



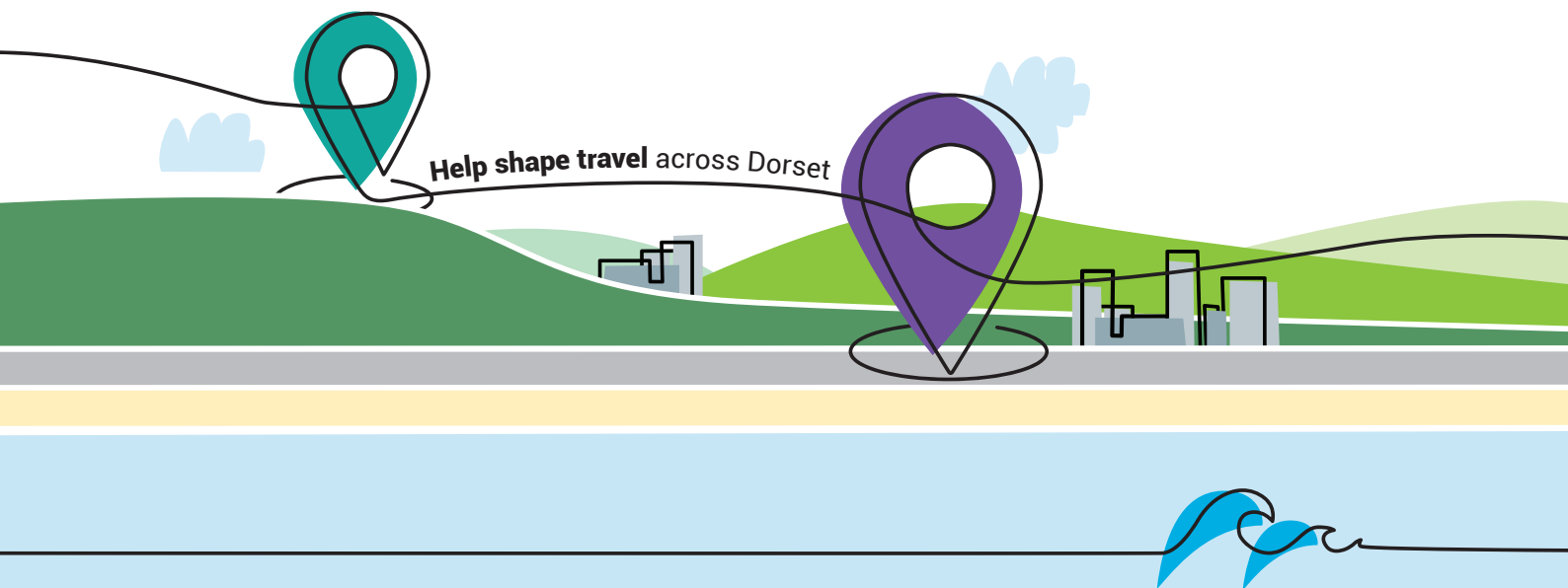
Dorset  
Council



# Local Transport Plan 4

## Opportunities and Issues

### Additional Responses Analysis Report



## Contents

<b>Additional responses to the engagement</b> .....	2
Introduction .....	2
Who gave additional responses .....	2
Purbeck Community Rail Partnership .....	3
People First .....	4
Residents 1 & 2 (Dorset) .....	5
Resident 3 (BCP) .....	6
Resident 4 .....	7
Resident 5 .....	8
Resident 6 (Dorset) .....	8
Bridport Town Council .....	9
Sherborne Action Group .....	9
Public Health Dorset .....	10
Richborough Estates Limited .....	11
Portland Port .....	12
Bridport Local Area Partnership (management team) .....	12
Go South Coast .....	13
Campaign for the Protection of Rural England .....	15
Weymouth Transport Action Group .....	16
Dorset, Bournemouth, Christchurch and Poole Joint Local Access Forum .....	16
Wyatt Homes .....	17
Key transport themes arising from the feedback .....	17
Core messages from additional feedback .....	18
<b>Appendix 1 – RAG scoring of additional feedback</b> .....	19



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# Additional responses to the engagement

## Introduction

The new Local Transport Plan 4 (LTP4), developed jointly by Dorset Council and Bournemouth, Christchurch and Poole (BCP) Council, will set out the transport policy that will steer the various options that are used to move around Dorset safely, efficiently, and sustainably for years to come.

To achieve this, it is vital to capture as many responses as practicable about the transport opportunities and issues in the area from stakeholders and members of the public.

Besides the online survey and face to face roadshow events, designated email addresses to both Dorset Council and BCP Council were provided for public questions or responses. Written responses were also received during the engagement period.

These sources gave us the opportunity to understand feedback beyond the questions in the survey and receive more detailed responses in writing from those who may not, or could not, have attended the roadshow events.

It was also an opportunity for stakeholder groups to respond on behalf of their organisation, rather than as a personal response. Generally, the responses have been paraphrased, and key positive and negative feedback plus ideas to improve transport have been picked out during the analysis and presented in this report. Quotes have been used where they are appropriate.

## Who gave additional responses

The following organisations/people sent additional responses via the public email addresses [ltip@bcpcouncil.gov.uk](mailto:ltip@bcpcouncil.gov.uk) and [ltip@dorsetcouncil.gov.uk](mailto:ltip@dorsetcouncil.gov.uk) or in writing:

- Purbeck Community Rail Partnership
- People First
- Dorset residents
- One BCP resident
- Public Health Dorset
- Richborough Estates Limited
- Portland Port
- Bridport Local Area Partnership
- Go South Coast
- Weymouth Transport Action Group
- Dorset, Bournemouth, Christchurch and Poole Joint Local Access Forum
- Bridport Town Council
- Sherborne Transport Action Group
- Wyatt Homes



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## Purbeck Community Rail Partnership

The following bullet points outline the transport feedback and ideas provided by Purbeck Community Rail Partnership. Due to the structure of the response received, the comments have been grouped by transport sub-theme.

### Rail

- More rail services needed across southern Dorset to help relieve congestion on the local transport network
- Dorchester South station better integrated with regular bus services to the town and outlying areas, and Kingston Maurward college
- Work with Swanage Railway to achieve a financially sustainable and successful community and heritage railway between Wareham and Swanage
- Real time passenger information at all stations and for onward journeys
- Interactive touch screens at all stations to join up train, bus, walking and cycling information and tourist/community information
- Work with partners to improve rail services and integration with other transport modes
- To upgrade pedestrian access, catering and waiting facilities at Wareham Station as a rural hub in Purbeck
- Make pedestrian access to and from stations more defined and safer with clear routes and signage
- Better information dissemination to the wider community on their local railway and connecting services
- CCTV and staff at stations and interchanges to help people feel safe on roads and public transport

### Sustainable or integrated transport

- Would like more integration between transport modes and more circular routes
- More sustainable alternatives to cars for travel to/from and within the region especially during peak tourist times to help tackle the effects of climate change
- Purbeck Park to become a transport hub with bus, rail, active travel links to Corfe Castle, Swanage, Studland and outlying communities such as Worth Matravers and Kimmeridge
- Multi-modal joined up transport for end to end journeys and ticketing
- More affordable, available, and accessible public transport especially in rural areas to enable travel behaviour change
- Transport options to link in with public transport to tackle loneliness
- Joined up sustainable transport for connecting services and destinations with integrated timetables
- Mobility hubs with better waiting facilities and crossings and dropped kerbs
- EV charging in public car parks at stations like Wareham, Wool and Dorchester South
- App for joined up ticketing and email and text for real time changes, updates and cancellations
- Promote rail and public transport of south Dorset as a sustainable way to access the coast and the countryside for tourism



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## Cycling

- On and off-road traffic free cycle routes, mobility hubs and secure cycle parking provision

## Buses

- Bus and cycle links to connect Wool station to key destinations and Dorset Innovation Park
- Outlying bus and cycle connections to popular destinations like RSPB Arne, Studland and Durlston Country Park
- Improved bus services to holiday parks, tourist attraction and at station interchanges
- Priority for buses using the chain ferry between Sandbanks and Studland
- Access improvements to stations and bus interchanges
- Laybys for bus stop

## People First

The following bullet points show the positive and negative transport feedback, and ideas suggested to improve transport that People First provided in response to the engagement consultation.

### Negative comments

- Bus drivers could benefit from customer service training and should be more helpful and proactive rather than rude, but some are nice
- Mums with pushchairs find bus travel difficult
- It would benefit disabled and elderly people if drivers checked and waited until passengers were sat down before driving off
- Some people feel they cannot use the bus alone
- Bus passes do not work before 9.30am which causes an inconvenience
- Buses can be too full particularly when schools finish and other users feel unsafe
- Passengers can be rude or disruptive
- One wheelchair space per bus is not enough and there isn't enough disabled seating
- Buses can be unreliable and sometimes don't turn up
- Some services do not run late enough, or the gaps between buses are too long
- Some services are not direct enough
- Road works mean buses have to take long diversions
- Seasonal timetable changes are not promoted well enough
- Buses can be dirty
- Taxis are limited and they don't wait very long
- Sometimes taxi drivers do not take £20 cash

### Positive comments

- Some bus drivers are nice
- School children are generally well behaved on buses
- *"I feel safer and happier with cameras on buses"*



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## Ideas suggested to improve transport

- *“More time on the bus passes – the same as weekends so we can travel anytime”*
- *Disabled bus passes to be valid at all times*
- Private buses (or at least separate buses) for school children
- *“Bus drivers to receive disability training so they can better understand our issues and make reasonable adjustments”*
- Bus services to go from villages and run more frequently
- Buses to be more accessible, with plenty of room for wheelchairs and buggies
- Timetables that are clearer, larger, and easier to read and not just online
- Signage on bus stops that is easy to read
- The renewal of bus passes should be a simpler process and less frequent
- Fewer train strikes and more warning about changes to train services
- It should be easier to report incidents on the bus
- Free bus travel for carers
- Better directions for temporary bus stops which should always be on a curb that wheelchairs can use
- More bus services to take people east to a variety of areas
- More information that is easy to access without going online
- Consult the public when changes are made e.g. ask a disability group to check that a new timetable meets people's needs
- Improved maintenance of buses
- Signage to remind people about mental ill health and disabilities that may not be visible
- Charging points on buses for personal devices

## Residents 1 & 2 (Dorset)

Two Dorset residents provided feedback outside of the survey and roadshow events. Their feedback has been summarised below.

### Negative comments

- Lack of response from highways authority regarding white line, pavement and speeding issues
- The lack of public transport can't help with reducing private car use
- Speed Indicator Devices are not effective at reducing speeding
- Few vehicles obey the legal speed limit of 30mph
- The cancellation of some bus services in Lyme Regis that are important for residents especially now many retail outlets and the Post Office have closed
- Alternative bus routes do not serve people with mobility problems well enough
- Essential bus services not operating on Saturdays
- It is difficult to book a taxi in Lyme Regis

### Positive comments



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- *“The Ring and Ride is still serving Lyme Regis and hope Dorset Council will support them this year”*
- Appreciate efforts in representing the needs of the older generation

Ideas suggested to improve transport

- More public transport in rural areas to serve residents
- Chicanes or white lining to reduce speeding in Duntish and Buckland Newton

## Resident 3 (BCP)

One BCP resident provided feedback outside of the survey and roadshow events. Comments are summarised below.

Negative comments

- Constructing cycle lanes makes traffic congestion worse and they are rarely in use
- Beryl bike scheme has unlikely had much impact on traffic congestion and these vehicles operated by many who do not have on road training and particularly those scooters not Beryl registered are contributing to safety reduction on the highway
- Lower speed limit will mean longer journey and further increase traffic congestion and the amount of particulates and CO2 and public transport vehicles will operate less efficiently
- 20mph limits around schools during start/finish times should be encouraged but 24 hour 20mph speed limits are unnecessary
- Low speed limits are often ignored by drivers and there is little enforcement
- Pedestrian dwell times have been extended and pedestrian phases on lights activated even when there are no pedestrians
- Giving direct access from a school to a distributor road accentuates traffic congestion e.g. Poole Grammar School on to Gravel Hill and Broadstone Middle on to Dunyeats Road
- Some opportunities to offer the wider community transportation on school services are being missed. e.g. F1 St Ives to Ferndown Upper School similar to skeletal service 38 at times not available on service 38 and some dead journeys from Ringwood to Ferndown might help to increase frequencies
- Some locations do not have direct services to nearby larger towns
- Dial a Bus is expensive and not successful e.g. in Wiltshire and Hampshire. The vehicles should be low floor for elderly users - Transit by Dorset not suitable and Fiat by BCP better
- Used to publish timetable books and now relies on Traveline which needs users to know service number and operator to access timetable information
- Students being persuaded to move to sustainable transport have to carry an increasing weight of books and equipment

Positive comments

- Public transport routes east - west across the conurbation are strong but the problem is traffic congestion



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- Some north - south routes are strong but frequencies are often poor

#### Ideas suggested to improve transport

- Highway authorities should require public utility companies to place their infrastructure outside the paved area of the highway
- The Dorset listing of routes and online access to timetables needs to be re-established
- An additional bus stop for Rt 3 and 3X at the top of Stone Lane Wimborne to give access to the Queen Elizabeth site and the Broads
- Would like new routes established that serve Wimborne, Broadstone, Canford Heath and Bournemouth Square
- Services to operate longer hours and for some services to be at least two hourly from Verwood via Alderholt and Salisbury Hospital
- An additional single carriageway bridge deck over the River Stour at Longham for one lane of traffic and a cycleway
- Extending the junction at Longham Church to create one larger roundabout to improve traffic flow
- Provision of a separate pedestrian footbridge at Julians Bridge, Wimborne for pedestrian safety

## Resident 4

A response from a resident who did not provide any personal data to identify themselves provided feedback. Comments are summarised below.

#### Negative comments

- Safety on New Road and Wimborne Road for cyclists is not good

#### Positive comments

- £2 bus fare is great, please lobby for this to continue

#### Ideas suggested to improve transport

- Several improvements to rail infrastructure were suggested to increase capacity and service provision, and freight transport
- Consider a new dual carriageway on the A350 to improve n/s connectivity
- Car clubs to encourage people to own fewer vehicles
- Support either traffic calming or 30min closures before/after school
- Policy should allow Traffic-calming/20 zones/LTNs subject to clear local support by residents
- P&Rs to improve functionality of towns
- Consider increasing parking charges in towns for most polluting vehicles or largest vehicles, or reduce charges for smaller/less polluting vehicles and blue badge holders
- Improve links to Bournemouth airport
- Integrate public transport - central route planning, common ticketing across providers, 'Dorset Rover Ticket' for tourists,
- Develop former railway lines as inter-town links
- Cycle lane 24/7 on Weymouth Seafront



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- Every secondary school should have a safe walking/cycling route

## Resident 5

An anonymous resident provided feedback and main comments are summarised below.

### Negative comments

- Huntick Road to Randalls Hill is dangerous road route from Lytchett Matravers to Lytchett Minster
- Congestion not mentioned in the Dorset Local Plan
- Impacts of new developments are not properly assessed

### Ideas suggested to improve transport

- Extension of Castleman Trailway to link various large communities and places of work via a safe walking/cycling route
- Several suggestions to road infrastructure to improve conditions for cyclists and relieve congestion around Upton, Poole and Hamworthy
- Access to bridleways is important, proposals to improve connectivity for horses around the Upton Bypass/Upton Heath areas
- Upton shared path proposal to increase safety
- Belisha crossings to minimise hold ups to road users
- Permissive paths upgraded to bridleways or footpaths
- Implementation of automatic level crossing for walkers, cyclists and disabled at Wareham Station
- Suggested ideas to improve freight transport on Hamworthy to Poole Quay line and divert HGVs to reduce pollution and noise
- Ideas to improve highway markings to alleviate congestion, pollution and delays to bus services between north/south and east/west traffic flow during rush hours

## Resident 6 (Dorset)

The following bullet points outline the feedback provided from a Dorset resident from Buckland Newton. Comments are summarised below.

### Negative comments

- Lack of public transport does nothing to help DC achieve their aims of reducing private car use

### Ideas suggested to improve transport

- More public transport in rural areas
- Need measures to ensure traffic in Buckland Newton adheres to 30mph speed limits
- Pedestrians need safety refuges on village roads with no pavements and speeding traffic



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## Bridport Town Council

Bridport Town Council provided feedback outside of the survey and roadshow events. Comments are summarised below.

### Negative comments

- Poor congestion, pollution and journey times in Bridport in summer months and market days
- Decline in satisfaction with the public realm
- Young people suffer most from limited travel options, impacting on their access to work and education
- Current public transport is off the mark with regards to reliability, frequency and connectivity

### Ideas suggested to improve transport

- Improved pavements, public spaces and a move away from car dominance
- Promote park and stride initiative as primary parking option for visitors
- Greater emphasis on rural public transport connectivity between towns/transport hubs
- Prioritising and coordinating public transport links to railway connections
- Utilise the planning system to prioritise connected transport hubs through a cheap and reliable public transport system
- Promote better safe alternatives to the car for school drop offs
- Reinstatement of a bus service that links the rail heads of Weymouth, Dorchester and Axminster with all the communities on the routes
- Support ambitions set out in the Access and Movement Study

## Sherborne Action Group

The following bullet points show the transport feedback provided by Sherborne Transport Action Group in response to the engagement consultation.

### Positive comments

- Welcome the reprieve of the 58 bus

### Ideas suggested to improve transport

- Ring-fenced funding for public transport
- Review of concessionary fare scheme
- Suggests using shared taxis and community volunteer transport schemes to improve rural connectivity
- Suggestions to make improvements for cyclists and pedestrians in the Sherborne area
- Reinstatement of a bus service for the west end of Sherborne



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## Public Health Dorset

The following bullet points show the transport feedback provided by Public Health Dorset in response to the engagement consultation.

### Negative comments

- Many major workplaces do not have adequate facilities for staff to facilitate active travel such as showers, lockers and bike stands while availability of free parking encourages daily car trips to and from these sites
- Good active travel infrastructure does not continue from the edges of settlements to town centres to enable equitable access to healthcare infrastructure and specific sites that can support the integration of services and provision of care closer to home
- Social isolation and loneliness caused or partly caused by lack of transport are issues that affect older people and young people

### Ideas suggested to improve transport

- An LTP vision that at its heart enables more people to use sustainable transport
- A clear target to reduce the number of car trips based on those that could be easily made by active travel or public transport e.g. distances up to five miles
- Objective to reduce to zero the number of fatalities or life-changing injuries caused by road crashes
- LTP to continue to prevent ill health and increasing healthy life expectancy of the older population
- LTP to provide equitable access to opportunities for active travel and to public transport as a means of accessing employment, education, services and other key determinants of health like green space
- Removing barriers that prevent more people walking, wheeling and cycling more often for transport
- LTP to deliver interventions for increased levels of walking, wheeling and cycling and public transport use equitably
- To consider different groups of people's capability, opportunity and motivation to make change in transport modes
- Designing active travel infrastructure through coproduction with disabled people to ensure it meets their needs or introduction of infrastructure in tandem with activity to address barriers to travel faced by the population it serves e.g. lack of confidence to use it, lack of resources to purchase bicycles etc.
- Transport to be a crucial enabler of integration of services delivered by different organisations and wider support (e.g. social networks or VCSE support) to prioritise prevention of ill health
- Provide care closer to home or negate the need to travel entirely (e.g. by preventing the need for care or providing digital care and support at home) which can also help minimise air pollution
- Promoting sustainable transportation options that meet the needs of visitors, such as cycling and public transport, can reduce congestion and improve air quality, benefiting both residents and visitors
- Improving connectivity within and between urban and rural areas, as well as enhancing connectivity, can mitigate social isolation and contribute to healthier communities



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### Ideas suggested to improve transport

- Integrated planning for active travel in Poundbury which can be applied to new developments and existing residential areas
- Maintain access to public transport for all communities, reversing the declining provision of bus services particularly in rural areas
- Sustainable long-term provision of public transport being part of all planning for housing and employment e.g. transport plan associated with a new housing development must also look at the impact on the surrounding area, giving parish councils powers to vary speed limits
- Our transport plans need to dovetail with those of adjoining areas so that public transport is available to towns in neighbouring counties for onward transport links
- Dial-A-Ride schemes and Community Transport schemes and volunteer driver schemes should be supported. Opportunity to support the provision of new approaches including post buses, shared car and shared taxi schemes
- Cycle hire schemes can be valuable including for tourists from car parks at the edge of areas attracting high tourist numbers
- Walking routes need to be identified, signposted and maintained
- Bus operators can recover their full costs in the Concessionary Fare scheme
- BSIP must be funded
- Promote to visitors a 'passport' to cover travel and sightseeing admissions
- Properly lit and maintained bus shelters, maintenance of road services including pavements to encourage safe active travel, contingency planning for recurrent adverse weather conditions to maintain accessibility in rural areas
- Sufficient charging infrastructure to encourage electric cars and bikes
- Rail and drones should be encouraged to take more transport off the roads
- Supermarket delivery services reduce car usage
- Mobile services e.g. libraries or outreach doctors surgeries can help reduce car journeys
- Not to exclude those without digital access and to ensure greater digital access for all
- Provision to pay for bus, rail and parking by cash

## Richborough Estates Limited

Transport comments from Richborough Estates Limited in response to the engagement consultation is outlined below.

### Negative comments

- No quality bus corridor on the A338

### Ideas suggested to improve transport

- Suggested specific infrastructure improvements to improve accessibility for cars and public transport between major arterial roads, Bournemouth hospital and surrounding business parks
- Promote various sections of land for homes and facilities
- Various junction improvements to make certain locations more attractive for investment, boost the economy, help facilitate improved bus services, improve



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accessibility to the hospital, reduce vehicle emissions and make walking and cycling more pleasant

## Portland Port

The following bullet points show the transport feedback provided by Portland Port in response to the engagement consultation.

### Negative comments

- No reference in Issues and Opportunities reports to identifying opportunities for funding to improve access to Ports which can serve as major strategic hubs for economic development
- Access along A354 to Portland poses significant constraints for reliable access to Portland Port
- LTP3 was generally BCP centric with Dorset projects only serving to facilitate economic growth in the BCP area
- No meaningful investment for the creation of economic growth appears to have taken place west of Wareham
- Concerns the LTP4 will also concentrate on transport routes through Dorset being only a route to access BCP
- The Issues and Opportunities report appears only to target tourism as a method to boost economic growth

### Positive Comments

- Portland Port offers economic value to Dorset as a cargo port and vessel servicing sector
- Ports present major opportunity when considering how reductions in carbon emissions can be achieved

### Ideas suggested to improve transport

- Investment in infrastructure to facilitate access to Portland Port would serve to enable growth in an area identified as deprived
- Include reference to Portland Port as a cargo handling and vessel service sector and its potential to boost the economy and draw investment in the LTP4 Issues and Opportunities reports
- Western relief road to improve access past Weymouth to Portland

## Bridport Local Area Partnership (management team)

The following bullet points show the transport feedback provided by Bridport Local Area Partnership (BLAP) in response to the engagement consultation.

### Negative comments

- Transport provision in west Dorset is poor, or non-existent in many small rural settlements
- Some BLAP member Parish Councils feel completely overlooked by current transport policies, strategies and investment



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- Many villages are entirely unserved by any such service and this aim could play a key role in alleviating rural isolation and accessibility concerns
- Affordability is a key concern for many travellers, especially in the current cost-of-living crisis.

#### Positive comments

- Better public transport has many benefits to a wide range of economic, social and environmental policy agendas
- We are pleased that real-time information is now available at some bus stops in the local area but would want to see this extended to more stops, so that passengers can travel with greater confidence
- We also welcome the £2.50 bus fare cap

#### Ideas suggested to improve transport

- An interim target for the earlier part of the LTP4 period should be the provision of hourly (as a minimum) bus services, year-round, on all inter-town routes (though we suspect twice hourly services would be needed to really bring about modal shift)
- Such services should connect with rail stations and the rail timetable, wherever possible
- Bus services on these key routes need to continue into the evenings and through weekends
- A second target for the earlier part of the LTP4 period should be the provision of flexible or demand-responsive services which can serve any residents in parishes located off the intertown bus route network
- Travelling by public transport needs to be made a more attractive and safe option
- We therefore support proposals drawn up by Bridport Town Council to redevelop the (run down) bus station area in the town. This could become a transport hub for west Dorset and an attractive arrival point for visitors. This could usefully include e-bike charging facilities
- Information about public transport must be accurate, current and easy to find
- We hope that the bus fare cap can be extended (ideally made more permanent at some point) both to boost patronage and to help those on stretched incomes who rely on buses
- AT provision needs to include rural parishes as well as town areas
- Expanding the network of public EC charge points should be an aim for LTP4
- Ensure that improvements made to transport networks benefit areas such as west Dorset to the same extent as the BCP conurbation

## Go South Coast

The following bullet points show the transport feedback provided by Go South Coast (GSC) in response to the engagement consultation. This response was extensive and very detailed, key points are reported here where it is most relevant to the Opportunities and Issues engagement.

#### Negative comments

- Very little of the LTP area has seen high levels of capital investment in transport infrastructure over the last 30 years



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- There is entirely insufficient attention paid to assessing “what needs to be true” to secure meaningful mode shift to public transport

#### Positive comments

- LTP3 was robust and well evidenced
- GSC believe that the TCF project has had many valuable indirect benefits, including up-scaling the Council’s delivery capacity and wider ability to both formulate and evaluate large-scale capital projects alongside DfT officials and consultants
- GSC welcome a ‘vision and validate’ approach to the evidence base, as this will support a rational strategy that seeks to rebalance transport investments to support substantial behaviour change and reduce car use
- One of the great strengths of the JLTP3 was its ability to draw on a comprehensive multimodal model for the conurbation: the South East Dorset Multi Modal Transport Study
- We support the broad principles and intents of Low-Traffic Neighbourhoods, where this can properly achieve a full range of beneficial intended outcomes

#### Ideas suggested to improve transport

- GSC are keen that level of ambition for bus services is 'levelled up' alongside the evidently very high aspirations to transform the conditions for cycling in the new JLTP3
- GSC think the plan should seek to look ahead to about 2040, but with interim stages at 5-year intervals, that reflect the greater certainty of development and deliverability of schemes, including any in a pipeline already identified if not funded and committed.
- Retain a clear focus on the wider hinterland of the Conurbation, where rural/urban interactions are strong and specific opportunities for enhancements to public transport services and infrastructure exist is more important, especially since substantial development is committed and coming forward across this geography
- A need to set out a credible and focused plan of action that justifies substantial external government funding
- Support bankable projects to meet clear objectives, following a compelling narrative, that will achieve demonstrably high impacts at contained and manageable political and execution risks
- Alignment with LTP and Local Plan allows investment from the developer sector to be secured via a variety of mechanisms to achieve improvements to public transport services and infrastructure
- Maximising patronage and revenue growth across bus services should form both the central reason and the means to secure key JLTP4 policy objectives
- Refresh the South East Dorset Multi Modal Transport Study model to aid identification of opportunities and constraints to achieve the broad strategic goal of the LTP4
- LTP4 needs suitably ambitious, measurable targets, with timelines
- GSC urge that a significant investment is made, that we could support, to arrive at a more rigorously-based approach to defining the scope and objectives of large-scale bus prioritisation, starting on the busiest corridors within the BCP area and extending to the main growing settlements in the wide hinterland of South-East Dorset
- The easiest geography in which to pursue sustainable travel objectives will be within BCP where walking, cycling and public transport opportunities are very much greater,



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however traffic growth around the fringes of the conurbation has potential to achieve the most dramatic outcomes for buses given the interactions between those communities and the conurbation itself where distances do not realistically support active travel

- Much greater collaborative focus is needed to facilitate wider and more rapid deployment of zero-emissions buses across the LTP4 area
- Support from the council when looking to bring forwards new/expanded bus operating centres in appropriate locations in the short to medium term
- Tackle north/south connectivity on the A31/A35/A350 to assign longer-distance traffic to safer, more direct and fuel-efficient routes

## Campaign for the Protection of Rural England

The following bullet points show the transport feedback provided by CPRE) in response to the engagement consultation.

### Negative comments

- Poorly maintained road surfaces discourage cycling
- Safe cycle routes often disappear in high traffic urban areas
- Bus services are too easily lost where deemed commercially not viable
- Distances may preclude cycling as a way of accessing shops from outside a town and its immediate hinterland

### Positive comments

- Mobility hubs will be successful if they account for access by private transport as well as public transport
- Over the next fifteen years, there will be increasing potential from AI and autonomous vehicles.
- Long distance park & ride like the successful coach travel into Weymouth for the Olympics from remote car parks to keep car travel well away from crowded areas

### Ideas suggested to improve transport

- Maintaining access to public transport for all communities reversing the declining provision of bus services particularly in rural areas
- That long term impact on transport should be integrated into all other aspects of Council responsibilities e.g. planning and education
- Support the provision of new, innovative approaches to car transport, including taxis and better use of private cars
- The promotion of active travel, including the maintenance of highways, cycle paths, pavements and footpaths
- Initiatives that reduce carbon emissions and promotion of low-carbon modes of transport
- Ensure all ages and abilities can access services
- Making it easier for people to be more physically active through infrastructure and safety improvements
- More opportunities for affordable, available and accessibly public transport
- Improved infrastructure on roads and public transport to encourage use and make people feel safer on public transport



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- Sufficient charging infrastructure to encourage use of electric vehicles
- Greater use of car sharing schemes rather than large buses carrying few people will have environmental benefits and help reduce pressure on parking
- Ensure those without digital access are not excluded, ensure greater digital access for all

## Weymouth Transport Action Group

The following bullet points show the transport feedback provided by Weymouth Transport Action Group in response to the engagement consultation.

Ideas suggested to improve transport

- Encourage behavioural change for all people, particularly young people via schools and colleges
- Behaviour change from car dependency should go to more Active Travel choices and journey types. The benefit to health is considerable
- Improve signage/wayfinding to and from public transport facilities/tourist attractions/cycle routes
- Link up the Existing Cycle/Walking/Wheeling Routes
- Promote Weymouth's Park & Ride – improve wayfinding and signs on roads and introduce a year-round marketing policy needs to be developed
- New vehicle gyratory system for Weymouth during summer to avoid network gridlock and incentivise alternative transport methods to the private car
- Improve digital and verbal information on buses
- Increase awareness of the £2 fare
- Increase awareness of new bus routes
- Coordinate community buses sitting idle that could be put to use

## Dorset, Bournemouth, Christchurch and Poole Joint Local Access Forum

The following bullet points show the transport feedback provided by Dorset, Bournemouth, Christchurch and Poole Joint Local Access Forum (JLAF) in response to the engagement consultation.

Negative comments

- Survey makes no reference to access to the countryside, a main reason the area is a popular tourist destination
- Dorset residents often do not have direct access to public rights of way into the countryside from towns and larger villages, for those not using motor vehicles
- Very many roads in the countryside do not have footways or safe verges which can be utilised by those not in motor vehicles



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### Ideas suggested to improve transport

- Support to help close remaining gaps in multi user routes to allow their full potential to be realised e.g. North Dorset Trailway
- Ensure surfaces are suitable for all users not just cycles
- Idling buses redeployed to meet recreational summer demand

## Wyatt Homes

The following bullet points show the transport feedback provided by Wyatt Homes in response to the engagement consultation.

### Positive comments

- Potential at Dudsbury for new pathways and connections to and from Stour Valley Way and onwards to destinations in the area including the airport

### Ideas suggested to improve transport

- Potential for infrastructure improvements to assist traffic flow at currently congested junctions
- Re-routeing strategic cycleways through Dudsbury site (TCF)
- Strategic improvements for peds and cyclists to facilitate connections between Longham, Ferndown and the River Stour

## Key transport themes arising from the feedback

A RAG (red, amber, green) scoring system was applied to the comments which were then grouped under sub-themes. **Table 1** (Appendix 1) outlines the RAG scoring of each of the sub-themes.

Stakeholder feedback has been analysed and categorised by the main transport themes that appeared in the comments. A list of the core themes is set out below.

- |                    |                    |                         |
|--------------------|--------------------|-------------------------|
| • Public transport | • Speed limits     | • Digital accessibility |
| • Mobility hubs    | • Road safety      | • Education             |
| • Infrastructure   | • Public health    | • Funding               |
| • Disabled users   | • Connectivity     | • Integrated transport  |
| • Cycling          | • Active travel    |                         |
| • Accessibility    | • Behaviour change |                         |

Once the categorising exercise was undertaken for both the Dorset and BCP stakeholder feedback, each comment (or set of comments) under each core transport theme was looked at in more detail to ascertain which issues and ideas occurred most frequently across the feedback.



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## Core messages from additional feedback

The additional stakeholder and public feedback supported the formation of 10 core messages that will be used to inform the visioning process, and setting of objectives, for the LTP4 strategy. The core messages are set out below (in no particular order).

1. The LTP4 should aim to facilitate integrated, sustainable public transport that is frequent, accessible and affordable so to promote equality of opportunity.
2. Tourism can benefit from transport systems that offer public transport to and from key tourist destinations, so that the private car is not the only way to travel around Dorset and BCP.
3. Integration is a key way to ensure journeys can be made by sustainable modes of transport.
4. Residents appreciate efforts to understand the specific needs of a community to facilitate travel options that meet their requirements. The best way to understand peoples' needs is by involving them in decision making and listening to the needs being presented.
5. Reducing private car use will be a key way to reduce the carbon impact of transport on the environment and public health. Achieving behaviour change is the most significant challenge when attempting to reduce carbon emissions.
6. Rural and urban transport needs differ, and this has to be understood when planning interventions for low carbon transport across Dorset and the BCP conurbation. Solutions will vary across different geographies, communities, and place types. Better rural-urban transport connections are one of the main concerns of Dorset/BCP residents that requires addressing in the LTP4.
7. Making public transport easier to use should be a key consideration for the LTP4. The main issues currently surround ticketing, digital information and timetabling of bus and rail.
8. Mobility or transport hubs that help to consolidate a variety of transport types and contain multiple services in one place for people to access will be a key to encourage the use of sustainable modes of transport. This will have numerous environmental, social and economic benefits.
9. Economic benefits do not only come from tourism in Dorset and BCP. Other assets such as the ports deliver vital economic value and should be considered alongside tourism when interventions are being decided.
10. Currently many barriers exist that prevent the use of sustainable transport. Breaking down these barriers will contribute to more people feeling confident using alternative travel options to the private car and be able to make more environmentally friendly transport choices.



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## Appendix 1 – RAG scoring of additional feedback

Main theme	Main sub themes	Key comments	RAG scoring of ideas (by volume of comments)
<b>Buses</b>	Disabled users	Buses need to better accommodate disabled users and understand their needs	R
	Bus drivers	Some are rude and do not wait for users to be seated before driving off	A
	Services	More services in villages connecting to towns. Essential services not operating on Saturdays	R
	Service reduction	Buses too easily lost when deemed commercially not viable	A
	Integrated transport	Joined up sustainable transport is lacking	R
	Isolation	Social isolation partly caused by lack of transport affects older and younger people	R
	Bus passes	Don't work before 9:30am which is an inconvenience	R
	Ticketing, timetabling and information	Confusing, difficult to read and access	R
	Infrastructure	Lack of, or poor infrastructure can exclude or discourage some users	R
<b>Disabled transport users</b>	Public transport use	Disabled users feel buses, timetables, signage and transport facilities often do not meet their needs	R
<b>Mobility hubs</b>	Integrating transport	Bus stations need redeveloping in order to act as a transport hub	R
	Reducing congestion	Transport hubs reduce road traffic	A



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	Sustainable transport	Not enough sustainable travel options	A
	Integrated transport	Does not currently exist to an appropriate level to suit people's needs	R
<b>Rail</b>	More rail services	Better provision across southern Dorset	A
	Improved rail signage and wayfinding	Signage not appropriate for all abilities/users	A
<b>Infrastructure</b>	Active travel infrastructure	Good active travel infrastructure does not continue from edges of towns to centres	R
	Maintenance	Poorly maintained surfaces discourage cycling	A
	Rural provision	Many rural roads do not have safe footways for pedestrians	R
	EVs	Not sufficient EV charging infrastructure to facilitate use of EVs	R
<b>Cycling</b>	Off-road cycle routes	Not enough off-road cycle links	A
	Cycle infrastructure and facilities	Workplaces do not have cycle facilities like lockers and showers	A
<b>Accessibility</b>	Disabled and mobility impaired users	Buses get too crowded	R
	Community transport	Not enough community transport	A
	Young people	Young people suffer most from limited travel options	R
<b>Taxis</b>	Taxi provision	Taxis are hard to book	G
<b>Speed limits</b>	20mph	Lower speed limits mean longer journey times and reduction in efficiency. Low speed limits often ignored by drivers	A
<b>Road safety</b>	Injury reduction	Speeding traffic creates issues for other road users	A



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	Safer cycling	Safe cycle routes often disappear in high traffic urban areas	R
	Schools	Road safety round schools is an issue	A
<b>Public health</b>	Healthy lifestyles	Lack of public transport is negatively affecting mental health	A
<b>Connectivity</b>	Urban/rural	Existing gaps in walking/cycling routes	A
	New developments	Planning for sustainable travel and transport is not thought about at design stage	A
	Digital	Not all transport users can access digital information	A
<b>Pedestrians</b>	Accessibility	Pedestrian phases on lights extended but no pedestrian use	G
<b>Behaviour change</b>	Achieving behaviour change	Car dependency will be hard to combat without alternative ways to travel	A



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