

Active Travel Infrastructure Plan Survey Report

October 2024

What was the consultation about?

The survey sought views on the proposed Active Travel Infrastructure Plans for Dorset (ATIPs). ATIPs are long-term aspirations for improvements to the network for active travel (wheelchair use, walking and cycling).

Respondents were asked for their usage of active travel, including frequency, purpose of trips and what barriers – if any – there were to using active travel more.

Respondents were asked their views on two active travel network plans for the south Dorset area and the east Dorset areas, including identifying on a map where barriers to active travel occurred, and to prioritise the network.

Finally, respondents were invited to submit their own routes for consideration. This was particularly useful for the parts of Dorset not covered by the existing draft plans.

<p>What did we find out?</p>	<p>979 responses were received. Respondents identified over 1,081 barriers to active travel across the east and south Dorset area, with 480 additional routes proposed for further analysis across the whole of Dorset.</p> <p>The most significant barrier to walking more was considered to be poor surface maintenance, closely followed by agreement that roads are not safe for children or adults walking.</p> <p>On barriers to cycling more, a third (33%) of people said they were physically unable to cycle, while almost a third (30%) said that roads are not safe for children or adults to cycle on.</p>
<p>Over what period did the consultation run?</p>	<p>The consultation period ran from 11/12/2023 until 18/01/2024</p>
<p>What consultation methods were used?</p>	<p>The survey was conducted online, with paper versions available on request. A phone number was included in the communications related to the survey.</p> <p>Eight paper copies were circulated to respondents who requested them. Responses to these were entered into the online system manually.</p>
<p>What happens next?</p>	<p>This report will be considered by the Place and Resources Overview Committee. The result and input from respondents have been</p>

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1. Background

Dorset Council's Active Travel Infrastructure Plan (ATIP) forms the equivalent of the Local Cycling and Walking Infrastructure Plan (LCWIP), which sets out a long-term plan for improvements to the network for walking and cycling.

Guidance on the development of LCWIPs was issued by the Department for Transport in 2017. This gave flexibility to local authorities to determine the scope and detail but recommended a methodology to follow to ensure that the network plan was focused on routes that met the needs of everyday transport needs, rather than recreation or leisure use.

LCWIPs should provide an evidence-based approach to a planned network, identifying future improvements, including identifying links required to ensure new developments are adequately connected, enabling residents to access local services using active travel.

2. Structure of the survey

The survey was constructed using Dorset Council's online survey tool, Delib. The survey consisted of several sections. All questions were optional.

The sections of the survey were as follows:

- A) General views on wheeling (wheelchair / mobility aid use), walking and cycling, including general questions on the barriers to using active travel more.
- B) Introduction to the areas considered in the plan, consisting of the plan for **east Dorset** (Wimborne, Ferndown, Verwood and links to neighbouring areas) and **south Dorset** (Portland, Weymouth, Dorchester with links to neighbouring areas).
- C) Opportunity to view the network for the **east Dorset** area, add barriers to active travel on the network, add comments and put the route network in priority order.
- D) Opportunity to view the network for the **south Dorset** area, add barriers to active travel on the network, add comments and put the route network in priority order.
- E) Opportunity to add new routes on a map for anywhere in Dorset and describe the added routes.
- F) Additional demographic data – postcode, age, sex, gender, sexuality, disability, and ethnicity.

3. Survey dissemination and response

The survey was published on the Dorset Council consultation site on 11/12/2023.

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An email went out to the Dorset Council Travel and Transport distribution list on 12/12/2023.

The survey was publicised further on Facebook on:

- 12/12/2023 (15 comments, 33 shares)
- 18/12/2023 (7 comments, 10 shares)
- 27/12/2023 (21 comments, 8 shares).



Dorset Council

12 December 2023 at 16:03 · 🌐

We are seeking your thoughts on which routes are important to you and what needs changing to help you get more active in your daily life in Dorset.

Getting to and from school, commuting to work, visiting town centres or enjoying the local area, are a great way to be physically active while doing routine activities. Help us develop our plan by completing our short survey: <https://orlo.uk/C6J1M>



Figure 1. Excerpt from social media post promoting the survey

In response to publicity in local newsletters, twelve paper copies were distributed by post in response to either letters or phone calls.

Paper responses were then manually entered into the system.

Responses

979 responses were received online or by paper copy. The breakdown of responses by postcode is set out in Figure 2. Higher rates of response were received in the west of Dorset, particularly the Bridport area, with over 100 responses from the DT6 postcode area. Page | 7

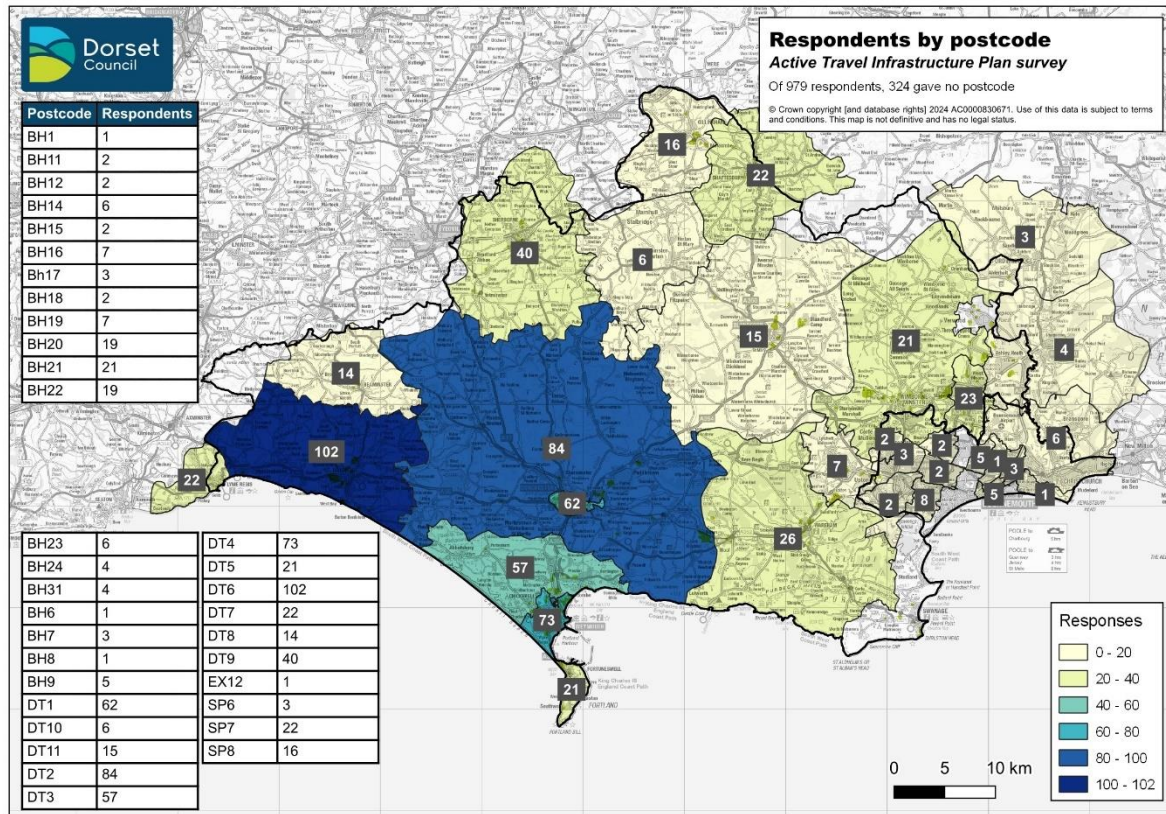


Figure 2. Responses to the ATIP survey by postcode

Detailed analysis of the survey responses can be found in Annex 1.

In addition to the online and paper responses to the survey, submissions setting out proposals in the form of reports were received from two organisations:

- 1) Purbeck Transport Action Group
- 2) Dorchester Transport Action Group

These are summarised in section 9 of the report below.

4. Summary of survey results

- 979 **people or organisations** responded to the survey
- 50% of the respondents were **male**, 50% were **female**
- 95% of respondents were **residents of Dorset**
- 6.6% said they use a **mobility scooter, wheelchair or other mobility aid**
- 56% said that they walk somewhere **every day**, and a further 27% **two or three times a week**
- 65% said they could cycle, but only 32% reported that they do **cycle once a week or more**
- 13% of respondents considered themselves to be **disabled**
- 42% of respondents were aged **65 or over**, which is considerably higher than the Dorset Council average of 29%, which is in turn higher than the national average (19%)

5. Transport mode questions

5.1. Wheeling

- 65 (6.6%) of respondents said they use a mobility scooter, wheelchair or other mobility aid, with over half of these saying they use a stick or cane, and three quarters saying they use a powered or unpowered wheelchair or a mobility scooter.
- Half of these people wheeled **every day**
- Only one respondent said there were **no barriers to wheeling more**
- Of those who did say there were barriers to wheeling (60 – 6% of respondents), over half raised concerns about **narrow paths, maintenance, uneven or sloping paths, and lack of safe crossing points**. Around half of respondents also mentioned **pavement parking** as a concern, as well as **steps or steep gradients**.

5.2. Walking

- 56% said that they walk somewhere **every day**, and a further 27% **two or three times a week**
- 81% of respondents walked **to stay active and get exercise** and a further 44% walk because **it's better for the environment**, while around one quarter said it was **to save money** or because it was **part of a longer trip**

- 78% of respondents walk for **recreation**, 62% for **shopping**, 34% **visiting friends**, 22% **accessing leisure facilities**.
- 258 respondents (26%) felt that **there are no barriers to walking more**.
- Of those who did believe there were barriers to walking more, the highest were **maintenance of footways – i.e., poor surface or overgrowing vegetation** (34%), **roads not safe for children or adults walking** (28%) and **lack of safe crossings on busy roads** (23%).

5.3. Cycling

- 637 (65%) of respondents said they **'could use a cycle including e-bikes'** however, only 382 (60%) said they cycled more than once a month, indicating that there were significant barriers to cycling more for many users.
- Of those who do not cycle (273 respondents), 84 (31%) of respondents said that they **'are not physically able'** to cycle while 82 (30%) agreed that **'roads [are] not safe for children or adults cycling'**.
- 22% of respondents said they cycled **two or more times per week**, with another 10% cycled **once a week**.
- 18% cycled just **a few times a year, or once a month**
- 21% of respondents said they **'used to cycle, but not now'**, while another 21% **never cycle**.
- When asked **why people cycled**, 562 people responded, with the 417 (43%) who did not say they cycled not offered that question.
- The most common reason for cycling amongst those who ever cycle are: **'to stay active and get exercise'** (50% of all respondents).

6. Barriers to active travel

Respondents were asked to submit specific barriers to active travel in south and east Dorset. **278 people** (28% of all respondents) chose to add up to 15 barriers to the map.

Half of users only submitted one or two barriers, and 64% of respondents between 1-3.

Only 3% of respondents chose to submit the maximum (15) barriers, and often these were submitted close to one another in a small area, emphasising a persistent problem, such as poor footway provision or along a stretch of busy road with no cycling provision.

Inputted barriers were limited only in the east and south Dorset network areas, to aid understanding where the greatest concerns lie on the proposed network, with respondents offered the opportunity to submit routes elsewhere in Dorset later in the survey (see section 7 below).

- **1,081 barriers** were located on the map, of which **428 (40%)** were in the east Dorset Area, and **653 (60%)** were in the south Dorset area
- Points placed outside the Dorset Council area (in Hampshire, BCP or off-shore) were excluded, leaving **970 barriers**
- Of these **461** barriers were located within 50m of the proposed network with the remainder further away from the network

6.1. Barriers on the east Dorset network

Of the 428 barriers in the east Dorset area, 141 were located within 50m of the proposed network. These are mapped in Figure 3 below.

Where barriers were clustered to within 100m of one another, with more than one respondent raising an issue, these have been designated as 'clusters', as set out in Table 1.

Table 1. Clustered barriers on the east Dorset network

Clustered Barriers	Description	Area
Ferndown, West Parley & West Moors		
Longham Roundabouts	No cycle infrastructure and difficult crossings	FER
Trickett's Cross estate	Poor footway maintenance and enforcement of pavement parking / other obstructions	FER
Ferndown town centre	Busy main roads with no cycling provision and poor pedestrian crossings	FER
Longham	Ringwood Road at Longham is a critical link between Bournemouth and Ferndown with no provision for people cycling	FER
Stapehill Road	Concerns about speed and volume of traffic on a road without dedicated provision for foot / cycle traffic	FER
Longham Roundabouts	No cycle infrastructure and difficult crossings	FER
Trickett's Cross estate	Poor footway maintenance and enforcement of pavement parking / other obstructions	FER
Ferndown town centre	Busy main roads with no cycling provision and poor pedestrian crossings	FER
Longham	Ringwood Road at Longham is a critical link between Bournemouth and Ferndown with no provision for people cycling	FER
Stapehill Road	Concerns about speed and volume of traffic on a road without dedicated provision for foot / cycle traffic	FER
New Road / Parley Cross	Busy roads providing a barrier to local movement on foot, bike	WPA
Horton Road	High speed rural roads without adequate provision for active travel	WES
Wimborne and Colehill		
Lake Gates Roundabout	No crossings - hazardous environment for pedestrians and cycles	WIM
Julian's Bridge / Julian's Road	No footways on Julian's Bridge, no cycling provision on Julian's Road	WIM
Poole Road / East Street	Poor active travel provision through Wimborne town centre	WIM
Burts Hill / Allenvie Road junction	Poor crossing provision for new school	WIM

Stone Lane / East Borough	Lack of safe crossing provision at junction	WIM
Merley - Wimborne route	Poor provision for cycling between Merley and Wimborne, particularly for pupils attending Allenbourn Middle / Queen Elizabeth School	WIM
Rowlands Hill	Narrow, busy roads with poor footways and no cycling provision	WIM
Lonsdale Road / Leigh Road	Missing section of cycle network (junction since completed)	WIM
Link to riverside path from new developments	Missed opportunity to include cycling provision	WIM
Giddylake / Burt's Hill	Lack of footway in this area, particularly providing a link to the new development and Wimborne First School	WIM
Quarterjack Roundabout / Leigh Road	Incomplete network for cycling with narrow footways near the Quarterjack roundabout	WIM

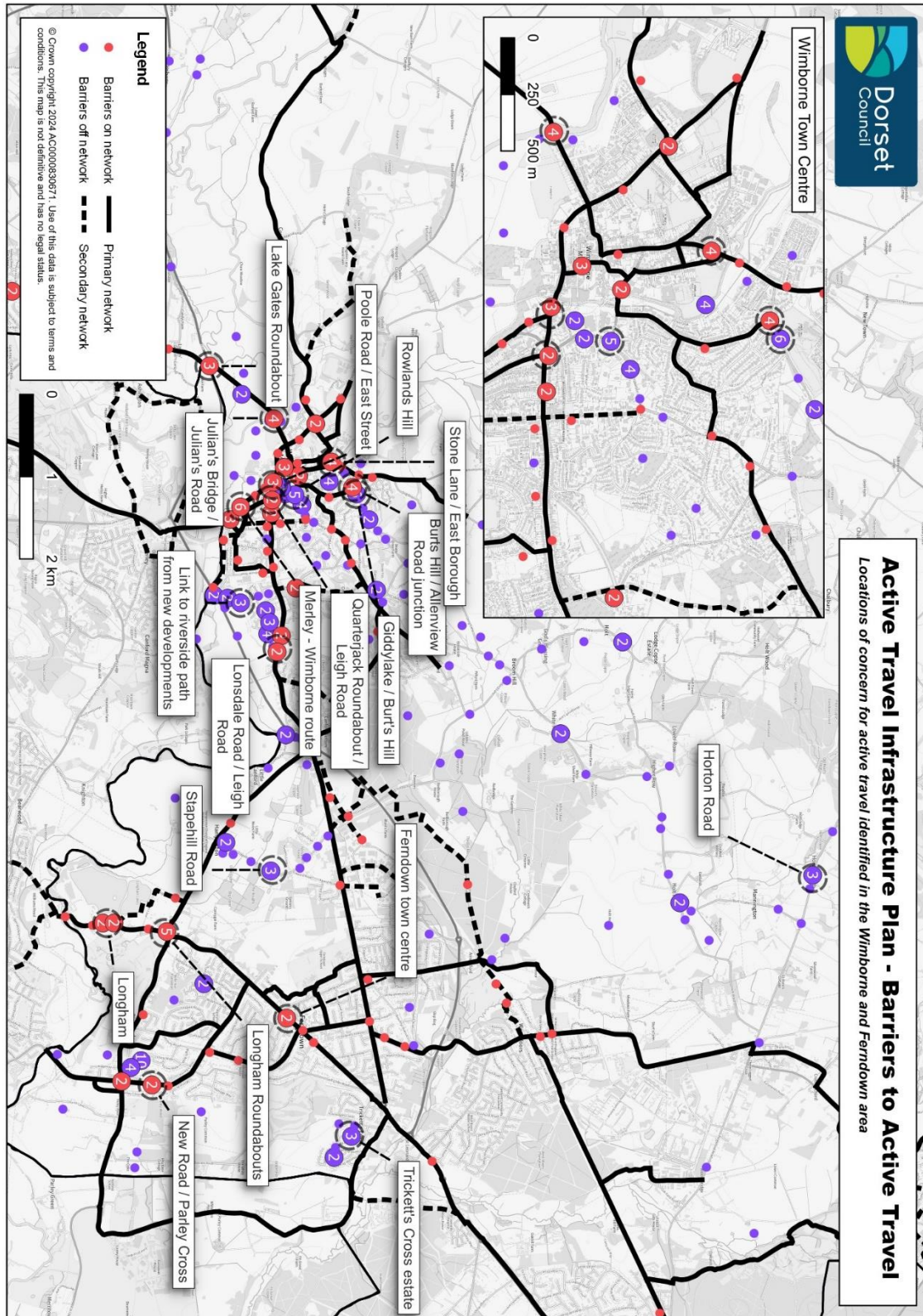


Figure 3. Barriers on the network in Wimborne Minster, Ferndown, West Moors and West Parley

6.2. Barriers on the south Dorset network

Of the 653 barriers in the south Dorset area, 320 were located within 50m of the proposed network. These are mapped in Figure 4 and Figure 5.

Where barriers were clustered to within 100 metres of one another, with more than one respondent raising an issue, these have been designated as 'clusters'. 32 locations were identified and analysed in greater detail and are summarised in Table 2.

Table 2. Clustered barriers on the south Dorset network

Clustered Barriers	Description	Area
Portland		
Portland Beach Road	Narrow shared use path with poor safety record	POR
Underhill to Tophill	No safe route other than the A354 linking the settlements in Underhill to Tophill	POR
Easton - Grove route	Pedestrian / cycle desire line met only with footpaths with variable surface quality and no lighting	POR
Weymouth		
Watery Lane / Dorchester Road	Poor onward provision for cycles north of Wey Valley Academy. No footways on Watery Lane.	WEY
Dorchester Road (Lodmoor Hill)	Lack of a cycle provision on Dorchester Road at Lodmoor Hill	WEY
Weymouth Railway Station	Poor access for cycles	WEY
Weymouth Promenade	Partial access only for cycles off-peak in summer months	WEY
Wessex Stadium Roundabout	Lack of crossings on the roundabout	WEY
Lanehouse Rocks Road / Wyke Road / Portland Road	Lack of footways, poor crossing, no cycling provision	WEY
Wyke Area / Portland Road	Poor footways and crossings in the wrong locations	WEY
Lanehouse Rocks Road	Poor pedestrian and cycle provision	WEY
Rodwell Trail at Buxton Road	Anti-social behaviour, lack of lighting and difficult accesses reduce value of the trail	WEY
St John's Gyratory	Only cycle route when access to the Promenade is restricted. No pedestrian crossings of Greenhill.	WEY
Westham Road	Poor safety record, and lack of contraflow provision undermines network permeability	WEY
Lanehouse / Chickerell Road	Poor footways, missing crossings and weak cycling provision	WEY
Chafey's Roundabout	Missing crossings and concern about wait to cross leading to risky behaviours	WEY
Dorchester Road / Nottingham Lane	Poor provision for cycles on Dorchester Road, no footway provision to reach Nottingham	WEY
Dorchester		
The Grove / Westleaze / Millers Close / LIDL access	Lack of safe crossings and absence of cycling provision to link NCN26 route	DOR

Upper Fairfield Road / Copper Street / Weymouth Avenue	Lack of footways, poor footway surfacing, lack of crossings	DOR
Dray Horse Yard	Poor footway surfaces	DOR
Great Western Cross	Slow, multi-stage crossing for pedestrians	DOR
The Keep junction	Risky for pedestrians, lack of cycling connectivity between Poundbury and Dorchester	DOR
Top o' Town Roundabout	Cycling safety, pedestrian safety on wide crossings	DOR
Broadmayne to Dorchester	Lack of adequate safe route between Broadmayne and Dorchester	DOR
Dorchester South Station	No step free access at South Station	DOR
A35 Stadium Roundabout	Lack of a crossing on the eastern arm	DOR
Stinsford Roundabout	Unsafe junction for people travelling on foot or bike	DOR
Charlton Down - Charminster	Lack of acceptable route between Charlton Down and Charminster	DOR
Maumbury Rings junction	Poor provision for pedestrians and cycles	DOR
Trinity Street / New Street	Surface quality and poor crossing provision of Trinity Street	DOR
Allington Road	Busy roads used as cycle route	DOR
High East Street / London Road	Busy road forming part of cycle route east of Dorchester	DOR

Maps showing the locations of these clusters and the location of other barriers, both on the network and off the network can be found below.

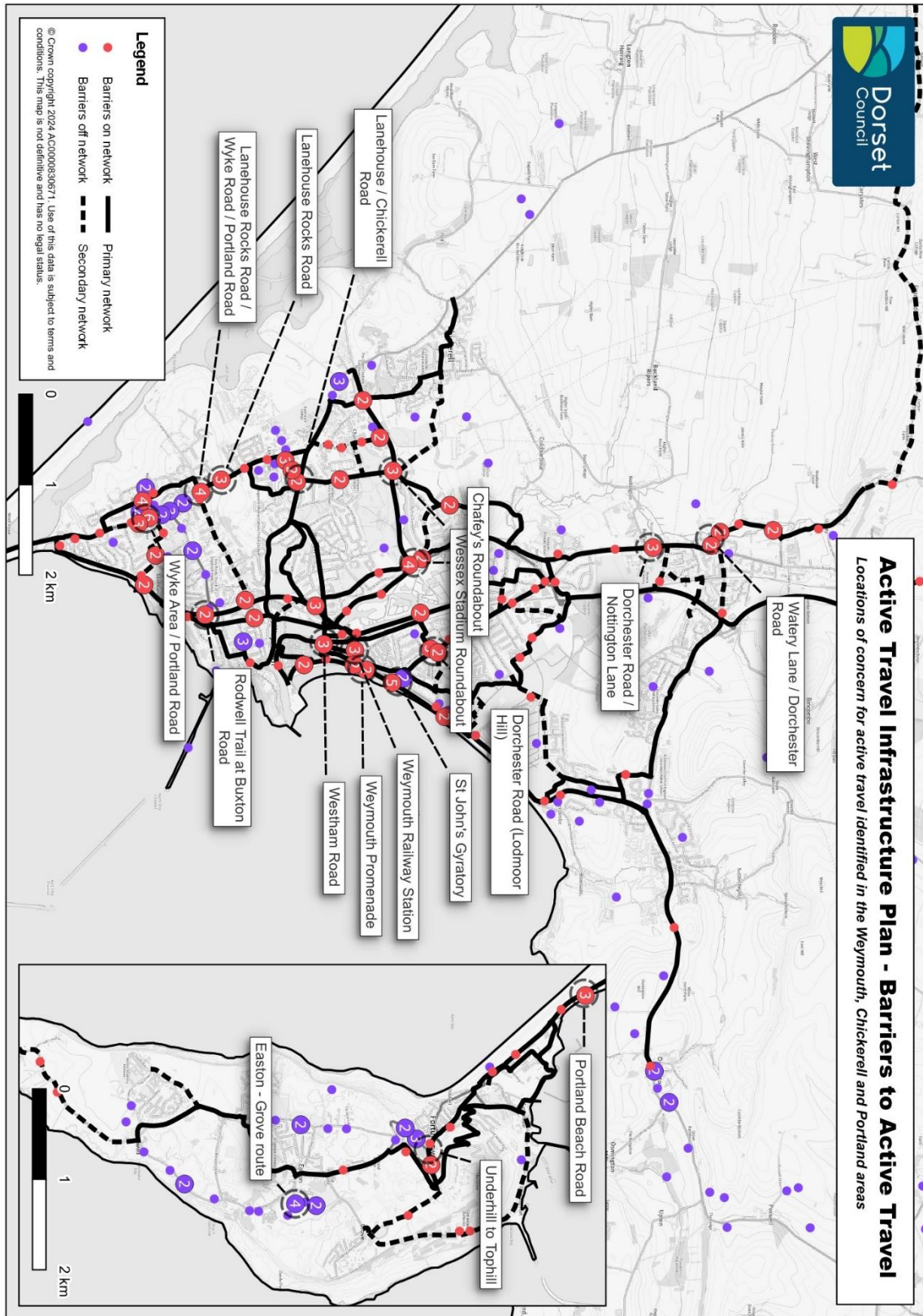


Figure 4. Barriers on the network in Weymouth, Chickereil and Portland

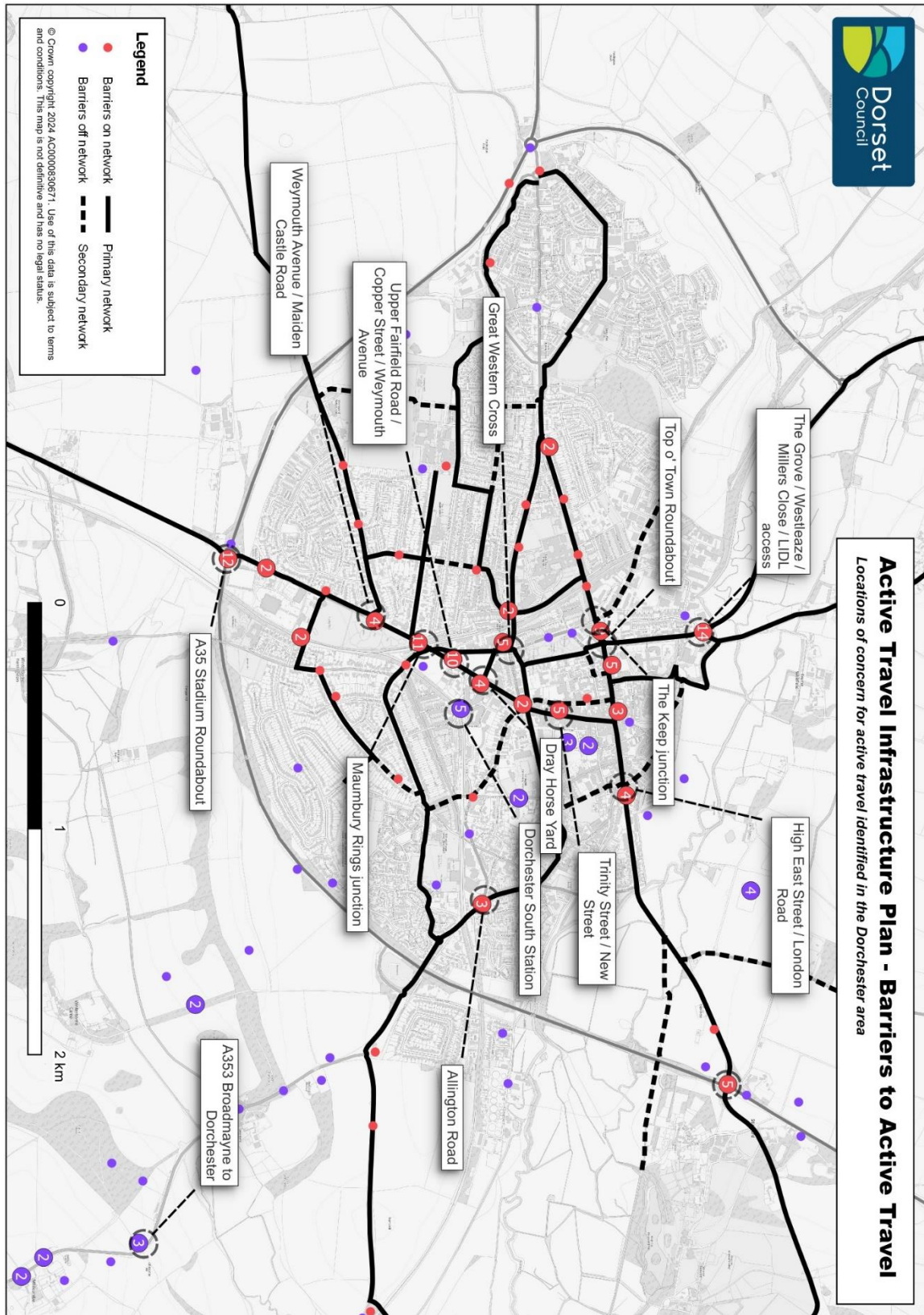


Figure 5. Barriers on the network in Dorchester

7. Additional submitted routes







Respondents were invited to add up to 10 additional routes to a map, anywhere in Dorset.

These additional routes were generally submitted in areas for which draft network plans were not provided (i.e., outside south or east Dorset), or to identify routes within south or east Dorset which respondents feel should be included.

480 routes were added by 245 respondents.

It was clear, however, that for some users inputting routes on the map was a challenge, with significant variation in the usability of responses, and several comments complaining about the ease of use. Nevertheless, the fact that 480 routes were submitted suggests that, despite challenges, a large number users were able to submit their views effectively.

The length, coherence and strategic value of the routes varied considerably. Accordingly, each route submitted was analysed and categorised with only those routes deemed clear and deemed of value to be taken forward for further consideration.

Colour code	Category	Number of routes (%)
	Unable to identify the purpose of the route from the submitted line or comment: not considered as part of wider analysis	40 (8%)
	Route submitted is clear, but is deemed to be of a low strategic value or covers a distance greater than 25kms	88 (18%)
	Route is of value but considered only as part of a secondary network	125 (26%)
	Route is of high value and either overlaps with the existing network, or will be reviewed as part of the network	152 (32%)
	Pedestrian links of moderate value in towns or villages	45 (9%)
	Pedestrian links of high importance in towns	30 (6%)

The added routes varied significantly in length, with an average length of 6.8kms.

- 20% are under 570m
- 40% are under 2kms

- 60% are under 4.5kms
- 80% are under 10kms

Routes covering a distance further than 10kms are less useful as an active travel route, even if they may remain valuable leisure links.

Longer distance active travel journeys, while becoming more achievable for some with the increasing use of e-bikes, continue to have a much lower potential to shift short car trips, and will also be correspondingly difficult to support with infrastructural changes.

The National Cycle Network links many of the towns across Dorset including routes 2, 25, 250, 256 and 26 but except where this route also crosses urban areas, or links key destinations to neighbourhoods, in general the routes offer less value to local active travel opportunities for most users.

For longer distance trips of this length, the role of active travel is more likely to be in performing the 'last mile' journeys to access public transport, such as enabling safe access to and from railway stations, buses or ferries.

7.1. Additional routes – East Dorset

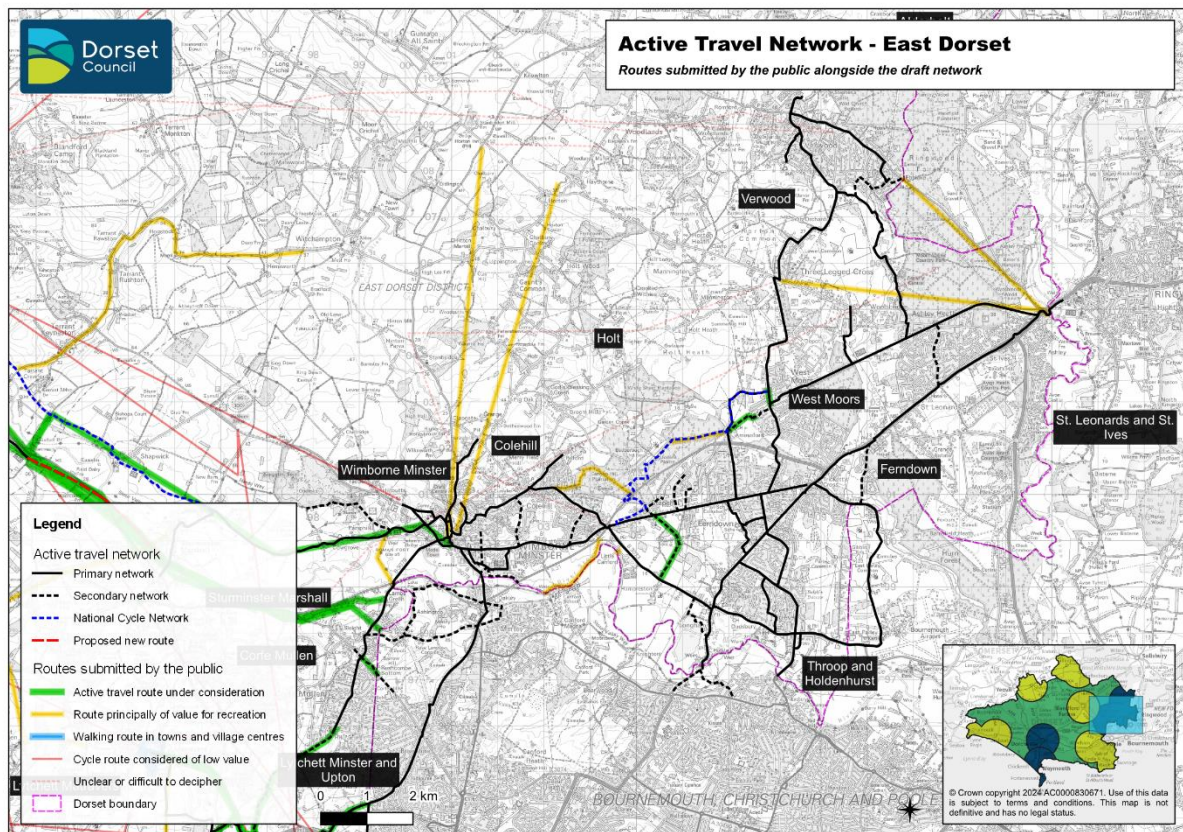


Figure 6. Additional routes in East Dorset

There were 55 routes submitted in the east Dorset area, some of which covered parts of the identified network.

The routes in the Upton, Lytchett Matravers and the surrounding areas have been considered separately as part of a network for the Purbeck area.

Additional routes which have been reviewed include:

- Stapehill Road
- North Dorset Trailway extension between Sturminster Newton and Corfe Mullen
- Verwood – Ringwood direct (secondary route)
- Colehill to Uddens through Cannon Hill Plantation (secondary route)
- Horton / Holt / Gaunt’s Common to Wimborne (secondary route)

7.2. Additional routes – Weymouth / Chickerell / Portland

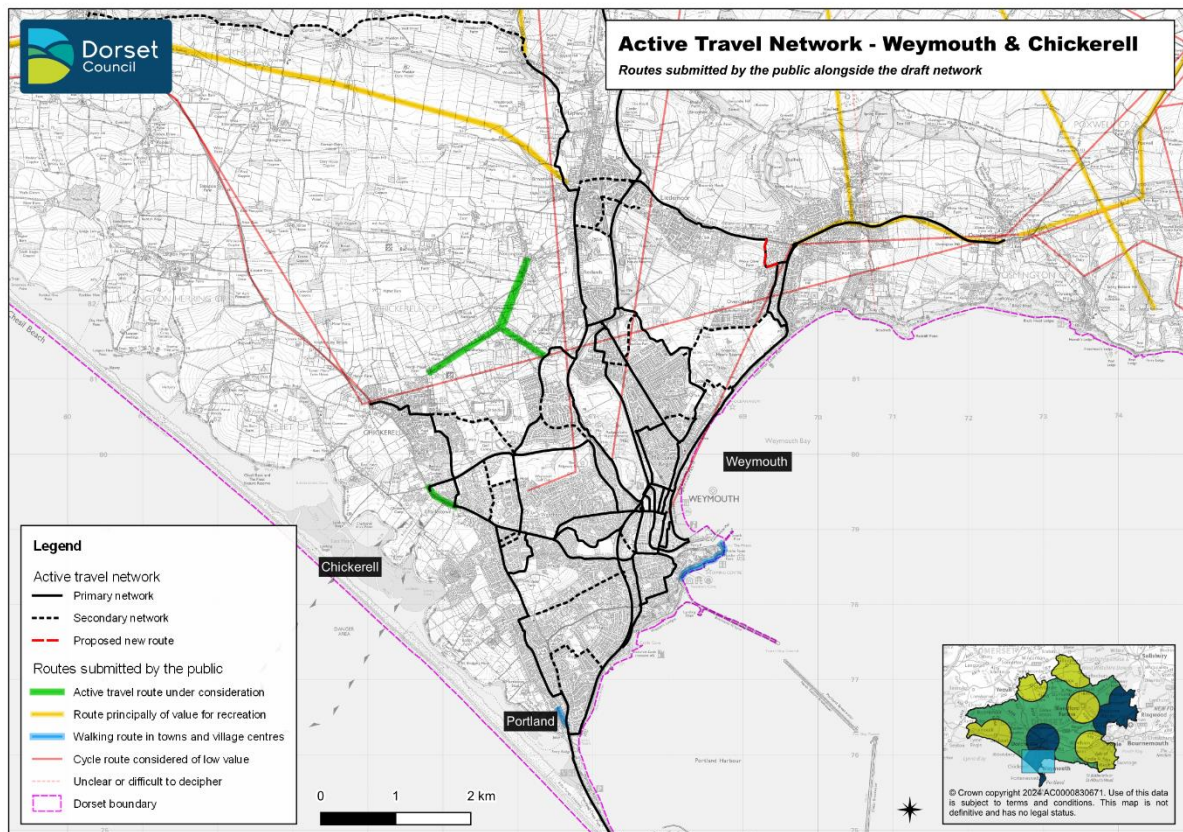


Figure 7. Additional routes in Weymouth & Chickerell

There were only 16 routes identified in the Weymouth / Chickerell and none in the Portland area. This may in part be due to the fact that the draft network presented was more or less comprehensive.

Several of the route were long distance, or difficult to interpret. A link from Chickerell to the Portesham / Abbotsbury and onwards via the Coast Road was submitted, but the distance, limited opportunities for active travel and challenges make this difficult to achieve, although it might be welcome to villages and for leisure / recreational transport in this area.

Additional routes included:

- Links from Nottingham / Southill to Chickerell
- The Underbarn Walk (Bingleaves – Castle Cove)
- Putton Lane to Chickerell Camp
- Upwey to Portesham (Winters Lane provides an alternative alignment)

7.3. Additional routes – Dorchester

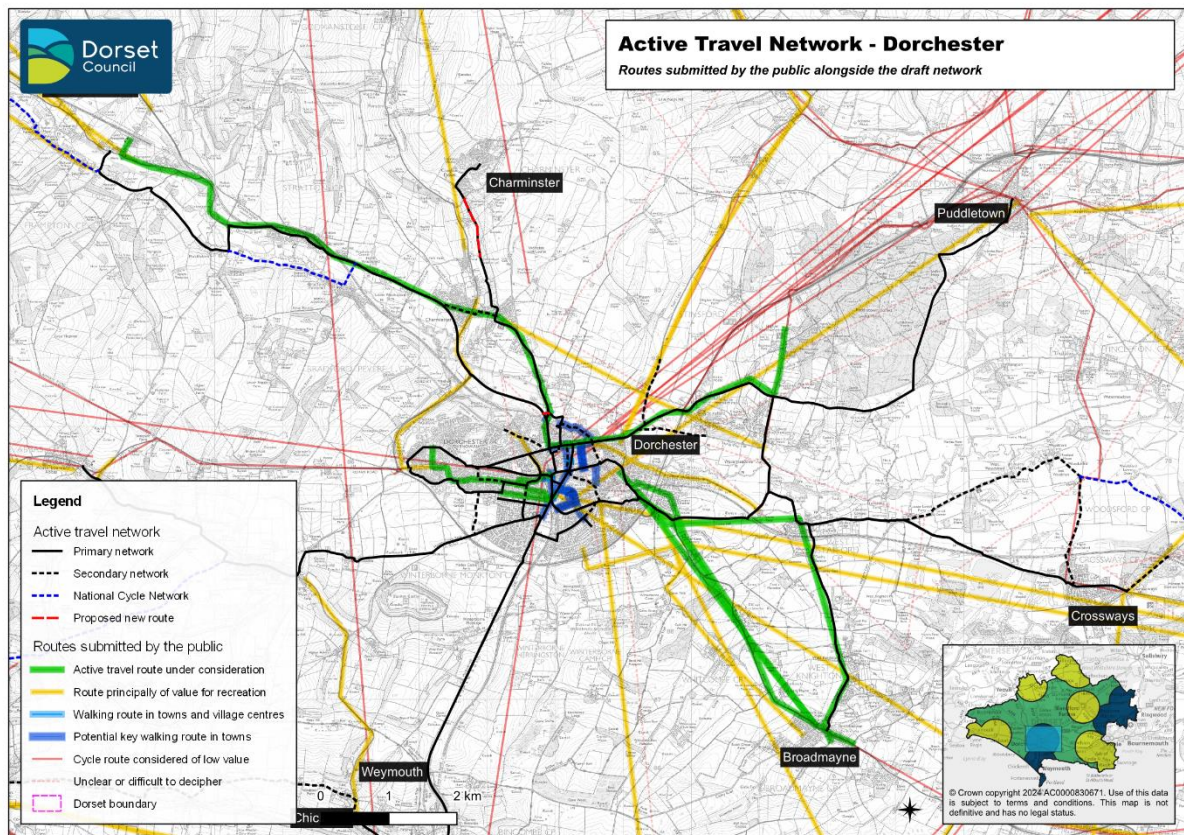


Figure 8. Additional routes in and around Dorchester

There were 83 routes identified in in the Dorchester area, many of which covered parts of the network in the draft plan. In addition, a separate response from Dorchester Transport Action Group proposed a series of route improvements. This is summarised in section 9.2 and can be found in Annex 2.

Many very long distance, predominantly recreational routes were proposed, such as those between Dorchester and Bridport, Dorchester and Blandford, and other longer distance routes between villages.

As set out above, long distance trips of over 10kms – other than between major settlements – are not considered as part of the plan, and these links have not been included, other than where they also form part of the National Cycle Network.

Routes included:

- Church Road / Acland Road (a North – South link in the town centre)
- Culliford Road
- Pedestrian links to and through Dorchester South station – Brewery Square, Monmouth Road, Rothesay Road
- Coburg Road / Cambridge Road

7.4. Additional routes – Purbeck

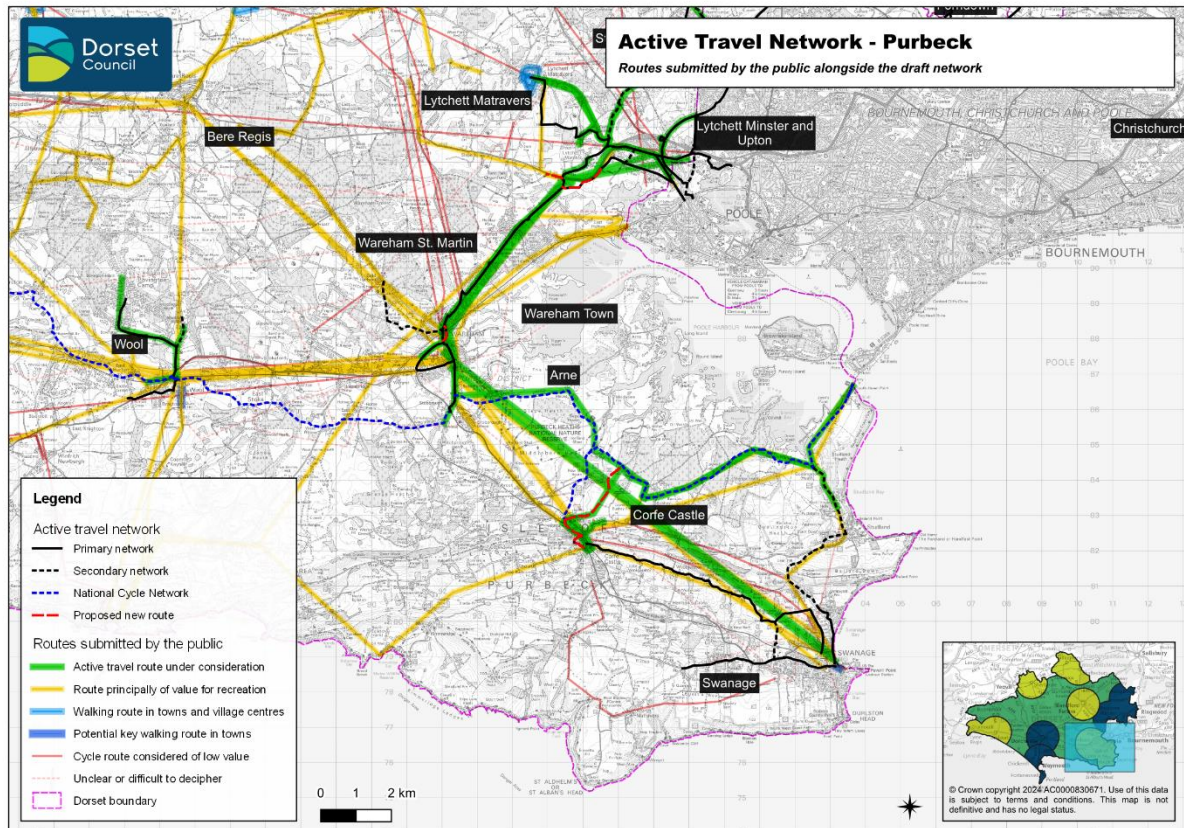


Figure 9. Additional routes in the Purbeck area

117 routes were submitted in the Purbeck area. Longer distance routes such as Wareham – Bere Regis (13kms) or where the route principally is of leisure / recreational usage were not considered in detail, unless already designated as part of the National Cycle Network. In addition, a report was received from Purbeck Transport Action Group setting out the routes in the area and proposals. This is summarised in section 9.1.

The network plan for the Purbeck area has been prepared based in part on the proposed routes.

Routes included:

- Wareham station access improvements (Northport - town centre)
- Wareham - Wool
- Wareham - Upton
- Upton - BCP via Sandy Lane / Blandford Road
- Upton - BCP via Upton Country Park
- Upton – Creekmoor
- Norden – Corfe visitor centre
- Swanage – Corfe
- Wool – Bovington

7.5. Additional routes – Gillingham & Shaftesbury

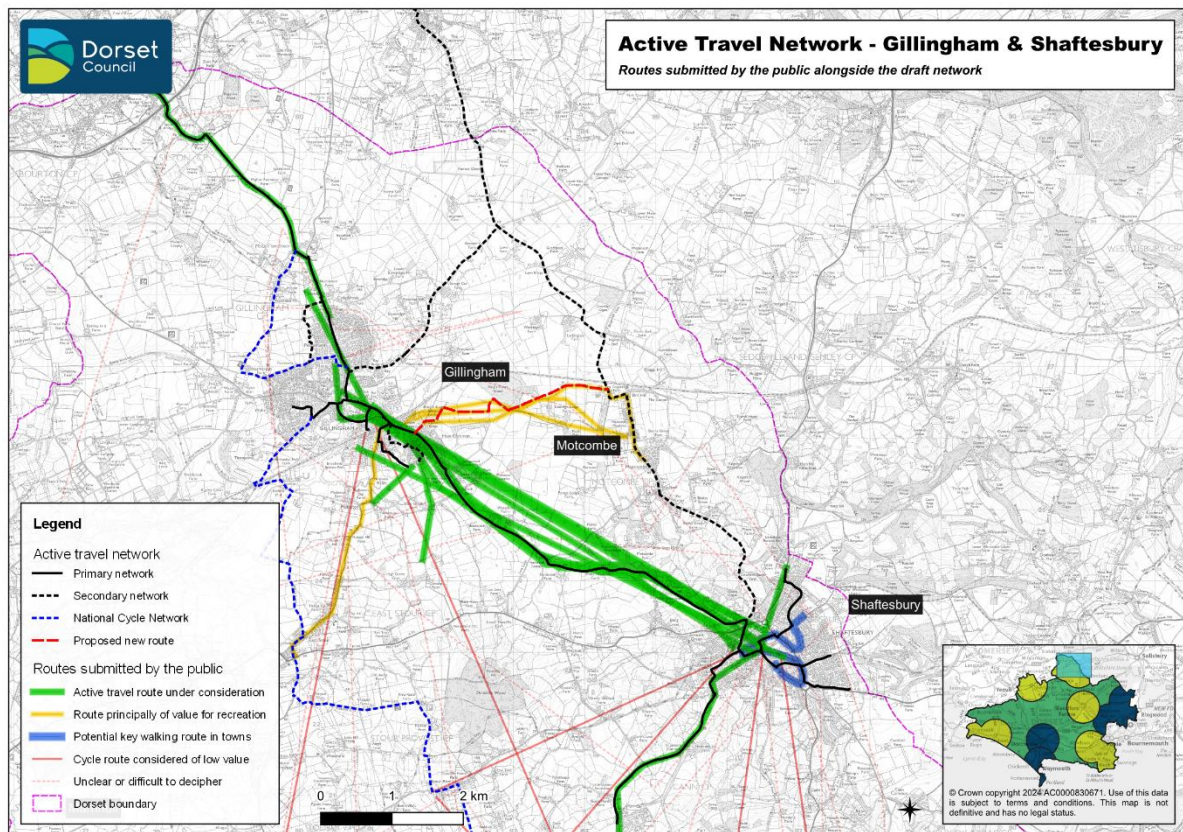


Figure 10. Additional routes in the Gillingham & Shaftesbury area

There were 35 routes submitted in the north of Dorset, with the focus being on the area in and around Gillingham and Shaftesbury. Longer distance routes such as those between Gillingham and Blandford (~30kms) or Shaftesbury and Blandford (~20kms) are beyond the limit of what active travel is likely to offer a realistic alternative for more than a small number of users.

The network plan for Gillingham and Shaftesbury has been prepared based in part on the proposed routes.

Routes included:

- Gillingham – Shaftesbury – either direct on the B3081 or using an alternative route via Motcombe
- Gillingham town centre / schools links
- Gillingham - Bourton
- Shaftesbury School / town centre – Wincombe / Littledown
- Shaftesbury School / town centre – The Maltings / Allen Road

7.6. Additional routes – Bridport & Lyme Regis

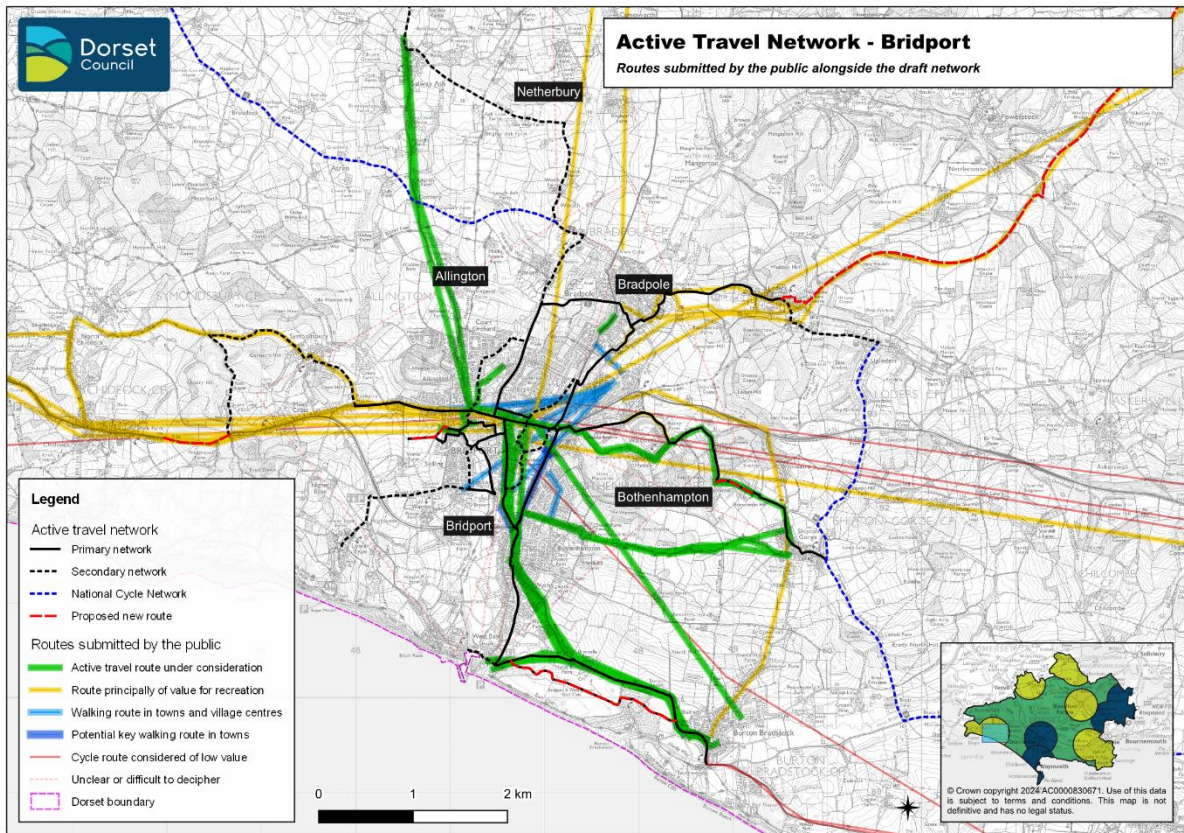


Figure 11. Additional routes in the Bridport area

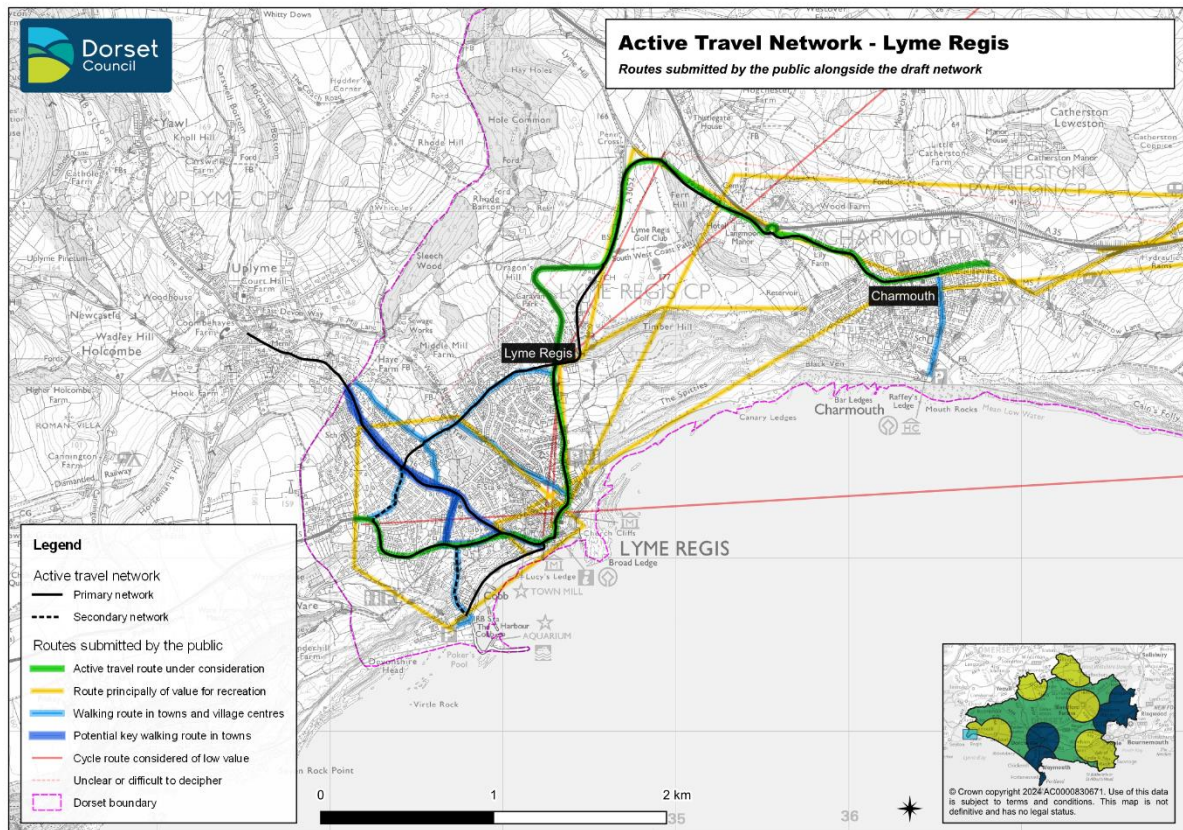


Figure 12. Additional routes in the Lyme Regis area

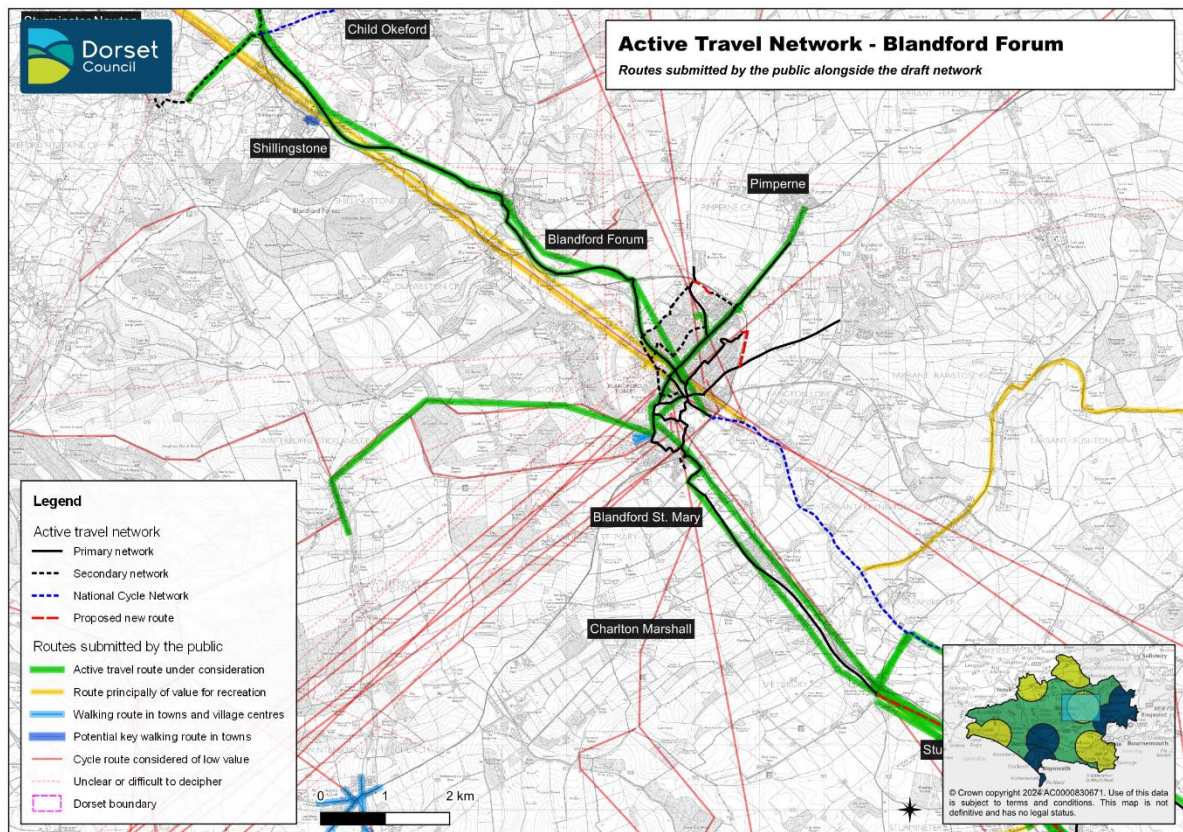
There were 119 routes submitted in the area around Bridport, Charmouth and Lyme Regis, some of which covered parts of the identified network.

The network plan for Bridport and Lyme Regis has subsequently been prepared, based in part on the proposed routes.

Routes included:

- Burton Bradstock – Bridport (12 individual responses)
- Shipton Gorge – Bridport (6 individual responses)
- Beaminster – Bridport
- Salway Ash – Bridport
- Charmouth – Lyme Regis
- Pedestrian routes in Lyme, Bridport and Beaminster town centres
- Chideock – Bridport (secondary, principally leisure route)
- Bradpole – Maiden Newton (secondary, principally leisure route)

7.7. Additional routes – Blandford Forum



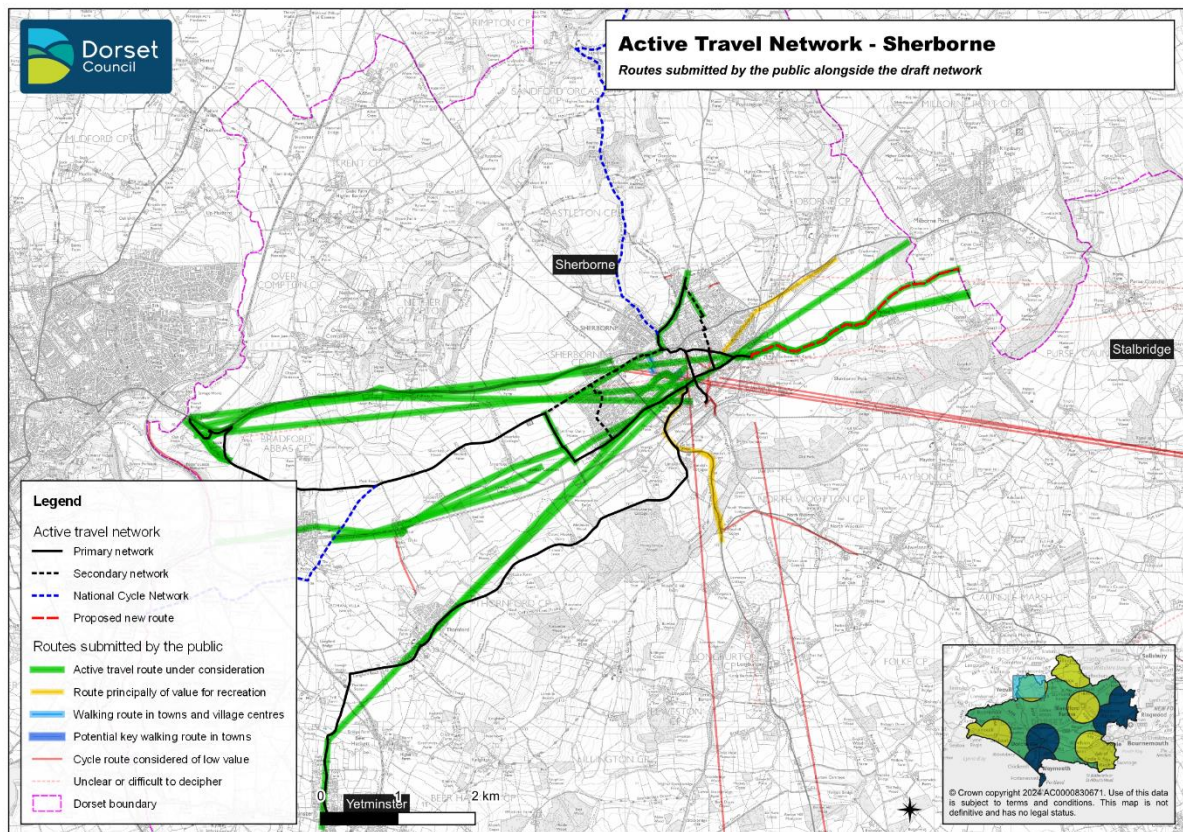
There were 49 routes submitted in the Blandford Forum area, although many of these were of such a length, or difficult to understand and have not been considered in detail. Longer distance links, such as proposed routes between Blandford - Dorchester, or Blandford – Shaftesbury are too distant to be offer realistic active travel journeys at any scale at present.

The network plan for the area, incorporating links to villages in the Stour Valley, has been prepared in part based on these routes.

Routes included:

- The North Dorset Trailway linking villages along the Stour valley
- Pimperne – Blandford
- Shaftesbury Lane
- Winterborne Stickland – Blandford
- Tarrant Valley - Witchampton

7.8. Additional routes – Sherborne



50 routes were submitted in the Sherborne area. Routes connecting south towards Dorchester or east towards Stalbridge are considered to be too distant and over too challenging a topography to offer active travel benefits.

The network plan for the area with links to Milborne Port and Yeovil in Somerset, as well as villages to the southwest of the town, has been prepared.

Routes submitted included:

- Sherborne links to The Gryphon School
- Yeovil – Sherborne
- Milborne Port - Sherborne
- Lenthay Common (part of NCN26)
- Sherborne – Bradford Abbas
- Sherborne - Thornford

8. Prioritised routes and comments on route

Respondents were invited to comment on the routes provided as part of the network plans in the east and south.

Of the routes set out in these areas the highest support was received for the following routes:

Area	Highest priority route corridor identified by survey respondents
Wimborne and Colehill	Wimborne Town Centre – Canford Bottom (Leigh Road)
Verwood and West Moors	West Moors – Ferndown
Ferndown and West Parley	West Parley – Ferndown / Longham – Ferndown (similar score for both routes)
Dorchester and villages	Dorchester - Weymouth
Weymouth & Chickerell	Upwey – Weymouth Town Centre / Ferry Bridge to Weymouth Town Centre
Portland	Ferry Bridge – Victoria Square

The detailed responses and summarised comments on the routes are set out in Annex 1.

9. Organisational responses

Two responses were received from stakeholders in the form of separate documents.

9.1. Purbeck Transport Action Group (PTAG)

PTAG's submission included a long list of existing routes and suggested priority routes in the Purbeck area. This included some of the existing routes in the area, but also including the following additional routes that are not in existence at present and require infrastructure changes:

- Purbeck Park (Norden) to Rempstone (NCN2 realignment)
- Purbeck Park (Norden) to Corfe visitor centre
- Wool Station to Monkey World
- Wool Station to the village southern boundary
- Holton Heath – Sandford
- Lytchett Minster to Upton & Hamworthy via Slough Lane

The proposals have been considered alongside the routes submitted in the Purbeck area, set out in 7.4.

9.2. Dorchester Transport Action Group (DTAG)

DTAG submitted a paper outlining the wider context, including reference to the parallel development of a Vision for Dorchester produced by Dorchester Town Council. The paper was focused on cycling infrastructure improvements – a separate response to the consultation was received from DTAG which related to pedestrian safety improvements.

The paper goes on to propose objectives for a cycle network in Dorchester and identifies eight routes or links in the town which DTAG identifies for improvement. The proposals have been considered alongside ideas from other stakeholders as set out in 7.3.

Eight routes requiring improvement were identified in the town centre, including:

- Circular 'Ring Route' around the town centre, broadly following the Walks
- Dorchester town centre to Poundbury
- Weymouth Avenue from South Gate to Maiden Castle Road
- A link from Dorset County Hospital to Dorchester South Station
- Culliford Road from South Court Avenue to South Walks
- Minor alleyway and bridleway improvements

The full submissions can be found in Annex 2.