



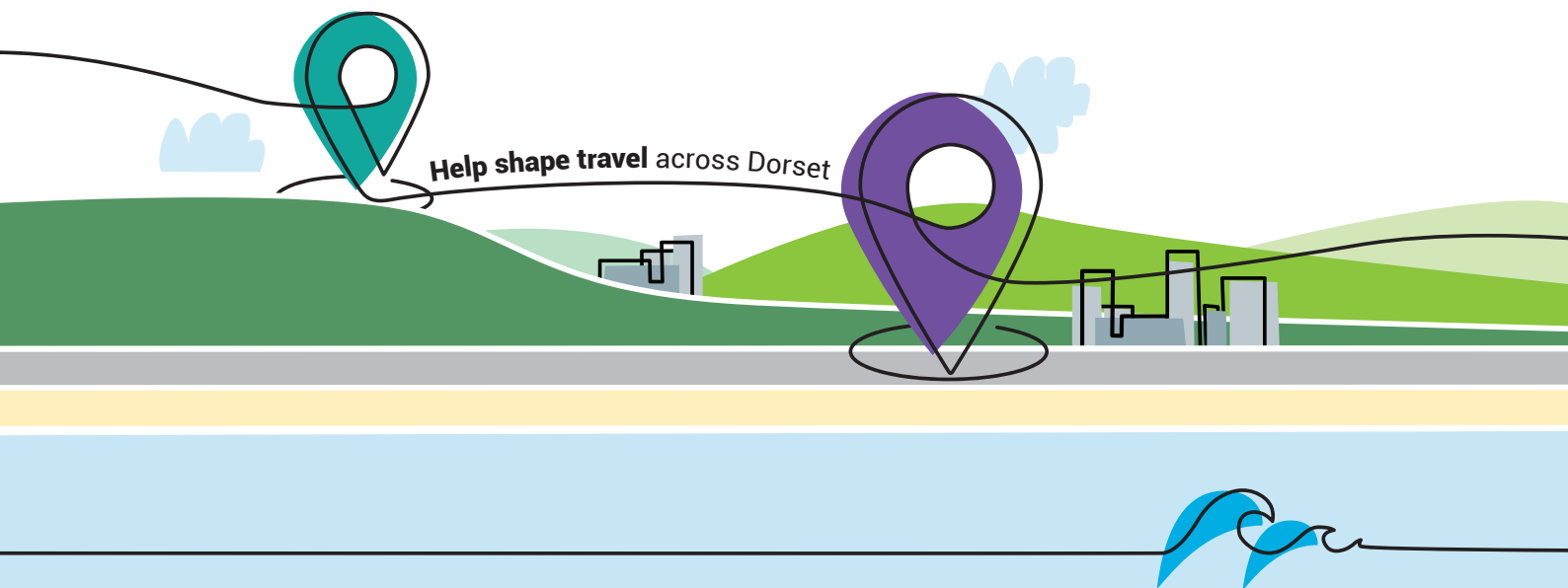
Dorset
Council



Local Transport Plan 4

Opportunities and Issues

Survey Response Analysis Report



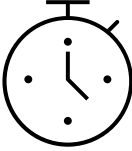
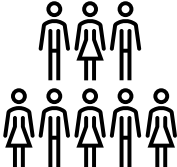

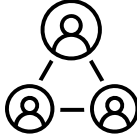
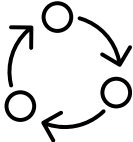
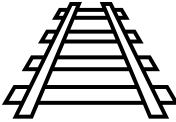
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This is where **your journey begins...**

Overview of responses

	<p>The activity ran from 22 Jan 2024 to 3 March 2024</p>		<p>3,434 overall responses were received</p>
	<p>The survey was available electronically online and in paper form from local libraries and via post upon request</p>		<p>36% were BCP residents and 60.2% were Dorset Council residents. 50.5% were female, 41.4% were male. 14.4% were disabled.</p>
	<p>Feedback results will be published on the council's website for Dorset council here and BCP Council here.</p>		<p>Results from this survey will be used to inform the new transport plan.</p>

Background

Dorset Council and BCP Council are working together on options to move around Dorset safely, efficiently, and sustainably for years to come. This will be a joint plan, designed and managed by BCP and Dorset councils using the results of a wide-reaching engagement activity comprising an online survey, face-to-face roadshow events and stakeholder feedback. The councils are listening to valuable feedback and not making any big decisions at this stage.

This joint plan will set out how transport is delivered to meet some of the demanding challenges facing the area, covering all types of transport, as well as road safety and maintenance. The new plan is needed to ensure travel is safe and easy, whilst reducing carbon emissions and protecting the landscape that makes the whole county special. All this must be done while maintaining economic growth and improving accessibility, experiences, and transport choices for all.

Since the last Local Transport Plan was produced in 2011, a lot has changed. Now is the chance to update our plans to ensure that our transport system meets the expectations of everyone and to identify the most important issues to prioritise future investment. The plan will be designed in line with the government's priorities, including the Net Zero by 2050 target.



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The engagement

The aim of this survey is to understand the different needs of the diverse communities who live and work in Dorset. Recent research has helped us understand the wider transport related issues and opportunities for the future. We'd now like to understand the public's views, so the new plan works for everyone.

Analysis method

Questions were considered on an individual basis. Overall responses were examined - and specific responses of respondents with a disability. The main method of analysis was looking at the percentage of respondents who expressed a view on each question. For open questions the text comments have been studied and coded depending on what issues were raised. The coded comments are then reported based on the number of times those individual issues have been raised. The coded comments are reported based on the frequency with which individual issues have been raised.

Note: some figures may not sum due to rounding.

Who participated?

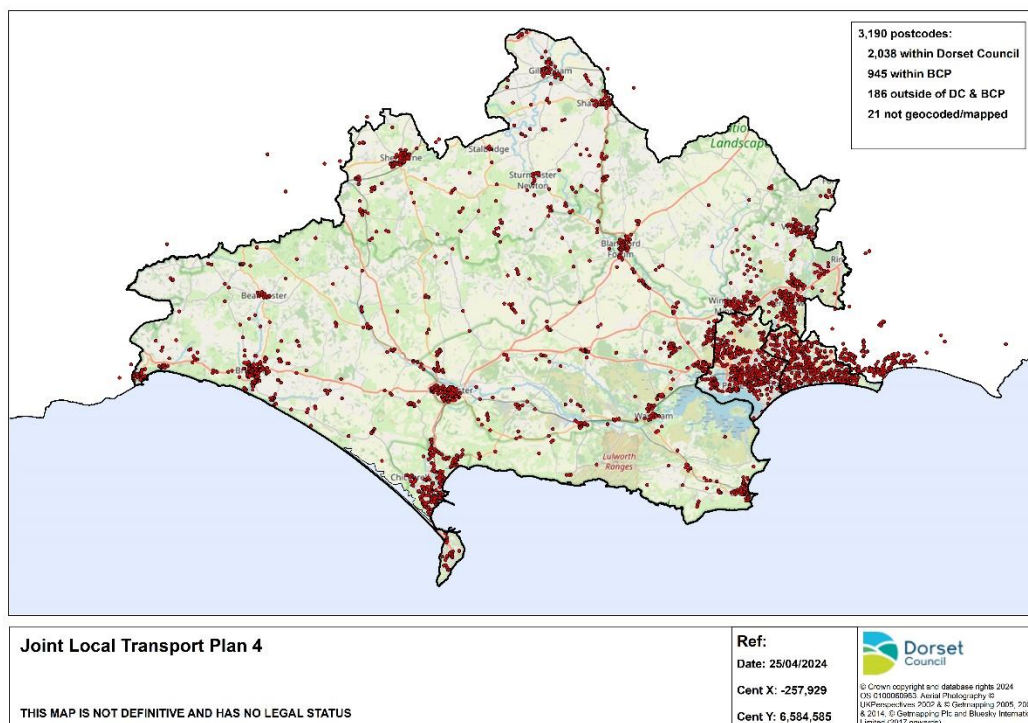


Figure 2 map of responses to the survey



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The map shows the distribution of overall responses to the survey demonstrating a good spread across the geographical area. Promotion of the engagement appears to have been successful across all areas.

Q1: Are you responding as an individual or on behalf of a business or organisation?

(n-3433)

Option	Percent
BCP Council resident	36.0%
Dorset Council resident	60.2%
A frequent visitor	2.2%
An infrequent visitor	0.4%
Working in BCP	4.8%
Working in Dorset	5.1%
A business, group, or organisation – please specify below	2.3%

Name of business, group or organisation
4D Signs
Active Dorset
Age UK North, South & West Dorset
All Axis studio
BH1 Airport Cars
Blandford Forum Town Council
Bournemouth Area Transport Action Group (Voluntary Group)
Bourton Parish Council
Bridport Town Council
Burrows Coaches Ltd
Champion Materials Handling Ltd
Charmouth Parish Council
Chideock Parish Council
Deburring centre, plating centre
Dementia friendly Gillingham
Dorchester Town Council
Dorset Blind Association
Dorset Council
Dorset Council - Urban Design
Dorset Cyclist Network (Purbeck & West Dorset)
Dorset HealthCare
Dorset property owner
East Dorset Health & Wellbeing Group
Electronic Technicians LTD



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FOLDE Dorset
Fontmell Magna Parish Council
Furmage Cycles
Guide Dogs
Help and Kindness
HelpAndKindness
Highcliffe Residents Association
Hurn Parish Council
Island Community Action
Jobcentre
Kimmeridge Parish Meeting
Lyme Regis Town Council
Maiden Newton Parish Council
Milborne St Andrew Parish Council
Morden Parish council
National Highways
Piddle Valley Parish Council
Pimperne Parish Council
Poole Quays Forum
Primetower Properties Ltd & Park Place Properties Ltd
Purbeck & Poole Group of Dorset CPRE
Purbeck Transport Action Group
Pursenalities
RC Brown Investment Management PLC
Richborough Estates
Rocket Charters
Self-catering cottages
Shaftesbury Refugee Group
Slimming world
South East Dorset Community Accessible Transport
South Wessex Community Rail Partnership CIC
South Western Railway
Space Youth Project
Spetisbury Parish Council
Stinsford Parish Council
tac
Talbot Village resident's Association
The Corner House
Toller Porcorum Parish Council
Triarchy Press
United Diversity Bridport
Upper Marshwood Vale Parish Council



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Vale of Allen Parish Council
Vice Chairman Dorset Community Action
WATAG (West Dorset Western Area Transport Action Group)
West Dorset Friends of the Earth
West Moors Town Council
Weymouth Heritage Centre Ltd
Weymouth Sailing Club
White House holiday cottage, Owermoigne
Wimborne Minster Town Council
Wool Parish Council
Wyke residents' campaign

People theme

Transport issues

Q2: We have identified the following issues with travel within BCP and the Dorset area. To what extent do you agree or disagree with these statements?

Inactive lifestyles can contribute to poorer public health in our communities.

(n- 3416)

Option	Percent
Strongly agree	58.3%
Agree	31%
Neither agree nor disagree	7.4%
Disagree	2%
Strongly disagree	1.2%
Don't know	0.4%

Overall, 89.3% of people who responded to this survey agree that inactive lifestyles can contribute to poorer public health in our communities.

The responses show there is a slight uplift in total agreement of 93.5% for Dorset Council residents compared to BCP residents which have a total agreement of 81.3%. Those who are disabled fall closer to the overall response at 86.3%.

Some people find technology hard to use (e.g. buying tickets with apps or accessing digital travel information)

(n – 3413)

Option	Percent
Strongly agree	48.1%



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Agree	42.1%
Neither agree nor disagree	6.4%
Disagree	2.3%
Strongly disagree	0.8%
Don't know	0.3%

Most responses (90.2%) agree that some people find technology hard to use. These results however do not vary significantly between age groups, where traditionally there is the presumption that older people struggle with technology. Results show that for those aged 16 – 64 years, 87.6% agree and for those aged 65+, 93.3% agree with this statement. Feedback into the LTP4 Equality Impact assessment also suggests that technology is a greater barrier for those aged 65+. This might be something that requires further investigation as to what other factors are impacting the use of transport related online activity.

Physical or mental impairments can limit travel choices and the ability for people to do daily activities.

(n- 3408)

Option	Percent
Strongly agree	52.7%
Agree	39.4%
Neither agree nor disagree	5.3%
Disagree	0.8%
Strongly disagree	0.6%
Don't know	1.2%

Over half (52.7%) of those responding strongly agree that physical or mental impairments can limit travel choices and the ability for people to do daily activities, with a further 39.4% agreeing with the statement.

A total of 95% of those who are disabled also agreed with the statement.

Price can limit transport and travel options.

(n – 3403)

Option	Percent
Strongly agree	57.5%
Agree	36.0%
Neither agree nor disagree	4.8%
Disagree	1.2%
Strongly disagree	0.4%
Don't know	0.2%

With our current cost of living crisis, the overall 93.5% of respondents in total agreement that price can limit transport and travel options is expected and not surprising.



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Residents from Dorset Council (93.9%) and BCP Council (92.5%) have similar levels of total agreement. 91.5% of those with a disability also agreed with this as an issue.

Respondents left comments in support of this theory, stating the need to reduce parking charges and subsidising and making transportation cheaper.

Feeling unsafe or vulnerable (e.g. poor lighting, quiet locations) can discourage public transport use, and walking, cycling, and wheeling (using a mobility scooter, wheelchair, or similar mobility aid)

(n – 3407)

Option	Percent
Strongly agree	53.6%
Agree	35.8%
Neither agree nor disagree	7.7%
Disagree	1.7%
Strongly disagree	0.7%
Don't know	0.5%

The majority, 89.4%, agreed this is an issue. Residents of Dorset Council (89.2%) feel slightly stronger compared to residents of BCP Council (88.5%). This may be due to the limited infrastructure and the presence of isolated and rural areas within the coverage of Dorset Council.

91.2% of those with a disability also agreed with this statement. Total agreement from female respondents were marginally stronger (89.1%) compared to male respondents (83.9%).

Comments from respondents regarding this theme reinforced the message stating unsafe buses and trains and fears over anti-social behaviours on transport. Additionally, there were also comments regarding poor lighting and unsafe neighbourhoods.

Physical barriers can affect how people travel (e.g. inconsiderate parking blocking pavements, a lack of dropped kerbs)

(n – 3411)

Option	Percent
Strongly agree	47.0%
Agree	38.6%
Neither agree nor disagree	9.4%
Disagree	3.6%
Strongly disagree	1.00%
Don't know	0.6%

Overall, for those who responded, 85.6% agreed with the statement. 89% of Dorset Council residents agreed compared to 81% of BCP residents.

Females were more likely to agree (90%) compared to males (84%). Results also showed 89% of those with a disability, specifically those with a visual impairment and physical coordination disability (both 97%), or social/behavioural issues (93%).



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Those aged 45-54 (81%) and 65-74 (90%) agreed. Additionally, results also showed 88% of those from a White British background also agreed. In terms of religious background, Christian was 89% and Jewish was 75%. Those who had not served in the Armed Forces (88%). Those who had not been pregnant in the last year (88%).

The results indicate whilst some are more likely to disagree, the majority agree that physical barriers can affect how people travel. The results also indicate there is a high overall agreement from most characteristics. This shows that these barriers impact many people and not just those who are older or suffering with a disability.

Social isolation caused by a lack of travel/transport options, particularly in rural areas, can affect quality of life.

(n – 3411)

Option	Percent
Strongly agree	64.0%
Agree	29.3%
Neither agree nor disagree	4.3%
Disagree	1.0%
Strongly disagree	0.4%
Don't know	1.0%

Overall, total agreement for *social isolation caused by a lack of travel/transport options, particularly in rural areas, can affect quality of life* was 93.3%.

96% of Dorset Council residents agreed with this statement compared to 88.6% of BCP Council residents. With Dorset Council having a larger proportion of rural areas the slight uplift in figure is unsurprising.

95% of those with disabilities also agreed with this issue. Respondents strengthened this statement by evidencing in the comments that isolation is present in communities due to lack of transport.

Older and more vulnerable people need greater support to manage the mobility challenges they face while travelling.

(n -3404)

Option	Percent
Strongly agree	55.1%
Agree	37.1%
Neither agree nor disagree	5.7%
Disagree	1.0%
Strongly disagree	0.4%
Don't know	0.7%

Overall agreement for the issue of *older and more vulnerable people need greater support to manage the mobility challenges they face while travelling* is high at 92.2% with over half, strongly agreeing.



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93.5% of Dorset Council residents agreed compared to 89.7% of BCP Council residents. 95.1% of those who are disabled also agreed.

Inadequate transport can act as a barrier to getting to work, education and training.

(n - 3409)

Option	Percent
Strongly agree	67.9%
Agree	26.8%
Neither agree nor disagree	3.6%
Disagree	1.0%
Strongly disagree	0.4%
Don't know	0.3%

Overall, support for this statement was high with a total agreement of 94.7%. Total disagreement was low with just 1.4%.

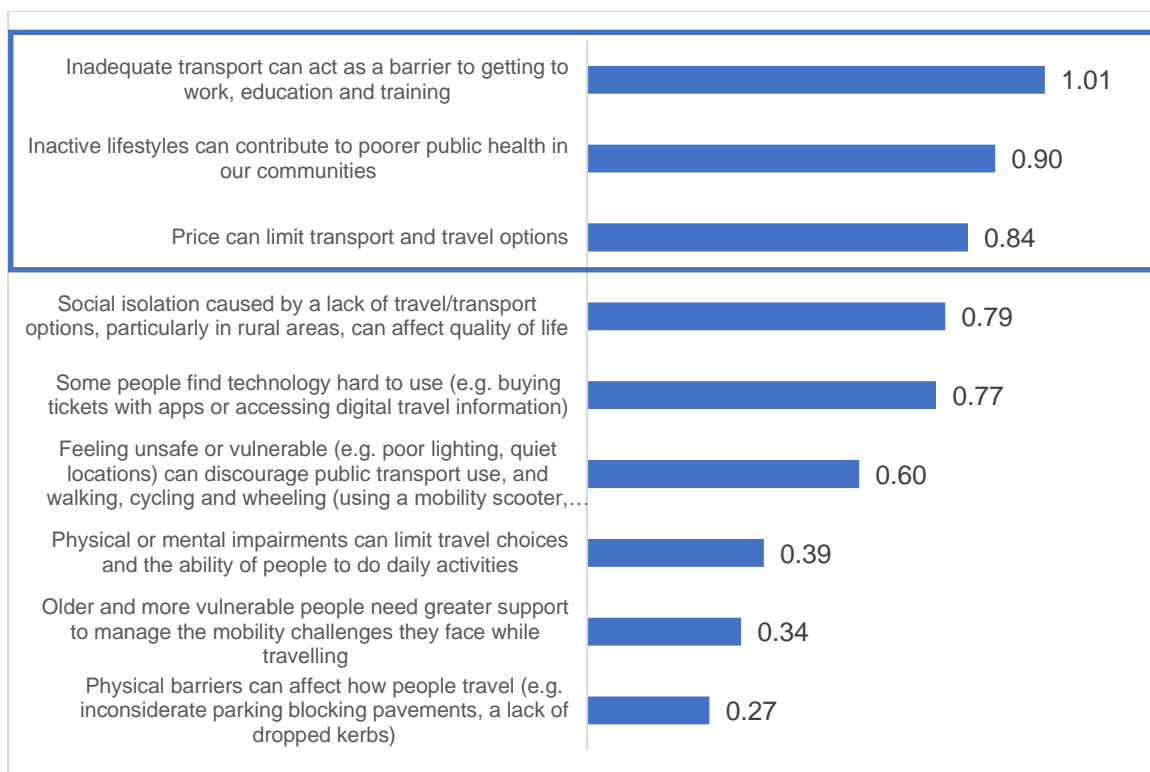
Summary table: People – Transport issues

Statement – Transport Issues	Total Agree (%)	Total Disagree (%)
Inactive lifestyles can contribute to poorer public health in our communities	89.4%	2.4%
Some people find technology hard to use (e.g. buying tickets with apps or accessing digital travel information)	90.2%	3.1%
Physical or mental impairments can limit travel choices and the ability for people to do daily activities	92.1%	1.4%
Price can limit transport and travel options	93.5%	1.6%
Feeling unsafe or vulnerable (e.g. poor lighting, quiet locations) can discourage public transport use, and walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	89.4%	2.4%
Physical barriers can affect how people travel (e.g. inconsiderate parking blocking pavements, a lack of dropped kerbs)	85.6%	4.6%
Social isolation caused by a lack of travel/transport options, particularly in rural areas, can affect quality of life	93.3%	1.4%
Older and more vulnerable people need greater support to manage the mobility challenges they face while travelling	92.2%	1.4%
Inadequate transport can act as a barrier to getting to work, education and training	94.7	1.4%



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Q3: Please list the top three PEOPLE issues that are of most importance, with 1 being the most important and 3 being the least.



Item	Ranking
Inadequate transport can act as a barrier to getting to work, education and training	1.01
Inactive lifestyles can contribute to poorer public health in our communities	0.90
Price can limit transport and travel options	0.84
Social isolation caused by a lack of travel/transport options, particularly in rural areas, can affect quality of life	0.79
Some people find technology hard to use (e.g. buying tickets with apps or accessing digital travel information)	0.77
Feeling unsafe or vulnerable (e.g. poor lighting, quiet locations) can discourage public transport use, and walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	0.60
Physical or mental impairments can limit travel choices and the ability of people to do daily activities	0.39



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Older and more vulnerable people need greater support to manage the mobility challenges they face while travelling	0.34
Physical barriers can affect how people travel (e.g. inconsiderate parking blocking pavements, a lack of dropped kerbs)	0.27

Overall, respondents selected statements that affected their ability to support their job, education and health as the issues that are most important to them. Cost of travel and transport options is also an important issue. With the current cost of living crisis, it is unsurprising this rated high on importance levels. “Inadequate transport can act as a barrier to getting to work, education and training” (94.7%) and “Price can limit transport and travel options” also had the top two highest total agreement levels with (93.5%).

Breaking this down by individual Councils, we see a slightly different order of priorities for Dorset Council residents versus BCP Council residents as illustrated in the tables below.

Dorset Council – top 3 most important statements	Ranking
Inadequate transport can act as a barrier to getting to work, education and training	1.09
Social isolation caused by a lack of travel/transport options, particularly in rural areas, can affect quality of life	1.01
Inactive lifestyles can contribute to poorer public health in our communities	0.91

BCP Council – top 3 most important statements	Ranking
Price can limit transport and travel options	0.95
Inadequate transport can act as a barrier to getting to work, education and training	0.87
Inactive lifestyles can contribute to poorer public health in our communities	0.86



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Transport opportunities

Q4: We have identified the following travel opportunities within BCP and Dorset under the PEOPLE theme. To what extent do you agree with these statements?

Increasing travel choices to enable people to travel more easily, sustainably and safely.

(n – 3406)

Option	Percent
Strongly agree	56.4%
Agree	32.0%
Neither agree nor disagree	7.1%
Disagree	2.5%
Strongly disagree	1.4%
Don't know	0.7%

Overall, there is a potential opportunity with 88.4% respondents in total agreement for more travel choices.

92.7% of Dorset Council residents felt slightly stronger compared to 80.7% of BCP Council residents. With BCP being a more urban area with more regular means of transport could be a possibility as to why Dorset Council figures are slightly higher in comparison.

Encourage active travel, like walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid) for short trips to improve public health and air quality.

(n – 3404)

Option	Percent
Strongly agree	38.0%
Agree	32.6%
Neither agree nor disagree	17.0%
Disagree	6.2%
Strongly disagree	6.1%
Don't know	0.3%

Encouraging active travel, like walking, cycling and wheeling for short trips to improve public health and air quality garners more of a split compared to other statements. Overall, the majority, a total agreement of 70.6%.

76% of Dorset Council residents agreed compared to 61% of BCP Council residents. Those aged 55-64 (74%), 85+ (74%), 75-84 (73%) and 35-44 (73%) also agreed. For those who are disabled, 75% agreed. 75% of females also agreed.



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17% of those who responded remained neutral with their opinion falling neither way. A further 12% disagreed with this statement. 23% of BCP Council residents disagreed that encouraging active travel to improve public health and air quality. Of those who disagreed, were respondents aged 25-34 (19%), 35-44 (15%), 45-54 (15%) and 65-74 (10%). 14% of males were also in disagreement.

For those with a disability (10%) - specifically those with a reduced physical capacity (14%), or mobility issues (12%) and hearing issues (10%) also disagree. This suggests that those who have physical or mobility issues may rely on vehicular travel and active travel might not be possible.

Further analysis shows that those from a BME background (27%), respondents from a Christian background (10%) and those from another sexual background (75%) also disagree.

Major life changes (e.g. moving house or changing job) can lead to people rethinking their travel choices.

(n – 3405)

Option	Percent
Strongly agree	23.5%
Agree	46.3%
Neither agree nor disagree	23.4%
Disagree	3.2%
Strongly disagree	2.1%
Don't know	1.4%

The majority of respondents (69.8%) agreed with the statement. Total disagreement was low at just 5.1% however, nearly a quarter (23.4%) did not have strong opinion either way.

Improving public transport (e.g. quality, price, and availability) can make bus and train travel a genuine alternative.

(n – 3411)

Option	Percent
Strongly agree	70.7%
Agree	21.2%
Neither agree nor disagree	3.6%
Disagree	2.7%
Strongly disagree	1.6%
Don't know	0.2%

A total agreement of 91.9% regarding improving public transport.

Dorset Council residents (95.2%) had a slightly higher level of agreement compared to BCP Council residents (86.2%).

Comments from respondents on areas such as increasing late and early bus services, increasing availability of bus services and introducing efficient transport systems support the



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high level of agreement for this statement, particularly for Dorset Council respondents who reside in more rural areas.

Making it easier to use more than one form of transport (e.g. transport hubs where more than one type of transport is available in one place and simpler ways to pay)

(n – 3405)

Option	Percent
Strongly agree	45.9%
Agree	37.8%
Neither agree nor disagree	11.9%
Disagree	2.2%
Strongly disagree	1.4%
Don't know	0.8%

Most (83.7%) agreed with the statement. Low total agreement of 3.6% however, 11.9% were neutral. Comments support this opportunity citing the need for the creation of a transport hub where all transport is connected, more efficient transport links and matching bus times/tickets to train times/tickets.

The flexibility and convenience that car ownership offers makes it an attractive option.

(n – 3408)

Option	Percent
Strongly agree	53.9%
Agree	30.7%
Neither agree nor disagree	10.1%
Disagree	3.3%
Strongly disagree	1.6%
Don't know	0.5%

84.6% agreed with the statement of *the flexibility and convenience that car ownership offers makes it an attractive option*. The comments showed that many respondents believed this engagement research is an anti-car agenda and reiterated that there is still a need for car usage.

Promotion of Zero Emission Vehicles (ZEVs) to increase their use can reduce emissions in the area.

(n – 3404)

Option	Percent
Strongly agree	18.1%
Agree	29.4%
Neither agree nor disagree	27.5%
Disagree	11.9%
Strongly disagree	10.6%



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Don't know	2.5%
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Increasing the use of Zero Emission Vehicles to reduce emissions seems to be split amongst those who responded. Under half (47.5%) agree to the promotion of ZEV's. Those more likely to agree are Dorset Council residents (51%) compared to BCP Council residents (44%). Those older are more likely to agree than younger: 85+ (76%), 75-84 (52%), 65-74 (50%), and 25-34 (50%).

Though there are environmental benefits for the use of ZEVs there are several challenges that arise with the promotion of ZEVs as respondents suggested in the comments, including the expense of purchasing one and the lack of infrastructure to charge one.

These comments suggest these may be the reasons why many remained unsure with 27.5% stating their neutrality and 22.5% disagreeing.

The results show 41% from those with a BME background, 46% of those from an 'other' sexual background and those who had not served in the Armed Forces (31%) disagreed with this statement.

Making travel information more accessible and easier to understand can help people use different forms of travel.

(n – 3398)

Option	Percent
Strongly agree	35.1%
Agree	45.2%
Neither agree nor disagree	15.0%
Disagree	2.8%
Strongly disagree	1.3%
Don't know	0.6%

Total agreement of 80.3% for this statement. Comments for this theme suggest that digital isolation is present along with comments regarding difficulty understanding and finding transport timetables.

New technologies and services (e.g. 'dial a ride') could improve rural mobility and social interaction.

(n – 3401)

Option	Percent
Strongly agree	28.3%
Agree	42.2%
Neither agree nor disagree	19.6%
Disagree	3.5%
Strongly disagree	2.6%
Don't know	3.8%



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Overall, there was a high agreement of 70.5% of how new technologies and services could improve rural mobility and social interaction. Comments indicated that rural isolation due to lack of transport is a current concern. This observation aligns with a high level of agreement. 76% of Dorset Council residents agreed compared to 68% BCP Council residents. Those with a disability (78%) compared to those without a disability (75%) also agreed.

19.6% of respondents expressed neutrality, suggesting some degree of ambivalence or uncertainty about the statement. A further 6.1% disagreed with the statement. More males (25%) compared to females (18%) disagreed with this statement along with those from an 'other' sexual background (23%).

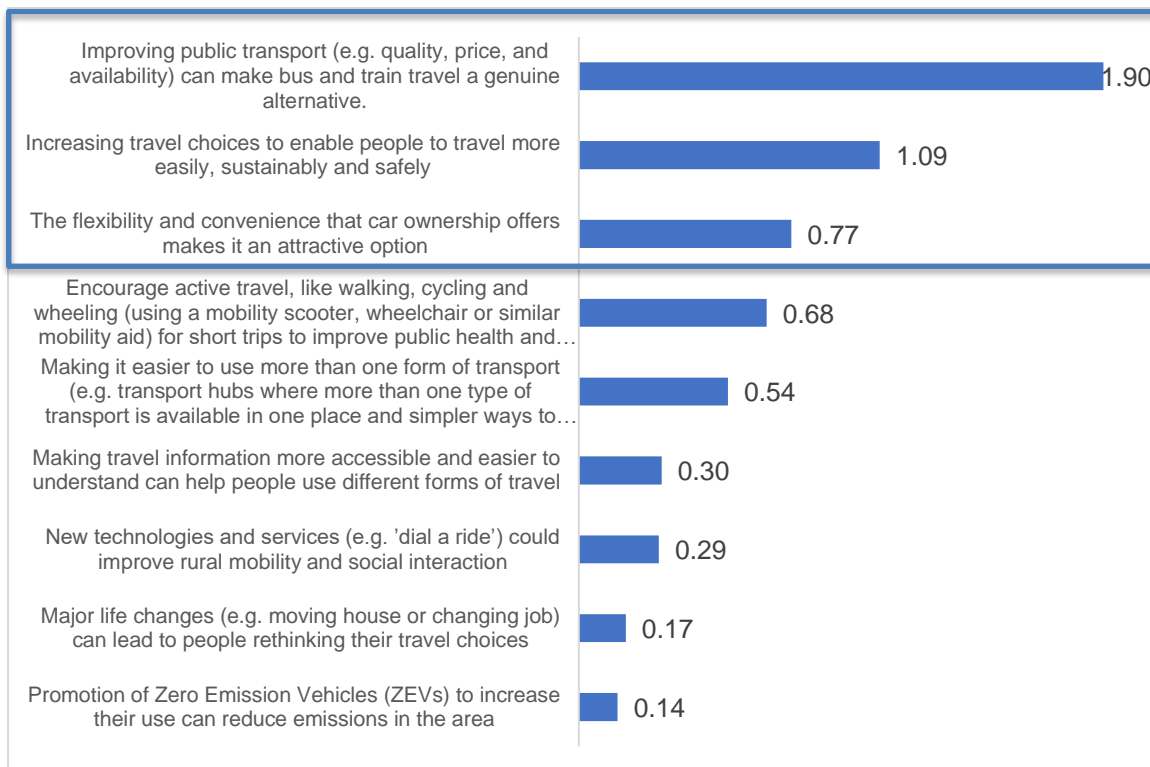
Summary table: People – Transport Opportunities

Statement – Transport Opportunities	Total Agree (%)	Total Disagree (%)
Increasing travel choices to enable people to travel more easily, sustainably and safely	88.4%	3.9%
Encourage active travel, like walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid) for short trips to improve public health and air quality	70.6%	12.3%
Major life changes (e.g. moving house or changing job) can lead to people rethinking their travel choices	69.8%	5.3%
Improving public transport (e.g. quality, price, and availability) can make bus and train travel a genuine alternative	91.9%	4.3%
Making it easier to use more than one form of transport (e.g. transport hubs where more than one type of transport is available in one place and simpler ways to pay)	83.7%	3.6%
The flexibility and convenience that car ownership offers makes it an attractive option	84.6%	4.9%
Promotion of Zero Emission Vehicles (ZEVs) to increase their use can reduce emissions in the area.	47.5%	22.5%
Making travel information more accessible and easier to understand can help people use different forms of travel.	80.3%	4.1%
New technologies and services (e.g. 'dial a ride') could improve rural mobility and social interaction	70.5%	6.1%

Q5: Please list the top three PEOPLE opportunities that are of most importance, with 1 being the most important and 3 being the least.



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Item	Ranking
Improving public transport (e.g. quality, price, and availability) can make bus and train travel a genuine alternative.	1.90
Increasing travel choices to enable people to travel more easily, sustainably and safely	1.09
The flexibility and convenience that car ownership offers makes it an attractive option	0.77
Encourage active travel, like walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid) for short trips to improve public health and air quality	0.68
Making it easier to use more than one form of transport (e.g. transport hubs where more than one type of transport is available in one place and simpler ways to pay)	0.54
Making travel information more accessible and easier to understand can help people use different forms of travel	0.30



This is where **your journey begins...**



New technologies and services (e.g. 'dial a ride') could improve rural mobility and social interaction	0.29
Major life changes (e.g. moving house or changing job) can lead to people rethinking their travel choices	0.17
Promotion of Zero Emission Vehicles (ZEVs) to increase their use can reduce emissions in the area	0.14

The top three ranked statements included improving public transport, increasing travel options and the flexibility and convenience of car ownership is a good option. Understandably, the top ranked statements of importance also correlate with the top three highest agreement levels for the people theme, travel opportunities.

Breaking this down by individual Councils, we see both Council's top priority is *improving public transport*, however next two top priorities differ in order. These differences for Dorset Council residents versus BCP Council residents is illustrated in the tables below.

Dorset Council – top 3 most important statements	Ranking
Improving public transport (e.g. quality, price, and availability) can make bus and train travel a genuine alternative.	2.02
Increasing travel choices to enable people to travel more easily, sustainably and safely	1.17
Encourage active travel, like walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid) for short trips to improve public health and air quality	0.63

BCP Council – top 3 most important statements	Ranking
Improving public transport (e.g. quality, price, and availability) can make bus and train travel a genuine alternative.	1.70
The flexibility and convenience that car ownership offers makes it an attractive option	1.04
Increasing travel choices to enable people to travel more easily, sustainably and safely	0.93

Q6: If you would like to comment on any of the ISSUES or OPPORTUNITIES under the PEOPLE theme, or any that were not listed, please express your views below.



This is where **your journey begins...**

People theme open comments	
Low availability/frequency of buses	338
social/rural isolation present due to lack of transport	190
Introduce efficient transport systems- creating links with important destinations such as hospitals	138
ACCESSIBILITY WORRIES-majority/vulnerable left out of new transport schemes	134
introduce better air quality systems/air, noise, light pollution and congestion present	132
Stop implementing anti-driving schemes	132
low availability/frequency of trains	122
increase better road management, planning and maintenance	116
Make transport cheaper	102
introduce more safe cycling infrastructure	91
increase safe walking/wheeling infrastructure	79
Stop creating cycle lanes	76
PROMOTION - promotion of alternative modes of transport	62
Increase late night/early morning transport	61
unsafe neighbourhood and driving	59
there are more priorities for council spending than transport	53
driving/car/parking charges are too high	48
unused cycle lanes	47
Freedom of choice of transport options	45
Eliminate low speed zones	43
Unsafe/dirty buses and trains/ antisocial behaviour on transport	38
parking inappropriately	38
Allow better management of cycle lanes	37
poor management of storing and controlling e-scooters and bikes	35
increase parking	31
increase low speed zones	31
match bus times and tickets to train times and tickets	31
creating a hub where all transport is	29
Digital isolation present	28
Increase Dial-a-Ride or park and ride	27
Reduce low traffic neighbourhood and Ultra Low Emission Zones	26



This is where **your journey begins...**

difficulty finding/understanding timetables	22
poor street lighting	18
increase number of electric charging points	18
failure to adhere to bus/train times	17
develop tram or monorail system	17
Introduce community transport schemes	16
good availability of buses	15
stress and anxiety caused by transport	15
Introduce Cross-county transport	15
Increase bus shelters	14
Introduce Cyclist laws - insurance/lights	13
create more bus lanes	10
DO subsidise transport	9
Increase low traffic neighbourhoods and ultra-low emission zones	8
DO NOT subsidise transport	8
POOLE PARK - open the gate	8
Control large lorries (weight/size limits)	7
good availability of trains	7
24hr use of bus passes	7
safer infrastructure for equestrians	6
lack of public toilets when using transport	4
Introduce private hire vehicles	3
Shared and ease of beach promenade use	2
POOLE PARK- close the gate	2
Strategy for opportunities and not cost cutting	2
Creating dog-free areas	1
Other	81



This is where **your journey begins...**

Place theme

Transport issues

Note: It is important to note that there was an error in the online design and a 'don't know' was not an option for the Place theme: transport issues. This has likely been the reason for the uplift in 'neither agree nor disagree' percentages.

Q7: We have identified the following issues with travel within BCP and Dorset under the PLACE theme. To what extent do you agree with these statements?

Places with no public transport experience poor accessibility and limited travel options

(n – 3400)

Option	Percent
Strongly agree	67.3%
Agree	25.3%
Neither agree nor disagree	5.2%
Disagree	1.6%
Strongly disagree	0.6%

The majority of respondents (92.6%) were in total agreement with this statement. 95.4% of Dorset Council residents agreed compared to 87.6% of BCP Council residents.

Those with a disability also had a high level of total agreement of 95.2%.

Congestion is a problem in urban areas and impacts on local air quality.

(n – 3395)

Option	Total	Percent
Strongly agree	1399	41.2%
Agree	1180	34.8%
Neither agree nor disagree	598	17.6%
Disagree	156	4.6%
Strongly disagree	62	1.8%

Overall, the majority of those who responded (76%) agreed that *congestion is a problem in urban areas and impacts on local air quality*. 76% of both Dorset Council and BCP residents agreed. There was also high agreement amongst those aged 25-34 (80%), 45-54 (77%), 75-84 (76%).

A total of 6.4% of those who responded disagreed. 10% of BCP council residents disagreed and 12% of those aged 25-34 are also more likely to disagree.



This is where **your journey begins...**

This statement also shows that 17.6% of respondents feel neutral with no strong opinions either way regarding congestion impacting air quality.

Some areas lack safe and continuous active travel routes for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)

(no – 3394)

Option	Percent
Strongly agree	39.9%
Agree	31.1%
Neither agree nor disagree	18.1%
Disagree	6.7%
Strongly disagree	4.1%

Most (71%) agree there is a lack of safe travel routes for pedestrians and cyclists. Dorset Council residents (78%) feel slightly stronger about the lack of safe routes compared to BCP Council residents (59%).

Females express slightly more concerns over the lack of safe routes with 77% in total agreement, compared to 68% of males.

Amongst BCP residents, 20% express disagreement over some areas lacking safe and continuous active travel routes for walking, cycling and wheeling. BCP is a predominantly urban area in comparison to Dorset Council. Those who are residents of BCP may not be impacted in the same way as those who lack the infrastructure living in more rural areas.

Additionally, those also more likely to disagree are those aged 25-34 (21%), 16-24 (18%), and 45-54 (14%). 14% of males also disagreed, while 30% of those from a BME background held a similar view.

In rural areas, cost effective public transport that meets communities' needs can be difficult to access.

(n – 3397)

Option	Percent
Strongly agree	56.3%
Agree	31.7%
Neither agree nor disagree	10.2%
Disagree	1.0%
Strongly disagree	0.7%

Most agreed (88%) with the statement that *cost effective public transport that meets communities' needs can be difficult to access*.

The comments for this reiterate the need for more affordable transportation and that transport as a whole isn't always accessible. This is through irregular bus and train services and inadequate transport links.



This is where **your journey begins...**

There aren't enough places to charge or refuel Zero Emission Vehicles (e.g. electric or hydrogen)

(n – 3386)

Option	Percent
Strongly agree	23.7%
Agree	23.7%
Neither agree nor disagree	43.7%
Disagree	4.8%
Strongly disagree	4.2%

This statement has led to a division between those who agree and those who either disagree or remain uncertain. Dorset Council and BCP residents feel similar with 47% respectively agreeing that the infrastructure for charging or refuelling zero emission vehicles (ZEV) is lacking.

Further analysis shows those aged 55-64 (51%) and 75-84 (50%) also agreed about the insufficient availability of charging and refuelling infrastructure. This point was also reinforced in the open comments.

On the other hand, 13% BCP Council residents disagree. 21% of the younger age group, 25–34-year-olds also disagreed along with 11% of males.

20% of those from a BME background, 31% of those from an 'other' sexual background and 19% of those who had served in the Reserve Armed Forces also tended to disagree.

Mobile and broadband connectivity in rural areas can limit the digital services that can be accessed (e.g. bus timetables and digital tickets)

(n – 3400)

Option	Percent
Strongly agree	34.2%
Agree	39.2%
Neither agree nor disagree	22.6%
Disagree	3.1%
Strongly disagree	0.9%

There is a high level of total agreement, of 73.4%, with few (4%) disagreeing.

Comments illustrate the agreement that digital services are still lacking in some areas, some due to connectivity, others due to financial means.

Dorset Council residents felt slightly stronger about this, with 76.2% agreeing compared to 67.1% of BCP Council residents. The more rural areas of Dorset Council are likely to be the reason for this as it has a more direct impact on those residents.

The impacts of more frequent weather events (e.g. flooding) will increase disruption to transport and travel.



This is where **your journey begins...**

(n – 3403)

Option	Percent
Strongly agree	32.9%
Agree	43.9%
Neither agree nor disagree	18.3%
Disagree	3.1%
Strongly disagree	1.9%

Most agree (76.8%) with this statement. 79.5% of Dorset Council feel slightly stronger compared to 71.6% BCP Council residents.

Connections by road and rail are poor between the South Coast and areas like Bristol and the Midlands

(n – 3402)

Option	Percent
Strongly agree	46.5%
Agree	29.7%
Neither agree nor disagree	19.2%
Disagree	3.7%
Strongly disagree	0.9%

Overall, most respondents (76.2%), agree with this statement. Respondents' views are reinforced by comments stating better cross county connections are required.

Dorset Council residents (76.8%) and BCP Council residents (76%) feel similarly regarding these additional transport links outside of the county.

Rail stations are poorly connected to town centres and where people live and can be inaccessible due to a lack of step free access.

(n – 3391)

Option	Percent
Strongly agree	32.6%
Agree	33.8%
Neither agree nor disagree	26.3%
Disagree	6.2%
Strongly disagree	1.1%

Overall, there is a 66.4% agreement regarding rail stations being poorly connected to town centres and lack of step free accessibility. Residents of both councils feel similar with Dorset Council (67%) and BCP Council (65%) in agreement.



This is where **your journey begins...**

Females feel stronger about this issue (70%) compared to males (63%). Those with a disability (73%) also feel stronger about the issue. Specifically, those who have difficulty learning, concentrating or remembering (86%), with a mental illness (81%), mobility issues (79%), reduced physical capacity (74%), or long-term progressive condition (58%). The poorly connected rail connections and lack of step free accessibility clearly impacts those both with and without a physical or mobility impairment.

Over a quarter of those who responded (26.3%) are unsure on their stance for this issue and do not feel strongly either way. However, 10% of BCP Council residents disagree that the poor rail connections and lack of step free access poses an issue. 10% of those aged 55-64 also disagree along with 11% of those from a BME background and 15% of those from an 'other' sexual background.

Workplaces can lack on-site facilities, discouraging active travel (including walking and cycling) to and from work.

(n – 3381)

Option	Percent
Strongly agree	16.2%
Agree	28.6%
Neither agree nor disagree	44.7%
Disagree	6.6%
Strongly disagree	4.0%

This statement reflects a somewhat divisive outlook. Under half (44.8%) agree with it. 43.2% of Dorset Council residents agree, compared to 45.4% of BCP Council residents.

Focusing on working age people, ages 16-64 years there is a stronger level of agreement (52.4%) compared to those who are of a retirement age, 65+ years (37.9%).

Additionally, just under half of the respondents have a neutral opinion on this statement. It is important to note due to the survey's design, the respondents did not have the option to select 'don't know' option which may have influenced some respondents to select neither agree nor disagree.

Summary table: Place – Transport Issues

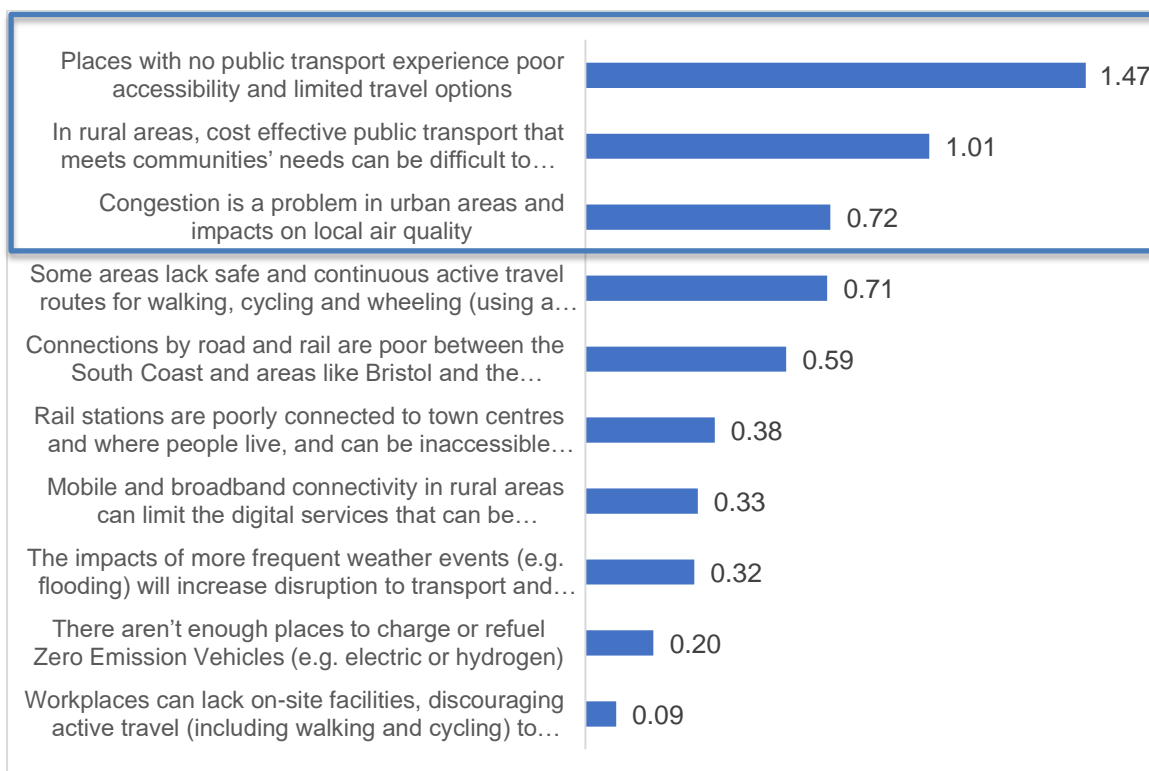
Statement – Transport Issues	Total Agree (%)	Total Disagree (%)
Places with no public transport experience poor accessibility and limited travel options	92.6%	2.2%
Congestion is a problem in urban areas and impacts on local air quality.	76%	6.4%
Some areas lack safe and continuous active travel routes for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	71%	10.8%
In rural areas, cost effective public transport that meets communities' needs can be difficult to access.	88%	1.7%



This is where **your journey begins...**

There aren't enough places to charge or refuel Zero Emission Vehicles (e.g. electric or hydrogen)	47.4%	9%
Mobile and broadband connectivity in rural areas can limit the digital services that can be accessed (e.g. bus timetables and digital tickets)	73.4%	4%
The impacts of more frequent weather events (e.g. flooding) will increase disruption to transport and travel.	76.8%	5%
Connections by road and rail are poor between the South Coast and areas like Bristol and the Midlands	76.2%	4.6%
Rail stations are poorly connected to town centres and where people live and can be inaccessible due to a lack of step free access	66.4%	7.3%
Workplaces can lack on-site facilities, discouraging active travel (including walking and cycling) to and from work	44.8%	10.6%

Q8: Please list the top three PLACE issues that are of most importance, with 1 being the most important and 3 being the least.



Item	Ranking
Places with no public transport experience poor accessibility and limited travel options	1.47
In rural areas, cost effective public transport that meets communities' needs can be difficult to access	1.01
Congestion is a problem in urban areas and impacts on local air quality	0.72
Some areas lack safe and continuous active travel routes for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	0.71
Connections by road and rail are poor between the South Coast and areas like Bristol and the Midlands	0.59
Rail stations are poorly connected to town centres and where people live, and can be inaccessible due to a lack of step free access	0.38
Mobile and broadband connectivity in rural areas can limit the digital services that can be accessed (e.g. bus timetables and digital tickets)	0.33
The impacts of more frequent weather events (e.g. flooding) will increase disruption to transport and travel	0.32
There aren't enough places to charge or refuel Zero Emission Vehicles (e.g. electric or hydrogen)	0.20
Workplaces can lack on-site facilities, discouraging active travel (including walking and cycling) to and from work	0.09

Overall, the results show the poor public transport options challenges in accessing cost-effective transportation and congestion significantly impact air quality to be the most important issues to respondents. A trend is appearing regarding the most important statements with once again the focus being lack of travel option, the affordability and the impact it has on public health, such as air quality.

Breaking this down by individual Councils, we see some priorities differ in the top three between the two Councils. The results align based rural nature of Dorset Council and the urban nature of BCP Council. The differences for Dorset Council residents versus BCP Council residents are illustrated in the tables below.



This is where **your journey begins...**

Dorset Council – top 3 most important statements	Ranking
Places with no public transport experience poor accessibility and limited travel options	1.71
In rural areas, cost effective public transport that meets communities' needs can be difficult to access	1.23
Some areas lack safe and continuous active travel routes for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	0.70

BCP Council – top 3 most important statements	Ranking
Congestion is a problem in urban areas and impacts on local air quality	1.09
Places with no public transport experience poor accessibility and limited travel options	1.04
Connections by road and rail are poor between the South Coast and areas like Bristol and the Midlands	0.73

Transport opportunities

Q9: We have identified the following travel opportunities within BCP and Dorset under the PLACE theme. To what extent do you agree with these statements?

Increasing the availability of charging and refuelling facilities for Zero Emission Vehicles to encourage their use (e.g. electric and hydrogen).

(n – 3387)

Option	Percent
Strongly agree	18.3%
Agree	30.2%
Neither agree nor disagree	33.1%
Disagree	7.5%
Strongly disagree	7.9%
Don't know	3.0%

Just under half (48.5%) agree with this statement, while 15.4% disagree. Comments related to the theme of place illustrate that though zero emission vehicles (ZEVs) can be a benefit, the current lack of infrastructure poses an issue. Respondents also cite that ZEVs can be expensive.

Joining up plans for new residential and employment developments with transport to ensure they are well connected and accessible.

(n – 3396)



This is where **your journey begins...**

Option	Percent
Strongly agree	40.6%
Agree	42.1%
Neither agree nor disagree	13.5%
Disagree	1.5%
Strongly disagree	1.2%
Don't know	1.2%

82,7% strongly agreed or agreed with the statement. The main concerns are regarding inadequate planning and the lack of infrastructure of new developments without a plan in place to support the influx of people.

Improve the quality and availability of public transport to promote positive social, economic, and environmental change.

(n – 3391)

Option	Percent
Strongly agree	62.4%
Agree	28.7%
Neither agree nor disagree	5.7%
Disagree	1.2%
Strongly disagree	1.3%
Don't know	0.6%

91.1% strongly agreed or agreed with the statement.

94.2% Dorset Council agreed compared to 85.3% of BCP Council residents. Notably, Dorset Council residents express slightly stronger agreement. This difference may be attributed to the limited transport options available in rural areas compared to the urban areas covered by BCP Council.

91.7% of those who have a disability also agreed.

Substituting the need to travel by providing accessible and functional digital services (i.e. using the internet to access public services and purchase goods online)

(n – 3382)

Option	Percent
Strongly agree	12.2%
Agree	26.2%
Neither agree nor disagree	32.8%
Disagree	17.5%
Strongly disagree	9.7%
Don't know	1.7%



This is where **your journey begins...**

The statement provides mixed results. 38.4% agreed with the statement, however 27.2% disagreed. Comments regarding this statement show increasing digital services for travel should not come at the expense of reducing high street purchases which they could negatively impact the economy. Others also believe that being able to leave your home increases a positive mental health outlook and the opposite shouldn't be promoted.

Reducing road traffic to make urban environments better places for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)

(n – 3394)

Option	Percent
Strongly agree	27.0%
Agree	25.5%
Neither agree nor disagree	21.7%
Disagree	11.6%
Strongly disagree	13.1%
Don't know	1.2%

Just over half (52.5%) think reducing road traffic can make urban environments better places for active travel. Comments from the 'place' theme reinforce this message citing the need for better, safer cycle path infrastructure, safer pedestrian pathways and obstruction free pathways from car parking.

57% of Dorset Council residents agreed compared to 45% of BCP Council residents. In terms of age, those aged 35-44 (60%), 45-54 (57%), 55-64 (54%), 65-74 (53%), and 75-84 (52%). Females (57%) feel similar compared to males (53%).

62% of those who declared they do not have a religion also agreed as well as 67% of those identified as straight/heterosexual.

Despite BCP Council having predominantly more urban areas, 38% of its residents disagreed with the statement compared to 18% of Dorset Council residents. As age increases, the percentage of disagreements decline: 55-64 (28%), 65-74 (22%), 75-84 (19%), and 85+ (12%).

Males (28%) had a higher level of disagreement compared to females (18%) on reducing road traffic for active travel opportunities.

Reducing road traffic to lower emissions and improve air quality and public health.

(n – 3390)

Option	Percent
Strongly agree	27.0%
Agree	28.9%
Neither agree nor disagree	22.5%
Disagree	10.4%



This is where **your journey begins...**

Strongly disagree	10.4%
Don't know	0.8%

Reducing road traffic to lower emissions and improve air quality and public health is a fairly mixed statement with 55.9% of those who responded agreeing with this statement.

Dorset Council residents (60%) were in more agreement compared to BCP Council residents (49%). More females (62%) strongly agree or agree compared to males (55%). 71% of those who identify as gay/lesbian and 60% of those who declared they have no religion also agreed this statement.

32% of BCP residents disagreed with the statement compared to 15% of Dorset Council residents. More males (25%) strongly disagreed or disagreed compared to females (15%). Among those who declared 'other; for sexual orientation, 62% also expressed a relatively high level of disagreement.

Alternative ways to transport freight (e.g. more rail freight, and new technologies like drones) can free up the local road network and reduce related emissions.

(n – 3388)

Option	Percent
Strongly agree	31.5%
Agree	36.8%
Neither agree nor disagree	21.4%
Disagree	5.0%
Strongly disagree	3.0%
Don't know	2.3%

68.3% of respondents strongly agree or agree with this statement. 69.3% of Dorset Council residents agree compared to 66.2% of BCP Council residents. The granularity of detail regarding types of freight is important to highlight.

Whilst there is an agreement for alternate methods to transport freight, comments clearly indicate that respondents believe rail freight is a good option, but many are vehemently against the usage of drones.

More direct and continuous walking, cycling and wheeling routes (using a mobility scooter, wheelchair or similar mobility aid) to make active travel a genuine choice for shorter journeys.

(n – 3384)

Option	Percent
Strongly agree	33.9%
Agree	32.2%
Neither agree nor disagree	18.5%
Disagree	7.2%



This is where **your journey begins...**

Strongly disagree	7.5%
Don't know	0.7%

Overall, 66.1% of respondents support the statement. Commenters in the 'place' theme have already identified the need and the current issues of unsafe walking and cycling routes, disjointed cycle paths which strengthen the reasoning behind the agreement.

Dorset Council residents have a higher agreement of 73% compared to BCP Council residents (55%) This may be due to BCP having higher frequencies of people who already walk, cycle or wheel as a mode of transport.

26% of BCP Council residents disagreed with the statement as well as 23% of those aged 25-34 years, compared to 12% of those aged 65-74 and 75-84 respectively.

Improve the public transport links between rural and urban areas to make places more accessible without having to drive.

(n – 3390)

Option	Percent
Strongly agree	59.7%
Agree	29.2%
Neither agree nor disagree	6.9%
Disagree	1.7%
Strongly disagree	1.9%
Don't know	0.6%

A total of 88.9% strongly agreed or agreed regarding the improvement of transport links between rural and urban areas. 94.3% of Dorset Council residents agreed compared to 79.4% of BCP Council residents. These results suggest that it is slightly more important to Dorset Council residents. The responses show that facilitating travel links for people to journey from a rural area to a more urban area with employment/education opportunities are important.

Summary table: Place – Transport Opportunities

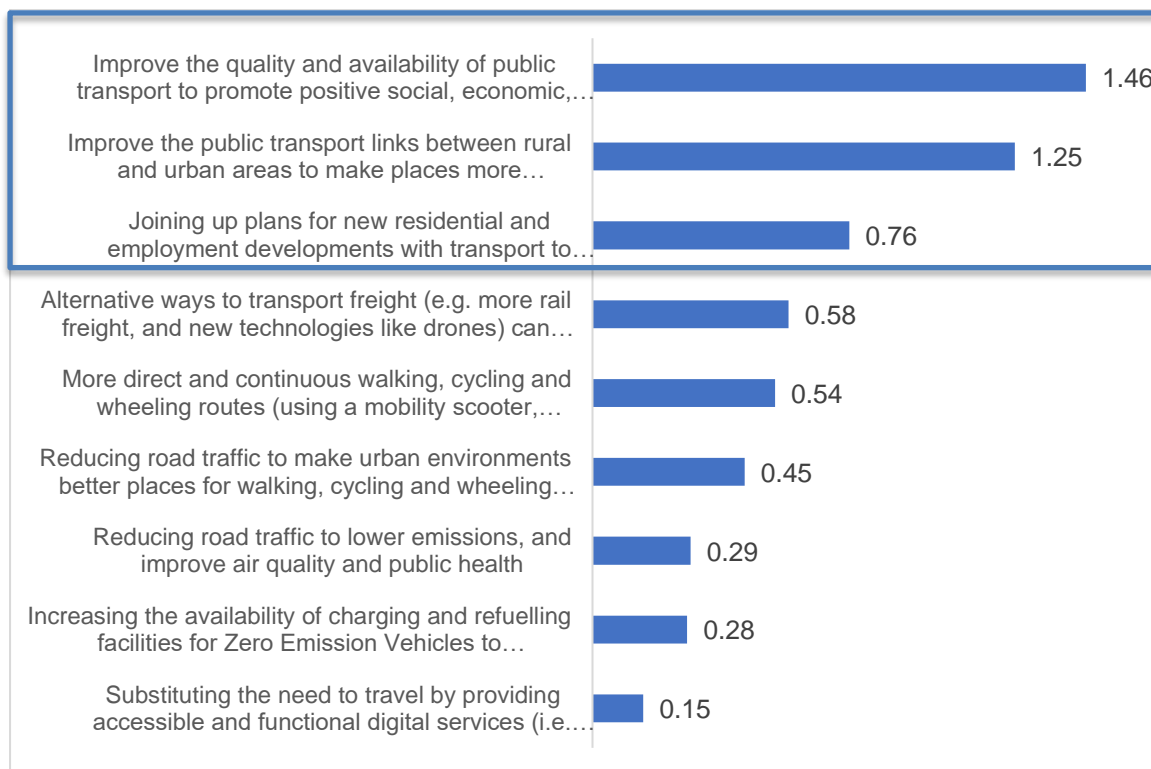
Statement – Transport Opportunities	Total Agree (%)	Total Disagree (%)
Increasing the availability of charging and refuelling facilities for Zero Emission Vehicles to encourage their use (e.g. electric and hydrogen)	48.5%	15.4%
Joining up plans for new residential and employment developments with transport to ensure they are well connected and accessible.	82.7%	2.7%
Improve the quality and availability of public transport to promote positive social, economic, and environmental change	91.1%	2.5%



This is where **your journey begins...**

Substituting the need to travel by providing accessible and functional digital services (i.e. using the internet to access public services and purchase goods online)	38.4%	27.2%
Reducing road traffic to make urban environments better places for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	52.5%	24.7%
Reducing road traffic to lower emissions and improve air quality and public health	55.9%	20.8%
Alternative ways to transport freight (e.g. more rail freight, and new technologies like drones) can free up the local road network and reduce related emissions	68.3%	8%
More direct and continuous walking, cycling and wheeling routes (using a mobility scooter, wheelchair or similar mobility aid) to make active travel a genuine choice for shorter journeys	66.1%	14.7%
Improve the public transport links between rural and urban areas to make places more accessible without having to drive	88.9%	3.6%

Q10: Please list the top three PLACE opportunities that are of most importance, with 1 being the most important and 3 being the least.



This is where **your journey begins...**



Item	Ranking
Improve the quality and availability of public transport to promote positive social, economic, and environmental change	1.46
Improve the public transport links between rural and urban areas to make places more accessible without having to drive	1.25
Joining up plans for new residential and employment developments with transport to ensure they are well connected and accessible	0.76
Alternative ways to transport freight (e.g. more rail freight, and new technologies like drones) can free up the local road network and reduce related emissions	0.58
More direct and continuous walking, cycling and wheeling routes (using a mobility scooter, wheelchair or similar mobility aid) to make active travel a genuine choice for shorter journeys	0.54
Reducing road traffic to make urban environments better places for walking, cycling and wheeling (using a mobility scooter, wheelchair or similar mobility aid)	0.45
Reducing road traffic to lower emissions, and improve air quality and public health	0.29
Increasing the availability of charging and refuelling facilities for Zero Emission Vehicles to encourage their use (e.g. electric and hydrogen)	0.28
Substituting the need to travel by providing accessible and functional digital services (i.e. using the internet to access public services and purchase goods online)	0.15

The most important opportunities identified were Improving transport quality and availability, improving transport links between urban and rural areas and joining up plans for new residential and employment developments with transportation infrastructure for better connectivity.

Place comments are riddled with needing better, more reliable services, better transport links and improved infrastructure. These comments are made with the resident's knowledge of how the current transport system causes isolation, difficulty travelling and a cost that makes it difficult to afford in our current economic climate.

Breaking this down by individual Councils, Dorset Council and BCP Council residents are in agreement of their top three most important statements' The results for Dorset Council residents versus BCP Council residents are illustrated in the tables below.



This is where **your journey begins...**



Dorset Council – top 3 most important statements	Ranking
Improve the quality and availability of public transport to promote positive social, economic, and environmental change	1.52
Improve the public transport links between rural and urban areas to make places more accessible without having to drive	1.46
Joining up plans for new residential and employment developments with transport to ensure they are well connected and accessible	0.72

BCP Council – top 3 most important statements	Ranking
Improve the quality and availability of public transport to promote positive social, economic, and environmental change	1.36
Improve the public transport links between rural and urban areas to make places more accessible without having to drive	0.90
Joining up plans for new residential and employment developments with transport to ensure they are well connected and accessible	0.81

Q11: If you would like to comment on any of the ISSUES or OPPORTUNITIES under the PLACE theme, or any that were not listed, please express your views below.

Place theme open comments	
Improve/more accessible public transport needed/regular services/ better links	138
More regular, direct and improved bus services needed	96
Do not want to/no alternative to cars/strategy should not be about reducing car usage/believes it is a 'car agenda'	78
Better and safer cycle routes/ cycle infrastructure needed	69
Better cycle free/safer walking routes/ pavement OR FOOTPATH access/routes	58
Better/reliable rail connections	55
New builds with no infrastructure/transport to support it	52
More affordable public transport	47
improve infrastructure /planning for transport links	46
Improved (incl. safety) on EV charging/infrastructure/ affordable public charging	45
pathway/road improvements/better road designs	43
Cycle lanes not used	43



This is where **your journey begins...**

integrated/joined up transport system/ approach/transport hub	40
Improve road schemes & maintenance/ maintenance to improve air quality/reduce traffic	40
stop building cycle lanes/fines for improper cycle lane use	36
Electric cars too expensive/not sustainable/against EV	34
Improve rural area public transport	33
For adding freight rail	31
Incentivise /encourage alternate uses of travel than car	30
Inadequate accessibility for public transport/general inadequate infrastructure	30
Disagree with digital connectivity to reduce travel/stop high street shopping	30
Transport links across county/council boundaries	30
currently a reduced/no bus services	29
better schemes to reduce high level traffic/congestion/improve traffic flow	28
stop blanket 20mph/stop reducing speed	26
Disjointed cycle lanes	25
Environment/Climate change impact/ improve air quality	25
Speed control/ 20 mph speed limit/general speed reduction	23
Reduce/amend car parking charges	21
Need/ there is a lack of public transport service to hospitals needed	20
Against freight drone usage	19
Isolation/restrictions from lack of public transport	19
Flooding issues due to lack of adequate infrastructure/ drain maintenance/transport issues from flooding	18
parking on kerb/obstructing access for people or bikes/inconsiderate parking	18
More buses at evening/ night/weekends	18
More parking	18
Safer public transport/public safety/security/streetlights needed	17
Improve public transport reliability	17
Road safety for schools/car parking/traffic issues	16



This is where **your journey begins...**

Improved public transport facilities e.g. BUS Station/toilet access/attendants/bus shelters/bus lanes/bus lay by	16
Improved/ joined up planning for travel plans/job opportunities	16
Better internet access/network coverage/digital access	15
Affordable electric/encourage low emission options	15
consideration for equestrians/safer routes/better paths	14
road restrictions for cars cause issues	13
tram network needed	13
Improve/build bypasses	12
cycle lanes increase congestion	12
One size fits all approach not working: cycle lanes/transport solutions	11
Add park and ride/promote park & ride /shuttle service from train station to town centre	10
Ring and ride/taxi/car hire services	9
Pay and ride/more hire bikes/private e bikes/scooters/cycle	9
Implement car free zones	8
More bike security (storage)	8
Policing electric scooters/cycles	7
Reduce/free public transport cost	7
HGV/Lorry usage dangerous on roads	6
More small buses/minibuses	6
speed limit review for rural roads	6
Stop introducing low emission zones/net zero targets	6
Digital technology impact elderly negatively/those not familiar with tech	6
For adding freight drone usage	5
Against adding freight rail	5
Electric buses/public transport	5
Low emission zone needed	4
For adding freight by sea/air/canal	3
Current reduced price bus services are good (e.g. £2 tickets)	3



This is where **your journey begins...**

no restrictions on bus lane/better bus lane systems	3
current schemes not reducing traffic	3
Bus and Train timetables not accurate/not consistent	3
Promoting digital services in rural areas to substitute travel increases isolation	3
traffic and air pollution in rural areas	2
More active travel infrastructure	2
Open Poole Park Twemlow Avenue entrance	2

Activity theme

Transport issues

Q12: We have identified the following issues with travel within BCP and Dorset under the ACTIVITY theme. To what extent do you agree with these statements?

Commuting to work and travel to school by car causes congestion within our towns.

(n – 3386)

Option	Percent
Strongly agree	49.5%
Agree	34.9%
Neither agree nor disagree	9.2%
Disagree	3.1%
Strongly disagree	2.4%
Don't know	0.8%

84.4% of respondents strongly agreed or agreed with the statement. 86.5% of Dorset Council residents agreed compared to 80.6% of BCP Council residents.

Comments for the 'activity' theme support this agreement with observations on how school pick up causes congestion and how congestion is still prevalent even during non-school days.

The COVID-19 pandemic has resulted in fewer people using public transport affecting the ability to keep services at previous levels.

(n – 3384)

Option	Percent
Strongly agree	11.9%



This is where **your journey begins...**

Agree	26.9%
Neither agree nor disagree	33.9%
Disagree	12.2%
Strongly disagree	5.7%
Don't know	9.5%

38.8% of respondents strongly agreed or agreed with the statement. However, 33.9% of respondents neither agreed nor disagreed along with 9.5% who did not feel knowledgeable to cast a vote at all.

Of those who supported the statement, 45% Dorset Council residents agreed compared to 38% BCP Council residents. Those aged 85+ (56%), 75-84 (52%), 35-44 (72%), 65-74 (44%), 25-34 (42%), 35-44 (38%), and 45-54 (35%) were also more likely to agree. Additionally, 46% of those with a disability agreed.

Overall, 17.9% disagreed that the pandemic affected the levels of public transport services. Of those who disagreed 25% were BCP residents compared to 17% of Dorset Council residents. 17% of females also disagreed.

Transport barriers such as cost, accessibility and lack of information can result in social isolation.

(n – 3380)

Option	Percent
Strongly agree	42.3%
Agree	41.8%
Neither agree nor disagree	11.5%
Disagree	2.0%
Strongly disagree	1.0%
Don't know	1.4%

Overall, most respondents, 84.1% agree with the statement. Comments for the activity theme also mention lack of internet access contributes to social isolation.

90% of those who are disabled also agreed. We also find correlation in agreement as the age bracket increases. A total agreement of 56.5% of those aged 16-34 years, 84% of those aged 35-64 years and 86.7% of those aged 65+ years.

At busy times (e.g. rush hours 08:00 – 09:00, 17:00 – 18:00, and school holidays) travel times can be long and unpredictable.

(n – 3379)

Option	Percent
Strongly agree	40.4%
Agree	40.2%



This is where **your journey begins...**

Neither agree nor disagree	13.8%
Disagree	2.9%
Strongly disagree	1.0%
Don't know	1.8%

80.6% agreed with this statement. BCP Council residents feel slightly more affected by this with 83.4% compared to 78.7% of Dorset Council residents.

Parking and congestion have been cited as issues during school timings, however, school timings are also not the sole reason.

Many jobs require frequent business travel and it is challenging to find alternatives to using a car.

(n – 3378)

Option	Percent
Strongly agree	42.5%
Agree	36.6%
Neither agree nor disagree	13.5%
Disagree	3.9%
Strongly disagree	1.3%
Don't know	2.3%

Overall, 79.1% strongly agreed or agreed compared to just 5.2% who strongly disagreed or disagreed. 81.3% of Dorset Council residents agreed compared to 75% of BCP Council residents.

Many respondents expressed a perception that the survey has an anti-car agenda. This perception could be due to the current challenges public transport is facing, which can make alternative modes of transportation easier to use.

Free parking at retail parks encourages car use for activities like out-of-town shopping.

(n – 3385)

Option	Percent
Strongly agree	41.7%
Agree	35.1%
Neither agree nor disagree	12.7%
Disagree	5.7%
Strongly disagree	4.0%
Don't know	0.8%

Overall, 76.8% were in total agreement compared to 9.7% who were in total disagreement. 78.4% of Dorset Council were in total agreement compared to 73.5% of BCP Council.



This is where **your journey begins...**

Convenient car parking in town centres and coastal locations makes car travel more attractive than using public transport.

(n – 3384)

Option	Percent
Strongly agree	26.2%
Agree	32.7%
Neither agree nor disagree	21.8%
Disagree	12.6%
Strongly disagree	6.1%
Don't know	0.7%

The majority of respondents (58.9%) agree that convenient car parking in town centres and coastal locations makes car travel more attractive than using public transport. 60% of Dorset Council residents and 57% BCP Council residents show that the two councils have a similar level of agreement regarding this statement. 62% of males also agreed with this statement.

A total of 18.7% disagreed. 23% of BCP Council residents compared to 17% of Dorset Council residents. Furthermore, those aged 25-34 (28%), 35-44 (23%), 65-74 (17%), and 75-84 (12%) disagreed.

Seasonal tourism causes road congestion because most visitors arrive by car.

(n – 3385)

Option	Total	Percent
Strongly agree	1820	53.8%
Agree	1189	35.1%
Neither agree nor disagree	246	7.3%
Disagree	55	1.6%
Strongly disagree	43	1.3%
Don't know	32	1.0%

Overall, 88.9% were in total agreement compared to just 2.9% who totally disagreed. 91.2% of Dorset Council residents totally agreed compared to 85.3% of BCP Council residents. Some comments suggested increasing fines for tourists parking in places they shouldn't and introducing a toll for non-residents.

Other comments aimed to combat these issues include creating sustainable tourism hubs and encouraging visitors to use public transport.

Increases in online shopping has led to more delivery vehicles on the local road network.

(n – 3385)



This is where **your journey begins...**

Option	Percent
Strongly agree	29.9%
Agree	43.1%
Neither agree nor disagree	18.6%
Disagree	4.6%
Strongly disagree	1.5%
Don't know	2.3%

Overall agreement is 73% compared to 6.1% of those who disagreed.

Shift workers hours do not match public transport timetables.

(n – 3379)

Option	Percent
Strongly agree	40.0%
Agree	32.3%
Neither agree nor disagree	18.1%
Disagree	0.7%
Strongly disagree	0.4%
Don't know	8.6%

Overall results show a 72.3% totally agreed compared to just a total of 1.1% who disagreed. 74.3% of Dorset Council residents totally agreed compared to 67.9% of BCP residents.

Summary table: Activity – Transport Issues

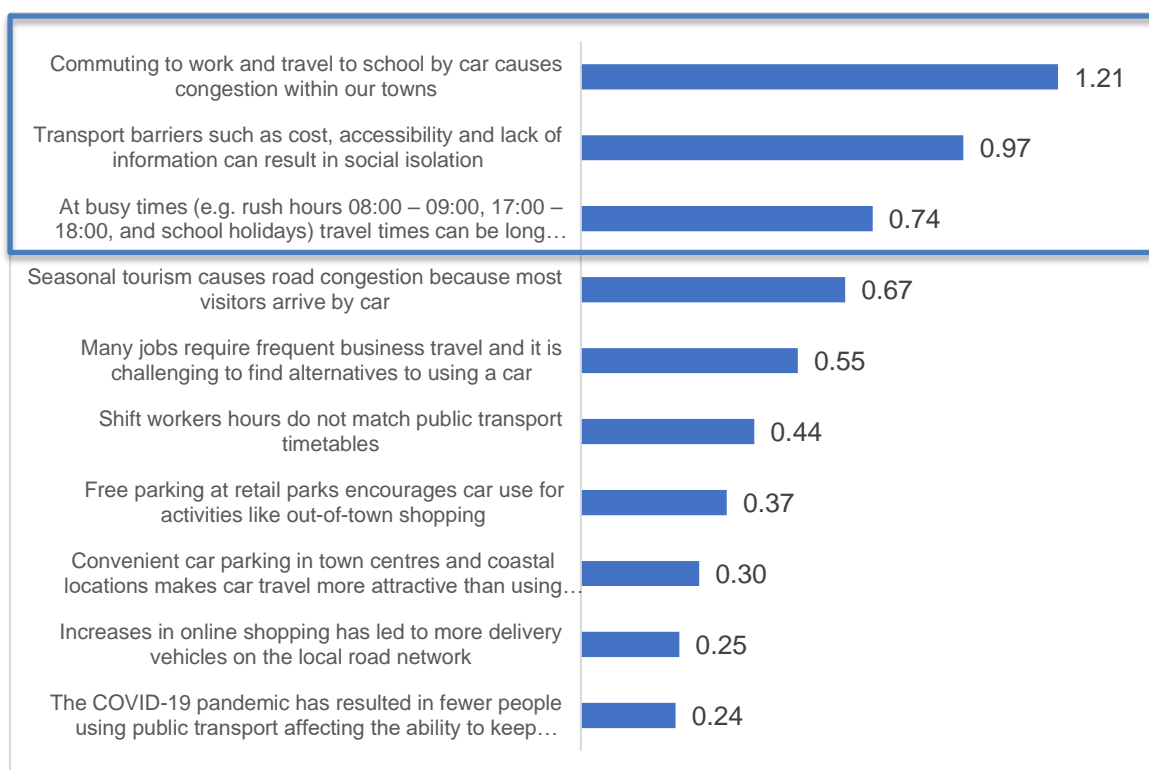
Statement – Transport Issues	Total Agree (%)	Total Disagree (%)
Commuting to work and travel to school by car causes congestion within our towns.	84.4%	5.5%
The COVID-19 pandemic has resulted in fewer people using public transport affecting the ability to keep services at previous levels	38.8%	17.9%
Transport barriers such as cost, accessibility and lack of information can result in social isolation	84.1%	3%
At busy times (e.g. rush hours 08:00 – 09:00, 17:00 – 18:00, and school holidays) travel times can be long and unpredictable	80.6%	3.9%
Many jobs require frequent business travel and it is challenging to find alternatives to using a car	79.1%	5.2%
Free parking at retail parks encourages car use for activities like out-of-town shopping	76.8%	9.7%
Convenient car parking in town centres and coastal locations makes car travel more attractive than using public transport.	58.9%	18.7%



This is where **your journey begins...**

Seasonal tourism causes road congestion because most visitors arrive by car	88.9%	2.9%
Increases in online shopping has led to more delivery vehicles on the local road network	73%	6.1%
Shift workers hours do not match public transport timetables	72.3%	1.1%

Q13: Please list the top three ACTIVITY issues that are of most importance, with 1 being the most important and 3 being the least.



Item	Ranking
Commuting to work and travel to school by car causes congestion within our towns	1.21
Transport barriers such as cost, accessibility and lack of information can result in social isolation	0.97
At busy times (e.g. rush hours 08:00 – 09:00, 17:00 – 18:00, and school holidays) travel times can be long and unpredictable	0.74
Seasonal tourism causes road congestion because most visitors arrive by car	0.67



This is where **your journey begins...**

Many jobs require frequent business travel and it is challenging to find alternatives to using a car	0.55
Shift workers hours do not match public transport timetables	0.44
Free parking at retail parks encourages car use for activities like out-of-town shopping	0.37
Convenient car parking in town centres and coastal locations makes car travel more attractive than using public transport	0.30
Increases in online shopping has led to more delivery vehicles on the local road network	0.25
The COVID-19 pandemic has resulted in fewer people using public transport affecting the ability to keep services at previous levels	0.24

The top three most important activity issues identified were how travelling to work or school by car causes congestion, transport barriers such as affordability results in social isolation and how travel times are unpredictable during busy times.

Breaking this down by individual Councils, Dorset Council and BCP Council residents differ in some of their top three most important statements' The results for Dorset Council residents versus BCP Council residents are illustrated in the tables below.

Dorset Council – top 3 most important statements	Ranking
Transport barriers such as cost, accessibility and lack of information can result in social isolation	1.16
Commuting to work and travel to school by car causes congestion within our towns	1.13
Seasonal tourism causes road congestion because most visitors arrive by car	0.71

BCP Council – top 3 most important statements	Ranking
Commuting to work and travel to school by car causes congestion within our towns	1.35
At busy times (e.g. rush hours 08:00 – 09:00, 17:00 – 18:00, and school holidays) travel times can be long and unpredictable	0.95
Transport barriers such as cost, accessibility and lack of information can result in social isolation	0.63



This is where **your journey begins...**

Transport opportunities

Q14: We have identified the following travel opportunities within BCP and Dorset under the ACTIVITY theme. To what extent do you agree with these statements?

Increasing travel choices (e.g. public transport, walking, cycling, wheeling, and car sharing) can offer alternative ways to commute and benefit the environment.

(n – 3371)

Option	Percent
Strongly agree	43.2%
Agree	35.2%
Neither agree nor disagree	11.7%
Disagree	4.8%
Strongly disagree	4.4%
Don't know	0.7%

Overall, 78.4% of respondents totally agreed with the statement. 83.8% of Dorset Council residents totally agreed compared to 68.2% of BCP Council residents. 76.8% of disabled respondents agreed.

Short car trips have the greatest potential to be replaced by active forms of travel (walking, cycling, and wheeling) and public transport.

(n – 3376)

Option	Percent
Strongly agree	37.4%
Agree	33.7%
Neither agree nor disagree	14.3%
Disagree	8.2%
Strongly disagree	5.6%
Don't know	0.8%

Overall, most strongly agreed or agreed with the possibility of short car trips having the greatest potential to be replaced by active forms of travel.

Dorset Council residents (77%) compared to BCP Council residents (62%) in total agreed to this statement along with 76% of females. Those with no disability (76%) had a higher level of agreement compared to those with a disability (67%). These results are not surprising considering the additional challenges those with a disability may face with some forms of active travel.



This is where **your journey begins...**

23% of BCP Council residents compared to 17% of Dorset Council residents disagreed. 11% of females are also more likely to disagree.

Healthy and active sections of the community are most likely to adopt new travel behaviours.

(n – 3374)

Option	Percent
Strongly agree	25.0%
Agree	36.1%
Neither agree nor disagree	24.4%
Disagree	7.3%
Strongly disagree	4.4%
Don't know	2.9%

Overall, 61.1% strongly agreed or agreed that healthy and active sections of the community are most likely to adopt new travel behaviours.

66% of Dorset Council residents compared to 57% of BCP Council residents in total agreed. 66% of females had similar views compared to males (65%). Additionally, 58% of those with a disability in total agreed.

Just under a quarter (24.4%) neither agreed or disagreed and a total of 11.7% disagreed. 19% of BCP Council in total disagreed along with 13% of males.

Maximising digital technologies to improve travel information and services (e.g. real-time information, mobile/contactless payments)

(n – 3361)

Option	Percent
Strongly agree	18.5%
Agree	40.1%
Neither agree nor disagree	28.5%
Disagree	7.6%
Strongly disagree	3.8%
Don't know	1.5%

Total agreement for this statement is 58.6%. Of those who totally agreed, 59.3% were Dorset Council residents and 56.4% were BCP Council residents.

Over a quarter 28.5% of respondents selected they neither agree nor disagree.

Encouraging visitors to use sustainable low carbon forms of transport.

(n – 3356)



This is where **your journey begins...**

Option	Percent
Strongly agree	25.4%
Agree	34.7%
Neither agree nor disagree	25.5%
Disagree	7.6%
Strongly disagree	4.8%
Don't know	2.2%

60.1% in total agreed with encouraging *visitors to use sustainable low carbon forms of transport*. 64% Dorset Council residents compared to 56% of BCP Council residents totally agreed. 66% of females compared to 59% of males also agreed in total. Comments for the 'activity' theme suggested transport hubs and better rail links to help encourage other forms of travel for tourists.

Overall, 12.4%, a considerably lower percentage totally disagreed with this opportunity for more sustainable low carbon forms of transport. 18% of BCP Council residents along with 15% of those who are males disagreed in total.

Making school pupils feel safe and confident to walk, cycle or wheel (using a mobility scooter, wheelchair or similar mobility aid) to school.

(n – 3370)

Option	Percent
Strongly agree	46.1%
Agree	35.0%
Neither agree nor disagree	13.0%
Disagree	2.9%
Strongly disagree	2.1%
Don't know	1.0%

Overall total agreement is 81.1% compared to total disagreement of 5%. 84.3% Dorset Council residents totally agreed compared to 75.2% of BCP Council residents.

Comments for the 'activity' theme reference safety for students. Other comments offer thoughts on more initiatives to help children travel safely to school to discourage driving. Other issues include parents' concerns over children walking to school encountering the dangers of strangers, not just cars.

Reduce road deaths and injuries by developing a safer road system.

(n – 3364)

Option	Percent
Strongly agree	43.3%
Agree	31.7%



This is where **your journey begins...**

Neither agree nor disagree	17.0%
Disagree	3.3%
Strongly disagree	3.1%
Don't know	1.8%

Overall, total agreement of 75% compared to just 6.4% of those who in total disagreed. 78.1% of Dorset Council residents had a stronger level of total agreement compared to 68.5% of BCP Council residents.

17% did not have strong opinion either way. Comments for the 'activity' theme mention speed control to aid road safety. The use of speed cameras to use for road safety purposes rather than for generating revenue.

Comments also included safer pedestrian and cycle routes for active forms of travel.

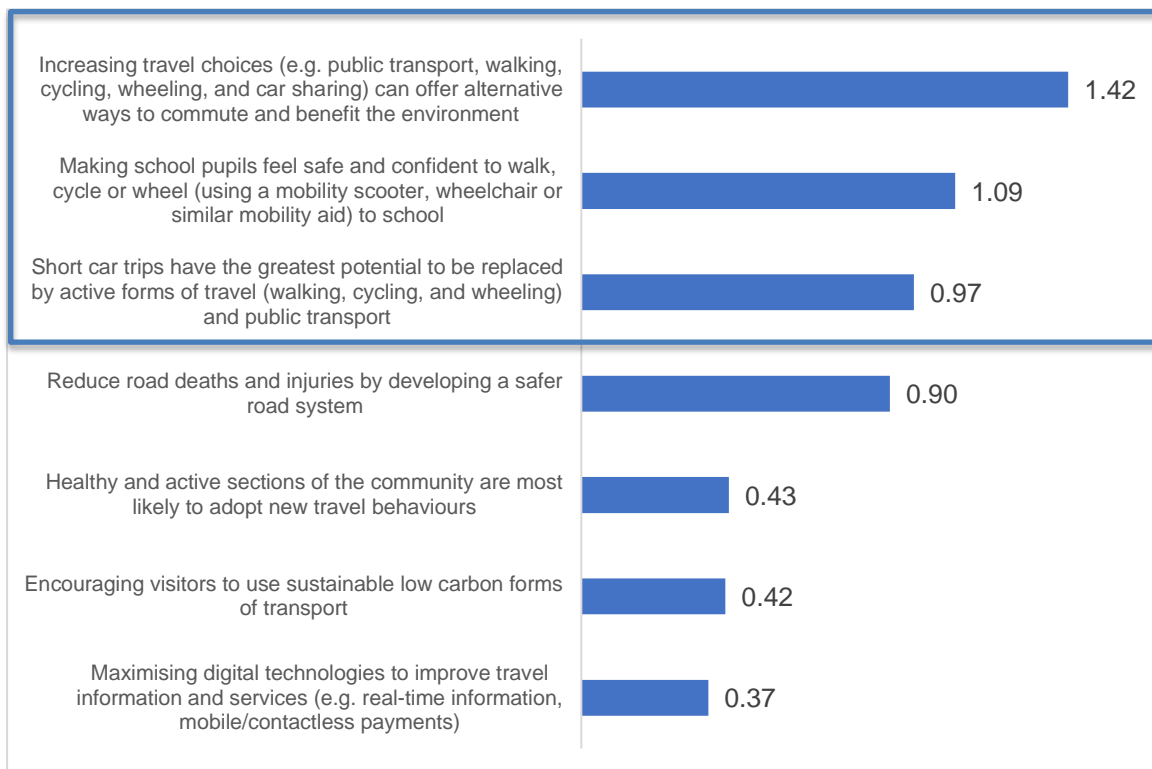
Summary table: Activity – Transport Opportunities

Statement – Transport Opportunities	Total Agree (%)	Total Disagree (%)
Increasing travel choices (e.g. public transport, walking, cycling, wheeling, and car sharing) can offer alternative ways to commute and benefit the environment	78.4%	9.2%
Short car trips have the greatest potential to be replaced by active forms of travel (walking, cycling, and wheeling) and public transport	71.1%	13.8%
Healthy and active sections of the community are most likely to adopt new travel behaviours	61.1%	11.7%
Maximising digital technologies to improve travel information and services (e.g. real-time information, mobile/contactless payments)	58.6%	11.4%
Encouraging visitors to use sustainable low carbon forms of transport	60.1%	12.4%
Making school pupils feel safe and confident to walk, cycle or wheel (using a mobility scooter, wheelchair or similar mobility aid) to school	81.1%	5%
Reduce road deaths and injuries by developing a safer road system	75%	6.4%

Q15: Please list the top three ACTIVITY opportunities that are of most importance, with 1 being the most important and 3 being the least.



This is where **your journey begins...**



Item	Ranking
Increasing travel choices (e.g. public transport, walking, cycling, wheeling, and car sharing) can offer alternative ways to commute and benefit the environment	1.42
Making school pupils feel safe and confident to walk, cycle or wheel (using a mobility scooter, wheelchair or similar mobility aid) to school	1.09
Short car trips have the greatest potential to be replaced by active forms of travel (walking, cycling, and wheeling) and public transport	0.97
Reduce road deaths and injuries by developing a safer road system	0.90
Healthy and active sections of the community are most likely to adopt new travel behaviours	0.43
Encouraging visitors to use sustainable low carbon forms of transport	0.42
Maximising digital technologies to improve travel information and services (e.g. real-time information, mobile/contactless payments)	0.37



This is where **your journey begins...**

The top three statements ranked for 'activity' transport opportunities include increasing travel choices to benefit the environment, travel safety for school pupils and how shorter trips are more likely to have the potential to replace car travel.

Breaking this down by individual Councils, Dorset Council and BCP Council residents top three most important statements' match the overall results. The results for Dorset Council residents versus BCP Council residents are illustrated in the tables below.

Dorset Council – top 3 most important statements	Ranking
Increasing travel choices (e.g. public transport, walking, cycling, wheeling, and car sharing) can offer alternative ways to commute and benefit the environment	1.54
Making school pupils feel safe and confident to walk, cycle or wheel (using a mobility scooter, wheelchair or similar mobility aid) to school	1.08
Short car trips have the greatest potential to be replaced by active forms of travel (walking, cycling, and wheeling) and public transport	1.03

BCP Council – top 3 most important statements	Ranking
Increasing travel choices (e.g. public transport, walking, cycling, wheeling, and car sharing) can offer alternative ways to commute and benefit the environment	1.22
Making school pupils feel safe and confident to walk, cycle or wheel (using a mobility scooter, wheelchair or similar mobility aid) to school	1.12
Short car trips have the greatest potential to be replaced by active forms of travel (walking, cycling, and wheeling) and public transport	0.86

16: If you would like to comment on any of the ISSUES or OPPORTUNITIES under the ACTIVITY theme, or any that were not listed, please express your views below.

ACTIVITY theme open comments	
Improved bus schedule and offering (including evening routes)/improve public transport (including trains)	128
Bus services/public transport not a viable alternative/unreliable/poor	64
Rely on car as elderly resident/someone with mobility issues/alternative travel not feasible/transport difficult to manoeuvre/rely on parent pick ups	63



This is where **your journey begins...**

No mention of state of repairs on the road/improving roads/Improving network/roads are poor/improve congestion/better signage	60
Affordable fares would encourage public transport usage/public transport too expensive/especially when travelling as a family/subsidised travel/subscription service for public transport	60
More initiatives to help children travel safely to school/work with schools to encourage safe routes/discourage driving/Walking buses	58
Cheaper parking/expensive parking discourages footfall/no use having convenient car parks if expensive/free or cheap resident parking/residents get penalised due to high costs set for visitors/expensive parking leads to illegal parking and more congestion	54
Improve cycling infrastructure and join it up/cycle routes with segregated cycle lanes/cycle tracks to be built before houses can be built/cycle lanes that don't end abruptly/well-lit/junctions and roundabouts where cyclists feel vulnerable	54
Public transport and alternative transport can't compete with time saving and convenience of a car/people prefer independence when travelling/alternatives not practical/survey does not refer to time of travel/people in the habit of using a car	53
Survey is anti-car/stop active travel/	41
Investment in cycle lanes has benefitted few people/don't seem to be used/better spent on other transport ideas/cause more congestion/remove cycle lanes/those that would walk/cycle already do/stop pandering to minority	41
Park and rides would be useful/means to transport visitors from pre-designated car parks into tourist destinations/move car parks to edge of towns	39
Footpaths well maintained, signposted and promoted/well-lit and safe/rural areas/no single track/safe crossings (including dropped curbs)/slanted pavements a hazard	37
Safe pedestrian/cycle routes that could incorporate mobility aid users/more active forms of transport	36
Walking/cycling not possible due to carrying shopping/need equipment for work/	36
Direct services needed to speed up certain routes/better interconnection / bus stops so close together causes congestion/bus travel takes too long/bus pull ins slow traffic/Express service	35
Referencing school pick up as an issue in terms of congestion, safety or parking	31
Make bus routes easier to understand/make system do hard work so users don't have to/sync bus and train timetables	30



This is where **your journey begins...**

Not safe for children to walk to school as no lighting/safer systems require better lighting/more pavements/removing crossing guards/improve outdoor activities for children	29
Adopt USA school bus system and make it a requirement for school travel/more school buses/free school buses/hydrogen powered buses/school transport more integrated	28
Smaller buses that run more frequently/increase frequency	25
Introduce 20mph limit for 30mph roads/20 mph limits would encourage cycling/slowing traffic/near schools	25
Weather is often prohibitive to active travel/cold weather also makes people more susceptible to colds and flu/Rain and snow can lead to accidents and injuries	25
Drivers need educating/behaviour needs to change/also education on car dependency	24
Roads too dangerous to cycle or walk on in rural areas/find way for cycle lanes to be on country roads/rural settlements linked by quality active travel opportunities/blanket slowing of single land roads	24
Paying digitally in car parks is discriminatory for elders and those disadvantaged who can't use them/cash should always be accepted/keep ticket offices up and running/don't go fully digital/paper timetables	24
20mph speed limits not wanted/will cause congestion/causes more emissions	22
If you discourage visitors to drive in Dorset, you discourage them from visiting/same goes for parking, have cheap parking to encourage visitors/visitors don't worry about transport as they don't live here/can't bring a family and luggage on public transport	19
No short trips in rural areas/impossible to replace public transport to replace convenience of a car in rural areas/socially isolated without car	19
Free parking encourages driving. Retail parks should charge double council rates/use raised parking funds to make safer and cheaper forms of transport/local taxes on free workplace parking/workplace parking levy to fund public transport/takes people away from town centres	19
Exclusion zones for cars within 1 mile radius of all schools for drop off and pick up/restricted parking outside schools/enable parents to use car parks near schools	17



This is where **your journey begins...**

Reducing parking will reduce footfall in high streets/need convenient parking/reducing parking with no viable alternative doesn't help	16
Carrot and stick approach to reduce car use. Larger carrot needed. Currently large carrot for: free parking, no enforcement of illegal parking, wide and fast roads, priority over cycling and pedestrians / force change / avoid investment in roads where funds can be spent to create model shift / increase taxes on cars by ULEZ and congestion charges / bigger incentives - free bikes, subsidies, rewards for high step counts on kids phones, slow traffic, awareness for parents on how bad it is for children to walk to school	16
Cyclists should always use cycle lanes where available/made mandatory	16
Children walking to school only possible if parents choose their local school/not possible for secondary schools with big catchment areas	16
Road policing needs to be a priority. Get officers out of stations and into rural areas/more speed and average speed cameras/cameras at traffic lights/traffic calming measures/	15
More parking available/do not approve planning applications unless parking is provided/removing parking and not allowing residential parking a major issue	15
Speed limits on shared walking/slow transport on bridleways/cycleways/electric scooters and bikes a hazard for pedestrians/pedestrians to have priority/ban e-scooters	15
We need sustainable tourism hubs/visitors encouraged to arrive by public transport to a hub with travel options/safe travel hubs/other services here to support transport (trolleys, toilets, kid activities)	15
Superloop buses and trams offer extra luggage space. IKEA also has pay-as-you-go vans for large items. Could local shopping centres provide similar schemes? /big items not possible on public transport/if everyone had bags there would be no space	15
Network inadequate for number of users. Houses built everywhere but not roads/ensure transport planning included at early stage/houses not where jobs are	14
Safe parking. Can't bring expensive bike for fear of it being stolen/proper racks to leave bikes in/can't shop by bike as nowhere to leave it/facilities to allow equipment to dry/bikes being stolen a real issue/stands near shops	14



This is where **your journey begins...**

More help for blue badge holders - parking spaces, access to areas where disabled people can exercise/those with disabilities need more consideration	14
Utilities digging up roads to repair infrastructure/limit amount of roadworks holding up traffic/ construction in stipulated times (not rush hour)/have this joined up so completed in one go/roads only closed when work is actually happening	13
Lack of transport routes in rural areas	13
Focus on linking health and financial benefits of not using car for short journeys/decentivise short drives	13
Council owned zero emission cheap transport/trams in urban areas/electric buses/Nationalised or council ownership	13
Do not consent to LTN/ULEZ/15-minute cities/any penalisation to freedom to travel or ownership/blanket changes anti-car	11
Increase safety education for pedestrians/cyclists/also including they should not be cycling on the pavement/ teaching children to crossroads safely	11
Making everyone feel and be safe and confident to do active travel	11
Shuttle buses to connect services/transport hubs/operate between villages and towns/provide transport to travel around the countryside	11
Should be able to have a choice/changes made voluntarily	11
Transport to GPs/hospitals needs improvement	10
Delivery vans not a problem as they replace car journeys for people who would otherwise go to the shops	10
Plan routes and infrastructure based on average citizens, not the super fit/not everyone wants to cycle, it's not practical/check frames of reference for each person	10
People who have to get to work after dropping their kids off at school need to use cars/no infrastructure to facilitate both/also factor taking kids to after school clubs/multiple children going to different schools	10
Crucial to get children accustomed to active travel	9
Build better bus lanes/more priority for buses/traffic lights change for buses as they approach (as used in the Netherlands)	9



This is where **your journey begins...**

Public transport to access the coast/tourist attractions	9
Comment on an area(s) not being suited to tourist traffic/reducing car usage due to congestion in summer	9
Anti-social behaviour on public transport worrying/increase security	8
Car sharing should be encouraged/car clubs for short journeys/collective community model for car use	8
Put people first, not cars/encourage less transport	8
Encourage E-bikes to help with ability to shop and visit towns/subsidies e-bikes / e-bikes help those less fit	8
Visitors to come by train or coach	8
Schools stagger their opening hours to ease congestion	7
More interventions controlling motorists around schools	7
Offer free bus travel days/bus passes for children from low-income families for 8-16 year-olds/free for under 18s/bus passes when you turn 60	7
Increase fines for tourists who drive to Bournemouth parking in places they shouldn't. Introduce toll for those not registered in BCP so they have to pay a charge / fines for visitors who dump rubbish or engage in anti-social behaviour / visitor car levy	7
Pavements are for pedestrians. Report vehicle owners parking on pavements/stop parking on pavements and narrow roads	7
Cycling like Russian roulette/cycling doesn't feel safe anymore	7
Bring amenities close to residents to reduce car use/encourage services to be in one area/companies encouraged to promote sustainable transport links/encourage local shopping	7
SMS/WhatsApp on transport options/more awareness of what is available through social media and advertising/should not have cut advertising budget/promote public transport	7
Stop narrowing roads to point it is dangerous/increase width of roads	7



This is where **your journey begins...**

Supermarket car parks/retail centre car parks essential for supporting shops in surrounding area/go where the cheaper parking and shops are/provide safe experience once there/charging will harm businesses	7
Shift should focus on community safety rather than solely on road infrastructure or new transportation	6
Connect all towns/more interconnectivity with public transport	6
Flexible working reduces journeys in peak hours/biggest opportunity is to focus on changing commuter habits/flexible working means commute has changed/houses build where jobs are to reduce commute	6
Electric vehicles too expensive for most people/expensive charging costs	6
Improve alternatives but not at expense of drivers/make alternatives better, not just pricing driving out	6
Horse riding is an activity/no mention of equestrians	6
How the changes are marketed/communicated so important for their acceptance/usage / be direct and have people rally behind the issue/bring people with you	6
Public transport for disabled people not accessible/elderly have to walk too far to the stops	5
Women need to feel safe travelling alone/careful with car sharing schemes as they can be dangerous for women	5
Cyclists afforded the same as all other road users - pay road tax, insurance/ if a cyclist wants to ride on a road, they must display a road tax certificate / other forms of transport should have identification / should be registered and checked every 12 months	5
Cycling is dangerous - especially for children or those with less experience / encourage cycling proficiency for children	5
Cancel net zero/no need for net zero schemes	4
Any age group (including visitors) can be encouraged to use alternative travel if available and with good information/make the process as easy as possible with good infrastructure	4
Public transport should be separated from walking/cycling	4



This is where **your journey begins...**

Local people unable to catch early buses due to large holidaying bus pass users/village users can't use bus as it's full	4
Ban all cars on the road/reduce use of non-electric cars	4
Buses unreliable and real time updates are not real time. In rural areas, no communication so if there are issues, no-one knows/maximise digital tech to improve information and services/ promoting help (both digital and human) is available. Design their own choice of travel to make their journey	4
EV vehicles pose safety concerns due to battery fires/batteries cause pollution/components needed for batteries/carbon footprint from manufacture to operation and maintenance far larger than a regular petrol-engine car	4
Council border connections need addressing/connect up train lines so visitors can visit without need for cars	4
Working with bus organisations to make apps easier to use/app already exists that updates regularly/ display boards for those that don't have access to the app so they can check bus times/information available in other forms	4
Car free town centres/move towards car-free Dorset and BCP	4
Extend rush hour times/peak traffic can be middle of the day due to demographics	3
Better cleaning of road drains to prevent flash flooding/be proactive cleaning	3
Public transport not clean	3
Bus services seem to target tourists, not service businesses	3
Increased EV chargers at tourist destination parks/more EV charging points throughout Dorset	3
Inactive sections of the population may benefit from more transport choice. There is a big opportunity there to identify areas where interventions can have a big impact to the biggest demographic seen across Dorset (60-80 age bracket)	3
Traffic lights vehicle sensitive to reduce idling emissions and link lights where possible	3
Cannot take a bike onto replacement train (coach or bus) which occurs frequently/expand bike carriages	3



This is where **your journey begins...**

Increase safer pedestrian areas by building bridges or subways/build monorails/flyovers/underpasses	3
25mph limit used in US better than 20 or 30 / 30mph better than 20	3
Mandatory for anyone on two wheels to have a hi-vis top	3
Stop students bringing cars/break cycle of automatic car purchases by young adults. Improve health by activity	3
Some issues outside of council remit	3
Remove cyclists from footpaths	3
Increasing travel choices such as EVs and hydrogen will make urban areas cleaner/increasing use of electric cars/EV cars to be rented out	3
Keep hedges along highways cut for safety/more proactive monitoring	2
Traffic calming in rural areas/more traffic calming and speed bumps rather than lower speeds	2
Worry about bad driving and traffic for my children/children's safety top priority	2
Parents concern about strangers and other dangers walking to school, not cars	2
Introduction of no idling zones outside schools	2
Public transport should be left to private companies. Cost of this and its accessories not funded by taxpayers/all run under one banner	2
Promote use of railway stations by improving specific access arrangements	2
Needs to be understood as different in rural and urban areas	2
Majority of travel is leisure. Gain confidence through good transport to meet leisure needs, which will give people confidence it can be used for other things (like work)	2
Changing car parking at retail park parking and tourist attractions will kill those areas	2
Remove parking where there is high congestion/stop parking on main roads narrowing them	2
Discourage buying of SUVs by making spaces too small for them/charge higher fees for large vehicles	2



This is where **your journey begins...**

Delivery vans left idling during deliveries and have stop/start nature. Consider what can be done to reduce these journeys	2
Healthy and active people likely to be wealthier and less likely to change their habits. Those already disadvantaged public transport is only options	2
Lorries do not have space to overtake bikes, causing congestion	2
Parking around schools impacts mobility users, elderly and school children. Dangerous to crossroads with reduced eye-sight	2
Positive comment about cycle lanes	2
Cannot bring pets on public transport	2
Still needs to be a first-class road system if we want to be an industrial society	2
Work with local transport action groups, landowners and businesses	2
Other	112

About you

Age

Which age group do you belong to?

(n – 3311)

Option	Percent
Under 16	0.0%
16 - 24 years	1.5%
25 - 34 years	3.9%
35 - 44 years	8.6%
45 - 54 years	14.1%
55 - 64 years	23.7%
65 -74 years	28.2%
75 - 84 years	14.1%
85+ years	1.3%
Prefer not to say	4.6%



This is where **your journey begins...**

Sex

What is your sex?

(n – 3286)

Option	Percent
Female	50.5%
Male	41.4%
Prefer not to say	8.1%

Gender identity

Is the gender you identify with the same as your sex registered at birth?

(n – 3208)

Option	Percent
Yes	89.93%
No - please write your gender identity below	0.5%
Prefer not to say	9.6%

Disability

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted or is likely to last 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS for example) are considered to be disabled from the point that they are diagnosed. Do you consider yourself to be disabled as set out in the Equality Act 2010?

(n – 3251)

Option	Percent
Yes	14.4%
No	76.0%
Prefer not to say	9.7%

Disability Types

At the previous question you stated you consider yourself to have a disability. Please state the type of disability which applies to you.

(n – 867)

Option	Percent
Hearing (e.g. deaf, partially deaf or hard of hearing)	19.5%



This is where **your journey begins...**

Visual impairment (such as blind or fractional / partial sight) Does not include people whose visual impairment can be corrected by glasses / contact lenses)	4.4%
Speech (impairments that cause communication problems)	1.2%
Mobility (such as wheelchair user, artificial lower limb(s), rheumatism or arthritis, need for walking aids)	26.3%
Reduced physical capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain, lack of strength, breath, energy or stamina, angina or diabetes)	29.4%
Physical co-ordination (such as problems with manual dexterity, muscular control, cerebral palsy)	3.7%
Difficulty learning or concentrating or remembering	5.7%
Social or behavioural issues (e.g. due to neuro diverse conditions such as Autism, Attention Deficit Disorder or Asperger's Syndrome)	7.2%
Mental illness (substantial and lasting more than a year, such as severe depression or psychosis)	9.0%
Long Term progressive condition (such as cancer, MS, HIV)	6.2%
Other disability (please specify below)	6.5%
Prefer not to say	30.2%

* Totals have been retained in the table due to smaller sample sizes

Ethnicity

Which of the following best describes your ethnic origin?

(n – 3231)

Option	Percent
White: British	86.9%
White: Irish	0.6%
White: Gypsy	0.1%
White: Irish Traveller	0.0%
White: Other	2.7%
Mixed: White and Black Caribbean	0.03%



This is where **your journey begins...**

Mixed: White and Black African	0.03%
Mixed: White and Asian	0.1%
Mixed: Other	0.2%
Asian or Asian British: Indian	0.03%
Asian or Asian British: Pakistan	0.00%
Asian or Asian British: Chinese	0.03%
Asian or Asian British: Other	0.1%
Black or Black British	0.1%
Arab	0.00%
Other ethnic group	0.3%
Prefer not to say	8.9%

Option	Dorset Council	BCP Council
White: British	89.54%	83.15%
White: Irish	0.46%	0.86%
White: Gypsy	0.05%	0.09%
White: Irish Traveller	0.00%	0.00%
White: Other	2.50%	2.67%
Mixed: White and Black Caribbean	0.00%	0.09%
Mixed: White and Black African	0.00%	0.09%
Mixed: White and Asian	0.15%	0.00%
Mixed: Other	0.05%	0.43%
Asian or Asian British: Indian	0.05%	0.00%
Asian or Asian British: Pakistan	0.00%	0.00%
Asian or Asian British: Chinese	0.05%	0.00%
Asian or Asian British: Other	0.10%	0.17%
Black or Black British	0.05%	0.09%
Arab	0.00%	0.00%
Other ethnic group	0.15%	0.60%
Prefer not to say	6.84%	11.78%

Religion

What is your religion or belief?

(n – 3193)

Option	Percent
Buddhist	0.3%



This is where **your journey begins...**

Christian (including Church of England, Catholic, Protestant and all other Christian denominations)	42.9%
Hindu	0.0%
Jewish	0.4%
Muslim	0.2%
Sikh	0.0%
No religion	38.4%
Any other religion or belief (please specify if you wish)	1.1%
Prefer not to say	16.6%

Sexual Orientation

What is your sexual orientation?

(n – 3156)

Option	Percent
Straight/ heterosexual	78.5%
Gay or lesbian	2.3%
Asexual	0.2%
Bisexual	1.1%
Other (please specify if you wish)	0.4%
Prefer not to say	17.6%

Served in Armed Forces

Have you previously served in the UK Armed Forces?

(n – 3217)

Option	Percent
Yes, previously served in Regular Armed Forces	5.0%
Yes, previously served in Reserve Armed Forces	1.2%
No	84.9%
Prefer not to say	8.9%



This is where **your journey begins...**

Maternity and pregnancy

Are you currently pregnant or have you been pregnant in the last year?

(n – 3183)

Option	Percent
Yes	0.5%
No	90.3%
Prefer not to say	9.2%



This is where **your journey begins...**