



The countryside charity
Dorset

Dorset CPRE

Dorset CPRE Response to Local Transport Plan 4 Survey submitted online 19th October 2025

Section 2 – Our Transport Strategy Vision

How much do you agree or disagree with the vision for the transport strategy? Agree

Section 3 - Objectives

How much do you agree or disagree with each objective of our transport strategy?

Section 3. **Strongly Agree** with Objectives A, B, D E and F but we put "neither agree or disagree" for Objective C because the incessant drive for "growth" is one of the problems.

Objective A: Safeguard the climate and environment

Objective B: Improve health and wellbeing

Objective C: Create accessible and prosperous places

Objective D: Enable a safer transport network

Objective E: A resilient and fit for purpose transport network

Objective F: Public transport that is inclusive and accessible

Section 4 – Policies

4.1. How much do you agree or disagree with each policy in Objective A?

Objective A Policies Explained

Selected **Agree** to all four Policies

Policy A1: Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments

Policy A2: Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure

Policy A3: Improve local air quality and reduce key sources of pollution from transport to protect our health and the natural and historic environment

Policy A4: Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity

4.2. How much do you agree or disagree with each policy in Objective B?

Objective B Policies Explained

Selected **Agree** to all four Policies

Policy B1: Establish a joined up, safe and attractive active travel network supported by appropriate infrastructure

Policy B2: Promote the benefits of travelling actively within our communities

Policy B3: Improve local access to health and leisure opportunities, green spaces, public rights of way, tourist destinations and heritage assets In other words: make it easier to reach parks, playgrounds, sports areas, and places to visit

Policy B4: Active Travel Infrastructure for sustainable development

4.3. How much do you agree or disagree with each policy in Objective C?

Objective C Policies Explained

Selected **Agree** to all, **except for C2 select Neither agree nor disagree** as may relate to creating new road links

Policy C1: Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand

Policy C2: Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways

Policy C3: Improve access to education, training, employment and leisure/visitor destinations

Policy C4: Promote sustainable and cost effective travel options and provision of local facilities in new developments using a 'vision led' approach

Policy C5: Deliver and support residential and business behaviour change initiatives to encourage safe, healthy and greener travel

4.4. How much do you agree or disagree with each policy in Objective D?

Objective D Policies Explained

Selected **Agree** to all

Policy D1: Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050

Policy D2: Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel

Policy D3: Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease

4.5. How much do you agree or disagree with each policy in Objective E?

Objective E Policies Explained

Selected **Agree** to all, **except for E2 select Neither agree nor disagree** as may relate to creating new road links

Policy E1: Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of more frequent and extreme weather events and climate change

Policy E2: Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys

Policy E3: Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring

4.6. How much do you agree or disagree with each policy in Objective F?

Objective F Policies Explained

Selected Agree to all

Policy F1: Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice

Policy F2: Prioritise local bus services to make journeys quicker and more reliable

Policy F3: Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport

Policy F4: Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport

Policy F5: Deliver inclusive design that improves the travel experience of people with specific needs

Section 5 – Implementation Plan

Did not select an answer for this section

5.1. How much do you agree or disagree with the schemes / interventions included within the Bournemouth Christchurch and Poole (BCP) Area Plan?

5.2. How much do you agree or disagree with the schemes / interventions included within the South Eastern Dorset Area Plan?

5.3. How much do you agree or disagree with the schemes / interventions included within the Central Dorset Area Plan?

5.4. How much do you agree or disagree with the schemes / interventions included within the Northern Dorset Area Plan?

5.5. How much do you agree or disagree with the schemes / interventions included within the Western Dorset Area Plan?

Section 6 - Your opinion and additional comments

6.1. To what extent do you support the transport strategy?

Strongly support

Support

Neither support or not support

Not support

Strongly not support

Not sure

6.2. What single thing would assist you most to meet your travel needs?

Entered 'More funding for reliable travel related infrastructure'

6.3. Do you have any other comments that you wish to make related to the questions in this survey on our transport strategy and Implementation Plan? Entered following answer in box:

Overall Vision

Dorset CPRE supports the vision of a cleaner, safer, and more inclusive transport system but urges Dorset Council to move from aspiration to delivery and accountability. The LTP must commit to firm requirements, measurable targets, and real investment in public, community and active transport options.

LTP Strategy Document

The strategy document is an aspirational wish list and not a true strategy with milestones, targets, pathways to delivery, prioritisation and a firm timetable. The Strategy Document is based around 6 key objectives (Climate & Environment, Health, Employment, Safety, Resilience and Accessible/inclusivity) each with 3-5 policies and contain a list of many of the things we would like to see in a modern transport system. We are happy with this classification system and the policies. Indeed, it is hard to object to any of them since they contain general positive statements and who does not want "better safety", "more frequent buses" and "shorter journey times" etc. However, we found it all very idealistic and there was no prioritisation to determine which of these aspirations were the most important. We felt the consultation exercise was a missed opportunity and it could have explored where these priorities lie by letting the public express their views on the choices that need to be made and select those that they thought would make the biggest difference.

LTP Implementation Plan

The Implementation is based around the 6 objectives and how they may be implemented in 5 geographic areas: the BCP Council region and four areas in the Dorset Council region. Each has a 15-year delivery plan. These plans were disappointing as they were full of vague aspirations and lacked concrete proposals except in a minority of cases. Essentially, the implementation plan consists of business as usual: a few more EV chargers, support for more e-bikes and minor traffic management improvements, aspiration for a few more buses etc. None of this is ambitious or far reaching enough to solve some of our pressing current transport problems **or address the fundamental challenges of greenhouse emissions or supporting material growth in the county.**

The online consultation was particularly poor in that it just allowed a single rating of the plan in each area with only one opportunity at the end for freeform comments. In addition, no comments at all are invited on the other important sections such as the prioritisation and monitoring.

General Comments on the Policy Areas

1. Climate and Environment. We agree with the aspirations for a stronger link with the Natural Environment, Climate and Ecology Strategy (NECES). We welcome the drive to improve EV charging points, transition to electric buses, decarbonisation of freight (mainly with batteries not hydrogen) and the introduction of greener routes. What's missing is any sort of targets. All new cars will be hybrid or fully electric by 2030 and this means a huge ramp up in the electric charging infrastructure accessible to all sectors of society. Any drive towards lower emissions needs also to consider supporting behavioural changes and moving people towards lower emissions public transport. Much of the traffic in Dorset is made by visits to places of historical and environmental interest which are

being destroyed by the need for parking. Access by buses and active travel is essential to prevent this destruction.

2. Climate and Health. Transport is Dorset's largest source of carbon emissions and air pollution. Tackling this is inseparable from improving public health by providing easily accessible opportunities to move safely and economically by other means. There needs to be annual targets for emission reductions from travel projects by providing safe walking and cycling for all communities to access local facilities and to link communities.

3. New Developments. Despite fine words, the **Local Transport Plan** lacks a critical link between new developments and the transport infrastructure required to support them. The Local Plan supports major housing and employment growth without any robust transport demand management plan so risking even more car use and further congestion. New developments need to be designed from the very start with active travel and public transport at their heart and ideally need to be placed near existing public transport routes. **It is absurd that housing developments should be automatically "sustainable" just because they are built close to existing towns and villages. In addition to new developments, existing towns and villages also need to have robust plans for becoming pleasanter, greener and more "sustainable" places to live.**

4. Cars, Roads and Behavioural Changes. A strong road network is essential for the prosperity of a modern economy. However, in recent years, Dorset has suffered with very high levels of congestion which brings large parts of the county to its knees wasting billions and preventing economic development and growth in the county. Yet, building more road infrastructure is not the answer as this just encourages the car culture and ends up attracting more and more traffic. The way out of this is through fundamental changes to the way we plan and implement our urban environments with a greater emphasis on public transport, active travel and behavioural changes. **Urban environments which are designed from the ground upwards with these principles in mind are pleasanter and less stressful places to live.** Part of the transition away from a car-led economy is the promotion of car sharing and car clubs. These **not only** provide a cheaper alternative to **the tens of thousands of** people who have no access to a car **but also reduce the need for second cars in many family units.** The transport plan requires structure and resources to market and promote such schemes and there needs to be reserved spaces for shared car schemes in all new developments.

5. Active Travel. We support the ambition to make walking and cycling the natural choice for short journeys and we support the expansion of the e-bike schemes. Pedestrian safety and comfort can be prioritised through better crossings, rights of way, improved surfaces, and lighting; and retrofit existing streets to rebalance public space in favour of pedestrians and cyclists. Published by the Department of Transport in 2020, a good guide is "Gear Change – A Bold Vision for Cycling and Walking" to inform binding local standards. There are also several old railways that have been part converted to walking/cycling trackways. These are a very important rural transport resource in Dorset, and it has been disappointing that the pace of their development has been so slow.

6. Public Transport. Access to excellent **and reliable** public transport (buses and trains) are fundamental to satisfying communities' transport needs. Reversing the decline in provision of bus services is especially important in rural areas which otherwise become isolated. National CPRE's campaign "Every Village, Every Hour" is an important aspiration and could be used as a yardstick to test the success of public bus transport initiatives. The council's bus partnership model linked to the Bus Service Improvement Plan (BSIP) needs to be fully implemented with joint ticketing between buses and trains and including access to boats and other tourist destinations which has been shown to work well in other places.

Investment in trains is also essential as an alternative to private cars for longer distance travelling. The Heart-of-Wessex line, **Bristol Temple Meads to Weymouth**, needs upgrades to allow an hourly service to enable much needed extra capacity. The Mainline Southwest Railway services through Sherborne to Salisbury **in the North** and from Weymouth to Southampton **in the south** also need significant investment including an upgrade to dual track between Moreton and Dorchester and the introduction of a metro service along the south coast. **Both of these are** of high priority for future growth in the county. Ways should be found to shift freight off the roads in particular the traffic that crosses Dorset from Southampton to the West and to transport the substantial minerals traffic in and out of the county.

7. Safety. Dorset's road casualty rates remain unacceptably high. As the DSRSP Strategy (2021–2030) makes clear, preventable deaths and serious injuries must be eradicated. It is suggested that Dorset Council formally adopt "Vision Zero" approach within the LTP with a target of zero fatalities and serious injuries by 2050. Other practical measures include extensive 20mph zones in towns and villages and investment in junction safety improvements throughout the county especially in areas of higher cycle usage.

Too many characters so removed the text in red to bring it under the 8000 character limit.

Section 7 - Your preferred mode of transport

7.1. Please select your most often used methods of transport over the last 12 months.

Did not answered this section

End