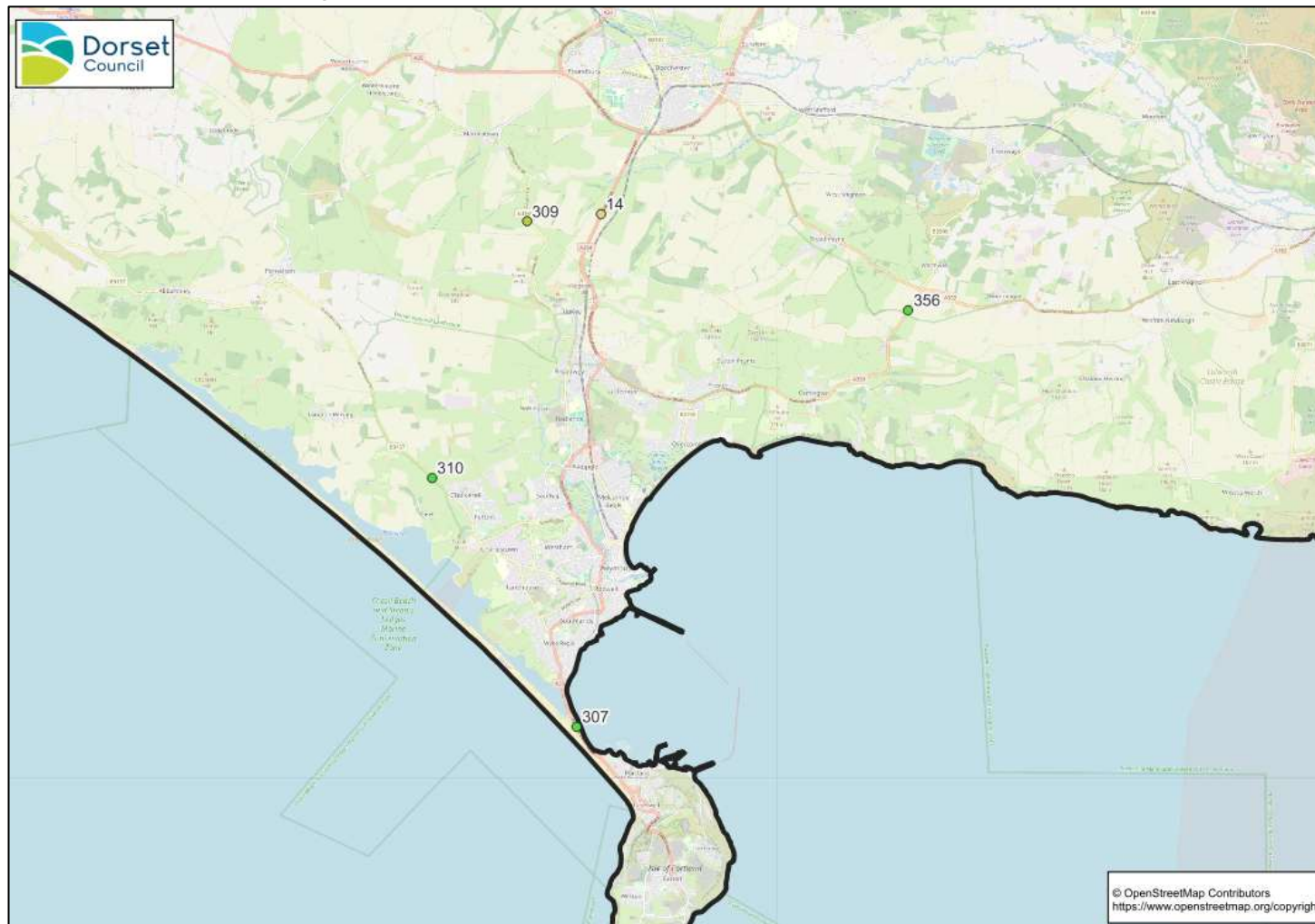
Appendix E25 – Dorchester Group



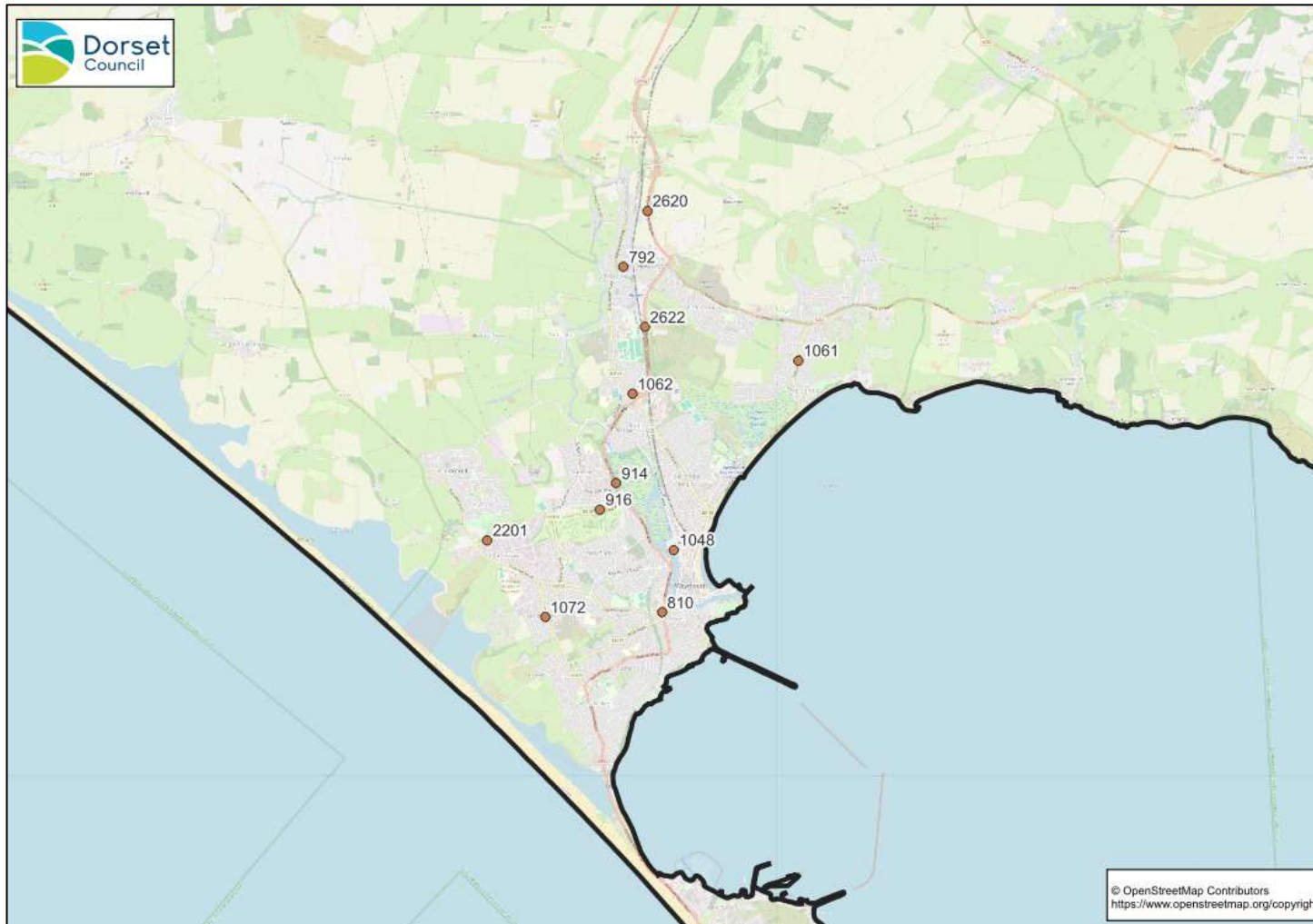
Appendix E26 – West Dorset Group



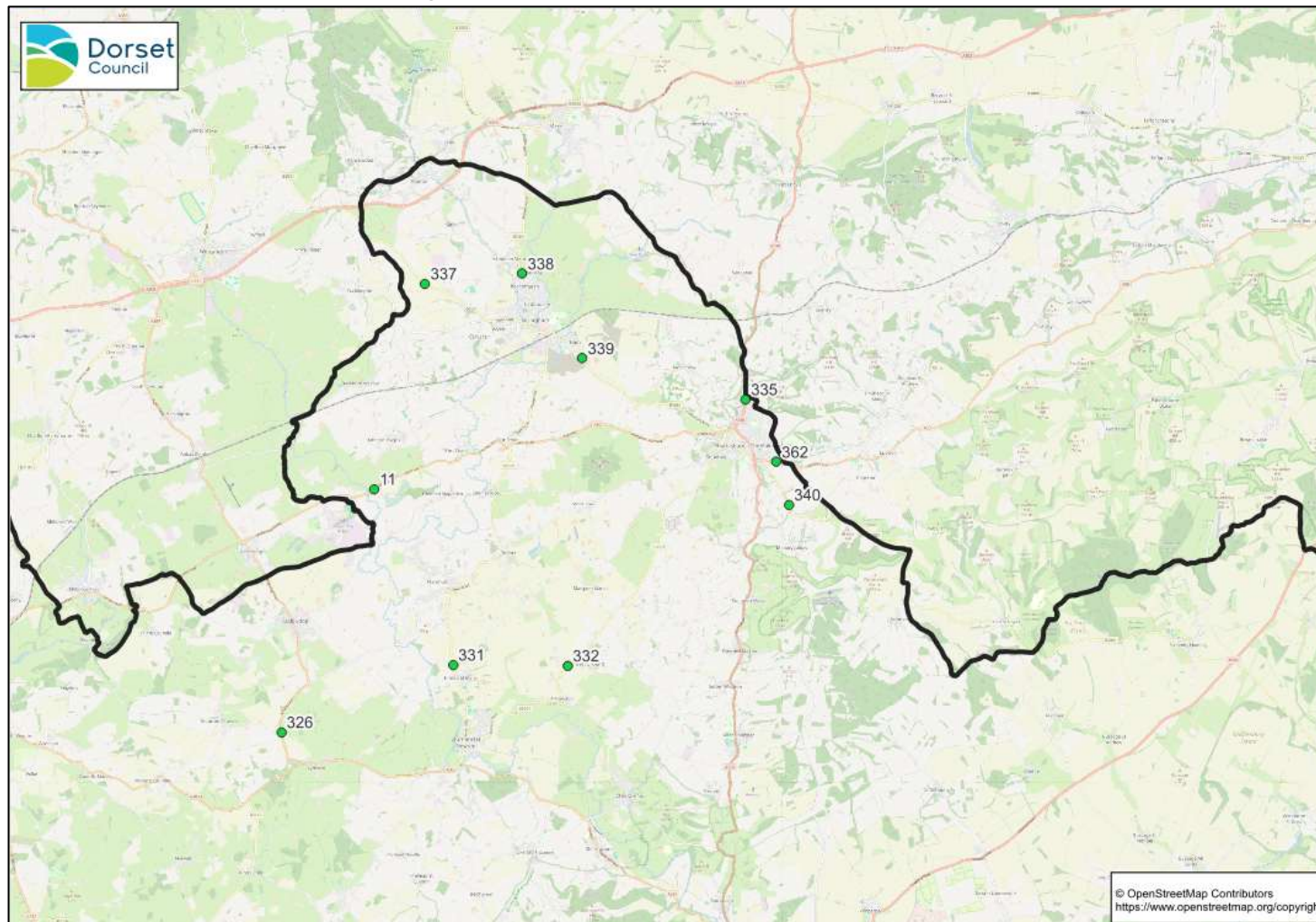
Appendix E27 – Weymouth Group



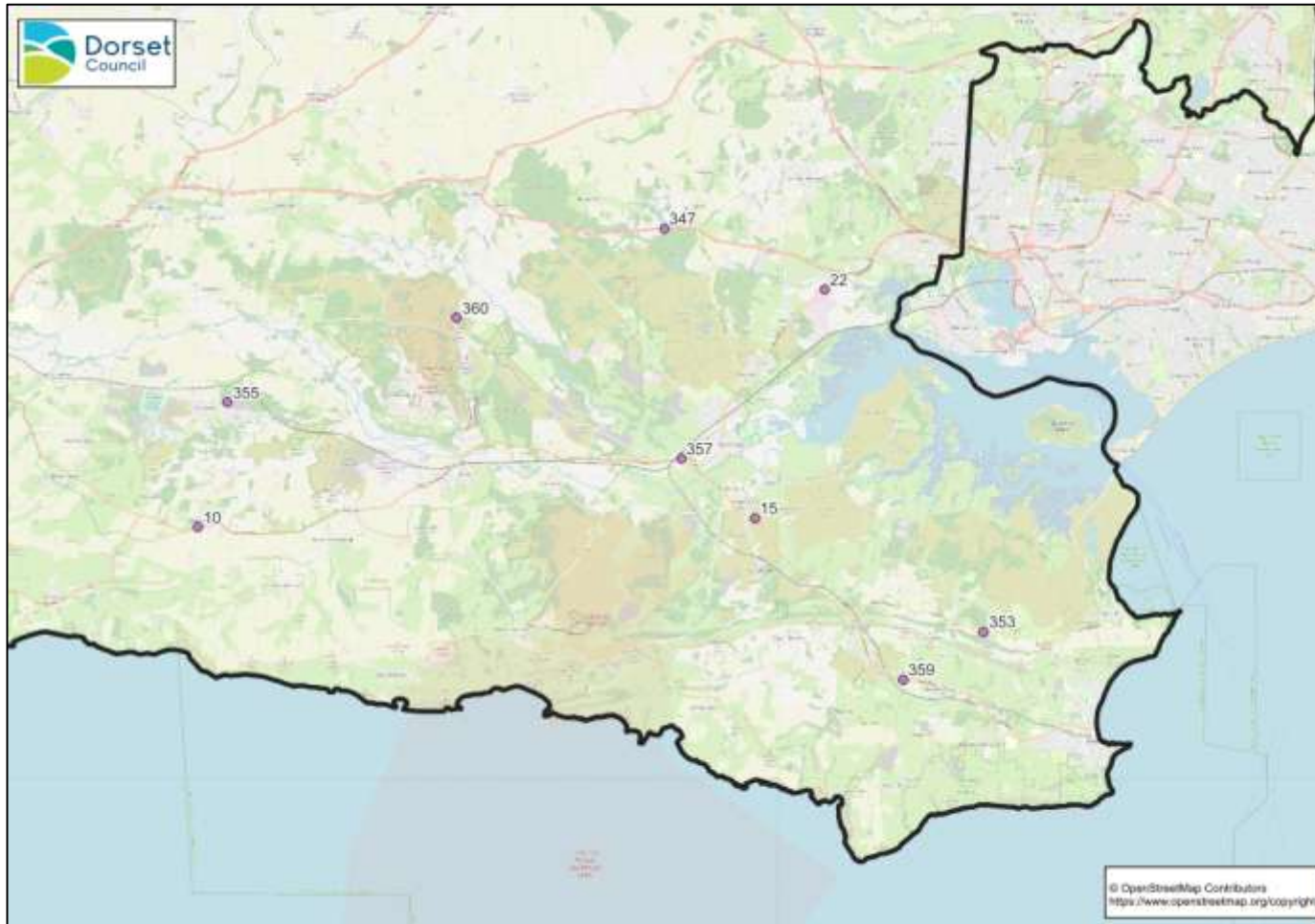
Appendix E28 – Weymouth Other Group



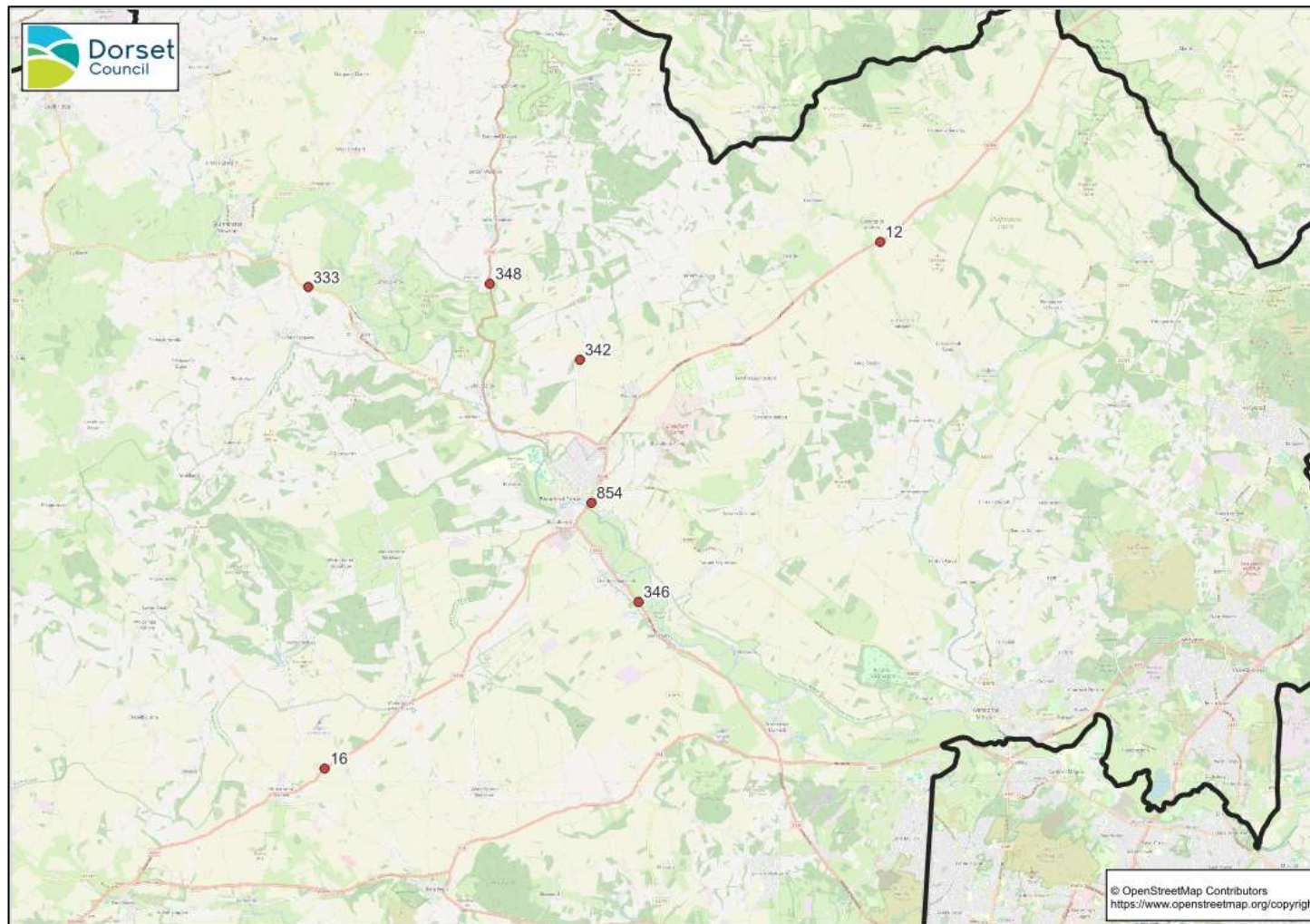
Appendix E29 – Shaftsbury Group



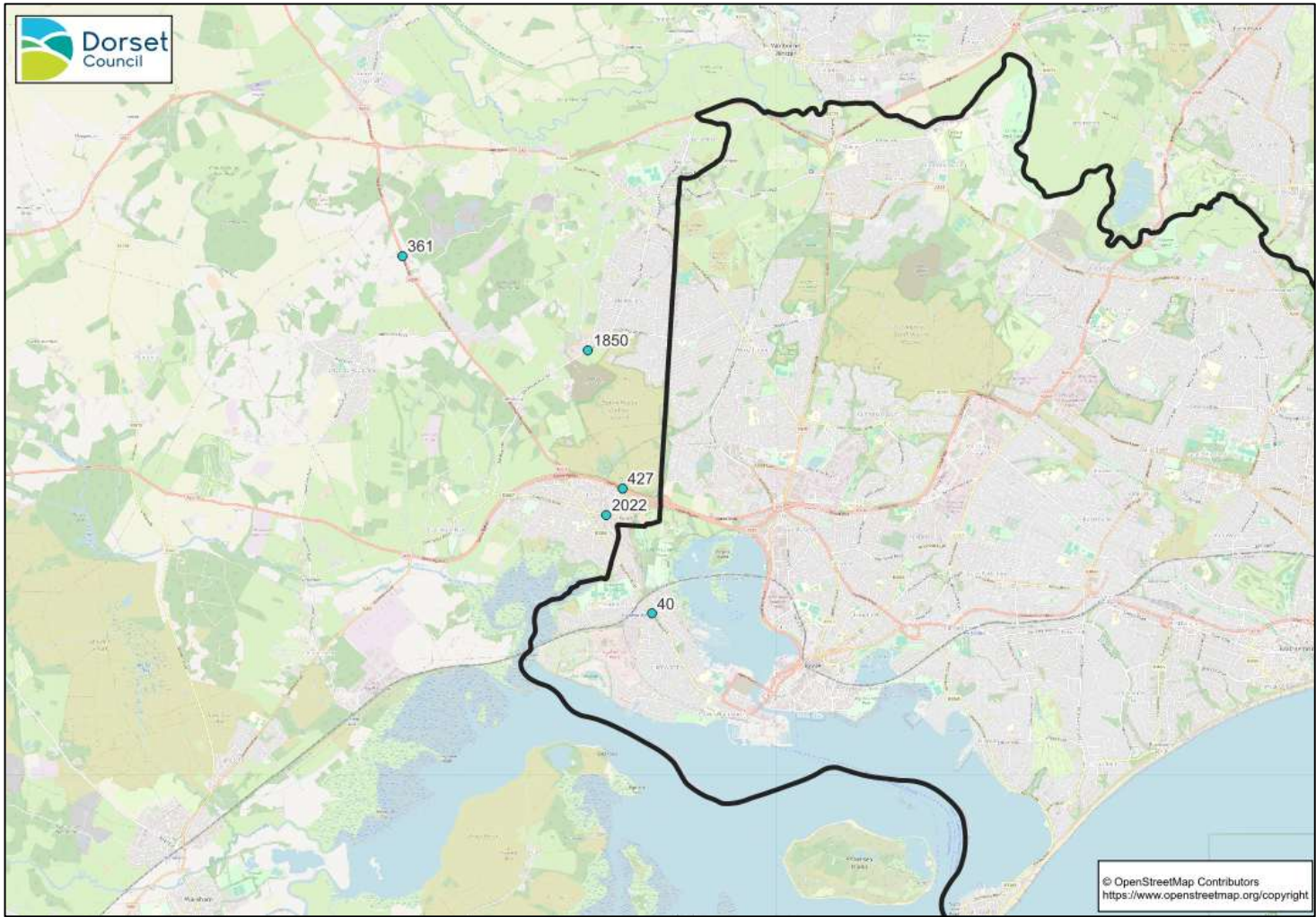
.Appendix E30 – Purbeck Group



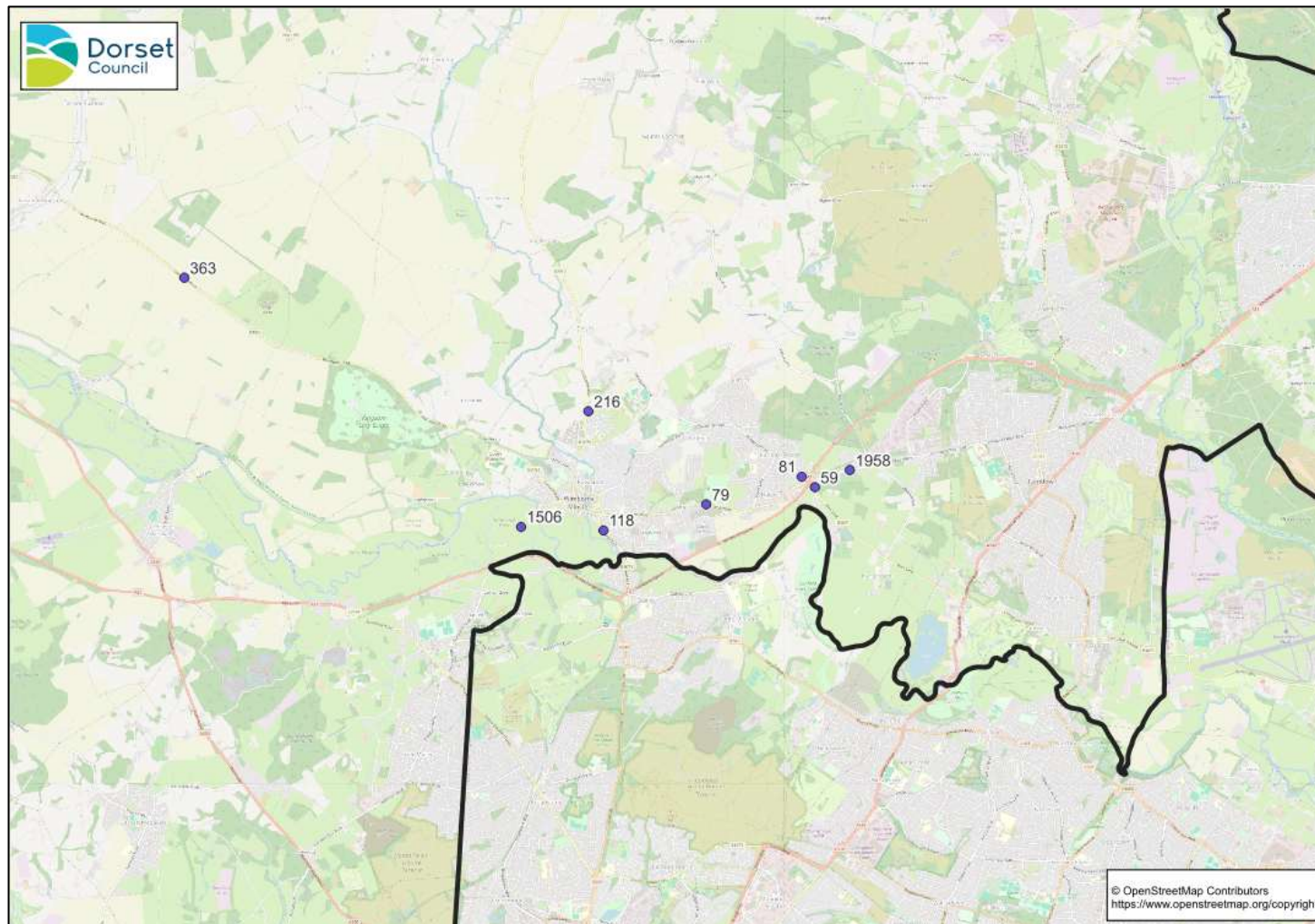
Appendix E31 – Blandford Group



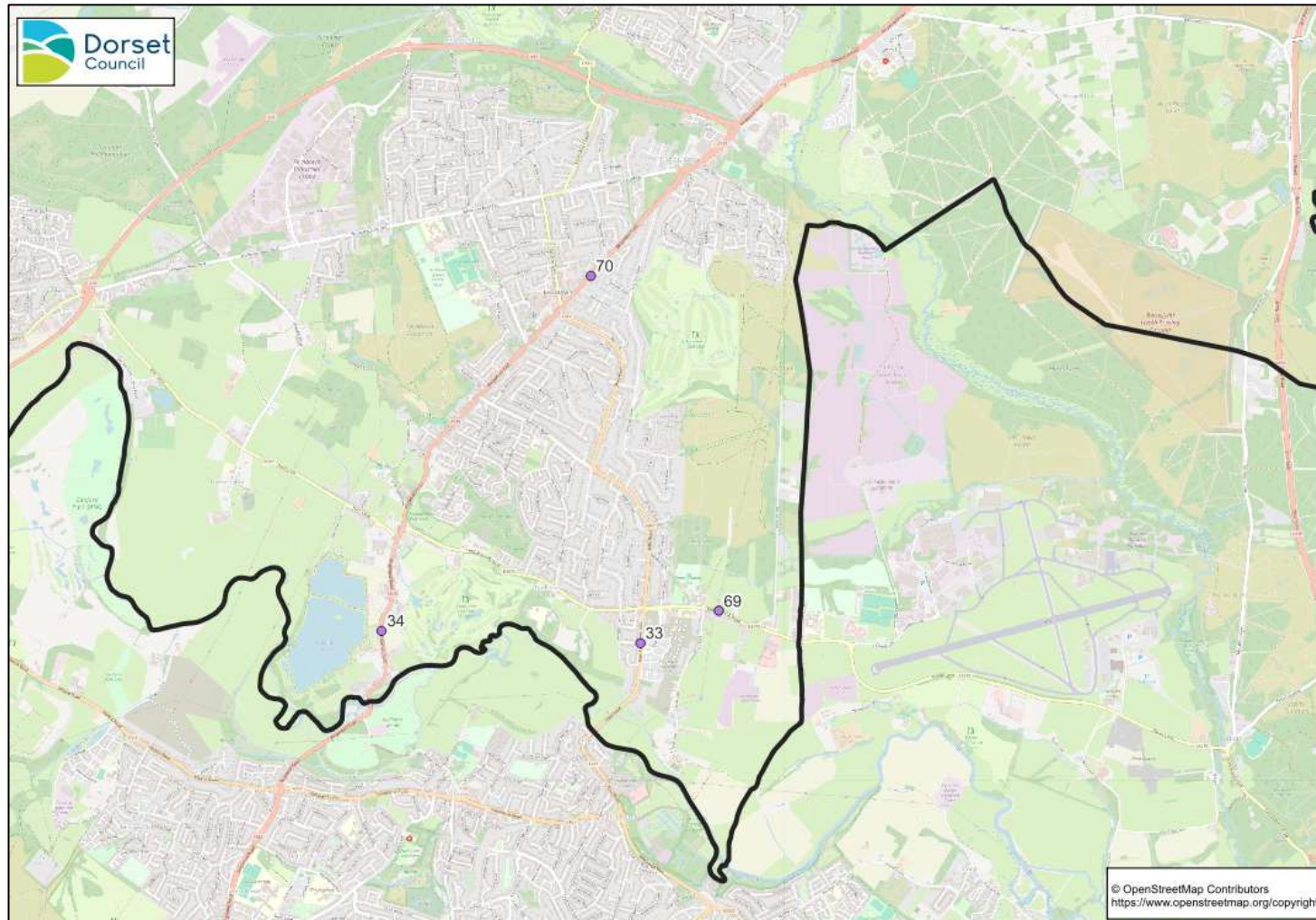
Appendix E32 – Upton Group



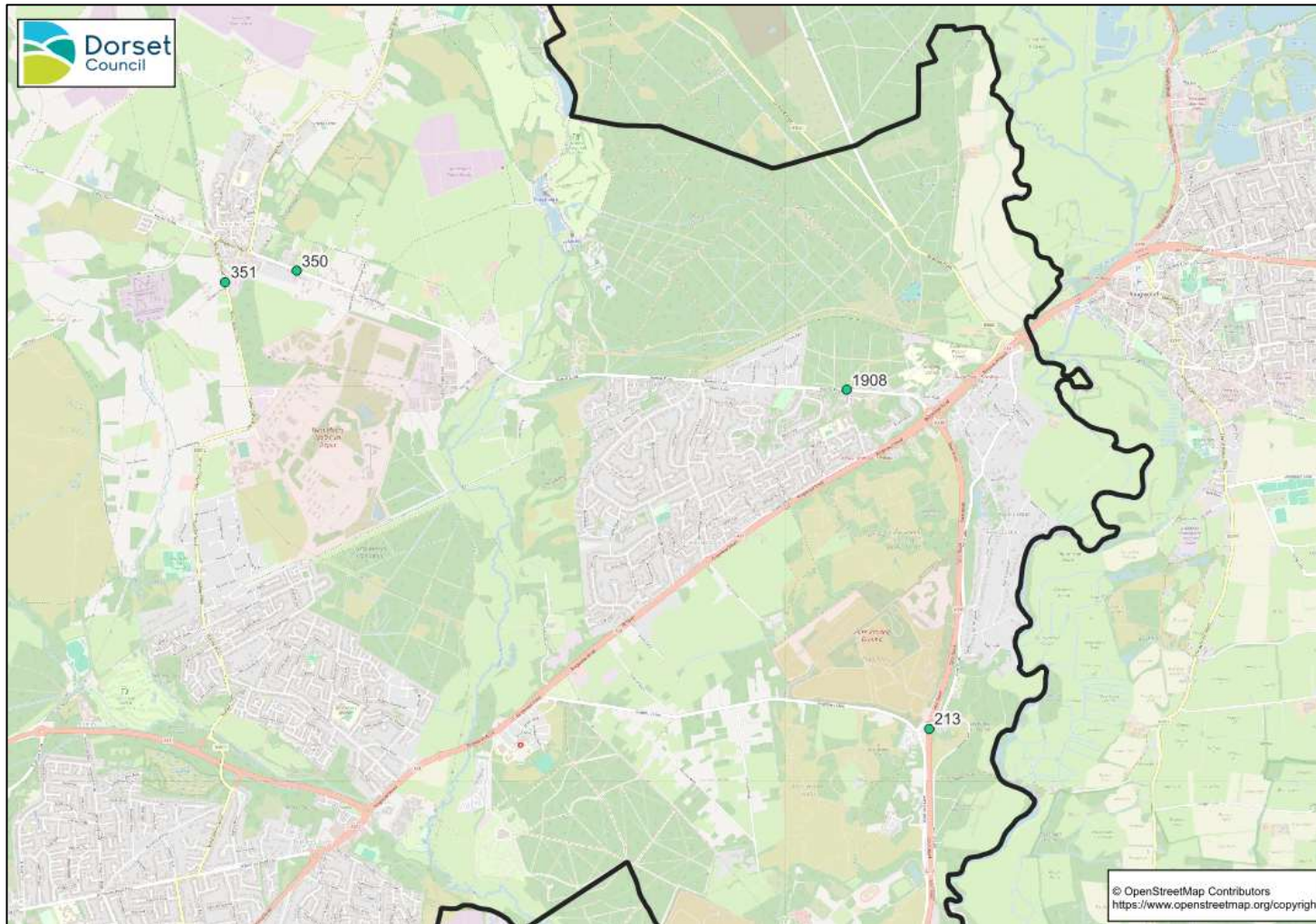
Appendix E33 – Wimborne Group



Appendix E34 – Ferndown Group



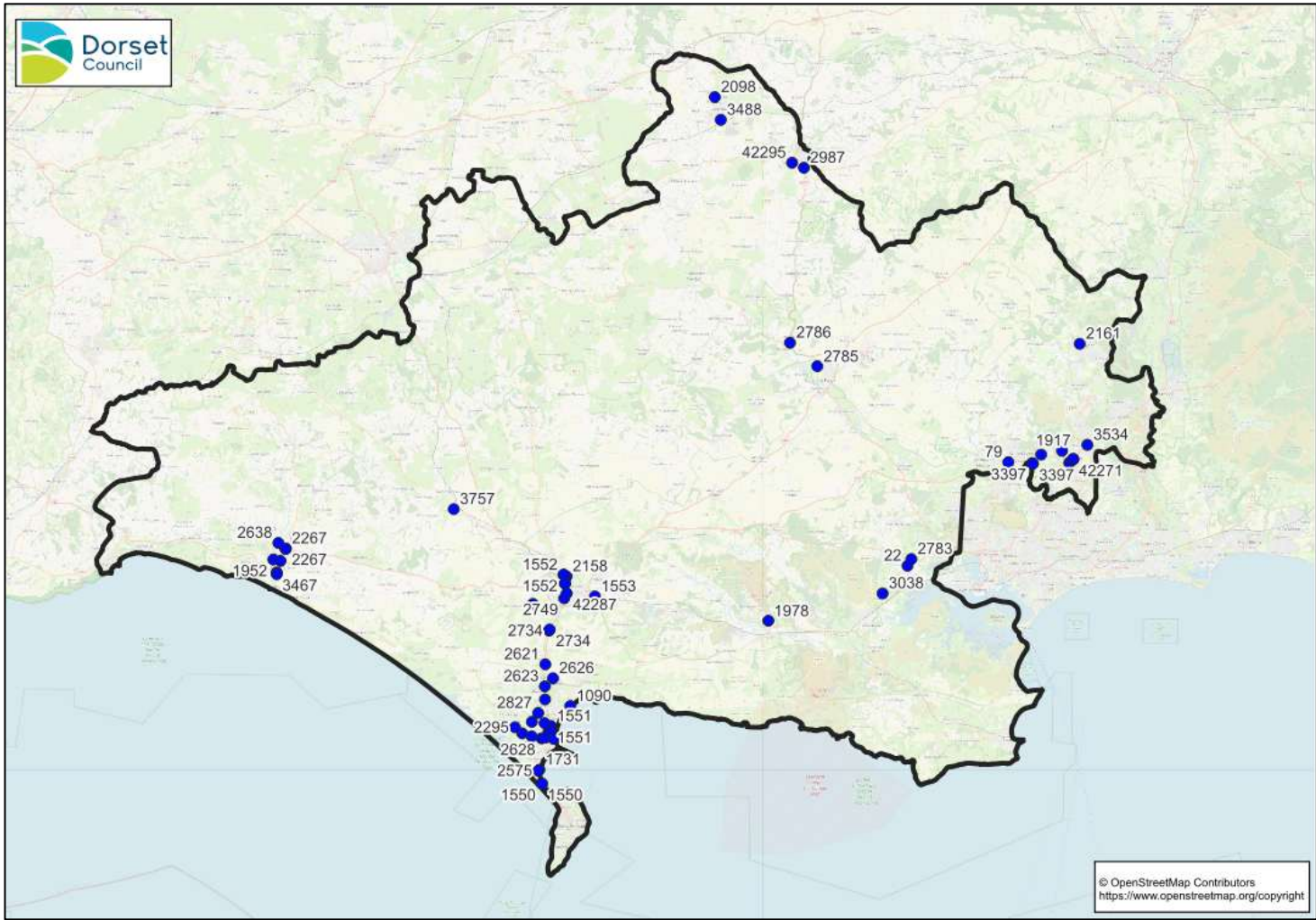
Appendix E35 – East Dorset Group



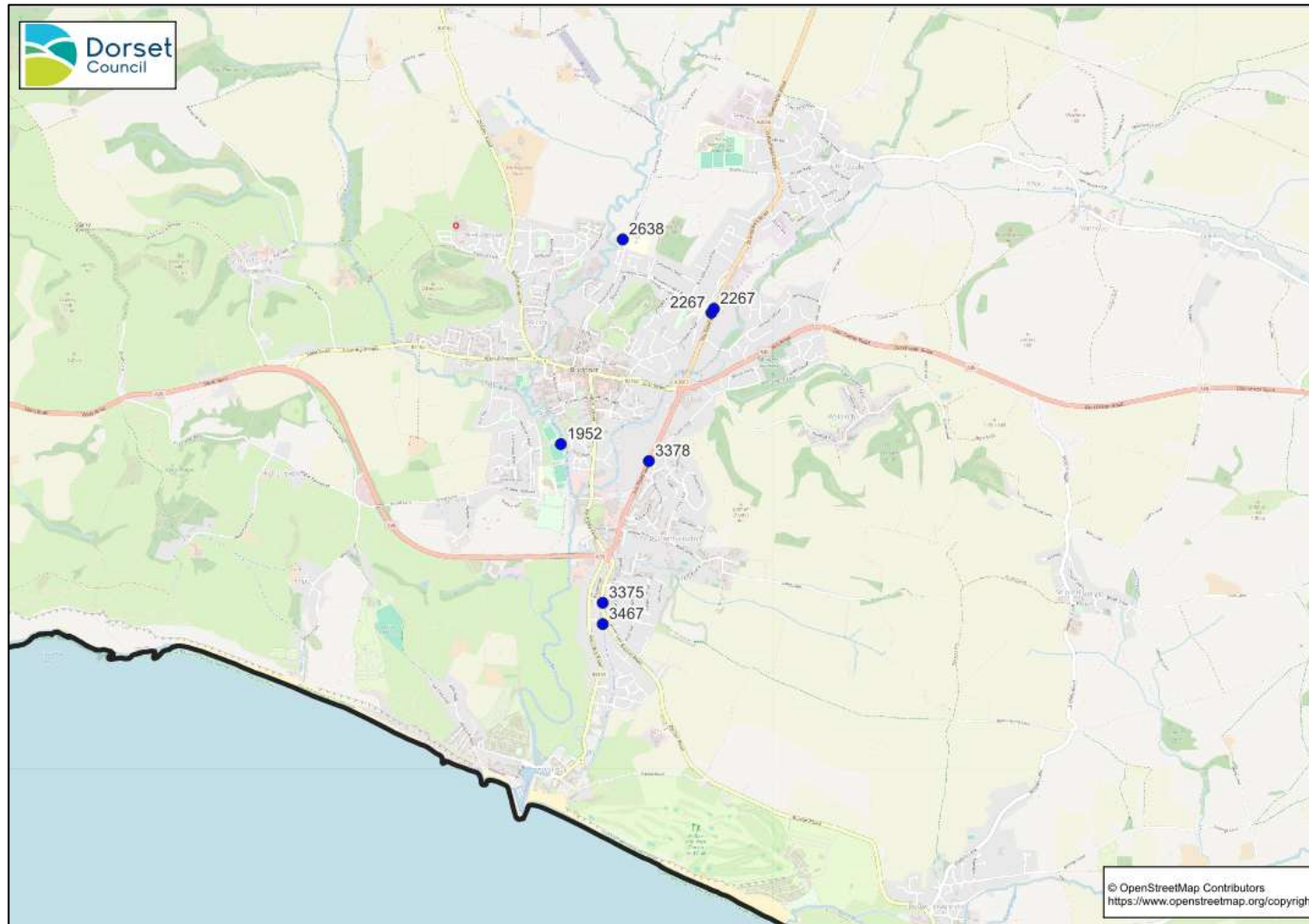
Appendix E36 – Trunk Road Group



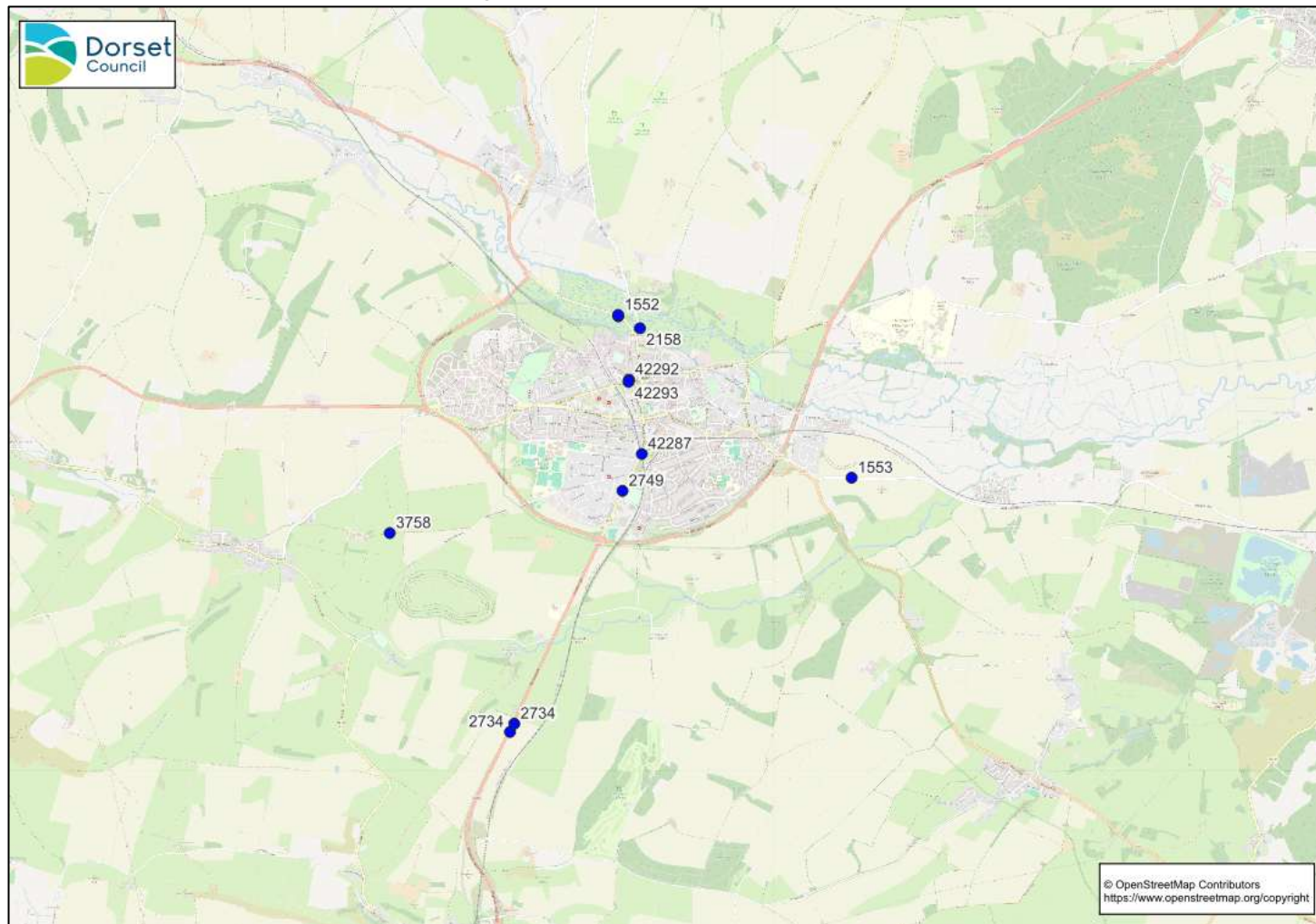
Appendix E37 – Cycle Counter Network



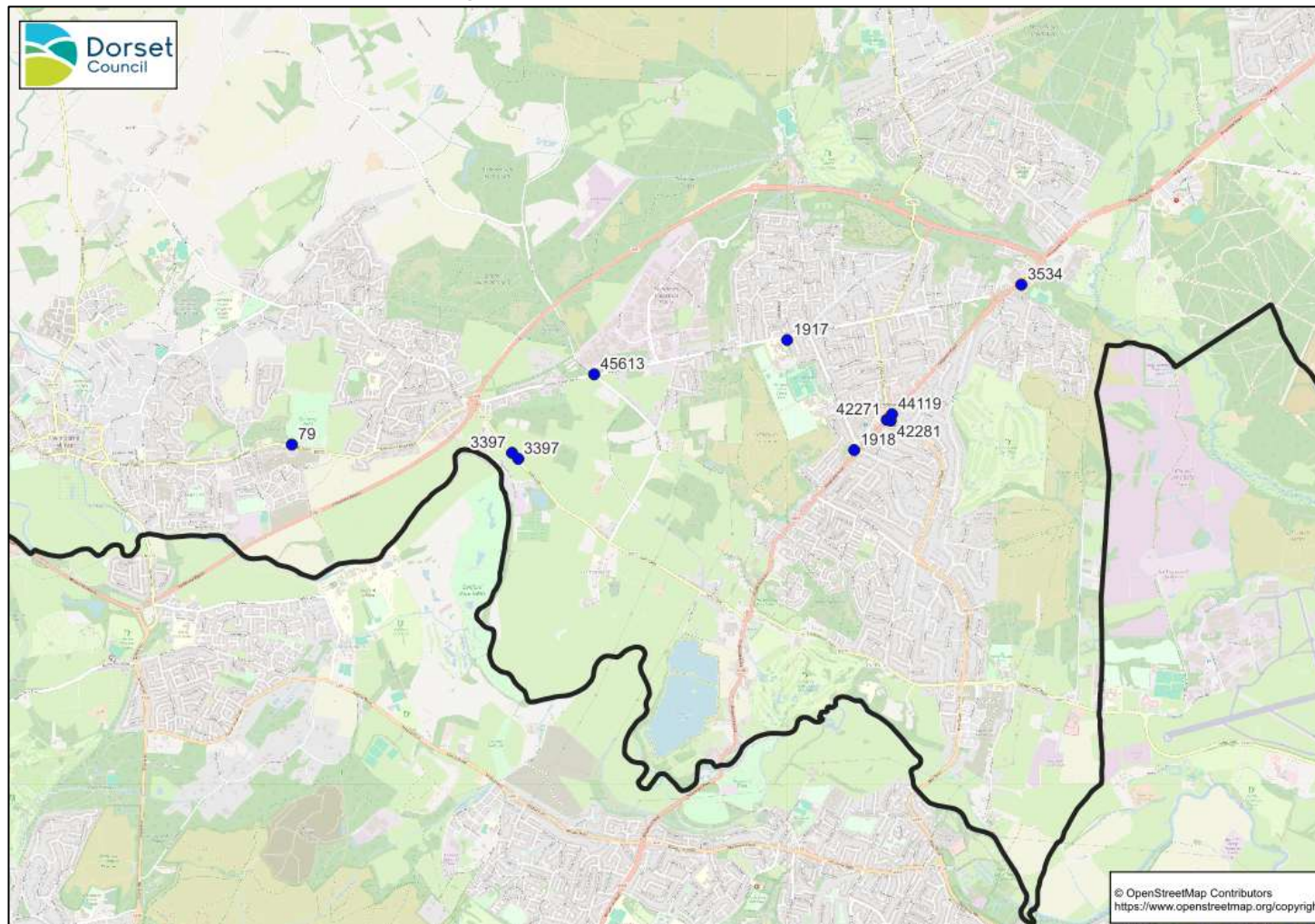
Appendix E38 – Bridport Cycle Counters



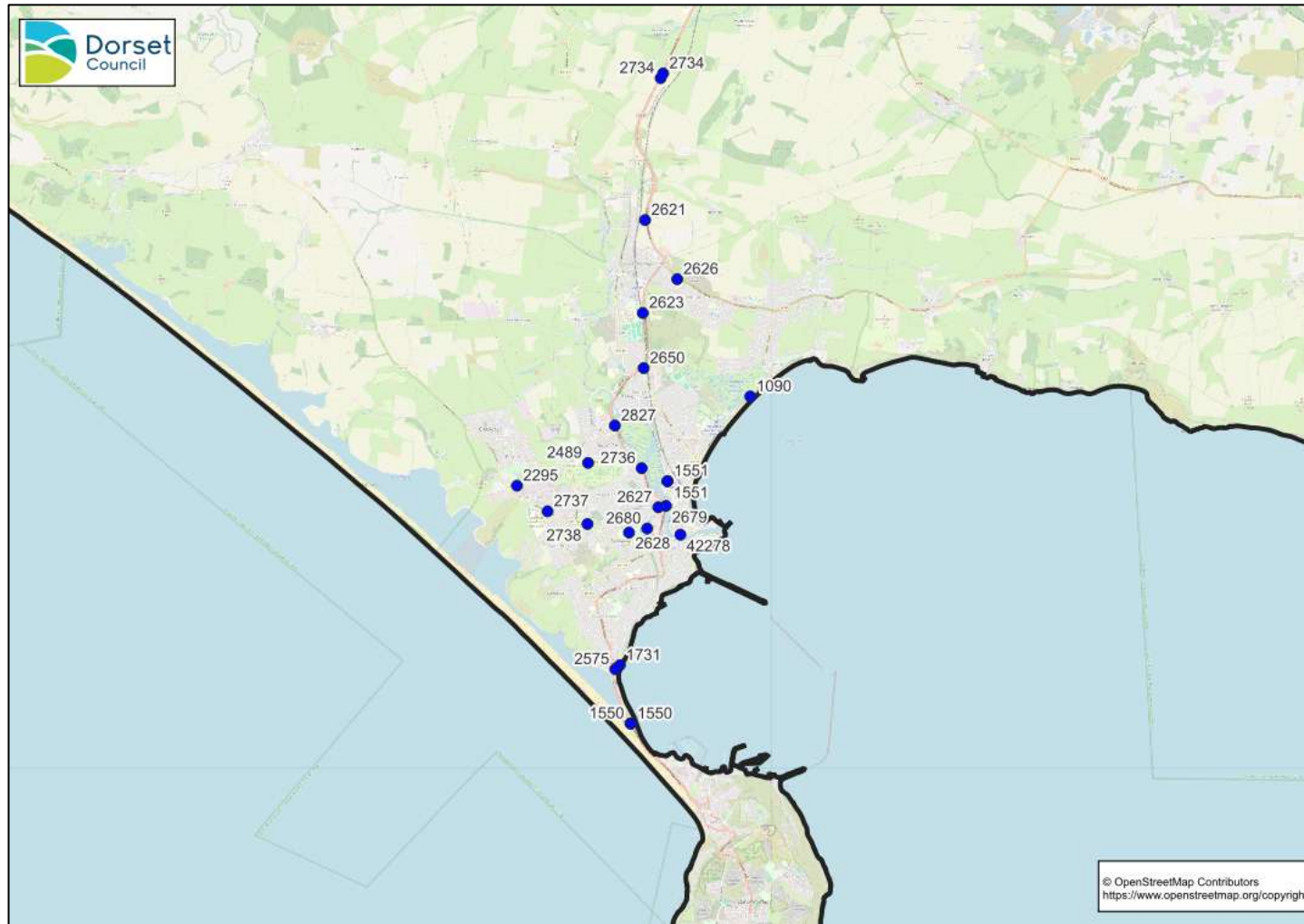
Appendix E39 – Dorchester Cyle Counters



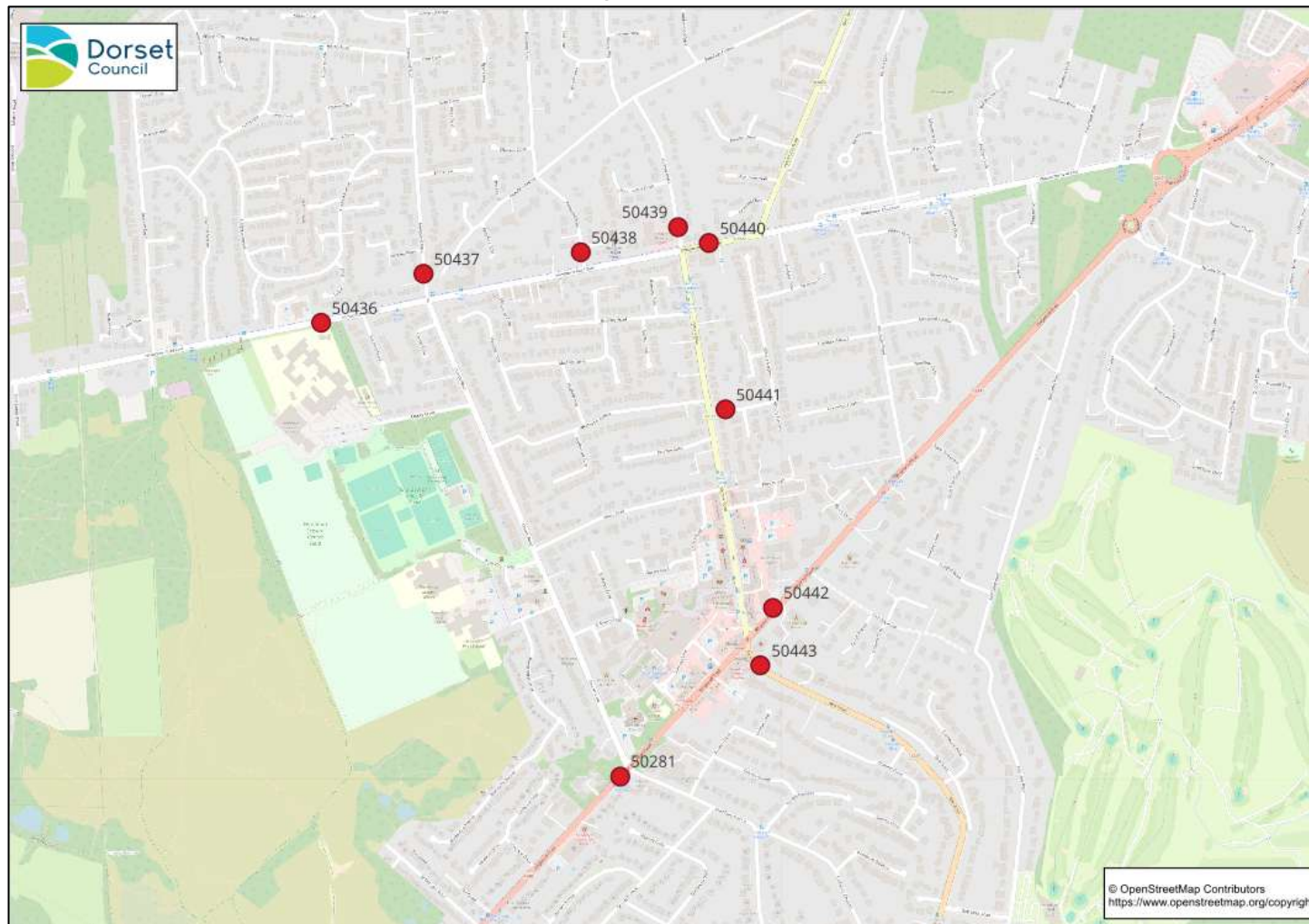
Appendix E40 – Ferndown Cycle Counters



Appendix E41 – Weymouth Cyle Counters



Appendix E42 – Manual Traffic Survey Ferndown Cordon



Appendix E43 – Manual Traffic Survey Weymouth Cordon

