# Active Travel Infrastructure Plan for Dorset

July 2025

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# Foreword

**Councillor Jon Andrews, Cabinet Member for Place Services**

*We know that children want to be able to walk or cycle to school, while their parents and grandparents benefit from being more physically active for their everyday trips, particularly as they get older. Residents and visitors alike want to explore Dorset's countryside and enjoy our towns without needing to get in the car for every trip.*

*Many of our residents don't even have the choice of a car: across Dorset over 23,000 households – one in seven – don't have access to a car according to the 2021 Census. In many of our towns this can be up to half of all households. These residents, which include our most vulnerable, are often users of wheelchairs and mobility scooters and they - as well as non-disabled people - are faced with uneven, narrow pavements and missing crossings, leaving them unable to move safely around their area. This means people leading more limited lives, and less able to live independently, with resulting impacts on health and happiness.*

*We also know that hundreds of thousands of short car trips are made every year in Dorset, many of which could be made by more sustainable means. Better infrastructure will help people to have a wider set of travel choices, helping to reduce congestion, pollution and give people a chance to be more active.*

*Safe, good quality routes for active travel will be crucial to supporting Dorset Council's emerging priorities, which include growing our economy, responding to the climate crisis and supporting communities for all.*

# 1. Executive Summary

## 1.1. The role of the Active Travel Infrastructure Plan

Around one third of all trips take place on foot, wheelchair or cycle or 'active travel'. The potential is for even more than this, with Government's ambition for half of all trips in towns and cities to be made actively.

Dorset's first Active Travel Infrastructure Plan (ATIP) sets out the short, medium and long term plans for strategic improvements to the networks for walking, wheeling and cycling, collectively known as active travel. The emphasis of the plan is to improve the transport links between residents and destinations, enabling more trips to be made sustainably. Two thirds of trips that people make are under 5 miles in length (a 30 minute bike ride) and a quarter of all car trips are under 2 miles in length.

Cycling and walking also are important leisure and recreational activities which offer opportunities for physical activity and all the consequent health benefits. Together with other strategies to enhance the rural rights of way network, this will help give residents and visitors to Dorset an opportunity to walk, wheel and cycling in their local area.

The ATIP will help secure future funding from central Government and from future development sites by setting out where the strategic priorities for improvements to the network are most needed. Routes have been prioritised on the basis of eight criteria, ranging from proximity to new developments, population, proximity of jobs, schools and potential for increases in cycling.

## 1.2. Scope of the ATIP

The plan covers seven areas of Dorset, comprising the main urban areas and their rural hinterland, in which 85% of Dorset Council's population lives. The ATIP was developed through public and stakeholder engagement and has resulted in a network for walking and cycling 720kms in length, including existing streets and paths and proposed new links.

This includes the existing on-road networks such as the National Cycle Network, routes 2, 25, 26 and 256 of which pass through Dorset, linking many of the major towns.

These areas covered by the ATIP are:

- **East Dorset** – Corfe Mullen, Ferndown, West Moors, West Parley, Wimborne Minster and Verwood
- **South Dorset** – Chickerell, Dorchester, Portland and Weymouth
- **Purbeck** – Swanage, Upton, Wareham and Wool
- **Gillingham and Shaftesbury**
- **Bridport and Lyme Regis**
- **Blandford Forum**
- **Sherborne**

For each area the primary networks for walking, wheeling and cycling have been analysed. In the case of walking and wheeling, this network includes the links within the town centres (as defined in the Local Plan) together with the key walking routes from up to 2kms from the town centre.

For the cycling network the scope is larger, reflecting the longer average distance accessible by this mode, with the routes encompassing destinations up to 7.5kms from the town centres.

## 1.3. Vision and design quality

The ATIP aligns with the national government policy on active travel, with initial objectives to 2025 set out in the Cycling and Walking Investment Strategy and in the longer term that 'cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030'.

To contribute to this ambition good quality design for infrastructure must be achieved, following modern design standards for cycling and walking and ensuring routes meet the needs of all. Schemes must meet the five core design criteria: coherent, direct, safe, comfortable and attractive.

## 1.4. Prioritised schemes

Each section of the network has been analysed using eight criteria to establish which routes are likely to have the greatest impact. This analysis informed the identified improvements required in each area – it should be noted that this list is not exclusive, nor does it represent committed or funded schemes, rather it is the aspirational network improvements required to help achieve the objectives of the plan.

## 1.5. How the ATIP was prepared

The ATIP has been produced through involvement of the public through a public engagement exercise undertaken in 2023-2024 and subsequent meetings held with Dorset Council members, Town and Parish Councils and community groups.

# 2. Introduction and Context

## 2.1. What are Active Travel Infrastructure Plans?

This is Dorset's first Active Travel Infrastructure Plan (ATIP). Also known as 'Local Cycling and Walking Infrastructure Plans' (LCWIPs), ATIPs set out the investment required to create safe and attractive strategic networks of routes for walking, wheeling and cycling. 'Wheeling' is a term used to include people who use wheelchairs and mobility scooters who may not identify with the term walking. Collectively walking, wheeling and cycling are sometimes referred to 'active travel'.

The concept of preparing a local plan for walking, wheeling and cycling was first announced in the 2017 Cycling and Walking Investment Strategy, which set an ambition to make these modes the natural choice for shorter journeys. They have three key elements:

1. Network plans which identify routes and core areas for investment and development;
2. A prioritised programme of improvements for development and delivery; and
3. A report which explains the process followed and data used.

The Dorset ATIP contains the three key elements listed above. The ATIP covers the main urban areas of the county, with seven separate areas identified covering one or more town centres and the surrounding hinterlands, setting out the strategic priorities for active travel in each area.

ATIPs are not intended to cover all trip types or the whole network for active travel. Cycling, walking or wheeling purely for leisure and recreational, while a considerable proportion of all trips, are, by and large, discretionary journeys, generally undertaken off-peak and in locations where users choose.

Ensuring that people can access local greenspaces or undertaken leisure activities through enhancements to the local rights of way network, local footways and cycleways will improve quality of life, health and wellbeing and in many places will overlaps with the priority active travel network also used for access to services, education and employment. In many parts of the county Dorset's economy is closely associated with tourism, which generates significant traffic. Encouraging sustainable transport access to key sites is considered as part of the benefits of the network.


**Figure 1. Active travel includes many types of trips - including trishaw trips for people who might have limited mobility, run by Cycling without Age.**

## 2.2. The benefits of active travel

Walking, wheeling and cycling have risen up the government agenda. Evidence highlights the very significant benefits generated by investing in active travel infrastructure and increasing the number of journeys walked, wheeled or cycled. Delivering the infrastructure identified in this ATIP will help tackle some of the country's big picture goals. These include, but are not limited to:

**Air quality** – Vehicle journeys replaced by active travel trips reduces harmful emissions, such as particulates, and associated respiratory issues;

**Climate emergency** – A shift to non-car travel modes is an important part of cutting carbon emissions. Transport is the single biggest contributor to the county's carbon footprint, representing a third of emissions, with the majority of this produced by private vehicles with internal combustion engines;

**Economy and skills** – Improved infrastructure opens up opportunities to access employment, education, services and shopping, boosting the local economy. Attractive leisure routes are an important part of the tourism offer, attracting new and returning visitor stays;

**Health and wellbeing** – Physical inactivity increases the risk of several health conditions, including heart disease, dementia and cancers. Inactivity costs the NHS up to £1 billion per annum, with further indirect costs calculated at £8.2bn (Transport Decarbonisation Plan, 2021). In addition, safe road crossings and cycle tracks protected from motor traffic reduce collisions and injuries;

**Lower cost travel** – Enabling active travel can ease pressures on household budgets and enable people on lower income households to access everyday destinations;

**Social inclusion** – A well-designed network for walking, wheeling and cycling will enable more people to travel safely and independently, including children, older people and disabled people;

**Travel choice** – Providing active travel infrastructure gives more people quality alternatives for their shorter-distance trips, many of which are driven currently;

**Congestion** – Making short distance trips by active travel avoids traffic congestion, and cargo bike deliveries can be the most efficient means of delivery in congested urban areas; and

**Quality of life** – Safer, well-connected communities enhance Dorset's desirability as a place to live, work and visit.

Hence, the cost of not investing in walking, cycling and wheeling infrastructure is high and the case for investment in ATIP schemes is strong. The connections between the ATIP and other plans, policies and strategies are explored in more detail in Annex A.

## 2.3. Why do we need an ATIP?

ATIPs are needed to:

- help achieve the objectives of a very wide range of national, regional and local plans, policies and strategies, including those covering the economy, planning, public health and tourism;
- set out a planned pipeline of deliverable schemes ready for funding bids; and
- secure future funding for active travel and ensure forthcoming developments contribute to active travel infrastructure improvements.

## 2.4. Key Issues and Opportunities

There are a range of issues and opportunities that shape uptake in active travel.

### Opportunities

There are many opportunities which can support and encourage an increased uptake of active travel. These include:

- Evidence nationally and locally from engagement and surveys shows that there is support for improving active travel;
- 68% of trips nationally are under 5 miles in length, while one in four car trips are two miles or less, within a suitable walking, wheeling or cycling distance for many people, if conditions were suitable;
- The ATIP builds upon the recent large-scale investment in active travel in Wimborne and Ferndown and in neighbouring Bournemouth, Christchurch and Poole (achieved through a successful bid to the government's Transforming Cities Fund); and
- Investment in active travel tends to give excellent value for money and brings about a wide range of benefits highlighted above.

### Issues

Barriers to increasing active travel uptake include:

- The existing suitability and quality of routes is varied, with a mix of higher and lower quality sections. For example, many people are deterred from cycling due to high traffic flows, fast traffic speeds and no infrastructure to physically protect cyclists from motor traffic. Whilst the network of dedicated footways and footpaths is more extensive, there are many locations where traffic speeds and flows and the road layout makes it difficult and unsafe for people to cross;
- In a 2019 government survey 66% of English adults agreed with the statement that "it is too dangerous for me to cycle on the roads";
- Well-maintained pavements (even, clean, uncluttered and well-lit) are the most popular type of improvement to encourage more walking, according to a 2021 government survey; and
- The challenges of provide a suitable standard of infrastructure for active travel within the constraints of the urban and rural environment.



# 3. How the ATIP was prepared

## 3.1. Methodology

### Guidance

The Dorset ATIP was developed in accordance with the methodology and advice contained in the 2017 Department for Transport (DfT) document LCWIPs Technical Guidance. The Technical Guidance outlines a six-stage process as shown in Figure 2. Further details of how each stage of the process was undertaken are set out in Annex B.

## 3.2. Stakeholder Engagement and Consultation

The draft ATIP was shaped by engagement at key stages. This comprised the following:

- Meetings with town and parish councils in the east Dorset and south Dorset areas to outline the process and explain the emerging proposals;
- Workshops with nominated stakeholder organisations covering the east Dorset and south Dorset areas to identify key issues and understand key aspirations for improvements;
- Briefings to relevant Portfolio Holders, and Dorset Council members on ATIP progress and the emerging proposals; and
- An online public engagement exercise was held on the draft plans from December 2023 – January 2024. 979 responses were received, which helped inform plans elsewhere in Dorset.
- Dorset Council's Place and Resources Overview Committee reviewed the ATIP networks, prioritisation framework and public engagement activity at a meeting on 21/11/24.

Further detail about the stakeholder engagement process can be found in Annex B.

**Figure 2 - Stages set out in the DfT's LCWIP technical guidance**

# 4. Scope and Timescales

## 4.1. Scope of the ATIP

### Focus of the ATIP

The ATIP identifies infrastructure improvements to enable safer and more attractive walking, wheeling and cycling routes, and specifically the development of a strategic network to cater for everyday journey purposes. It does not identify a comprehensive network for every trip type, nor for every location in Dorset.

### Geographical coverage

There are opportunities to enable more walking, wheeling and cycling across each part of Dorset. However, in line with the Technical Guidance, the ATIP concentrates on the two major interlinked urban areas: east and south Dorset. These areas have the largest populations in Dorset, and significant clusters of destinations close to each other, as well as outlying settlements. As a result, there is substantial potential to grow the number of walking, wheeling and cycling trips in these areas, in place of existing car journeys.

In each case areas of 2kms (for walking or wheeling trips) and 7.5kms (cycling trips) from town centres have been considered as the range within which the greatest potential for active travel lies. The relative population, numbers of school pupils and jobs for each area can be found below in Table 1. The areas covered by the ATIP account for around 85% of the population, 91% of school pupils (by school) and 88% of jobs.

Improving the networks in and around the town centres will help enable more people to get around on foot, by wheel or bike safely, while also giving the potential to enhance the public realm.

Although technologies such as e-bikes help to enable longer, hillier trips to be made by bike, the number of trips from more distant destinations will remain much lower than shorter trips that link neighbourhoods and destinations in urban areas.

Longer distance links between settlements may also play a role in rural tourism which is a major contributor to Dorset's economy. In some cases longer distance recreational routes also overlap with the network for active travel, such as where the National Cycle Network runs through towns. However, purely recreational routes, such as bridleways, footpaths or marked circular cycle routes, are

### East Dorset area

This area covers the communities of Wimborne Minster, Ferndown, Verwood and West Moors with links to Colehill, West Parley, West Moors, Ashley Heath, St. Leonards and St. Ives. This area has a combined residential population of around 100,000 and a wide range of significant destinations, including education, employment, leisure, retail and town centres. These communities also form part of the wider South East Dorset travel to work area, with cross-boundary journeys to and from the Bournemouth, Christchurch and Poole (BCP) Council area. BCP Council's LCWIP was published in 2022 and identifies key cross-boundary links into East Dorset for investment. Delivery in this area will require partnership working with BCP Council to ensure networks are well-connected.

### South Central Dorset area

This area covers Dorchester, Weymouth, Portland and surrounding communities. This area has a combined residential population of around 108,000, which rises significantly during holiday periods due to visitor stays. A large number of journeys are made within and between these towns, many more of which could be made by active travel.

### Market towns and other areas

Outside the south and east Dorset areas, plans have also been prepared for plans of a smaller scope in market towns and nearby villages. These are:

- Purbeck, including Swanage, Wareham and Upton
- Gillingham and Shaftesbury and surrounding areas
- Bridport and Lyme Regis and surrounding areas
- Blandford Forum and surrounding areas
- Sherborne and surrounding areas

The areas covered by the plans can be seen in Figure 3 below.

**Table 1 - Population, school pupils and jobs in the ATIP areas**

| Area – including nearby villages up to 7.5kms | Approximate population | School pupils | Approximate jobs |
|---|---|---|---|
| South Dorset – Dorchester, Weymouth, Chickerell and Portland | 108,000 | 14,700 | 38,500 |
| East Dorset – Verwood, West Moors, Ferndown, | 99,000 | 11,100 | 20,400 |
| Purbeck – Swanage and Wareham, including links to Upton and Wool | 30,200 | 4,000 | 9,500 |
| Gillingham & Shaftesbury | 29,000 | 7,640 | 7,600 |
| Bridport & Lyme Regis | 25,000 | 3,200 | 7,200 |
| Blandford Forum | 23,400 | 3,600 | 8,400 |
| Sherborne | 16,300 | 4,700 | 5,600 |
| Areas outside the plan area (not covered by the ATIP) | 59,200 | 4,800 | 14,000 |

## Other parts of the county

Other parts of Dorset comprise a diverse mix of small market towns, coastal communities and rural settlements, with varying levels of active travel potential. Journeys with both start and end points contained within these communities are short in distance, but travel to other destinations can require longer distance travel.

Across the county, sections of the National Cycle Network, along with other traffic-free trails and waymarked routes, support an important leisure and tourism economy, and also provide for local everyday journeys. The forthcoming Rights of Way Improvement Plan will also identify wider opportunities for improvement to the rural and urban routes beyond the network of paths and roads maintained by Dorset Highways. Dorset's natural environment is a great asset, and Management Plans for the National Landscapes and World Heritage Site identify policies and actions to enable more active travel.

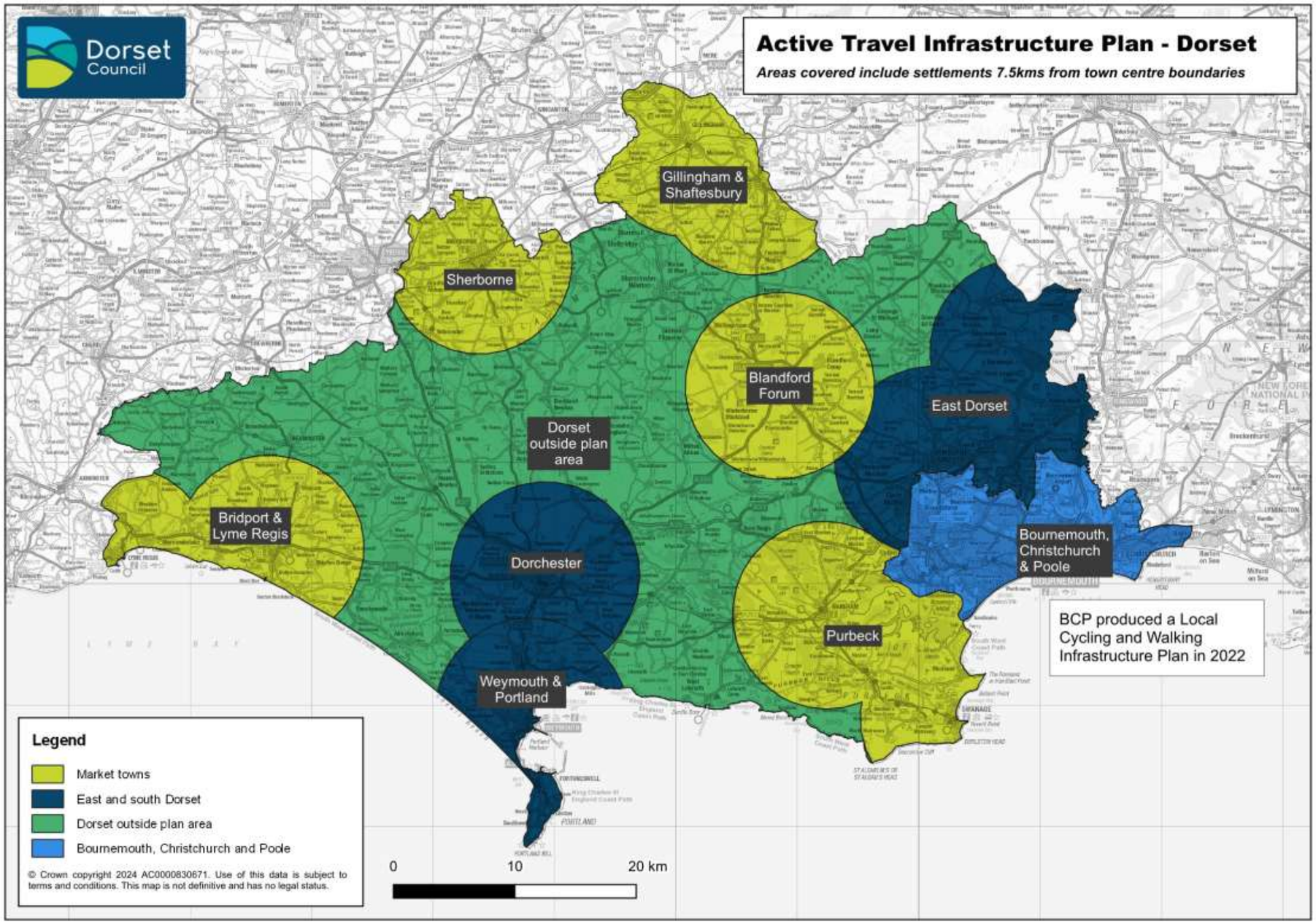
## Timescales

## Plan Period

In line with the Technical Guidance this ATIP covers a 10-year period (2025-2035), outlining a long-term approach to network development. The ATIP is intended to be reviewed at least every 5 years to reflect progress, funding and changes in circumstances. Further routes and interventions will be considered for future versions as resources allow, having particular regard for places with the greatest potential to enable more active travel trips.

For each area a Delivery Plan sets out the aspirations for improvements to parts of the network based on the short (0-2 years), medium (3-5 years) or long (5+ years) implementation. Schemes identified are not necessarily funded or committed and in most cases will be subject to further consultation and engagement with residents..

**Figure 3 - ATIP Areas of Focus**



# 5. Vision and Objectives

## 5.1. National Context

In 2021 the government published Gear Change, which outlined an ambition to make England a great walking and cycling nation. The bold vision is for a future with healthier, happier and greener communities; safer streets; convenient and accessible travel; and walking, wheeling and cycling at the heart of transport decision-making, as outlined in Figure 4.

The Second Cycling and Walking Investment Strategy for England, published in 2022, states that the government intends to make walking, wheeling and cycling the natural choices for shorter journeys, or as part of a longer journey by 2040. The Third Cycling and Walking Investment Strategy is likely to be published in later 2025.

## 5.2. Dorset Council Plan

The ATIP supports the Dorset Council Plan 2024-2029 by contributing to several elements, particularly helping to support communities for all and helping to improve wellbeing. Safe, accessible walking and cycling routes connect people to services, schools, and social opportunities, especially those without access to cars. Active travel improves physical and mental health, reducing pressure on health services. Dorset's natural beauty makes it ideal for cycling and walking tourism, supporting hospitality and retail sectors.

Promoting walking and cycling reduces reliance on cars, cutting greenhouse gas emissions and improving air quality. Green corridors and nature-integrated routes for active travel can enhance local ecosystems.

## 5.3. Local Transport Plan 4

The ATIP forms a supporting element of the overarching Local Transport Plan 4, a joint strategy undertaken by Bournemouth, Christchurch and Poole Council and Dorset Council. This vision led plan will run from 2026 to 2041 and sets out a range of objectives for how travel behaviour and infrastructure changes will contribute to wider goals around climate, health, prosperity and support an accessible, inclusive public transport network.

## 5.4. ATIP Vision/Ambition

The Dorset ATIP Vision is for:

- Walking and wheeling will be the preferred, normal means of transport for most short trips in Dorset's towns.
- Most school pupils – particularly in our towns - will be able to reach their schools on foot, scooter or cycle.
- Residents will be able to access local facilities safely, having adequate crossings of busy roads and routes meeting modern standards.
- Residents and visitors will have safe access to a good network for recreational and leisure walking and cycling.

## 5.5. ATIP Objectives

The Dorset ATIP will contribute at a local level to the achievement of the four objectives set out in the Second Cycling & Walking Investment Strategy. These are to:

Increase the percentage of **short journeys** in towns and cities that are walked or cycled (from 41% in 2018 to 2019 to 46% in 2025)

**Increase walking** activity (walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025)

**Double cycling** (cycling activity is measured as the estimated total number of cycling stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025), and

Increase the percentage of children aged 5 to 10 who usually **walk to school** from 49% in 2014 to 55% in 2025.

Other supporting policy is detailed in Annex A.

**Figure 4 – Gear Change Vision**




# 6. Good Design for Walking, Wheeling and Cycling

## 6.1. Guidance and Key Principles

### Background

Well-designed streets and dedicated infrastructure are needed to support, encourage and enable people to walk, wheel and cycle safely. To ensure this, in the last few years central government has taken the following steps:

- Issued a new design guidance document, Local Transport Note (LTN) 1/20 on Cycle Infrastructure Design, to raise design standards;
- Required schemes submitted for government funding to be consistent with LTN1/20, and set the expectation that the guidance will be followed by local authorities and developers, regardless of whether government funding is sought for the work; and
- Set up a new inspectorate body, Active Travel England, to enforce the design guidance, review major planning applications and inspect completed infrastructure schemes.

### Dorset Council approach

Dorset Council will design active travel infrastructure in accordance with the principles and details contained in up-to-date government guidance. This includes LTN1/20, the LCWIP Technical Guidance, and Inclusive Mobility. In terms of street design more generally, an updated version of the Manual for Streets is in development, and on publication will be consistent with the more recent documents listed above. In complex situations where provision for several different travel modes needs to be balanced, or where space is limited, the Council will work with Active Travel England and other stakeholders to identify the most appropriate solutions.

### Key Principles

### Overview

Government makes it clear that infrastructure needs to be designed to make everyone feel confident and safe to walk, wheel and cycle for their everyday journeys. Equality and inclusion are therefore golden threads running through design guidance.

## Core Design Principles

LTN1/20 explains that there are five core design principles which represent the essential requirements to achieve more people travelling by cycle or on foot, based on best practice both internationally and across the UK. Networks and routes should be:

- **Coherent** – networks should be planned and designed to allow people to people to reach all their day-to-day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality;
- **Direct** – routes should provide the shortest and fastest way of travelling from place to place, minimising diversion, and provide facilities at junctions that minimise delay and the need to stop;
- **Safe** – infrastructure must be safe, it should also be perceived to be safe, so that more people feel confident to make active travel journeys;
- **Comfortable** – routes should comprise good quality, well-maintained smooth surfaces, adequate width for the volume of users, and avoid steep gradients. Routes for cycling should not mix people cycling with high-speed or high-volume motor traffic, and avoid the need to frequently stop and give way; and
- **Attractive** – people value attractive routes through parks and well-designed streets and squares. The travelling environment should be free from litter and broken glass and designed to be aesthetically pleasing.

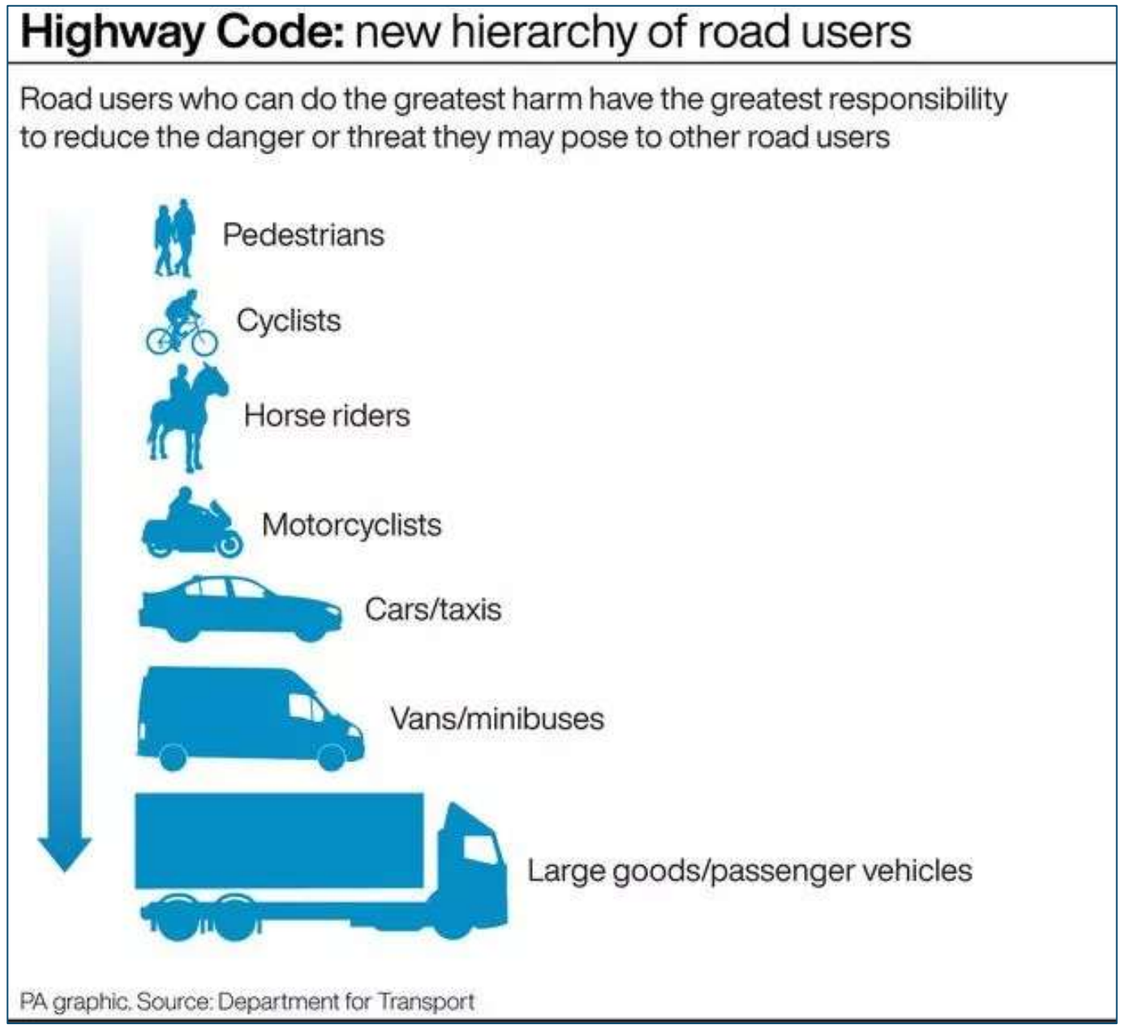
The government's vision document Gear Change summarises on a page key design principles for cycle infrastructure and planning, and this is reproduced in Figure 5.

**Figure 5 – Key Design Principles**

## Implementing the Hierarchy of Road Users

The ‘hierarchy of road users’ is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy. New rules on this concept were added to the Highway Code in 2022 and the hierarchy is also explained in detail in the Manual for Streets. The road user hierarchy in Figure 6 sets out which users to consider first when designing new infrastructure.

**Figure 6 – Road User Hierarchy**




Source: Government news story 29 January 2022 - The Highway Code: 8 changes you need to know from 29 January 2022

## Place and Movement Matrix

All public spaces perform a mix of ‘movement’ and ‘place’ functions, being both a corridor through which people and goods need to move and, simultaneously, a place in which people dwell and enjoy the space. The Place and Movement Matrix (Figure 7) helps consider the relative importance of these two factors, depending on the type of road, street or path. Some parts of the network will mainly be for movement functions; other locations will mainly have place functions (destinations in their own right, where people wish to spend time). Designs will need to take account of these differences.

**Figure 7 – Place and Movement Matrix**

## 6.2. Types of Infrastructure Improvement

All walking, wheeling and cycling infrastructure schemes will focus on optimising usability, safety and accessibility whilst also identifying ways of improving the built environment and public realm. A range of infrastructure solutions may be needed, to address different kinds of issues. Commonly used solutions, of which are existing in Dorset, are shown below.

**Continuous footways** – Redesigned side road junctions, continuing the footway across a road junction, to indicate pedestrian priority over turning motor vehicles.

**Figure 8 - A continuous footways and cycleway on Leigh Road, Wimborne Minster**

**Core Walking Zone / Pavement improvements** – This could more entail widening the pavement to cater for all users, using better quality surfacing or re-designing to better cater for pedestrian desire lines. Measures in areas of high pedestrian footfall could include vehicle restricted areas (pedestrianisation).

**Figure 9 - Fairfield Road before and after works to improve the footway**

**Upgraded crossings** – safe locations to cross roads with high traffic flows and/or high traffic speeds. Designs include zebra crossings (for pedestrians only), parallel crossings (similar to zebra crossings, but for pedestrian and cycle movements); and signal crossings.

**Figure 10 - Parallel crossing allowing cycles to cross with priority**

**Junction redesigns** – Infrastructure to create safe conditions at junctions for people walking, wheeling and cycling and reduce conflict from motor vehicles. This can include tighter junction geometry to slow down turning motor vehicles, or measures to give dedicated time to cross junctions, or such as advanced green lights.

**Low Traffic Neighbourhoods (or Liveable Neighbourhoods).** These are groups of streets where through traffic is limited, to make it easier and safer to walk, wheel and cycle. Other common measures include benches, cycle parking, tree planting, lighting, parklets (small green spaces) and pedestrian crossings. Examples of 'filtered' closures of residential streets exist across Dorset, including the example below – Ford Close in Ferndown. Restrictions like this help re-route motor traffic onto appropriate streets and help make walking, wheeling and cycling easier and safer on the minor road network.

**Segregated cycle tracks** – A route for cycling that is physically separated from carriageways and footways, such as by kerbs.

**Shared use paths** - A path used for both walking and cycling, where vehicles are not permitted.

**Traffic calming measures** – Measures to slow motor traffic, through physical changes to the road layout (such as raised tables), revised speed limits such as 20mph zones or 'natural calming' methods such as tree planting. Many of Dorset's town centres, villages and residential neighbourhoods are already covered by 20 mph limits or zones and a rolling programme of future speed limit changes is underway.

## 6.3. Complementary Measures

Alongside infrastructure improvements, complementary measures are necessary to achieve the full potential of active travel. These include but are not limited to:

- Behaviour change measures and information such as campaigns to support safe and sustainable travel;
- Bike hire or share schemes, for those that do not own their own bike, for visitors and to cater for tourist demand. For example, Beryl currently operate 121 e-bikes across Dorchester, Weymouth and Portland as well as an extension of the bike hire scheme in Bournemouth, Christchurch and Poole to cover Upton and Corfe Mullen;
- Public realm improvements to increase desirability of Core Walking Zones such as seating areas and street trees;
- Secure cycle parking for all cycle designs and types of destination (including larger e-cargo bikes), including such as lockable cycle hangars for residential areas and on street cycle parking at destinations. Short stay parking should have convenient access, passive surveillance and be close to the intended destination. Long-stay parking should include CCTV and secure access for added security;
- School Streets, which close roads to through traffic and introduce parking restrictions by schools to enable children to walk and cycle to school safely, whilst maintaining access for residents and those with mobility difficulties; and
- Wayfinding signs or information posts to enable people to easily navigate the network.

**Figure 11 - Wayfinding Example in East Dorset, Giving Distances to Destinations**


**Figure 12 - Beryl Bikes Parked in Designated Bays**

## 6.4. Case Studies

The two case studies on this page give examples of completed schemes in the county, which have enhanced infrastructure for walking, wheeling and cycling.

### Leigh Road, Wimborne

Leigh Road is an east-west route linking Wimborne Minster to Ferndown, connecting residential areas to a range of destinations, including employment, greenspaces and schools. Previously, high motor traffic volumes and traffic speeds deterred most people from making cycling journeys.

Through a successful joint bid with BCP Council, Transforming Cities Fund investment redesigned the road corridor, introducing cycle tracks on both sides of the road, separated by kerbs from the footway and carriageway, together with footway improvements, improved bus stops and additional crossings. Traffic counts have shown a considerable increase in daily cycling movements, from an average of 128 a day across the 9 years before the improvements (2012 and 2020) to 275 in 2022 after scheme completion. Before and after photos can be seen in Figure 13.

**Figure 13 - Before and after photos of the Leigh Road scheme, Wimborne Minster**

### Weymouth Harbour

Weymouth's historic harbourside is an important visitor destination, particularly in summer months, and experiences very high pedestrian footfall. The previous layout of Custom House Quay had limited dedicated space for people walking and wheeling, with narrow footways. There were also few opportunities for bars, cafes and restaurants to introduce outdoor seating.

The recently completed street redesign provides a new paved walkway alongside the harbour, raised crossing points as traffic calming features, outdoor seating areas for adjacent businesses and additional cycle parking. The redesign was achieved by removing 50 car parking spaces and narrowing the carriageway with loading bays for quayside servicing and businesses. Now, people can walk and wheel more safely and comfortably along the harbourside, motor vehicles travel more slowly, and local businesses are benefitting from additional footfall. Before and after photos are shown in Figure 14.

**Figure 14 - Before and after photos of Custom House Quay**

# 7. Area plans

## 7.1. Introduction

Outside the south central and east Dorset areas, settlements in Dorset take the form of market towns with their own rural hinterlands, or smaller urban areas with simple movement patterns.

Smaller villages, or villages beyond 7.5kms from defined town centre boundaries, have not been addressed directly since the level of active travel potential in these areas is likely to be comparatively low, unless there are good strategic reasons for their inclusion.

Seven areas of clusters of towns areas have been identified, based in part on the relative population, numbers of trip destinations in the area and input from the public:

- **East Dorset**, including Wimborne Minster, Ferndown, Verwood and neighbouring villages
- **South Dorset**, including Dorchester, Weymouth, Portland and neighbouring villages
- **Purbeck**, including Wareham, Swanage, Upton with links from Wool to key destinations
- **Gillingham & Shaftesbury**
- **Bridport & Lyme Regis**
- **Blandford Forum**
- **Sherborne**

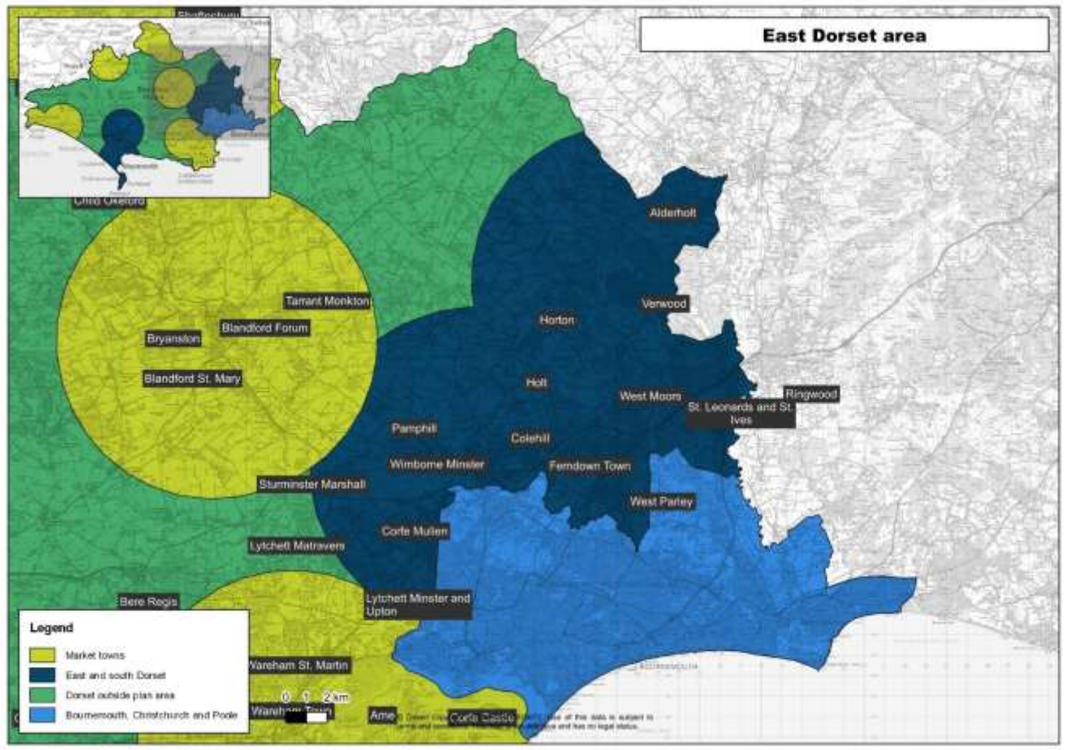
# 8. East Dorset Area

## 8.1. Area Context

### Overview

The east Dorset area is shown in Error! Reference source not found.**15**.

**Figure 15 – Overview of the east Dorset area**




### Population, origins, destinations

The east Dorset area is focused on the towns of Wimborne Minster, Ferndown and Verwood. It also includes major settlements within 7.5kms of these town centres, such as Colehill, West Moors and West Parley, Corfe Mullen, St. Leonards & St. Ives.

The east Dorset area also forms part of the travel to work area of the Bournemouth, Christchurch and Poole conurbation. Neighbouring BCP Council has produced its own plan, which identifies several routes for investment which would connect into Dorset. Walking, wheeling and cycling improvements in several parts of east Dorset would support and enable cross-boundary journeys to and from locations in the BCP authority area.

The total population living in the East Dorset ATIP area, including outlying settlements, is around 85,000. The largest towns in the area are Ferndown (17,500 residents), Wimborne Minster (9,000) and Colehill (7,500), with links to neighbouring settlements such as Verwood (15,000) and Corfe Mullen (10,500). These communities represent key origin points for journeys. Across the area 32% of the population in the area is over the age of 65, slightly more than the Dorset Council average, and considerably higher than the national average.

The area is accommodating significant numbers of new homes. At Wimborne Minster, a development of 600 houses and sports facilities is under construction on Leigh Road, east of the town, while 630 dwellings are also under construction on either side of Cranborne Road in the Minster Gate development, north of the town. These new developments will generate future active travel trips, especially for short journeys to destinations in other parts of the town, but are currently poorly linked to key destinations.

Trip attractors / destinations in east Dorset include:

- Aviation Business Park (in the neighbouring authority of BCP Council)
- Ferndown, Woolsbridge and Uddens Industrial Estates
- Ferndown First, Middle and Upper Schools & Leisure Centre
- Ferndown town centre
- Queen Elizabeth's School and Leisure Centre, Wimborne Minster
- St Michael's Middle School, Colehill
- Other tourism and visitor attractions such as Moors Valley Country Park and Kingston Lacy
- Wimborne Minster Town Centre

Of the 19,000 residents who are in work in the Ferndown / Wimborne area, over a quarter (5,300) are employed locally. Together, the Ferndown and Uddens Industrial estates are home to around 400 businesses employing over 3,000 people. Woolsbridge Industrial Estate, close to West Moors, is also a significant employment site.

There are also cross boundary connections, as large numbers of residents within BCP commute north to Ferndown, particularly to Ferndown and Uddens Industrial Estates.

## Severance and physical barriers to active travel

Geographical features can prevent or dissuade people from making journeys by active travel. Key issues in the East Dorset area are:

- Motor traffic flows and speeds – some roads in the East Dorset area carry some of the highest volumes of traffic in the county. This makes them unsuitable for most people to cycle on, and makes them difficult to cross except at designated locations, such as signal crossings.
- Wimborne Minster town centre has a complex one-way system meaning that cycling journeys can be indirect, unintuitive, and longer than needed.
- There are a limited number of road bridges to connect communities on either side of the River Stour, and in most cases there is limited or no safe provision for walking, wheeling and cycling crossings. Canford Bridge, between Wimborne Minster and Merley, is the exception, with a dedicated separate structure for cycling and walking. In addition to the road bridges, there is a single, very narrow footbridge at Canford Magna, which presently serves purely a leisure function of linking footpaths on either side of the Stour.

As part of the ATIP process an extensive audit was undertaken of key walking and cycling routes in the East Dorset area. This found that, in many places, conditions for walking, wheeling and cycling in East Dorset are below a desirable standard. Routes are discontinuous, with limited priority given to active travel. Narrow, poorly surfaced footways and cycleways are uncomfortable for journeys on foot, using wheelchairs, mobility scooters, buggies, and by cycle. In some places dropped kerbs – to enable safe and comfortable crossings, including for wheelchair users and people with pushchairs – are either non-existent, not flush with the carriageway surface, or are located away from where people want to cross.

## Existing walking, wheeling and cycling networks

BCP and Dorset Councils were successful in winning £79.3 million of Transforming Cities Fund investment. This has led to a network of active travel and bus improvements across South East Dorset, connecting major education, employment, housing and retail centres. In East Dorset this has included the redesign of Leigh Road, Ringwood Road from Church Road to Longham junction, and Wimborne Road East and West between Trickett's Cross and Canford Bottom, connecting to an existing route along the B3073 Ham Lane. There is now a 7km route of good quality linking the outskirts of Wimborne to Ferndown, linking the large Ferndown and Uddens Industrial Estate, the three schools in Ferndown and other trip attractors to a large residential population.

Besides this recent improvement networks elsewhere are of varying standards. There are areas of reasonable provision such as Castleman Trailway which is a mostly traffic free walking, wheeling and cycling route from Ringwood (Hampshire) to Upton Country Park in Poole, utilising an old railway line in many places, connecting many settlements in the area, including St Ives, Ashley Heath, Woolsbridge Industrial Estate, West Moors, Ameysford and Wimborne. Parts of this network have received improvements to aid accessibility, drainage and surfacing to enhance its use as a year-round active travel facility linking villages and towns in the area.

A recreational / leisure route connects the Castleman Trailway through Moors Valley with the town of Verwood at Potterne Park. Verwood has one or other cycle links, however, most of the busiest roads have no provision.

Parley Cross to the Aviation Enterprise Park also has acceptable provision for active travel with a dedicated shared use footway / cycleway lane along B3073, connecting to business and employment near to Bournemouth Airport. However, there are also areas where significant improvements are needed to enable safer travel by walking, wheeling and cycling.

## Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 8.2. Proposed Networks

The identified primary routes for cycling are listed in Table 2 to Table 4 – Verwood and West Moors routes

Figure 16 outlines the proposed primary walking network in and around Ferndown Town Centre, while Figure 17 shows that for Wimborne Minster; Figure 18 for Verwood.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centres.

Figure 19 - Active travel network for the east Dorset area shows the overall active travel network stretching from Wimborne Minster to West Parley, east to Ferndown, north-east to St. Ives and north to Verwood. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

**Table 2 - Wimborne and Colehill routes**

| Routes | Description of route |
|---|---|
| Wimborne town centre to Canford Bottom | An east-west route using a combination of quieter residential streets in the St. John's and Leigh Park areas and sections of the B3073 Leigh Road and Wimborne Road West |
| Wimborne town centre to Oakley/Poole | A north-south route following the B3073 (along Poole Road, Canford Bridge and Oakley Hill) |
| Wimborne town centre towards Corfe Mullen | Two options:<br>1) B3078 Julian's Road – A31 Lake Gates – C5 Wimborne Road – Lockyers Road<br>2) B3073 Poole Road – Oakley Hill, and then a combination of quiet roads, public rights of way and traffic-free links heading west and south – Willett Road – Lamb's Green Lane |
| Wimborne town centre to QE School/Leisure centre | East Borough - Chapel Lane - Blind Lane - Stone Lane - B3082 Blandford Road |
| Furzehill to Wimborne town centre | A north-south route following Furzehill - B3078 Cranborne Road - Burt's Hill - Allenview Road. |
| Colehill to Wimborne town centre | A broadly east-west route largely using streets with lower traffic flows, comprising sections of Middlehill Road, Wimborne Road, Cobb's Road, Beaucroft Lane, Beaucroft Road, Highland Road, Rowlands Hill, Onslow Gardens, Lacy Drive, Allenview Road, Hanham Rd and East Borough (plus connecting traffic-free links) |
| Colehill to Ferndown and Uddens Industrial Estates | Off-road route using trailway surface paths through Cannon Hill Plantation and Uddens Plantation and via A31 overbridge |
| Colehill to Leigh Park | A north-south route, comprising a traffic-free link crossing Bytheway Field, plus Leigh Lane, Park Homer Drive and Park Homer Road. |

**Table 3 - Ferndown and West Parley routes**

| Routes | Description of route |
|---|---|
| Canford Bottom to Trickett's Cross. | Wimborne Road West - Wimborne Road East |
| Trickett's Cross to Bournemouth Airport | Ford Lane - Thames Close - bridleway to East Parley, Chapel Lane. Cross boundary route into BCP Council area. |
| Ashley Heath Roundabout to Trickett's Cross | A31 / A348 Ringwood Road |
| Trickett's Cross to Longham Bridge | A348 Ringwood Road through Ferndown |
| Parley Cross to Canford Bottom | B3073 Christchurch Road - B3073 Ham Lane via Hampreston |
| Ferndown town centre to Parley Cross | Two options:<br>1) A347 New Road<br>2) A348 Ringwood Road – Glenmoor Road – Ellesfield Drive – Gallows Drive – B3073 Christchurch Road |

**Table 4 – Verwood and West Moors routes**

| Routes | Description of route |
|---|---|
| Trinity First School to Emmanuel Middle School via the town centre | Combination of residential roads and cycle paths linking developments to the north of the town centre, Verwood Hub and the Emmanuel Middle School area to the south of the town centre |
| Verwood to West Moors | Options of either the main B3072 road or alternative path network through Potterne Park, Moors Valley Country Park and the Castleman Trailway |
| Verwood to Ringwood | Link through Potterne Park, Moors Valley and the Castleman Trailway |
| West Moors to Ferndown town centre | Two options:<br>1) Station Road – West Moors Road – Wimborne Road East – Victoria Road<br>2) Ferndown Forest path – Ameysford Road – Wimborne Road East – Ferndown Schools path – Albert Road – Victoria Road |

**Figure 16 - Ferndown Walking Network**

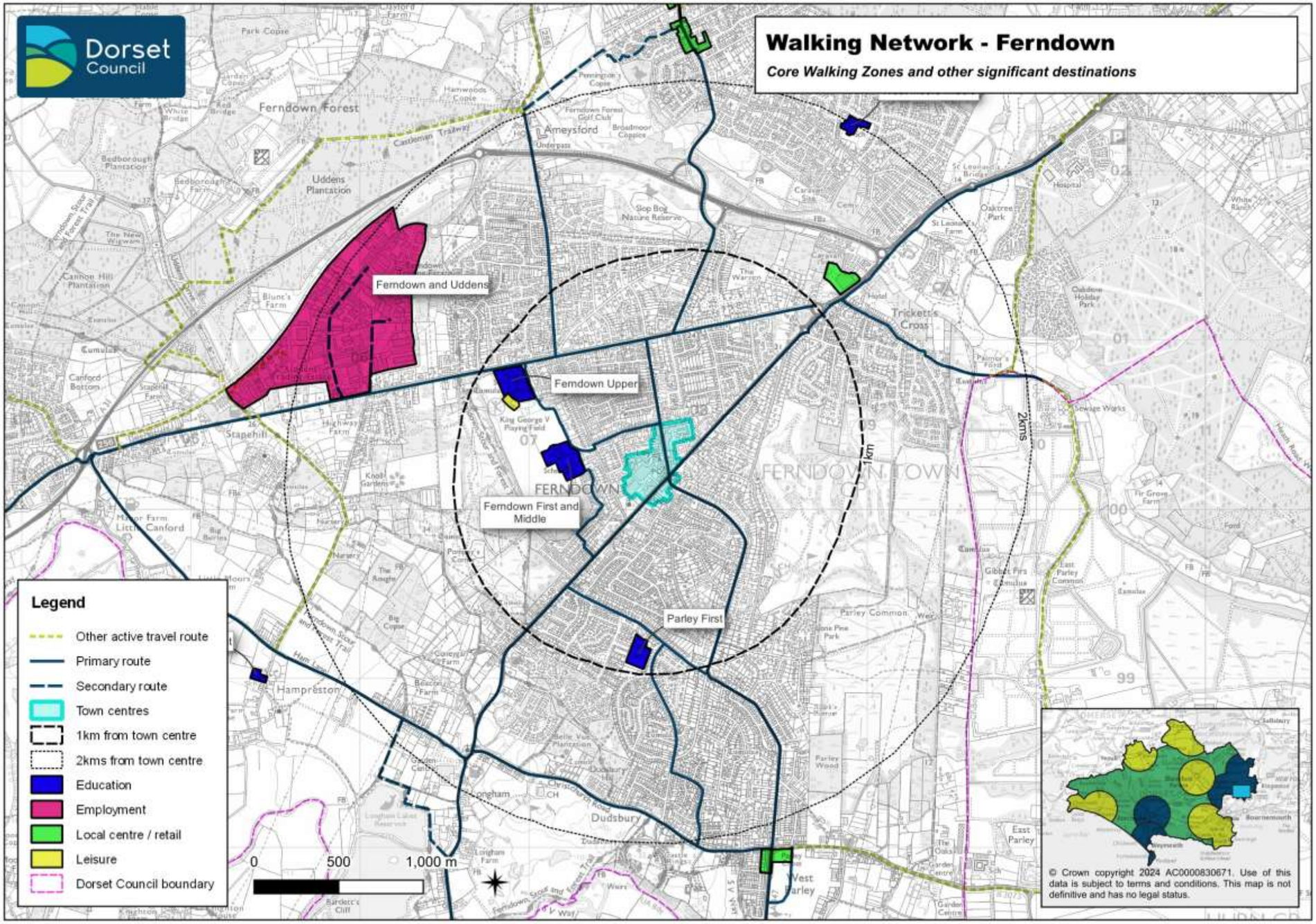


**Figure 17 - Wimborne Minster Walking Network**

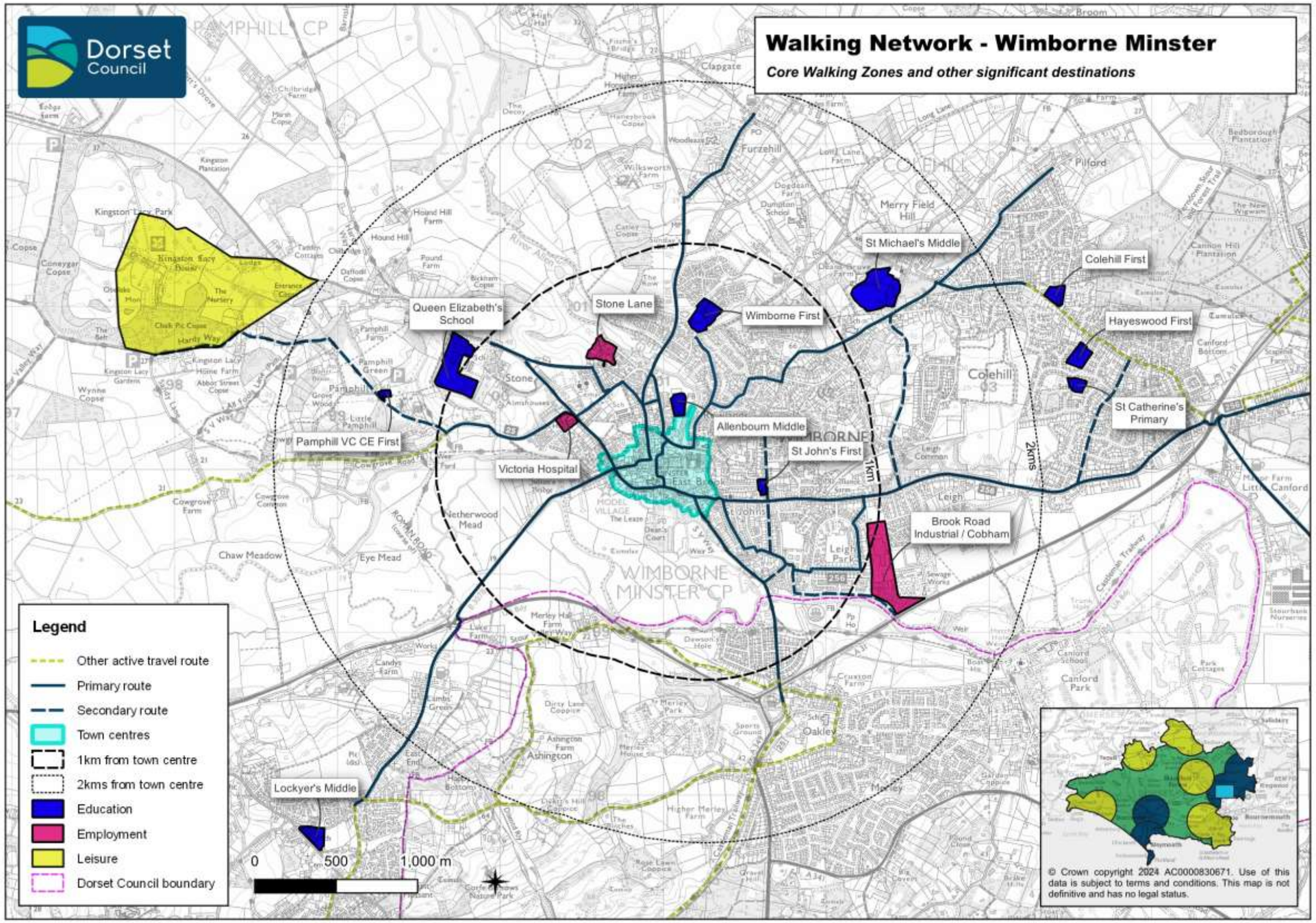


**Figure 18 - Verwood Walking Network**

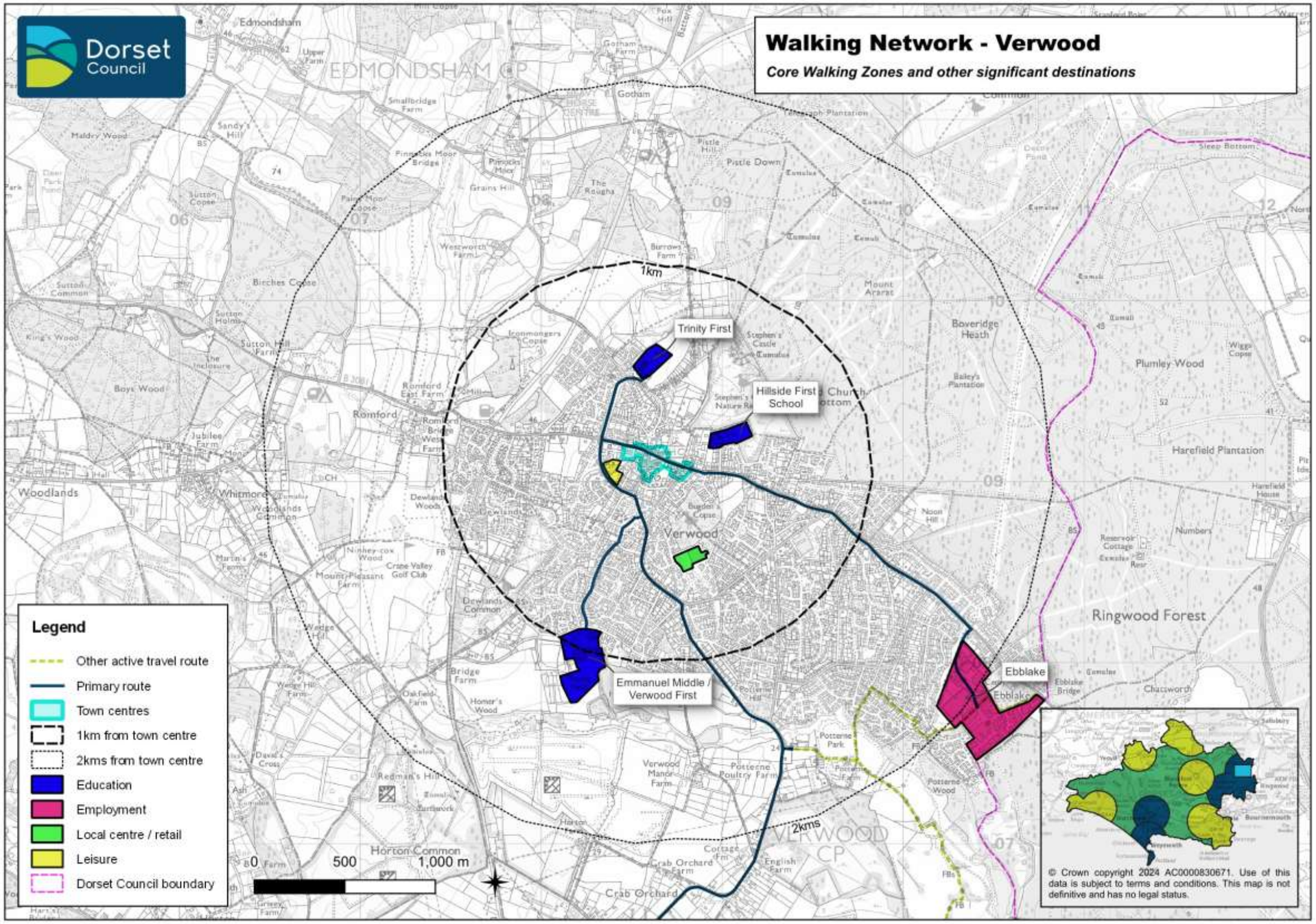
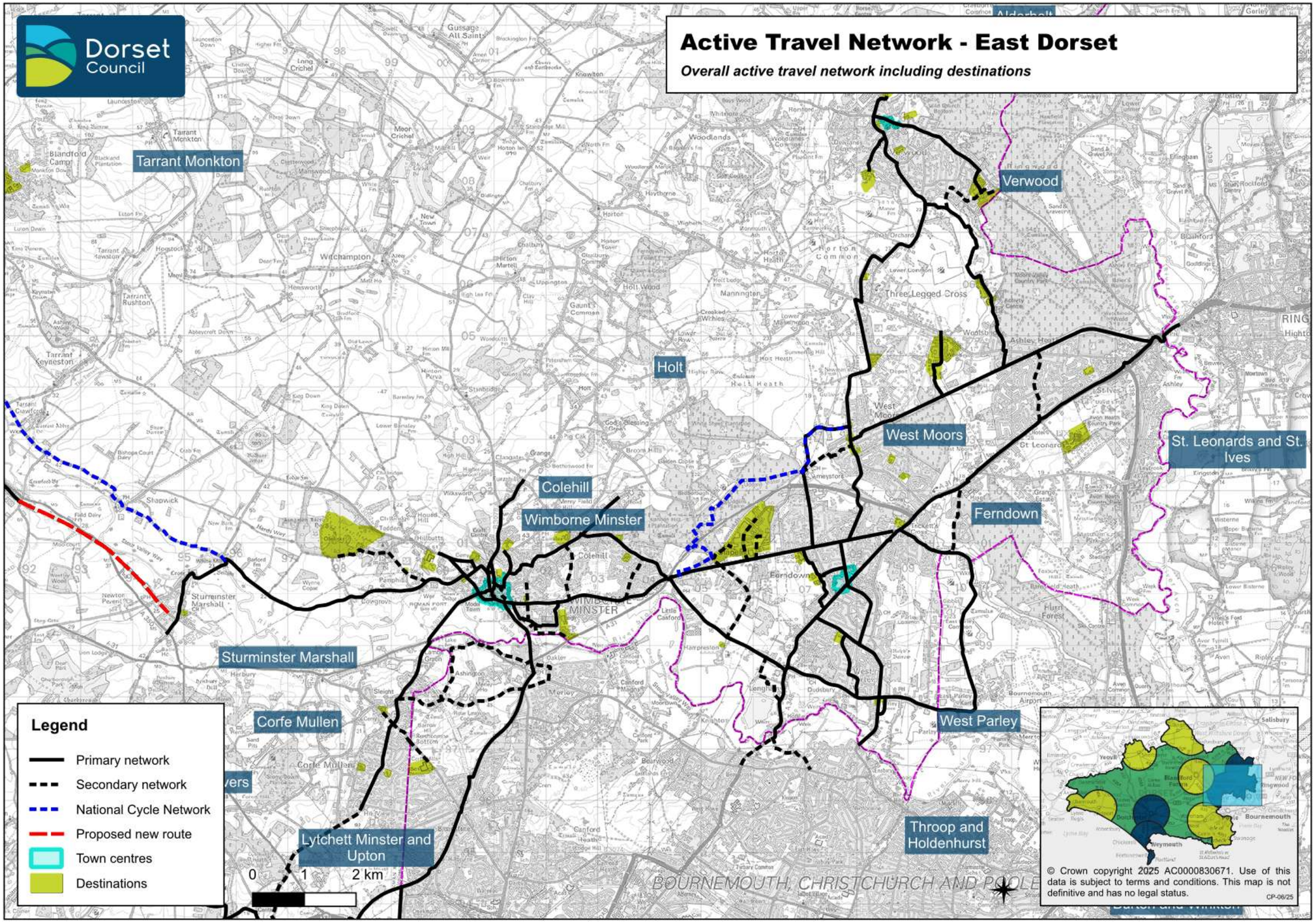


**Figure 19 - Active travel network for the east Dorset area**



## 8.3. Delivery Plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed and will be subject to discussions with stakeholders and residents.

A summary of some proposed priority schemes in the east Dorset area can be found below in Table 5 - East Dorset delivery plan.

**Table 5 - East Dorset delivery plan**

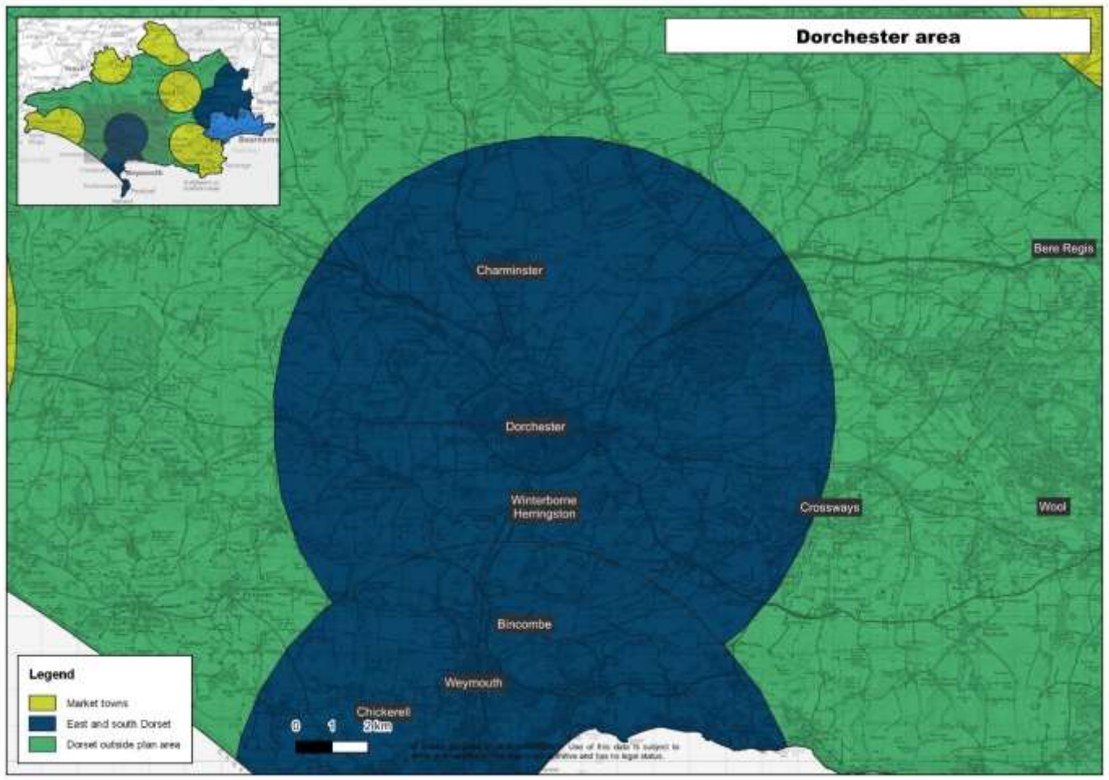
| Area | Scheme | Timescale |
|---|---|---|
| Ferndown | Albert Road / Church Road crossings and access | Short |
| All areas | 20 mph limits where appropriate and locally supported | Short |
| Verwood | Manor Road crossing provision | Short |
| Corfe Mullen | Blandford Road – Lockyers Middle School footway improvements | Short |
| West Moors | Route improvement linking Farm Road to Ameysford (Ferndown Forest Golf Course) | Medium |
| Colehill | Crossings and safety improvements around St Michael's Middle School | Medium |
| Wimborne Minster | Julian's Bridge active travel access improvements | Medium |
| Wimborne Minster | Town centre public realm enhancements to improve safety and accessibility – Pye Corner, Quarterjack Roundabout, East Borough | Medium |
| Verwood | Manor Road to Potterne Park active travel improvements | Medium |
| Ferndown | Town centre public realm enhancements to improve safety and accessibility | Medium |
| Ferndown | Ringwood Road active travel improvements – Penny's Hill to Trickett's Cross | Medium |
| Ferndown | Ringwood Road – Longham Roundabouts – Longham Bridge active travel improvements associated with link towards Bournemouth and new developments | Long |
| Ferndown | Victoria Road / Penny's Hill safety improvements | Long |
| Corfe Mullen | Wimborne Road / Lake Gates improvements | Long |

# 9. South Dorset Area

## 9.1. Area Context

### Overview

**Figure 20 – Overview of the south Dorset area - Dorchester**

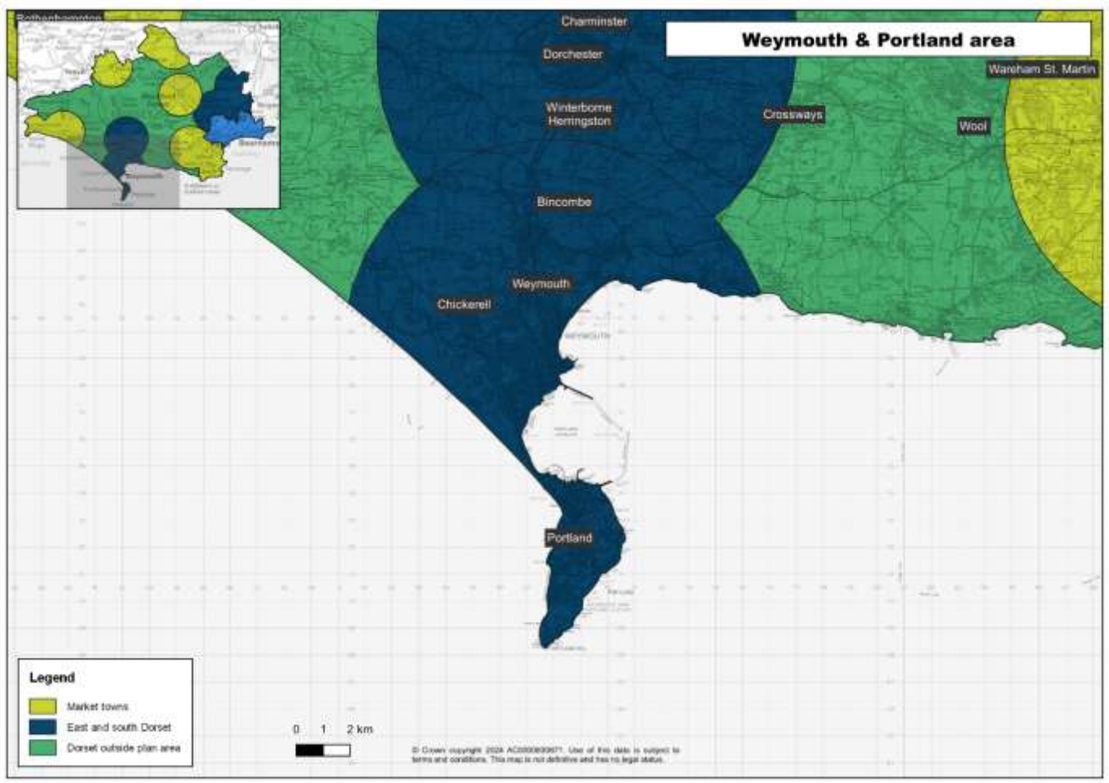



### Population, origins, destinations

The south Dorset area consists of three significant towns spread along the A354, from the county town of Dorchester (21,000 residents) in the north, Weymouth (54,000 residents), the growing town of Chickerell (5,500 residents) and Portland (13,000 residents). Together with outlying settlements, this forms the largest area of closely linked urban areas outside south east Dorset, with a population of around 107,000 and 38,000 jobs.

Dorchester, to the north, creates significant demand for travel from the surrounding areas, particularly for commute trips, with 10,000 jobs alone associated with the major trip destinations in and around the town centre, such as Dorset County Hospital, County Hall and the industrial estates to the north west of the town centre – a number which is significantly higher than the working age population of the town. A particularly clear movement pattern is that between Weymouth and Dorchester, with around 2,500 commuters between the two towns, as well as trips generated by education, hospital visits and other purposes. With a high proportion of these jobs being office-based work, the impact of recently established hybrid working patterns is still evident in substantially reduced peak hour travel in the town, evidence of which is less obvious elsewhere in the area.

**Figure 21 – Overview of the south Dorset area - Weymouth & Portland**




Trip attractors / destinations in south Dorset include:

- Dorchester Town Centre
- Dorset County Hospital
- Marabout / The Grove / Poundbury Industrial Estates

- The Thomas Hardye School / Dorchester Middle School / The Prince of Wales School (2,850 pupils)
- St Osmund's Middle School / Manor Park CofE First School (1,100 pupils)
- Weymouth Town Centre (~5,000 jobs)
- Weymouth College / Weymouth Community Hospital (~700 jobs)
- Mercery Road retail / industrial site (~800 jobs)
- Wey Valley Academy / St Laurence and St Nicholas Primary (~1,200 pupils)
- Wyke Schools (~1,500 pupils)
- Granby Industrial Estate / Lynch Lane Industrial Estate (~4,000 jobs)
- Osprey Quay, Portland (~500 jobs)
- Atlantic Academy / Southwell Business Park (750 pupils /

## Severance and physical barriers to active travel

Within Dorchester, the two railway lines form a barrier to easy movement by active travel, with most of the crossings only wide enough for minimum dimension roads and footways. Dorchester South station has no step-free access between the platforms, which not only reduces accessibility to the station itself, but also reduces active travel movement between the Manor Park area and town centre destinations.

Levels of traffic in Weymouth town centre and a surfeit of on-street parking undermine the quality of the pedestrian environment, with many of the town centre streets provided with sub-standard or missing footways and an environment that is cluttered, dangerous and undermines the status of the town as a leisure destination.

Topographical features represent challenges, particularly on Portland, where there are steep slopes between Underhill and Tophill. Less severe is the Ridgeway between Weymouth and Dorchester.

Busy roads without adequate crossings or cycle facilities also create barriers to active travel, reducing the ability particularly for more vulnerable people to feel safe walking, wheeling or cycling. Locations highlighted as barriers to active travel in the public engagement on the draft ATIP include:

- A35 at Stadium Roundabout (a National Highways managed junction)
- Weymouth Avenue / Maumbury Road
- Bridport Road / High West Street (multiple junctions)
- London Road
- The Grove / Westleaze
- Dorchester Road
- Lanehouse Rocks Road
- Portland Road – Foords Corner
- A354 Fortuneswell

## Existing walking, wheeling and cycling networks and committed schemes

The centre of Dorchester has good conditions for walking, particularly where the historic walks provide an attractive, traffic free set of routes, however, links from here to edge of town neighbourhoods are often weak, severed by missing crossings, or inaccessible other than by steps.

For cycle traffic, movement through the town centre is poorly provided for, with critical missing links in the network. Peripheral routes provide reasonable links to the upper Frome valley (Maiden Newton, Frampton, Grimstone, Stratton, Bradford Peverell and Charminster), the lower Frome valley (West Stafford) and to the Winterbourne valley (Martinstown), but these links fail to provide a high quality route suitable for all users, particularly to reach town centre destinations.

Investment associated with the 2012 Olympics and subsequent Local Sustainable Transport Fund and Connect 2 programmes provided significant improvements to the quality of the cycling infrastructure in Weymouth, with a network or reasonable quality routes linking much of the town, albeit with significant gaps, particularly around the town centre. Many of these routes are also below modern standards in terms of width and lighting.

Portland is linked to its northern neighbour by the Rodwell Trail and the Portland Beach Road cycleway, parts of which are below standard and need widening to be compliant with modern standards. Portland also lacks a safe route for cycling between Underhill – the villages on the northern lower part of the isle, and Tophill, the southern, higher part, which also includes the main school campus and Portland Bill, a significant leisure trip attractor.

Portland's Neighbourhood Plan noted "identifiable opportunities to improve and extend the network by making better use and management of the Quarry Haul roads and ancient cart tracks on the Island." (para 10.17).



## Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 9.2. Proposed Networks

The identified primary routes for cycling are listed below in **Table 6 - Dorchester routes**, **Table 7 - Weymouth & Chickerell routes** and **Table 8 - Portland routes**.

**Figure 22, Figure 23** and **Figure 24** outline the proposed primary walking network in and around Dorchester town centre, Weymouth town centre and the town centre area of Easton on Portland.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centres.

xxx shows the overall active travel network across the south Dorset area. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

**Table 6 - Dorchester routes**

| Routes | Description of route |
|---|---|
| Dorchester town centre – Thomas Hardye / Poundbury | Bowling Alley Walk – Damers Road – Alexandra Road – Cambridge Road – Coburg Road (alternative routes on Bridport / Damers Road) |
| Victoria Park / Thomas Hardye School – Manor Park / St Osmunds | Queens Avenue – Maud Road – Maiden Castle Road – Weymouth Avenue – Sawmills Lane – Manor Road (alternative route via Maumbury Road / South Court Avenue) |
| Dorchester – Ridgeway Hill (connecting to Weymouth) | Weymouth Avenue – Stadium Roundabout – A354 Monkton Hill / Weymouth Relief Road |
| Charlton Down – Charminster – Dorchester | Use of rights of way alignment linking Charlton Down to Charminster, Mill Lane and existing low-traffic links and cycleways to Dorchester |
| Frampton – Stratton / Bradford Peverell – Charminster – Dorchester | Existing minor roads - A37 – Weirs Roundabout - B3147 – C12 Westleaze – Glyde Path Road |
| Winterbourne Abbas – Martinstown – Dorchester | B3159 along the Winterbourne valley – C53 – NCN2 through Clandon Farm – Maiden Castle Road – Clarence Road – Maud Road |
| Puddletown – Stinsford – Dorchester | Minor roads linking Puddletown - Dorchester, using either Hungry Hill / Stinsford or Lower Bockhampton / West Stafford, providing link to Kingston Maurward College – London Road / High East Street |
| Crossways – West Stafford – Dorchester | Woodsford / Lewell – West Stafford – Fordington |
| Broadmayne – West Knighton - West Stafford | Knighton Lane – proposed off-road route between West Knighton and Sixpenny Gate – West Stafford Bypass |
| St Osmunds School (Manor Park) – Thomas Hardye School (Victoria Park) | Rothesay Road - Manor Road – Sawmills Lane – Weymouth Avenue – Maiden Castle Road – Queens Avenue |

**Table 7 - Weymouth & Chickerell routes**

| Routes | Description of route |
|---|---|
| Ferrybridge – Weymouth | Rodwell Trail – Corscombe Close – Westham Bridge |
| Ferrybridge – Wyke – Lanehouse – Charlestown (Budmouth Academy) | Portland Road – Langton Avenue – Marlborough Avenue – Wyke High Street – Bryants Lane – Camp Road – Lanehouse Rocks Road |
| Charlestown – Littlemoor | Chickerell Link Road – Hampshire Road – Granby Way – Weymouth Way – Weymouth Relief Road – Littlemoor Road |
| Weymouth town centre – Lodmoor – Overcombe – Preston – Osmington | Two options:<br>1) Great George Street – Gloucester Mews – Crescent Street (two-way required) – Victoria Street – Grange Road – Carlton Road South – Dorchester Road – Melcombe Avenue – Lodmoor Country Park – RSPB Lodmoor FP S1/34 – Southdown Avenue – Oakbury Drive – Wyke Oliver Road – A353 Preston Road<br>2) Weymouth Promenade (summer season restrictions from 10:00-17:30) – Preston Beach Road – Preston Road – as above |
| Weymouth town centre – Littlemoor | Two options:<br>- Western route: as above (Weymouth – Osmington) as far as Wyke Oliver Road then potential new route through or adjacent to new development site to link to A353 Littlemoor Road<br>- Eastern route: Radipole Park Drive – Spa Road – Icen Road – Roman Road – Mount Pleasant Avenue South – Manor Roundabout – BW S1/30 Cycleway – Weymouth Relief Road – Littlemoor Road |
| Weymouth – Southill – Redlands - Broadwey – Upwey - Portesham | A354 Weymouth Way – Radipole Lane – B3159 Dorchester Road – Watery Lane – B3159 Church Street – Goulds Hill – Friar Waddon Road – Friar Waddon Lane – Winter's Lane – Front Street |
| Weymouth town centre – Granby Industrial Estate / Charlestown – Chickerell | Two options:<br>1) Weymouth Way – Granby Way – Hampshire Road – Chickerell Link Road – Putton Lane<br>2) Corscombe Close – Rodwell Trail – Knightdale Road – The Marsh – Abbotsbury Road – Chickerell Road – Putton Lane |
| Weymouth town centre – Rodwell | Esplanade – Custom House Quay – St Mary Street (exiting town centre) – Mitchell Street – Maiden Street (entering town centre) – Town Bridge – Trinity Road – Spring Road – Rodwell Avenue – Marlow Road path – Netherton Road – Bincleaves Road |

**Table 8 - Portland routes**

| Routes | Description of route |
|---|---|
| Victoria Square – Ferrybridge | Portland Beach Road, or alternative route using Lerret Road - Portland Marina - Hamm Beach Road |
| Victoria Square – Easton Square | Three options:<br>1) A354 (Fortuneswell southbound, then Verne Hill, Chiswell northbound)<br>2) Alternative routes using Castle Road – Verne Common Road – upgraded FP S3/77 across Verne Common – New Ground – Yeates Road – Easton Lane.<br>3) Potential use of Castletown and the currently private Incline Road (subject to future development of Portland Port). |
| Easton Square – Weston – Southwell – Portland Bill | Park Road – Bridleway S3/107 (Watery Lane) – Gypsy Lane – Weston Road – Avalanche Road – (Reap Lane) – Southwell – High Street |

**Figure 22 - Dorchester Walking Network**

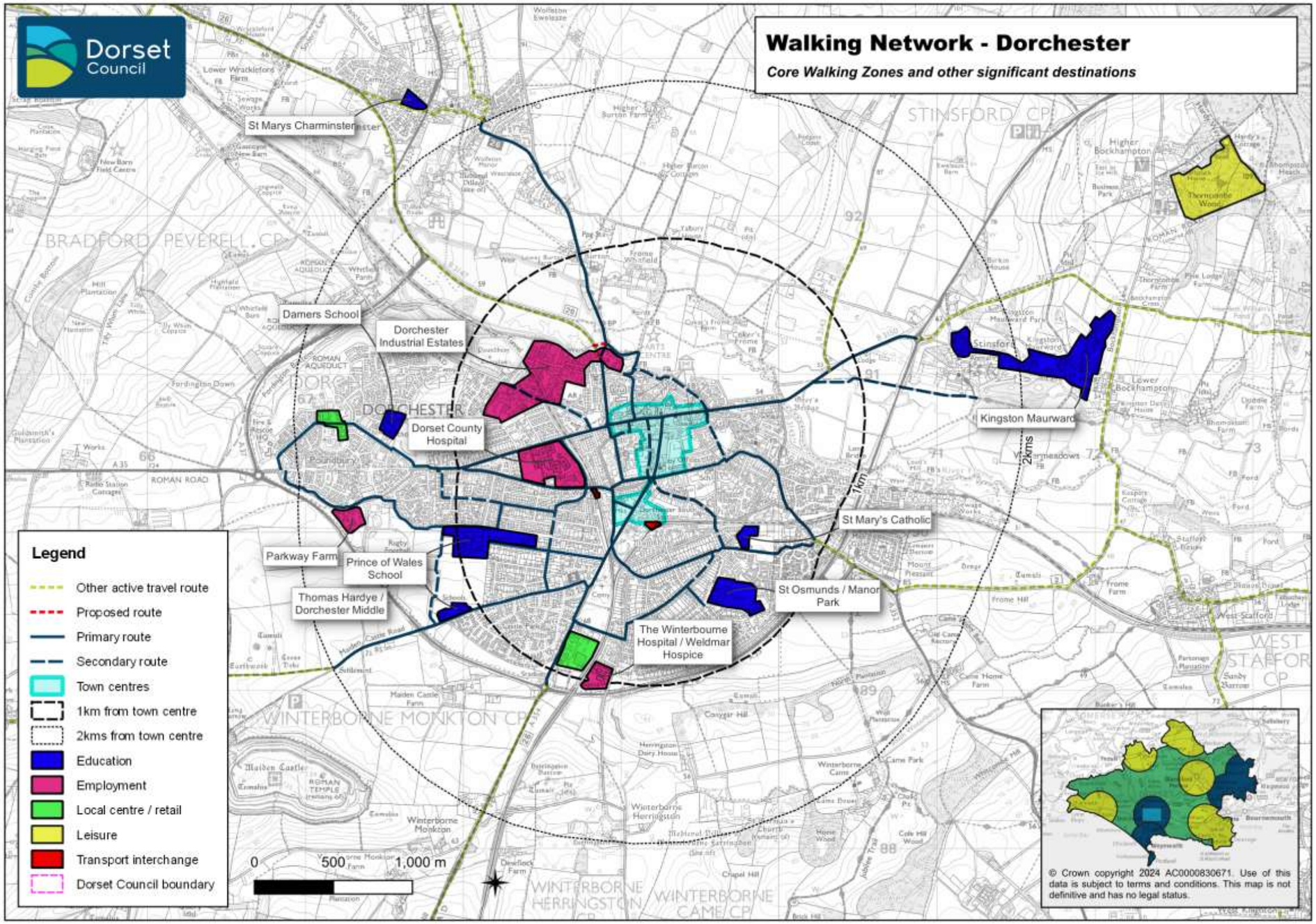


**Figure 23 - Weymouth Walking Network**

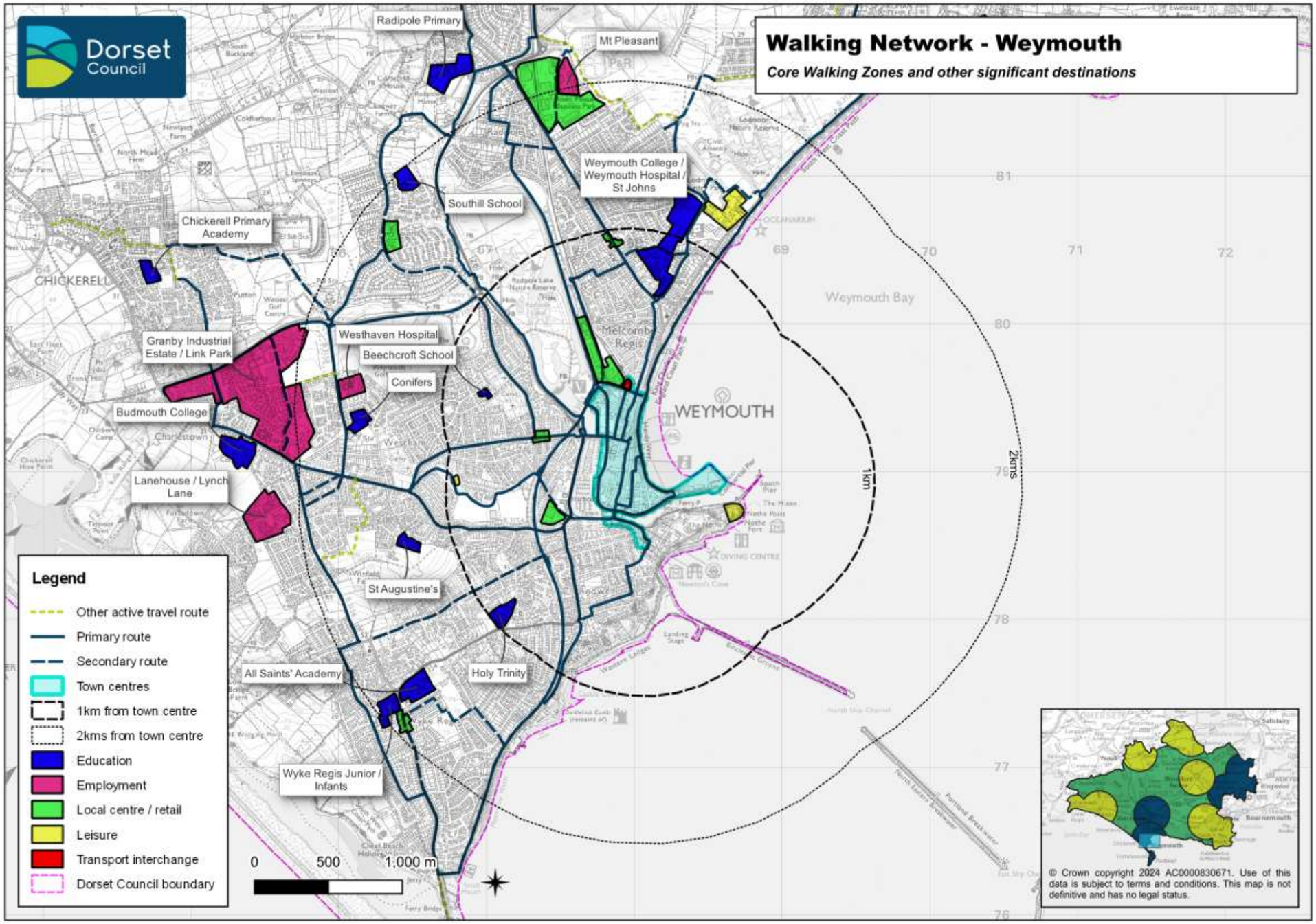
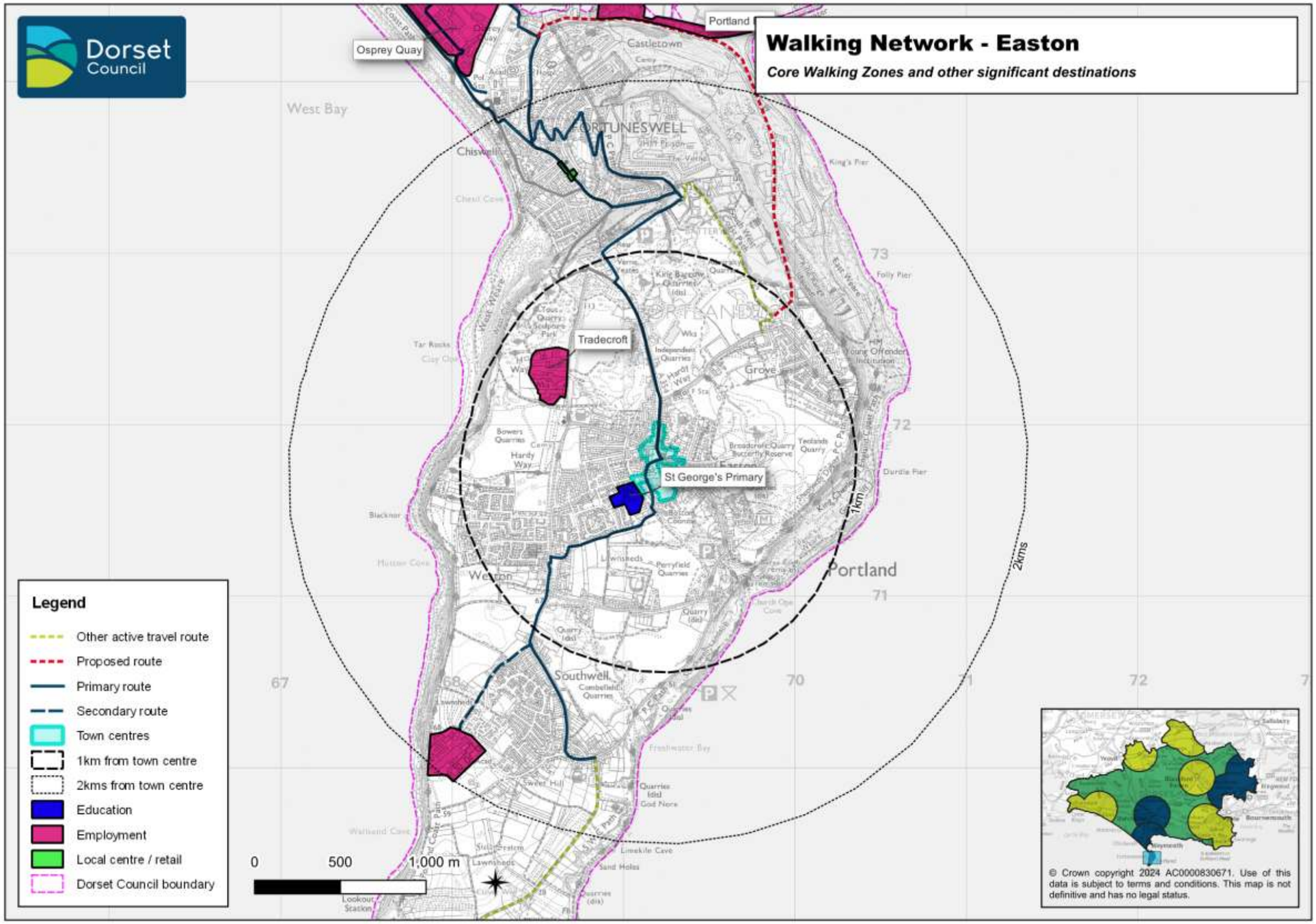


**Figure 24 - Easton Walking Network**



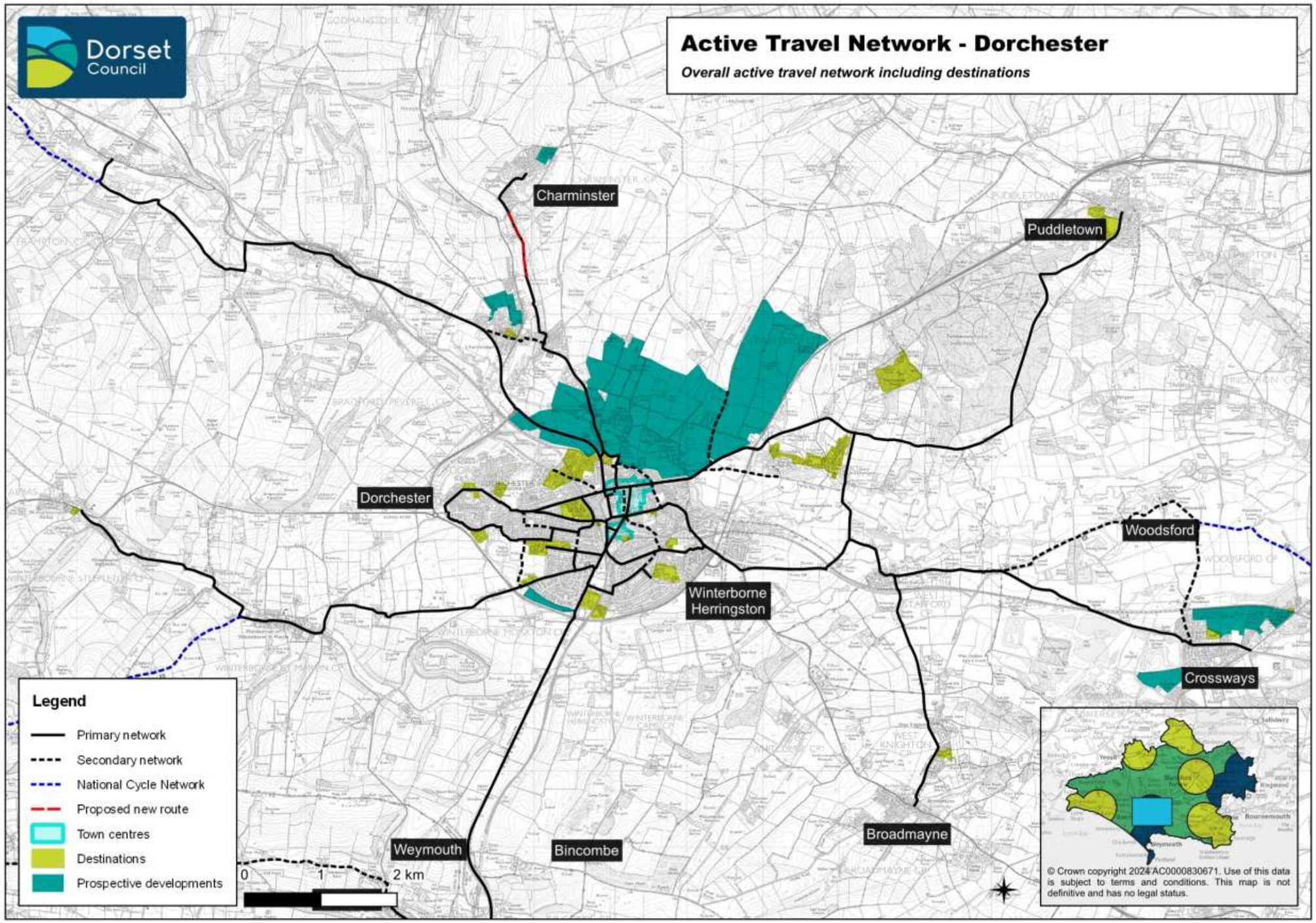



**Figure 25 - Active travel network in Dorchester**

**Figure 26 - Active travel network in Weymouth & Chickerell**

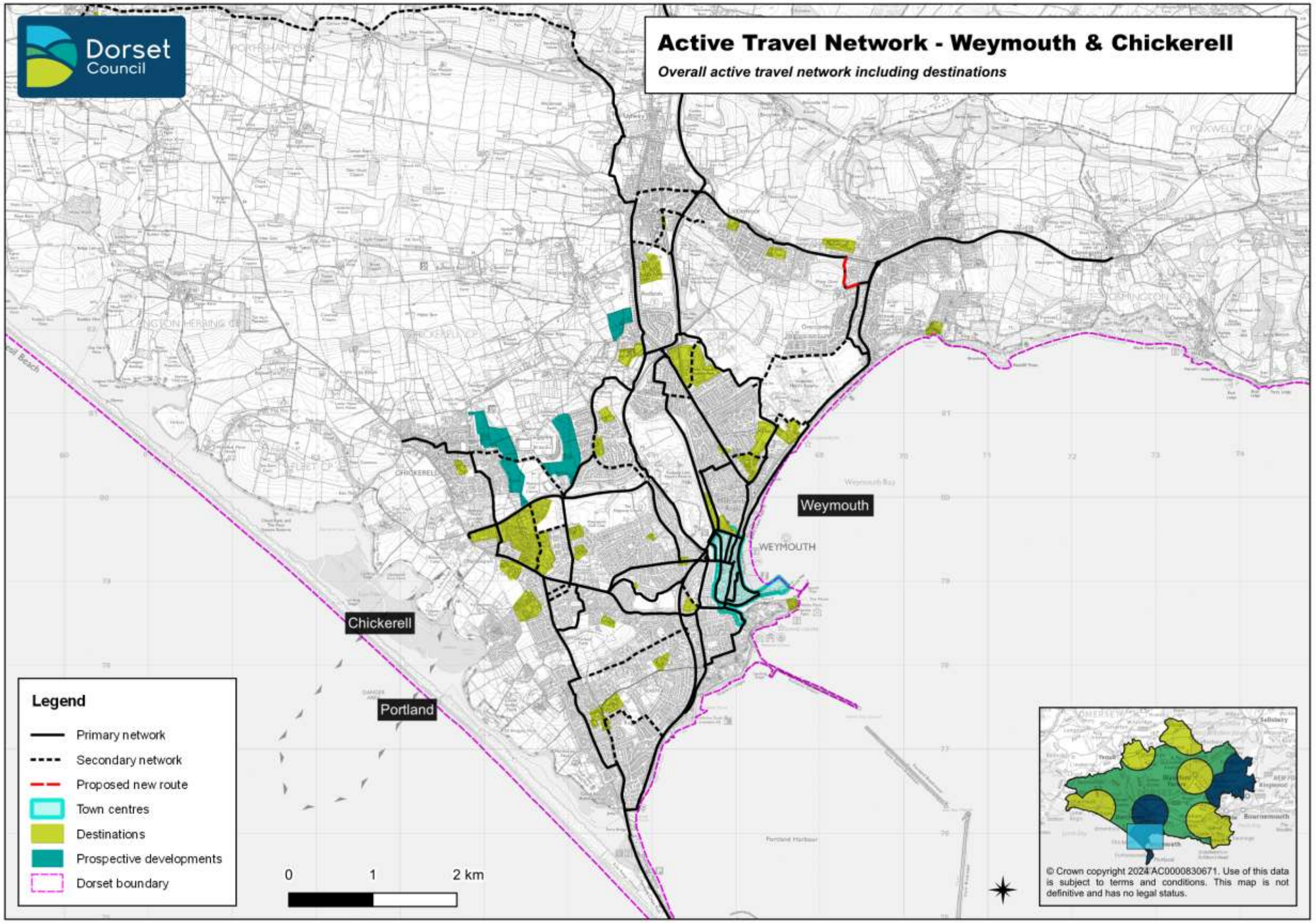
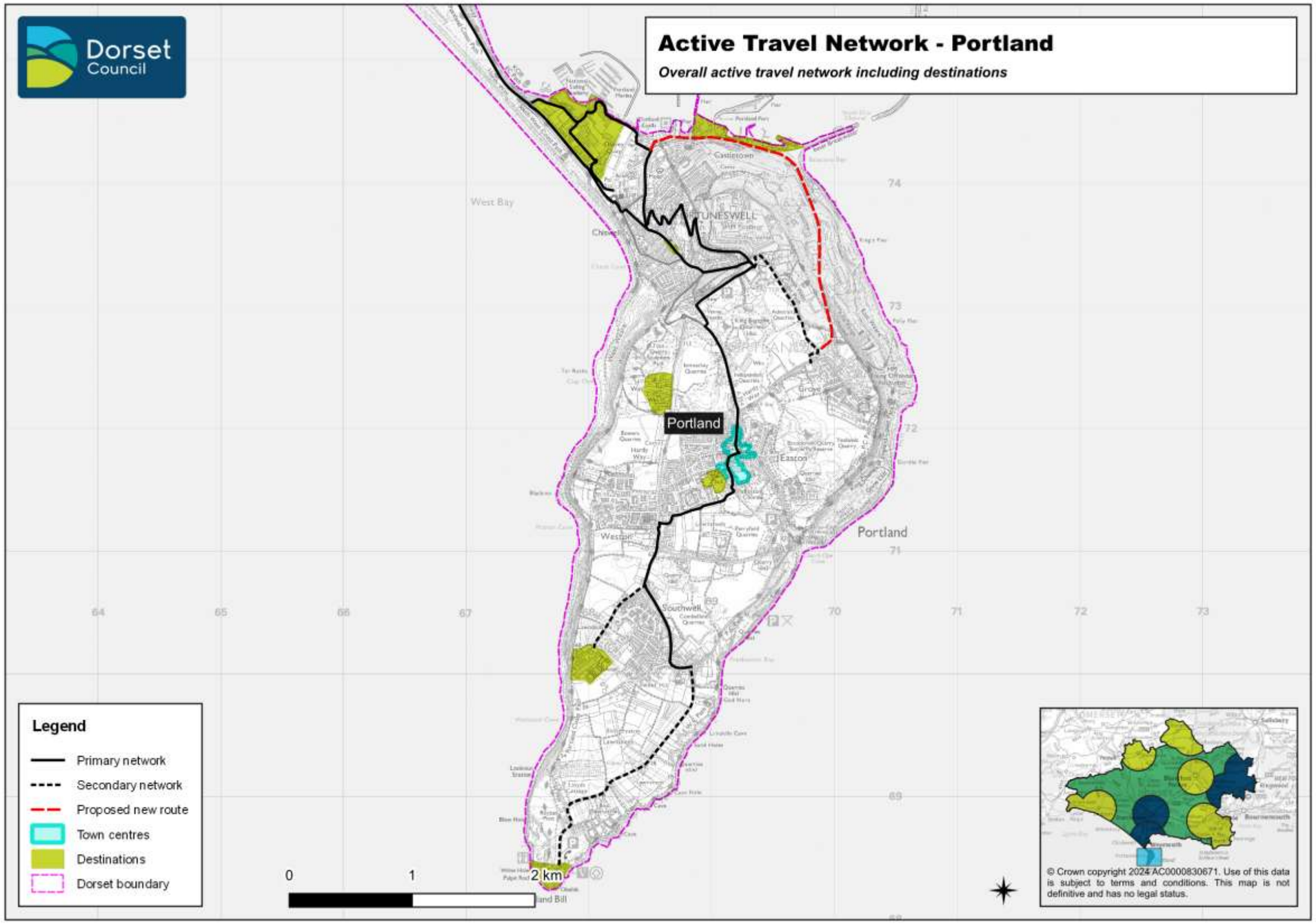


**Figure 27 – Active travel network in Portland**



## 9.3. Delivery Plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed and will be subject to discussions with stakeholders and residents.

A summary of some proposed priority schemes in the south Dorset area can be found below in Table 9 - South Dorset delivery plan.

**Table 9 - South Dorset delivery plan**

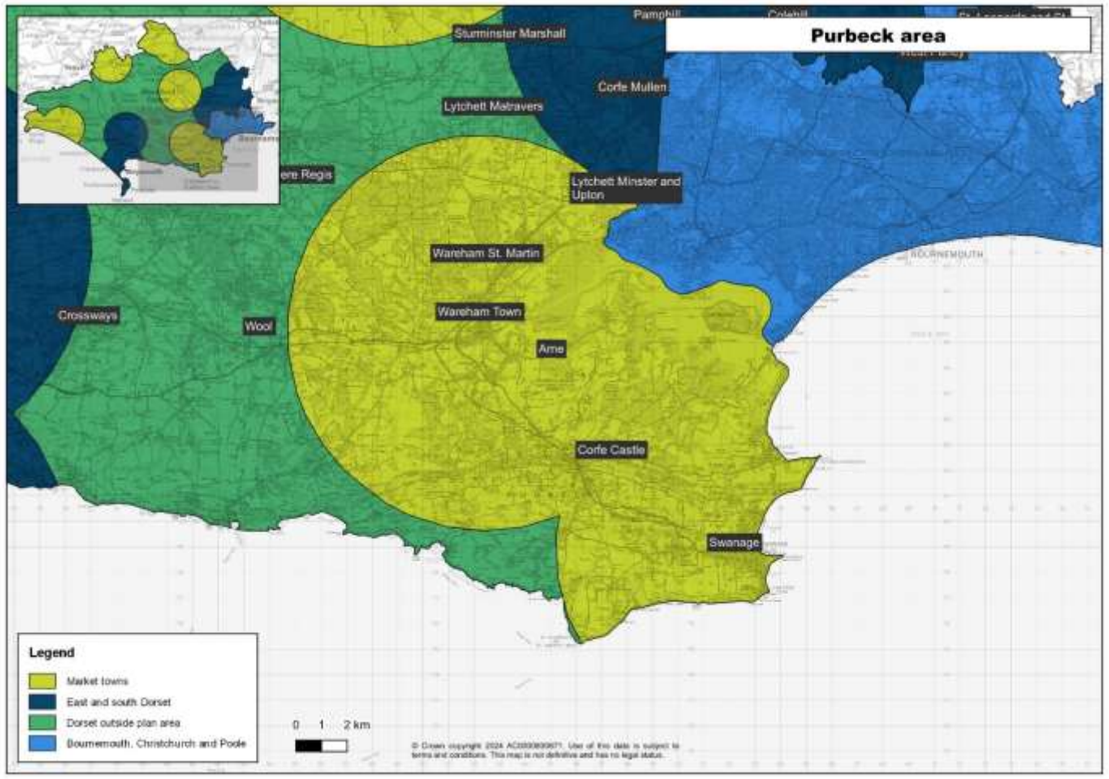
| Area | Scheme | Timescale |
|---|---|---|
| Dorchester | Programme of town centre signal junction upgrades to enhance active travel accessibility and safety | Short |
| All areas | 20 mph limits where appropriate and locally supported | Short |
| All areas | School Streets (timed restrictions near schools) to support active travel | Short |
| Dorchester | Improved active travel link between Dorchester town centre, the schools in the west of the town, and Poundbury | Medium / Long |
| Weymouth | Town centre traffic management to improve safety and coherence for active travel | Medium |
| Weymouth | Active travel accessibility improvements on the Hampshire Road / Granby Way corridor (including Wessex Stadium Roundabout) | Medium |
| Dorchester | Active travel link through the town centre north – south linking NCN2 and NCN26 | Medium |
| Portland | Portland Beach Road active travel safety improvement | Medium |
| Portland | Underhill to Tophill path improvement | Long |
| Portland | Victoria Square public realm and active travel enhancement | Long |
| Weymouth | Active travel connection from the town centre to Weymouth College / Weymouth Hospital / Lodmoor Hill | Long |
| Weymouth | Wyke – Lanehouse / Chickerell active travel improvement | Long |
| Dorchester | Improving active travel links to villages east of Dorchester (Broadmayne / Crossways) | Long |
| Dorchester | Improving active travel links north of Dorchester, including the Grove, Charminster and Charlton Down | Long |
| Dorchester | Traffic management to reduce impact of traffic on town centre and improve active travel safety | Long |
| Portland | Establishment of public access along the Incline Road (currently in private ownership) to enable low-gradient route between Castletown and Easton avoiding the A354 Fortuneswell / Chiswell route | Long |

# 10. Purbeck

## 10.1. Area Context

### Overview

**Figure 28 – Overview of the Purbeck Area**




### Population, origins, destinations

The area covered by the plan was a large part of the historic Purbeck district and includes several small towns including Swanage (9,700), Upton (8,800), Wareham (6,000) as well as larger villages such as Wool – including Bovington (5,700), Lytchett Matravers (3,700), Wareham St Martin (2,800) and Corfe Castle (1,300). There are also close links with the neighbouring authority of BCP with which Upton is contiguous, and to which the Sandbanks ferry links.

One challenge in the Upton & Lytchett area concerns movements to Lytchett Minster School which is located at some distance from its population catchment and accessed only by relatively busy, high speed rural roads, with a poor safety record. This means a large number of pupils arrive by private car, both from Lytchett Matravers and from Upton, in turn making the existing routes more hazardous for those pupils arriving on foot / cycle.

Holton Heath Trading Estate generates significant traffic locally and is located at some distance from major residential areas. It is connected by a cycle route to Sandford / Wareham

Trip destinations in the area include:

- Holton Heath Trading Estate (1,200 jobs)
- Wareham town centre (600 jobs)
- Factory Road industrial estate - Upton (600 jobs)
- Lytchett Minster School (1,500 pupils)
- Purbeck School (1,200 pupils)
- Dorset Innovation Park – Wool
- Swanage town centre
- Durlston Country Park

Purbeck is an area with a concentration of major tourist destinations, with a large influx of summer traffic associated with many caravan and camping sites throughout the area. Many of the most popular locations are relatively remote and have limited active travel potential, however, sites such as Bovington Tank Museum and Monkey World are achievable cycling distance, particularly from Wool Railway Station. Studland and its associated beaches attract many visitors, but the most significant active travel access is likely to be from Sandbanks – Studland ferry, with visitors arriving from the direction of Poole, which is topographically easier and closer than from the west of the area.

The National Trust is a significant landowner in the area, including much of the heathland, Corfe Castle and several significant stretches of coastline. Improving sustainable access to National Trust properties has been a longstanding objective of the Trust and several improvements have been identified in the area, particularly improving access to Corfe Castle as an alternative to the A351.

## Severance and physical barriers to active travel

Busy roads form the largest barrier to active travel, particularly the links between Upton and Hamworthy/Poole, the A351 between Lytchett Minster & Wareham, Stoborough Causeway, the A351 at Corfe Castle and the A352 Worgret Road west of Wareham. Railways form a significant barrier, particularly at Wareham and to a lesser extent, Wool, where the A352 level crossing reduces permeability and creates a hazardous arrangement for people on bikes, wheelchair users of mobility impaired users unable to use the overbridges at the station and to the west of the level crossing.

Wareham, Swanage and Upton town centres are dominated by traffic which create difficult conditions for vulnerable pedestrians and make the roads unappealing for people cycling, and although there are crossings in places, some desire lines remain unmet. Wareham has many streets without footways, which provides a hazard for people with mobility or sensory impairments, who are obliged to try and use a space shared with motor traffic.

Swanage lies in a valley, with neighbourhoods reaching up the slopes on either side, limiting ease of travel by active travel, with poor links beyond the town. Options for east-west movements through the town are limited by the main road network, which creates a challenging environment for many users.

Rivers - especially the wide floodplains of the Piddle and Frome around Wareham - limit the number of crossings, with only major road causeways and bridges available. In some cases there is adequate active travel provision alongside these roads, but elsewhere existing bridges are narrow, reducing the ability to provide adequate provision for wheeling, walking and cycling.

Challenging topography makes active travel between villages in the south of the area much harder, with many roads having steep gradients, making cycling less appealing for many longer journeys.

## Existing walking, wheeling and cycling networks and committed schemes

Significant investment has taken place on the A351 corridor between Wareham and Upton, with a route in place for much of it except for a 1.6kms section between Holton Heath and Sandford, which remains a high priority for further improvement. The A351 between

In Upton, some basic cycling facilities exist in the town centre area, with on-road cycle lanes along much of Dorchester Road between the town centre and the A35 at the Bakers Arms Roundabout as well as Poole Road to the A35 slip road at Upton Country Park. These are below standard for the levels of traffic and have a poor safety record, with six injuries to children along Dorchester Road in the last five years. Improvements to the link through to Upton Country Park are in progress.

The Castleman Trailway runs north-south through Upton and is accommodated on bridge over the A35 Upton Bypass supports a better route

National Cycle Network Route 2 runs through the area but does not directly link into the centres of either Wareham or Corfe Castle and include several sections of very poor surfaces making it of limited use for much of the year. Schemes to improve this link are underway, however, this link, while a valuable recreational route, is of limited value in terms of active travel At Corfe Castle the opportunities to provide a connection alongside the A351 offer an opportunity to provide an active travel connection to Purbeck Park and minor roads to Wareham via Arne.

## Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 10.2. Proposed Networks

The identified primary routes for cycling are listed below in Table 10 - Wareham and Wool routes, Table 11 - Upton and Lytchett Matravers and Table 12 – Swanage and Corfe Castle.

xxx outlines the proposed primary walking network in and around the Core Walking Zones of Swanage, Wareham and Upton.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centres.

xxx shows the overall active travel network across the Purbeck area. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

**Table 10 - Wareham and Wool routes**

| Routes | Description of route |
|---|---|
| Wareham Station access improvements | Improvements between Northport and the town centre to enable access to the station – the current Dorset Council policy is to maintain the level crossing access at Wareham Railway Station |
| Wareham – Sandford following the A351 | Existing provision on shared use footways and minor residential roads adjacent or parallel to the A351 using North Causeway – Northmoor Way – A351 Wareham bypass – Morden Road – A351 Sandford Road – A351 Wareham Road |
| Wareham - Wool | South Causeway – Corfe Road – West Lane – Holme Lane – Bindon Lane – Station Road – route signed as NCN2 |
| Wool – Bovington | A352 Wareham Road – Old Wool Bridge Road – Tout Hill (spur to Monkey World) – Lytchett Lane – Bovington Lane |
| Wool Station – Dorset Innovation Park | Breach Field – Colliers Lane – A352 Dorchester Road – Burton Cross Roundabout – Monterey Avenue |

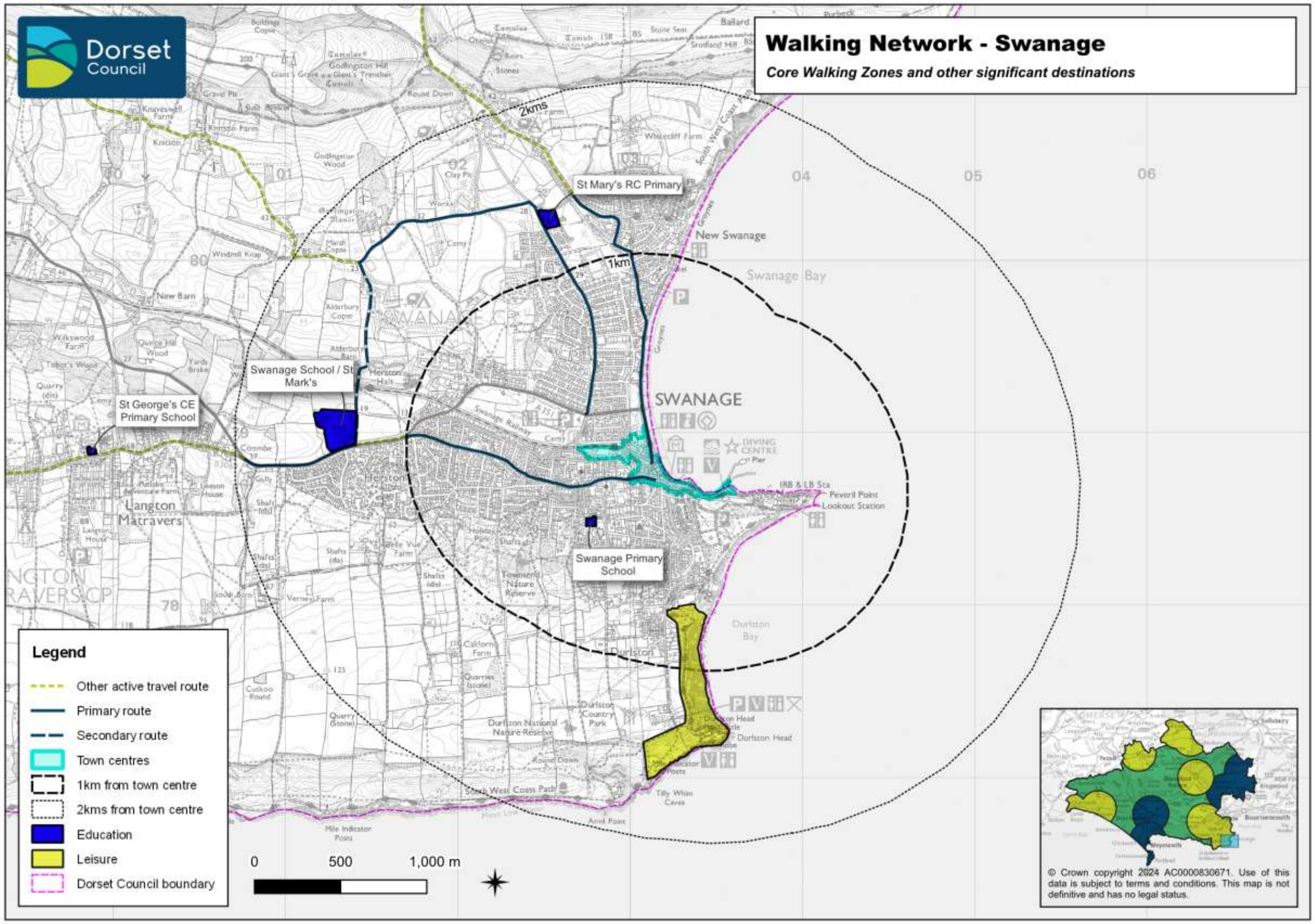
**Table 11 - Upton and Lytchett Matravers**

| Routes | Description of route |
|---|---|
| Upton – Poole using Upton Country Park | Poole Road – Upton Country Park cycle routes via Holes Bay |
| Upton – Lytchett Minster – Sandford | Sandy Lane – Watery Lane - new route through Lytchett Fields – A351 Wareham Road |
| Upton – Lytchett Matravers | Dorchester Road – Randalls Hill – Huntick Road – Post Green Road – Bridleway SE18/17 – Foxhills Road |
| Upton – Creekmoor – Broadstone | Castleman Trailway (parallel to Roman Road or on alternative on Bridleway E37/43) |

**Table 12 – Swanage and Corfe Castle**

| Routes | Description of route |
|---|---|
| Wareham – Arne – Corfe | NCN2 from Stoborough Causeway to Arne – Nutcrack Lane – Arne Road – unnamed minor road to Purbeck Park - A351 (or alternative path) |
| Corfe – Swanage | A351 – Sandy Hill Lane – Burnham's Lane – Washpond Lane |
| Swanage – Studland | Shore Road – Ulwell Road – Swanage Road – Heath Green Road – Ferry Road |
| Swanage – Langton Matravers | High Street (west bound) / Kings Road W (east bound) – A351 High Street – B3069 High Street |

**Figure 29 - Swanage walking network**



# Walking Network - Wareham

***Core Walking Zones and other significant destinations***

Westminster Road, Wareham

Sandford Lane industrial area

Northport Wareham Station

Wareham Schools

Wareham Hospital

Purbeck School

Stoborough CE Primary School

1km

2kms

**Legend**

- Other active travel route
- Proposed route
- Primary route
- Secondary route
- Town centres
- 1km from town centre
- 2kms from town centre
- Education
- Employment
- Transport interchange
- Dorset Council boundary

0 500 1,000 m

# Walking Network - Upton

***Core Walking Zones and other significant destinations***

Lytchett Matravers Primary School

Lytchett Minster School

Upton Junior School

Factory Road industrial estate

1km

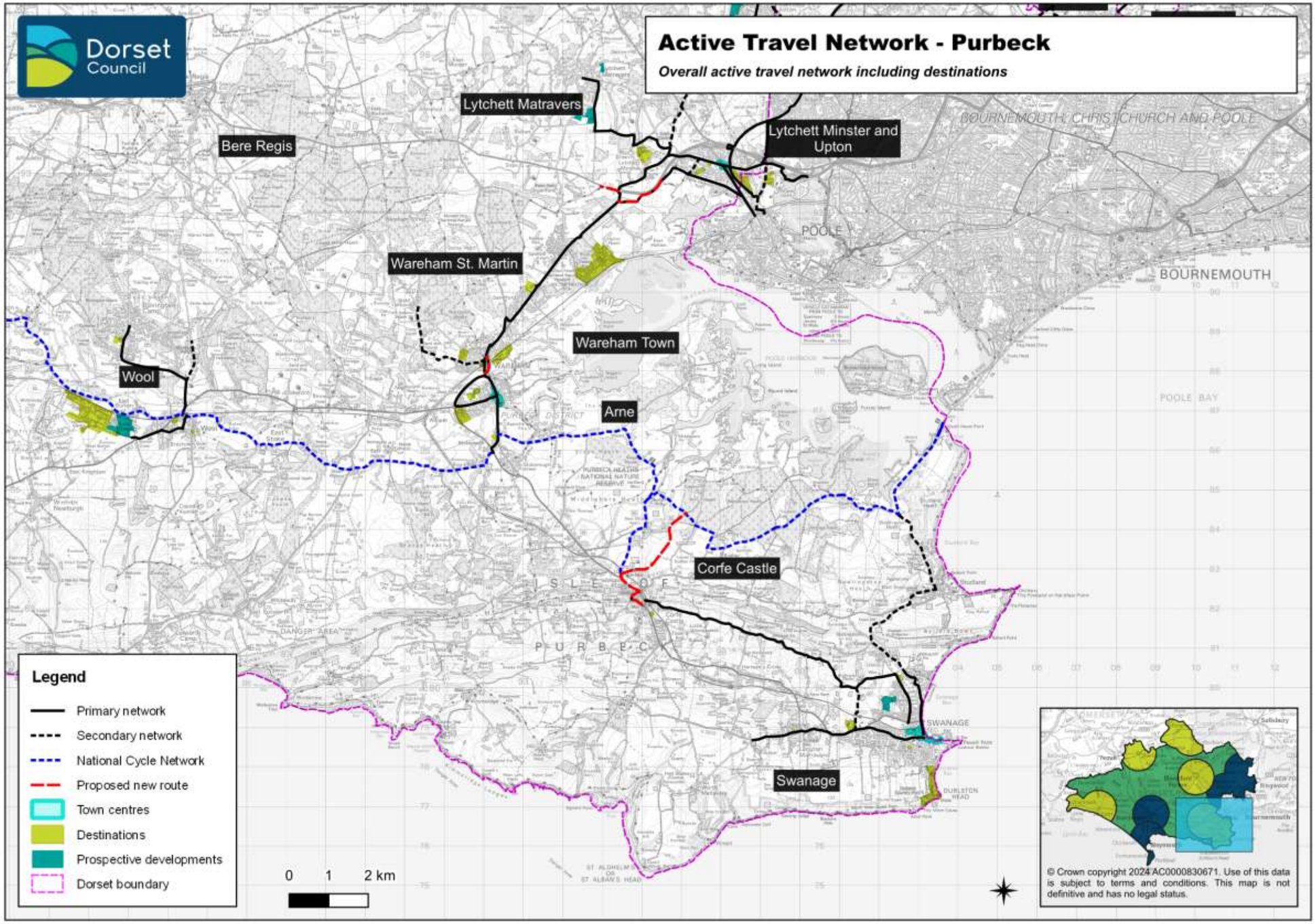
2kms

**Legend**

- Other active travel route
- Proposed route
- Primary route
- Secondary route
- Town centres
- 1km from town centre
- 2kms from town centre
- Education
- Employment
- Local centre / retail
- Leisure
- Dorset Council boundary

0 500 1,000 m

**Figure 30 - Active travel network in Purbeck**



## 10.3. Delivery Plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed and will be subject to discussions with stakeholders and residents.

A summary of some of the proposed priority schemes in the south Dorset area can be found below in Table 13 - Purbeck delivery plan.



**Table 13 - Purbeck delivery plan**

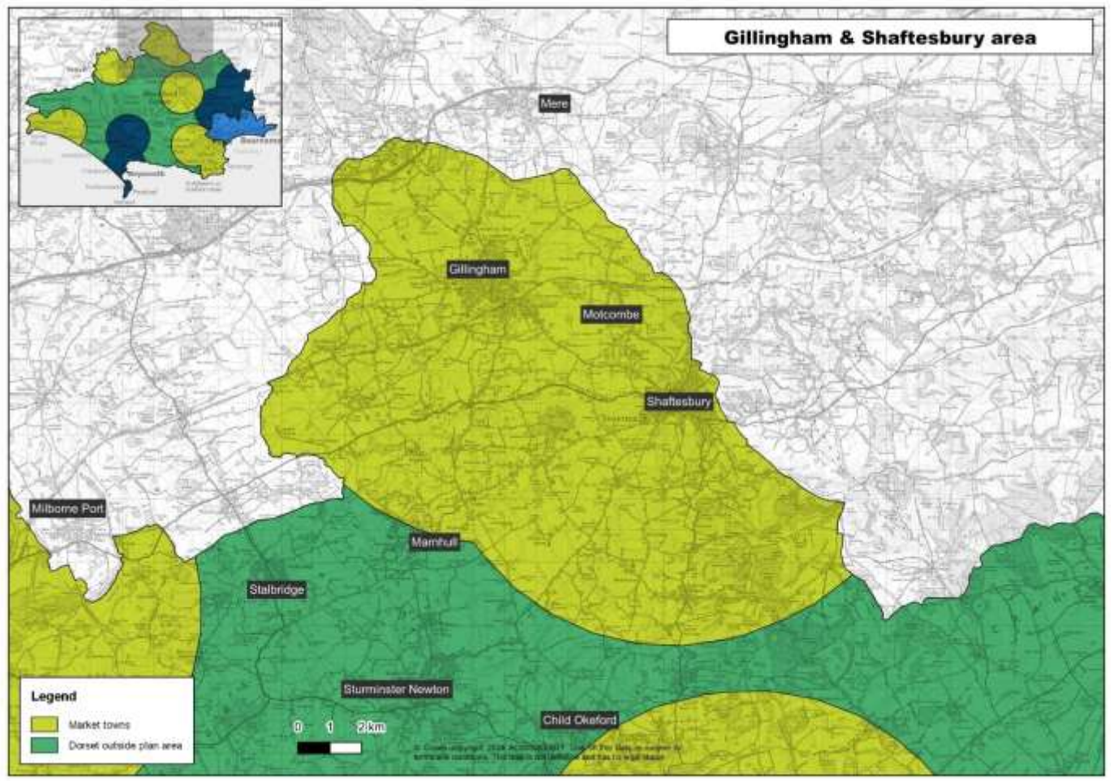
| Area | Scheme | Timescale |
|---|---|---|
| All areas | 20 mph limits where appropriate and locally supported | Short |
| All areas | School Streets (timed restrictions near schools) to support active travel | Short |
| Upton | Upton – Upton Country Park access improvement | Short |
| Corfe Castle | Purbeck Park – Rempstone active travel link (NCN2) | Short |
| Upton | Upton – Lytchett Minster School safety and active travel improvement (Dorchester Road) | Medium |
| Swanage | Shore Road public realm improvement | Medium |
| Corfe Castle | Purbeck Park – Corfe Castle visitor centre active travel link | Medium |
| Wareham | A351 from Sandford to Holton Heath | Medium |
| Upton | Sandy Lane – Holton Heath avoiding the Bakers Arms roundabout | Long |
| Upton | Baker's Arms – Organford Road on A35 | Long |
| Wareham | Town centre traffic management to improve accessibility and safety | Long |
| Wareham | Wareham Station accessibility improvements | Long |
| Wool | Route connecting existing route on Tout Hill to Monkey World | Long |

# 11. Gillingham & Shaftesbury

## 11.1. Area context

### Overview

**Figure 31 - Overview of the Gillingham and Shaftesbury area**




### Population, origins, destinations

Gillingham (12,000 residents) and Shaftesbury (9,000 residents), located close to the boundary with Wiltshire, are just 6.5kms apart, with considerable movement between the two towns. Shaftesbury has had several recent housing developments on the northern and eastern edges of the town, active travel connections to which from key destinations are of mixed quality.

Shaftesbury's opportunities for active travel connections to its hinterland of villages are constrained by difficult topography with Motcombe (1,450 residents) the only sizeable village within reasonable active travel distance.

In Gillingham large housing developments are currently in planning as part of a significant urban extension to the south of the town, for which a new street connecting the B3081 and B3092 New Road has been constructed to serve the development, which includes active travel provision. Links from here to the town centre for active travel are yet to be developed, and are a priority as these developments come forward.

Gillingham is around 6.5kms away from the Wiltshire town of Mere (2,800) and the collection of small settlements just to the north of the current A303 alignment: Zeals in Wiltshire and Bourton (852 residents) in Dorset.

Trip generators in each town include:

- Gillingham town centre (1,400 jobs)
- Gillingham School / Gillingham Primary / Riversmeet Leisure Centre
- Gillingham Railway Station
- Brickfields Industrial / Business Park (875 jobs)
- Ham / Kingsmead Business Park
- Wyke / Wyke Primary School
- Shaftesbury town centre (500 jobs)
- Longmead Industrial Area
- Wincombe Business Park
- Shaftesbury School (868 pupils)
- Shaftesbury Primary School (380 pupils)
- Shaftesbury Abbey Primary School (210 pupils)

### Severance and physical barriers to active travel

Shaftesbury’s position at the top of hill bounded by steep slopes on three side makes it challenging for active modes, with the town’s recent growth only towards the east or northeast on more level terrain.

Fast, high speed roads make cycling or walking an unattractive offering for residents from surrounding villages, particularly the B3081 Shaftesbury Road, B3092 Peacemarsh Road / New Road, A30 Long Cross and A350. Christy's Lane / Grosvenor Road forms the A350 through Shaftesbury carrying heavy traffic with limited opportunities for crossing near the large roundabouts.

In Gillingham, the railway line provides a major barrier to movement, with just one vehicle access in the centre of the town, which has adequate footways but no provision for cycling on a road that carries high traffic levels. A pedestrian stepped footbridge at the station provides limited additional access, with a barrow (level foot) crossing which is not available to the general public. Egress from Gillingham's station is impeded by a one-way system on Station Road which means that people on bikes must use less safe alternative routes.

Three rivers pass through the town, with the confluence of the Stour and Lodden just to the south of the town, which further reduce movement options, although that is partly mitigated by two pedestrian bridges which provide links between housing developments south of the railway line.

The Gillingham Neighbourhood Plan (2018) sets out a long list of additional route for both walking and cycling including multiple additional river crossings and peripheral routes to avoid the busier main road routes. Although some of these routes have been included, the focus of the ATIP has been on the principal corridors, rather than the more recreational routes advanced in the Neighbourhood Plan.

### Existing walking, wheeling and cycling networks and committed schemes

Gillingham's town centre has a relatively dense network of routes for foot traffic. Cycle provision is more limited. Le Neuborg Way carries through traffic away from the town centre and has some cycle provision (mostly cycle lanes on road) in places, but the High Street / St Martin Square offer an alternative. Queen Street is a one-way street for motor traffic, but with cycling permitted two-ways, giving a useful advantage and safe means of access to the town centre from the north.

Neighbourhoods to the west of the town, such as Wyke, have reasonable access to the town centre and town centre schools through access directly from Wyke Road to the Square – a movement not available to motor traffic. Common Mead Lane provides another low traffic 'filtered' route to the south parts of Wyke.

Shaftesbury's compact nature means that much of the town is within walking distance, though constrained in parts by very steep paths and inadequate footway provision. Cycle provision is very limited, with

In Shaftesbury new developments to the east and north of the town have limited active travel provision. To the north, access is poor, with no crossings on the A350 north of Barton Hill in the town centre, with only uncontrolled crossings at the recently constructed Littledown roundabout providing limited provision. A bus gate on Mampitts Lane currently in the planning system will help provide a safer, low traffic link to the town centre. This will reduce motor traffic (except buses) on the street, helping to prioritise safe movement by bus, foot or cycle into the town centre.

### Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 11.2. Proposed Networks

The identified primary routes for cycling are listed below in **Table 14 - Gillingham routes** and **Table 15 - Shaftesbury routes**.

xxx outlines the proposed primary walking network in and around the Core Walking Zones of Gillingham and Shaftesbury.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centres.

**Figure 32 - Active travel network in Gillingham and Shaftesbury** shows the overall active travel network across the Gillingham and Shaftesbury area. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

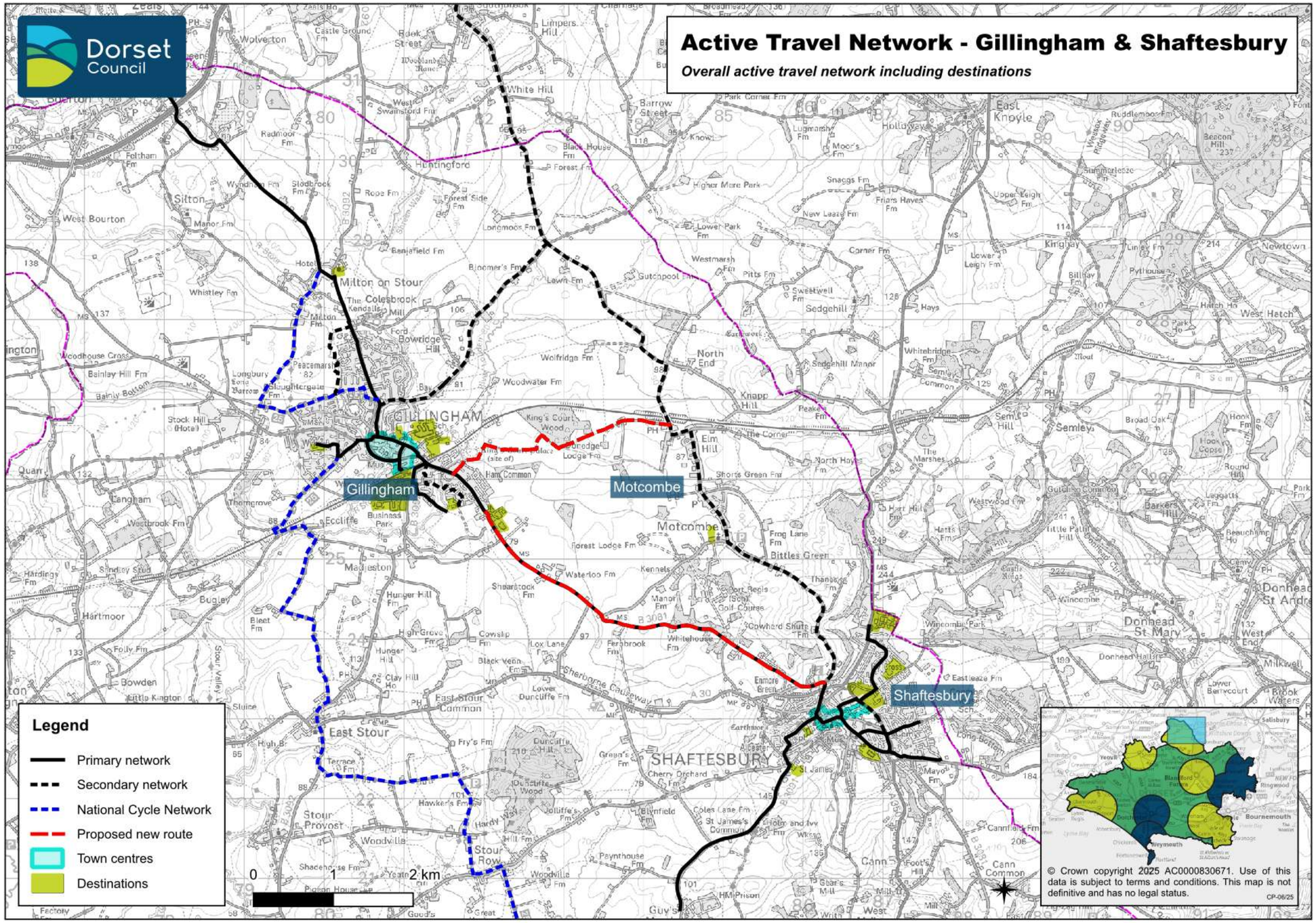
**Table 14 - Gillingham routes**

| Routes | Description of route |
|---|---|
| Gillingham – Milton – Bourton | Two options:<br>1. Queen Street – B3092 Peacemarsh Road – Milton-on-Stour cycleway – Post Office Road – Martin's Lane – Fantley Lane (C174)<br>2. Queen Street – Abbott's Way (NCN25) – Wavering Lane East – NCN25 – Martin's Lane – Fantley Lane (C174) |
| Gillingham – Motcombe (onwards to Shaftesbury) | Three options:<br>1. Current (low standard) route along the B3081 Shaftesbury Road – C46<br>2. Longer route via Bay Road / Bowridge Hill: Bay Road – C16<br>3. Route using upgraded Bridleway N69/6 – Shaftesbury Road – King's Court Road – N69/6 – Lodge Lane or New lane? |
| Gillingham – Wyke – East Stour | High Street – Wyke Road – Common Mead Lane – Broad Robin – Deane Avenue – NCN25 towards East Stour (Eccliffe – Bleet Lane – Folly Lane – Witch Lane) |
| Gillingham – Mere | Bay Road – Shaftesbury Road – Clement's Lane (Wilts) – Pettridge Lane |
| Gillingham town centre – Gillingham Southern Extension | Two options:<br>- Newbury – New Road – Addison Close – Lakeside Drive – footbridge over the Lodden – FP N64/34<br>- Newbury – Lawrence Walk – Lodden View – footbridge over the Lodden – Wren Place – Jay Walk – Otter Springs – FP N64/33 |

**Table 15 - Shaftesbury routes**

| Routes | Description of route |
|---|---|
| Shaftesbury – Motcombe (onwards to Gillingham) | B3081 New Road – Motcombe Road |
| Shaftesbury town centre – Littledown / Wincombe Business Park | Angel Lane – Barton Hill – Wincombe Lane – Sweetmans Road – Heathfields Way - A350 Littledown |
| Shaftesbury town centre – St James – Guy's Marsh | B3091 Bimport – St John's Hill – Shaftesbury Road |
| Shaftesbury – the Maltings | B3091 Salisbury Street – St Rumbolds Road – Mampitts Road – Mampitts Lane<br>Or A350 Christy's Lane – A30 – Pix Mead Gardens – A30 Salisbury Road |
| Shaftesbury – Development South of A30 Salisbury | Barton Hill – Wincombe Lane – King Alfred's Way – Pound Lane – Fairlane – Christy's Lane – Pix Mead Gardens - A30 |

**Figure 32 - Active travel network in Gillingham and Shaftesbury**



## 11.3. Delivery plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed.

A summary of some of the proposed priority schemes in the south Dorset area can be found below in Table 16 – Gillingham and Shaftesbury delivery plan.

**Table 16 – Gillingham and Shaftesbury delivery plan**

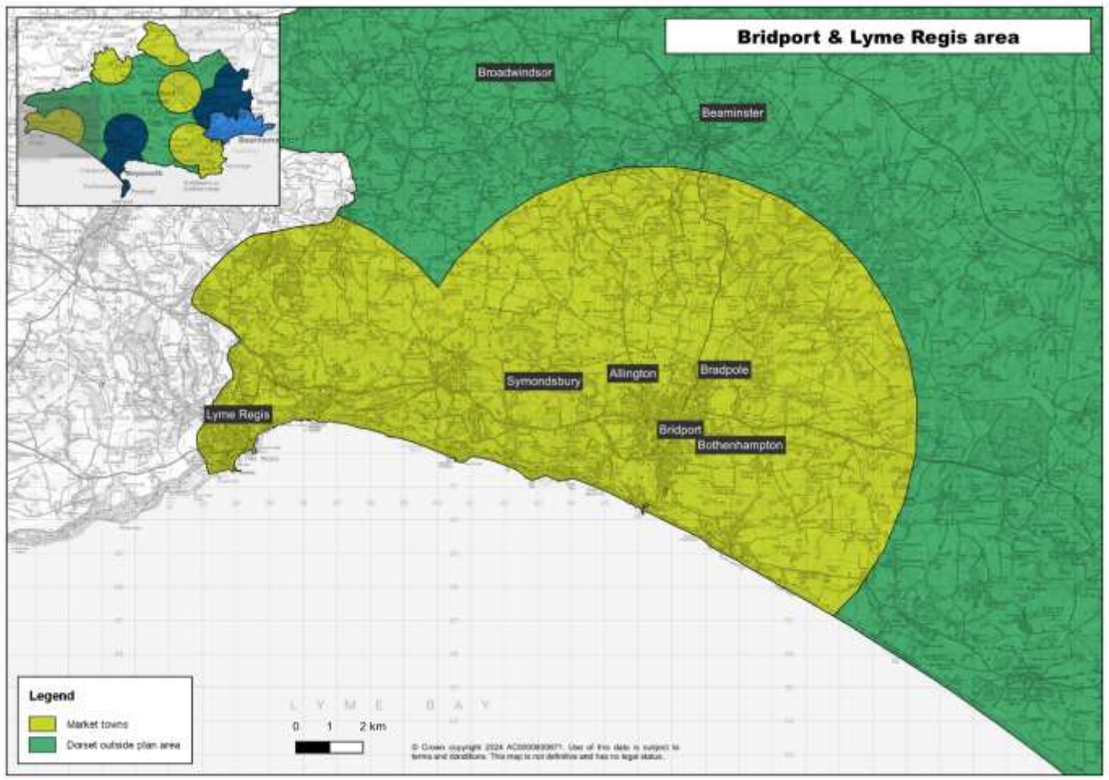
| Area | Scheme | Timescale |
|---|---|---|
| All areas | 20 mph limits where appropriate and locally supported | Short |
| All areas | School Streets (timed restrictions near schools) to support active travel | Short |
| Shaftesbury | Traffic management through development led bus gate on Mampitts Lane | Short |
| Shaftesbury | Town centre traffic management to improve the public realm | Medium |
| Shaftesbury | Route between Littledown and town centre improvements – crossing of A350 and traffic calming on Sweetmans Road | Medium |
| Gillingham | Links from southern extension developments to town centre via New Road / Newbury | Medium |
| Gillingham | Gillingham – Motcombe route improvements to provide alternative to the B3081 | Long |
| Gillingham | Additional links providing alternatives to B3081 for crossing of River Lodden / railway | Long |
| Gillingham | Town centre traffic management to improve connectivity to schools / railway station | Long |

# 12. Bridport & Lyme Regis

## 12.1. Area Context

### Overview

**Figure 33 - Overview of the Bridport and Lyme Regis area**




### Population, origins, destinations

Bridport (14,600) incorporates several nearby villages located along valleys of the Brit, Asker and Simene rivers, including West Bay, Bradpole, Bothenhampton, Symondsbury and Allington. The town has a higher than average share of people aged 65+ and 1,306 households in the area (18%) reported that they did not have access to a vehicle.

Bridport's compact layout and absence of large settlements within easy reach mean that many trips could be localised. Most of the large employment sites are closely located to the town centre. Relatively poor public transport links in the area mean that active travel is critical for many short journeys, but it also means that a large number of short journeys are made by car.

The large development site of Foundry Lea will provide around 760 dwellings, an additional school and employment areas located close to the town centre. This should enable many residents to access services by active travel, but this relies on having a high quality active travel link to be complete in advance of the development.



Lyme Regis, while a substantially smaller settlement, has a large secondary school, a significant town centre and is a major leisure destination. It is a compact town, with just a few corridors available for movement.

Destinations in the towns include:

- Woodroffe School (1,000 pupils)
- Sir John Colfox School (800 pupils)
- Bridport town centre (2,000 jobs)
- Gore Cross Business Park (600 jobs)
- West Bay – leisure area
- Lyme Regis town centre
- Cobb – leisure area

### Severance and physical barriers to active travel

Bridport's dense town centre of narrow roads often means that networks for active travel are limited, with many streets too narrow even for footways. The principal retail core suffers from a surfeit of traffic on East, West and South Streets, with some through traffic – particularly in busy periods - using this route rather than the bypass route.

A similar problem can be found in Lyme Regis, where considerable traffic in the town centre and a limited alternative network available to active travel means that people on bikes, wheeling or walking have to try and negotiate a busy environment with narrow roads and an absence of footways.

Major roads on the peripheries of the towns also present a significant barrier, particularly the A35 which reduces movement to the west of Bridport, including to smaller villages such as Chideock,

Eype, Burton Bradstock and Shipton Gorge. These villages are only safely accessible using rights of way paths of variable quality – generally acceptable in summer but likely to be unsuitable for year-round usage. Within Bridport, the multiple river channels in the town centre prevent movement for active travel, with some bridges unsuitable for all forms of active travel. Steep hills in both towns create challenges for active travel.



## Existing walking, wheeling and cycling networks and committed schemes

Bridport's town centre is missing critical links, with very poor conditions for both walking and cycling. Provision is particularly weak northwards towards Sir John Colfox, where North Street and Victoria Grove have narrow footways and no cycling provision south of Pymore Road. Similarly Barrack Street / St Andrews Road / Rax Lane offer limited provision for pedestrians or people cycling, however, there are good links from Bradpole to the town centre using paths along the Asker valley.

South of the town centre Bridport's facilities are better, with a dense network of shared use paths, however, key barriers remain, particularly at the junction of South Street and Skilling Hill Road, where there are missing footways without adequate crossings.

## Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 12.2. Proposed Networks

The identified primary routes for cycling are listed below in Table 17 - Bridport routes and Table 18 - Lyme Regis routes.

xxx outlines the proposed primary walking network in and around the Core Walking Zones of Bridport and Lyme Regis.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centres.

Figure 35 - Active travel network for Bridport shows the overall active travel network across the Bridport and Lyme Regis area. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

**Table 17 - Bridport routes**

| Routes | Description of route |
|---|---|
| Foundry Lea links – Bridport town centre | Two options are under development:<br>- New link from development site to Magdalen Lane – FP W1/29 through Dreadnought Trading Estate – FP W1/44 Plottingham Fields – Tannery Road – St Michael's Lane – Rope Walks – Gundry Lane / FP W1/39 The Tanyard<br>- New link from development site to Pine View – Alexandra Road – FP W1/29 to Foundry Lane – Gundry Lane |
| Bridport town centre – West Bay | Two options:<br>- South Street – West Bay Road – A35 Crown Roundabout Burton Road – BW W1/41 – Station Road<br>- East Street – East Road Roundabout – Sea Road South – A35 Crown Roundabout – as above |
| Bridport – Bradpole – Loders (West Dorset Trailway) | Two options:<br>- Rax Lane – Barrack Street – St Andrews Road – River Asker path following FP W6/8 – Wellfields Drive – Trinity Way – Caley Way – Forsters Lane – Higher Street Lane – connection onto potential long term link to Powerstock / Maiden Newton<br>- East Street – Sea Road North – River Asker path following FP W6/8 |
| Bridport town centre – Pymore (Sir John Colfox school) – (Wooth – Salway Ash) | Victoria Grove – Pymore Road – Gypsy Lane – (Watford Lane – Wooth – Ash Lane – B3162 Whithay Lane) |
| Bridport – Walditch – Shipton Gorge | East Street – A35 East Road – Asker Mead – Lower Walditch Lane – Walditch Road – Bonscombe Hil Lane – BW W5/10 – Bonscombe Lane – Shipton Lane |

**Table 18 - Lyme Regis routes**

| Routes | Description of route |
|---|---|
| Lyme Regis town centre – Woodroffe School | Silver Street – Uplyme Road |
| Lyme Regis – Charmouth | A3052 Charmouth Road – Timber Hill – A3052 – Axminster Road – The Street |
| Charmouth – Woodroffe School | A3052 - |

**Figure 34 - Bridport Walking Network**

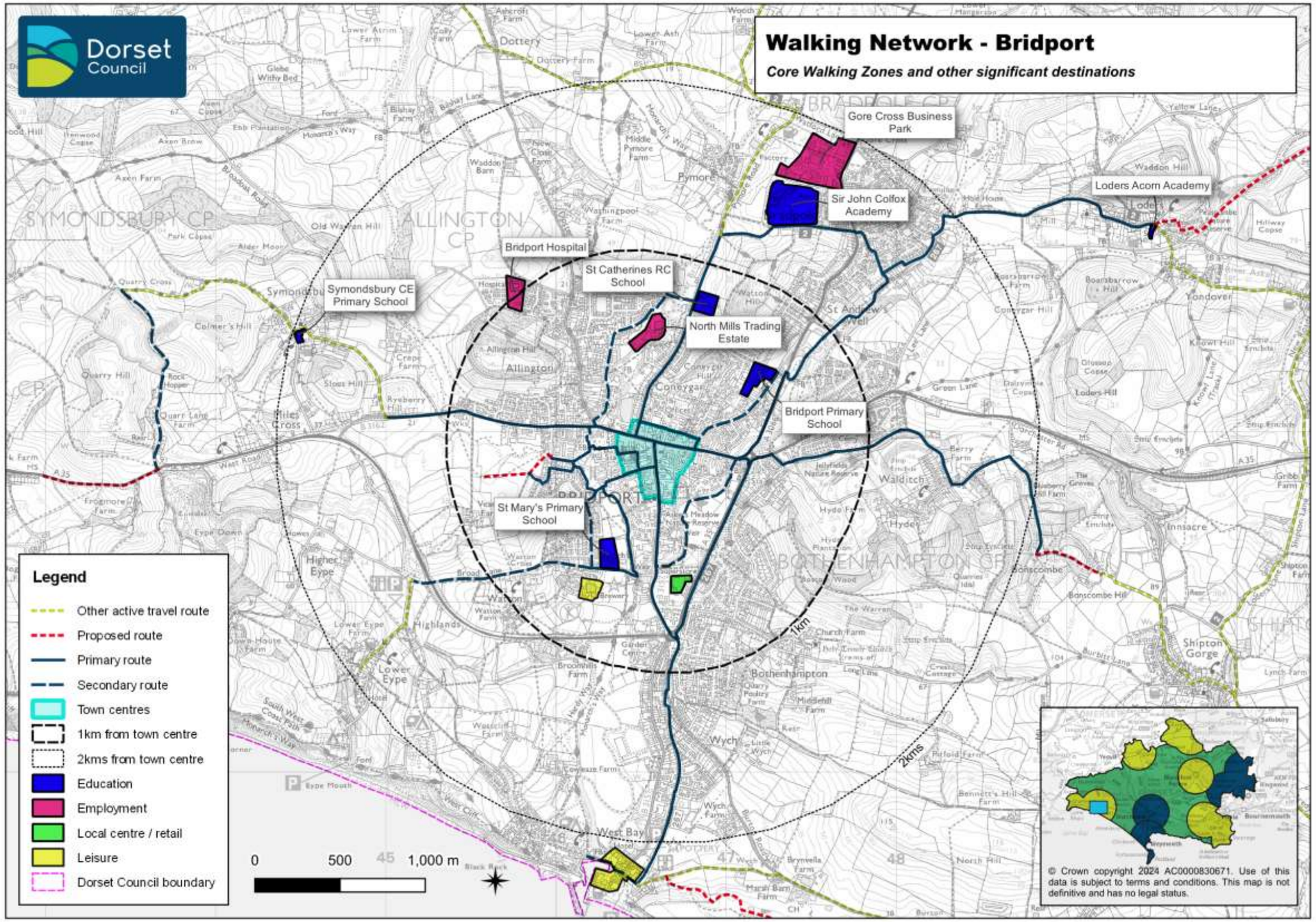
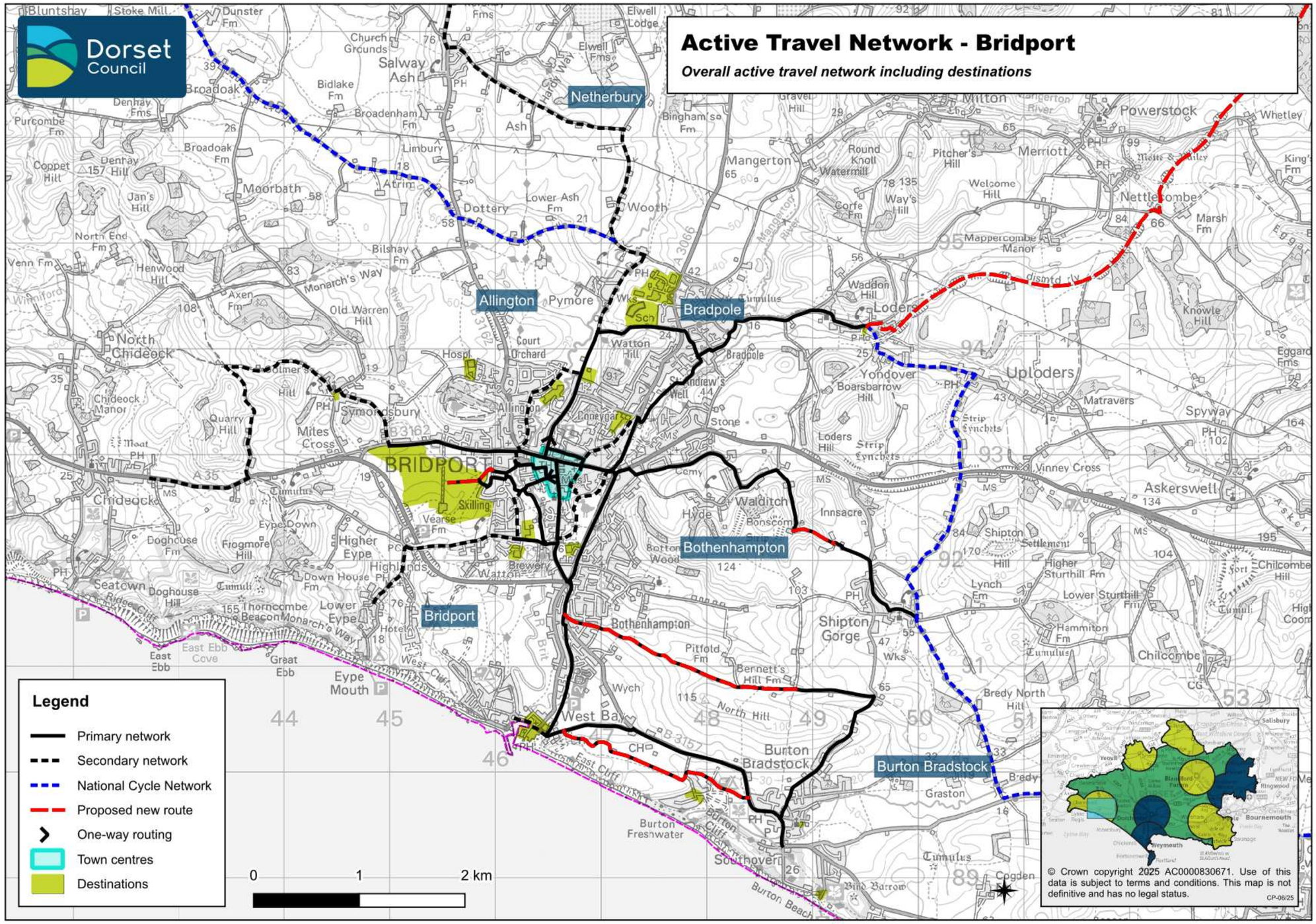


**Figure 35 - Active travel network for Bridport**



## 12.3. Delivery Plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed.

A summary of some of the proposed priority schemes in the south Dorset area can be found below in Table 19 - Bridport and Lyme Regis delivery plan.

**Table 19 - Bridport and Lyme Regis delivery plan**

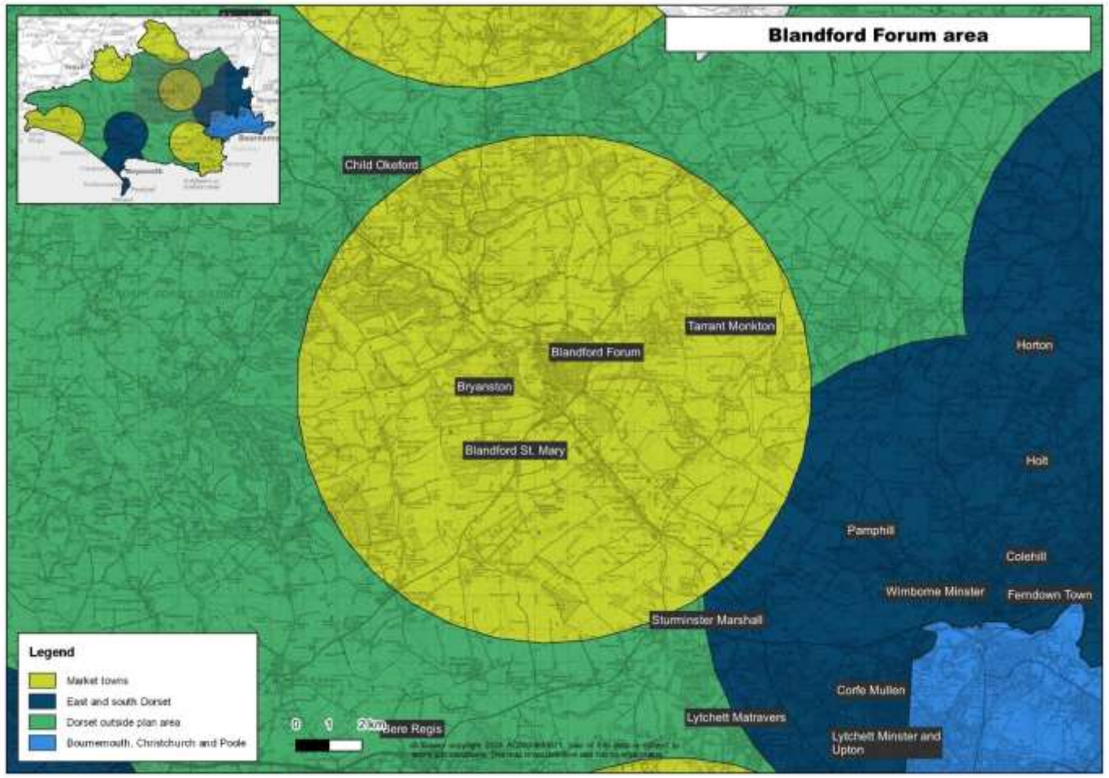
| Area | Scheme | Timescale |
|---|---|---|
| All areas | 20 mph limits where appropriate and locally supported | Short |
| All areas | School Streets (timed restrictions near schools) to support active travel | Short |
| Bridport | Improvements to links between Foundry Lea development and Bridport Town Centre | Medium |
| Bridport | Town centre traffic management to improve the public realm | Medium |
| Lyme Regis | Town centre traffic management to improve the public realm | Medium |
| Loders / Powerstock | West Dorset Trailway is a proposed off-carriageway to eventually link Maiden Newton and West Bay | Long |
| Burton Bradstock | Path providing alternative to B3157 between Burton Bradstock and West Bay – various options under assessment | Long |
| Shipton Gorge | Improvement to bridleways to enable a better link to Bridport | Long |

# 13. Blandford Forum

## 13.1. Area context

### Overview

**Figure 36 - Overview of the Blandford Forum area**




### Population, origins, destinations

Blandford Forum is the most significant market town in the north of Dorset, with a population of just over 10,000 people. The town is located on the banks of the River Stour, with good road transport links but little in the way of public transport provision. Much of the town's residential and industrial estates lie on steep downland to the north and northwest of the town centre.

The town has a hinterland of villages which rely in part on Blandford for services including villages along the Stour valley, accessed on the North Dorset Trailway, which also forms National Cycle Network Route 25/250. These villages include Blandford St Mary (1,496), Charlton Marshall (1,212) and Spetisbury (523) lying downstream, while Stourpaine (691), Shillingstone (1,177), Child Okeford (1,151) and Okeford Fitzpaine (1,009) lie within 10kms to the north.

Pimperne (1,041) lies 2kms beyond the bypass on the A354 while the military establishment of Blandford Camp lies on the hills to the northeast of the town, accessed by Black Lane.

The town is relatively compact, with employment sites generally on the periphery of the town, such as the north, and two large schools, including the main secondary school for the area, to the west. Many of the residential areas in the town are within 1-2 miles of the most significant destinations, which should enable many trips to be made by active travel.

New developments, are, however, in progress or planning on the further edges of the town in Blandford St Mary and north east of the bypass at distances where walking will be less attractive, and it is therefore critical that provision is made to ensure adequate links for people on bikes or using other forms of light mobility.

Trip attractors / destinations in Blandford Forum and surrounding areas include:

- Blandford Town Centre (1,000 jobs)
- Blandford Heights / Plough Estate industrial / Sunrise Business Park (1,000 jobs)
- Blandford Camp (~1,000 jobs)
- The Blandford School (1,082 pupils) and Milldown CofE Academy (255 pupils)
- Archbishop Wake CofE Academy (420 pupils) and Blandford St Mary CofE Academy (210 pupils)
- Hall & Woodhouse Brewery / Blandford St Mary area (600 jobs)
- Bryanston school (500 jobs)

A further primary school is planned along with a local commercial centre on Salisbury Road in the far north, serving the large forthcoming housing development in this area.

### Severance and physical barriers to active travel

Major roads converging on Blandford form a barrier to movement into the town and between communities, though in some places alternative routes exist (see below). Salisbury Road and Bournemouth Road within the town are busy, major routes with no provision for cycling and limited pedestrian crossings.

The River Stour forms another major barrier in the town and further afield – there are three routes usable for the purpose of active travel – two footbridges as well as Blandford Bridge, which carries moderate traffic levels.

## Existing walking, wheeling and cycling networks and committed schemes

The North Dorset Trailway, occupying the track bed of the old Somerset & Dorset Joint Railway, provides a good quality off-road route from north of the town centre to Stourpaine, Shillingstone and Sturminster Newton, and from Blandford St Mary south to Spetisbury. Work to improve the connection through the town is a local priority: this would enable safer means to access schools to the west of the town with communities to the south east, with a recent development providing an improved crossing of the Blandford bypass and other links. There is also an aspiration to continue the North Dorset Trailway link southwards from Spetisbury to Sturminster Marshall.

Further improvements are required on Bournemouth Road and Stour Park to maintain the continuity of the route through the town linking new crossings of the A354 near the Badger Roundabout on the A350. A recent toucan crossing of the A354 south of the Badger Roundabout has greatly improved connectivity for villages and developments south of Blandford.

In addition, National Cycle Network Route 25 is routed through the town on minor roads. It follows low traffic (though with unrestricted speed limits) leading southeast towards Sturminster Marshall and Wimborne, while to the north it follows the North Dorset Trailway as far as Hayward's Lane, from where it follows minor roads travelling north towards Gillingham.

A narrow, shared use path runs alongside Salisbury Road from the A354 to Pimperne, however, the value of this route is limited given the lack of a connection along Salisbury Road into the town centre. The lack of a route along Salisbury Road is one of many poor or missing connections within the town centre.

## Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 13.2. Proposed Networks

The identified primary routes for cycling are listed below in Table 20

**Figure 37** outlines the proposed primary walking network in and around the Core Walking Zone of Blandford Forum town centre.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centre.

**Figure 38** shows the overall active travel network across the Blandford area, together with its hinterland. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

**Table 20 - Blandford Forum routes**

| Routes | Description of route |
|---|---|
| Blandford – Stourpaine – Shillingstone – Sturminster Newton | North Dorset Trailway (and part of NCN25) – Damory Court Street – North Dorset Trailway |
| Blandford – Pimperne | Salisbury Street / Damory Street – Salisbury Road – A354 Salisbury Road link |
| Blandford – Blandford Camp | Wimborne Road – Black Lane |
| Blandford – Blandford St Mary – Charlton Marshall – Spetisbury | West Street – Mortain Bridge – Stour Park – Bournemouth Road – Wards Drove – North Dorset Trailway |
| Land East of Blandford development link | Damory Court Street – Alfred Street – Elizabeth Road – Larksmead – Preetz Way – A354 crossing |
| Sunrise Business Park / new development link | Shaftesbury Lane / Tin Pot Lane – Higher Shaftesbury Road |

**Figure 37 - Blandford Forum Walking Network**

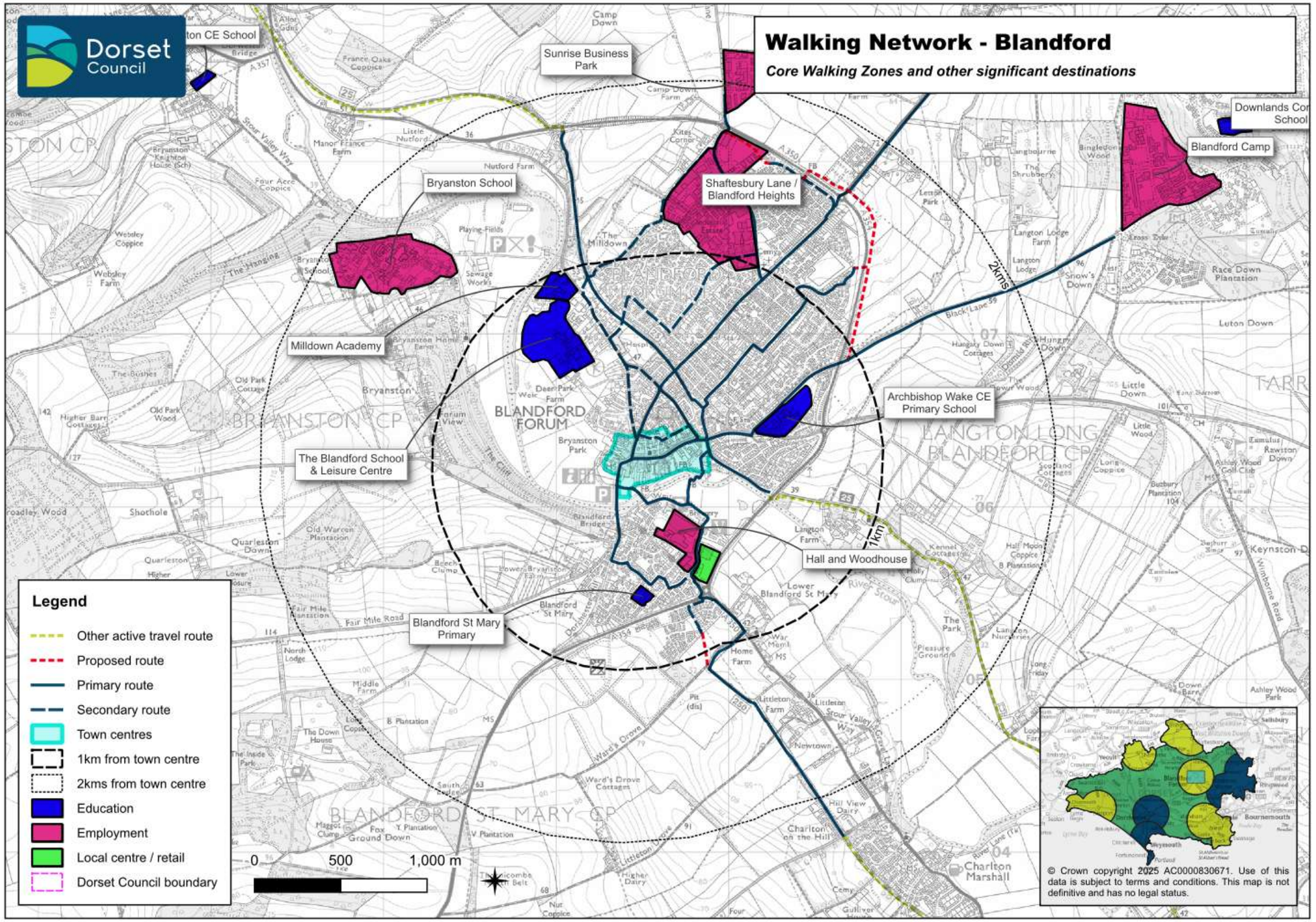
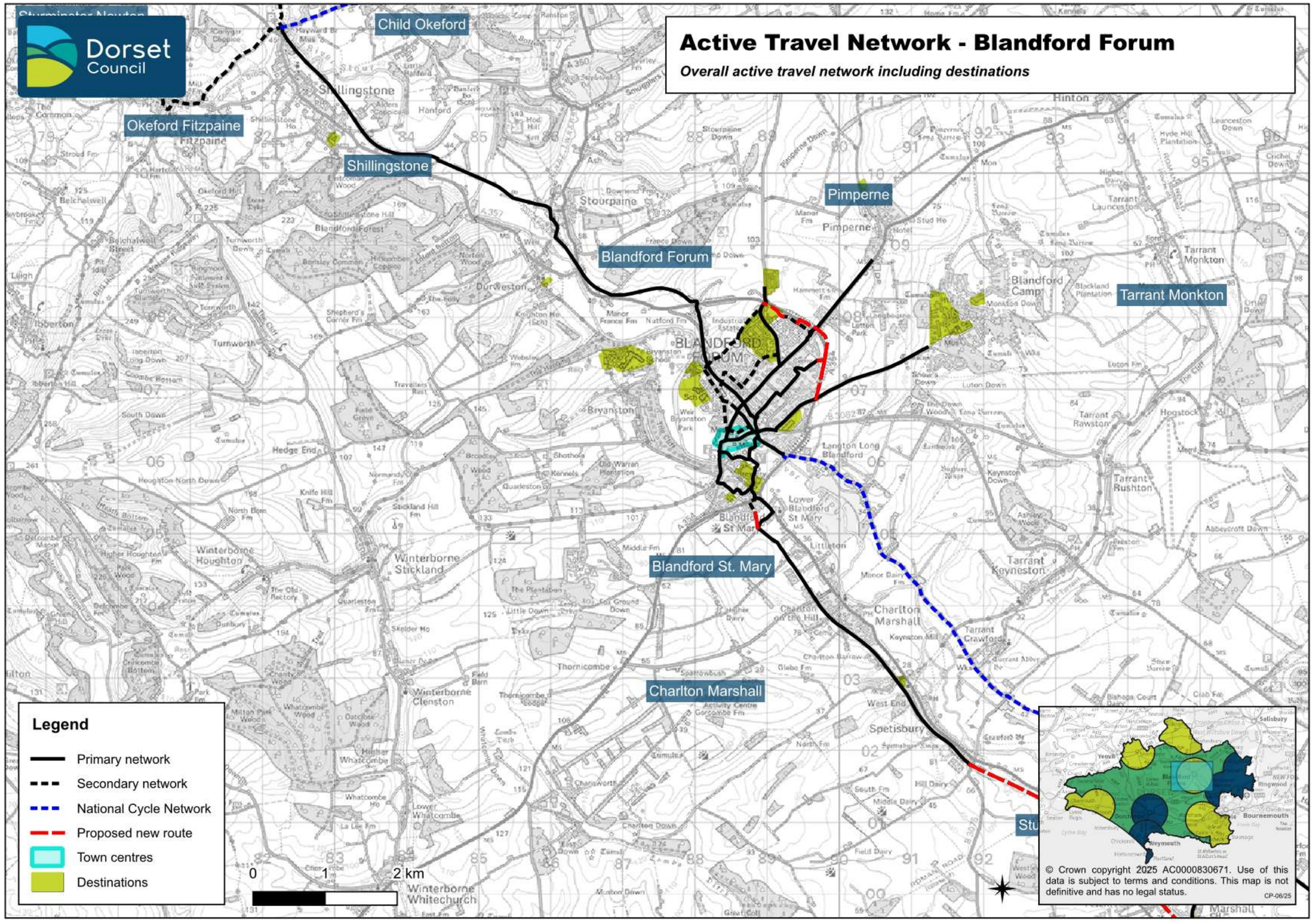


**Figure 38 - Active travel network - Blandford Forum**



## 13.3. Delivery plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed and will be subject to discussions with stakeholders and residents.

A summary of some of the proposed priority schemes in the Blandford Forum area can be found below in Table 21 - Blandford Forum delivery plan.

**Table 21 - Blandford Forum delivery plan**

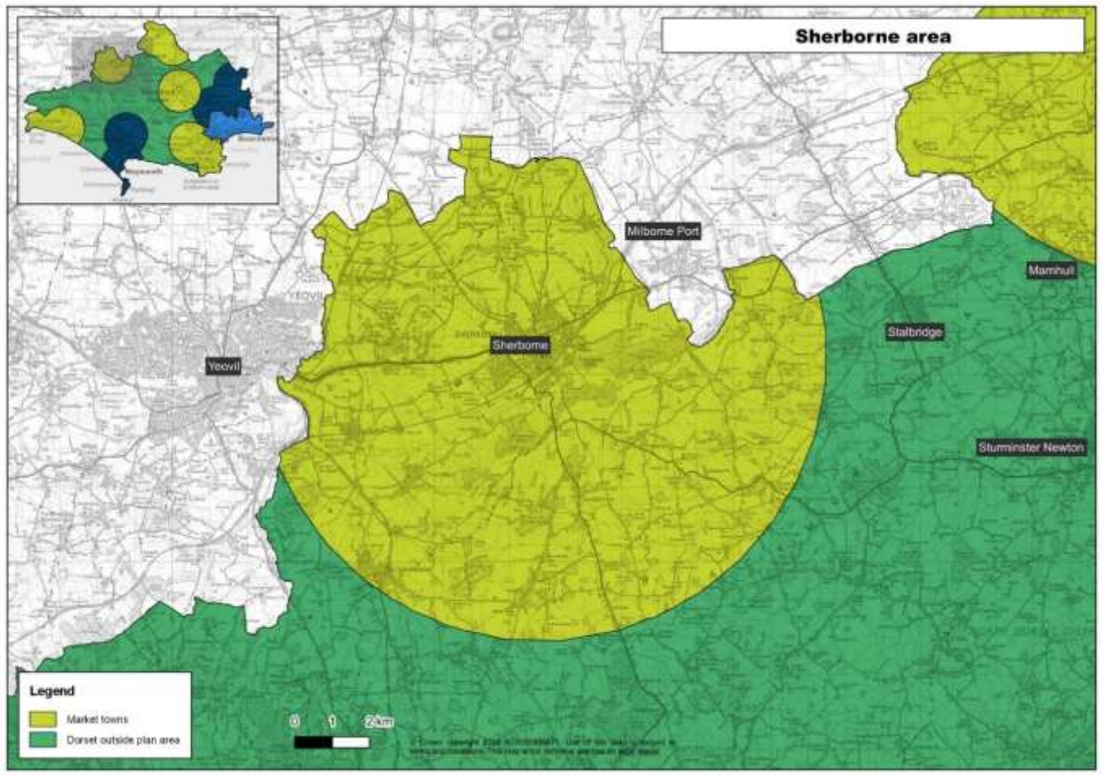
| Area | Scheme | Timescale |
|---|---|---|
| Blandford Forum | Town centre pedestrian improvements | Short |
| All areas | 20 mph limits where appropriate and locally supported | Short |
| All areas | School Streets (timed restrictions near schools) to support active travel | Short |
| Blandford Forum | Connection from Black Lane to new development site (developer led) | Medium / Long |
| Blandford Forum | Shaftesbury Lane between Sunrise Business Park and Salisbury Road | Medium |
| Blandford Forum | Tin Pot Lane to Milldown Campus route improvements | Medium |
| Blandford St Mary | North Dorset Trailway route link through potential new development from Roman Avenue to Wards Drove | Long |
| Spetisbury | Extension of North Dorset Trailway between Spetisbury and Sturminster Marshall | Long |

# 14. Sherborne

## 14.1. Area context

### Overview

**Figure 39 - Overview of the Sherborne Area**




### Population, origins, destinations

Sherborne (10,000 residents), is located close to the boundary with Somerset, with the much larger town of Yeovil being just 9.3kms away, there is considerable movement between the two towns.

Sherborne is a fairly compact historic market town bounded by the railway line to the south. Recent development has been added to the east, north and west of the town, active travel connections to key destinations are of mixed quality.

Sherborne's opportunities for active travel connections to its hinterland of villages are constrained by having to cross over busy A roads such as the A30 and A352.

Future development allocations are concentrated on the west and north-west of the town at distances where walking will be less attractive, and it is therefore critical that provision is made to ensure adequate links for people on bikes or using other forms of light mobility.



Destinations in the town include:

- Sherborne Town Centre (~2000 jobs)
- The Gryphon School (1514 pupils) and Sherborne Primary School (315 pupils)
- Sherborne School (584 pupils) & Sherborne Girls School (485 pupils)
- Sherborne Preparatory School (208 pupils)
- Sherborne Abbey Primary School (344 pupils)
- Old Yarn Mills Business Centre
- Riverside Works/South Western Business Park
- Coldharbour Business Park

### Severance and physical barriers to active travel

As in many other towns, the major barriers to movement by walking, wheeling or cycling are busy roads. The A30, carrying 11,000 vehicles per day crosses the town carrying traffic east-west while the A352 (Horsecastles Lane / Ottery Lane / Westbury) carries a similar number, and carries north-south traffic just to the west of the town centre. Both pose severance issues, with the A30 being the only reasonable highway link to settlements to the east (Milborne Port, while the A352/A3066 is the only reasonable highway link to villages to the south (Longburton / Alweston). North of the town the B3148 Marston Road and the B3145 Bristol Road similarly present barriers, though with lower traffic levels.

The Exeter-Waterloo railway line also poses a severance issues, with only a handful of crossings available in the town centre, two of which are on busy roads. East of the town centre the A30 is the only road crossing of the railway line between Sherborne and Milborne Port – this limits the

ease of cycling between the two except on a busy, high speed road. West of the town centre there are only crossings of the railway line at Bradford Abbas.

While much of the town lies in the valley of the (infant) River Yeo, steep hills rise to the north and south which again restrict the ease of access by foot / cycle to outying settlements, with connections limited often to busier, classified roads.

The Sherborne Castle Estates landholdings also represent a barrier to movement, with no public access across the estate on alignments that would serve useful connections in the network. Similarly, private landholdings in the town centre, such as Sherborne School, permits public pedestrian movement through parts of the estate but limits permeability elsewhere, reducing the ease of movement for active travel through the town.

## Existing walking, wheeling and cycling networks and committed schemes

A recently completed renewal of the junction at Newell / Marston Road has provided better crossings and cycle provision enabling users to avoid the A30 when travelling between the town centre and the north of the town. A crossing of Bristol Road was installed in recent years to provide safer access to the schools in the north east of the town from Blackberry Lane.

Several of the key north-south streets in the town are traffic calmed with good crossings, making these accessible routes, particularly for walking and wheeling – for instance, Acreman Street to the east of the town centre and Wootton Grove / Simons Road , a link to Sherborne Primary

The town centre's footways are in many places narrow and missing, for instance on Trendle Street and Long Street. Cheap Street is closed to vehicular traffic through the middle of the day, allowing a safer, more comfortable environment for pedestrians.

Wider networks for active travel are limited – although the National Cycle Network 26 traverses the town – it is almost entirely on road.

## Evidence supporting the development of the plan

Further background evidence supporting the development of the network plan and prioritised schemes can be found in Annex C. This includes evidence on the proportion of households without vehicles, population / job density, the potential for cycling for commuting and school trips, generalised commuting patterns, active travel collisions per kilometre of route and relative deprivation.

## 14.2. Proposed Networks

The identified primary routes for cycling are listed below in Table 22 - Sherborne routes.

Figure 40 - Walking network - Sherborne outlines the proposed primary walking network in and around the Sherborne town centre.

These show the key destinations and focus of walking and wheeling journeys up to 2kms from the town centre.

Figure 41 shows the overall active travel network across Sherborne area. Due to their direct alignments, much of the primary network is closely aligned with the existing major road network, supported by connections along quieter streets and traffic-free links. In some cases the network plan shows both the current route and an alternative alignment.

**Table 22 - Sherborne routes**

| Routes | Description of route |
|---|---|
| Sherborne - Yeovil | Long Street – Half Moon Street - Westbury (westbound) – Lower Acreman Street – Horsecastles – Lenthay Road – Lenthay Common – Bradford Road – Underdown Hollow – Peel Centre Retail Park – A30 Sherborne Road |
| Sherborne railway station (south of town centre) – Sherborne Primary / The Gryphon School | Two options:<br>1) Western route – Digby Road – Cooks Lane - Westbury - Acreman Street – Cornhill – Newell – B3148 Marston Road – Coombe Road – Blackberry Lane – B3145 Bristol Road<br>2) Eastern route – Station Road – B3145 South Street – Long Street – St Swithin's Road – North Road – A30 Cold Harbour – Wootton Grove – McCreery Road – FP N2/30 – St Aldhelm's Road |
| Sherborne – Milborne Port | Long Street – St Swithin's Road – Newland (eastbound) – Oborne Road – Castleton Road – Pinford Lane (currently private) – new path on field edge to reach Goathill Lane |
| Sherborne – Thornford – Yetminster | Westbury / Trendle Street – Westbury – A352 Dorchester Road – C11 Thornford Road – Pound Road – Longford Road – Thornford Road |
| NCN26 through Sherborne | National Cycle Network Route 26 is routed from the west from the Somerset boundary near Stoford, through Bradford Abbas, the centre of Sherborne and finally north of the town on minor roads towards Sandford Orcas and the boundary with Somerset. |

**Figure 40 - Walking network - Sherborne**

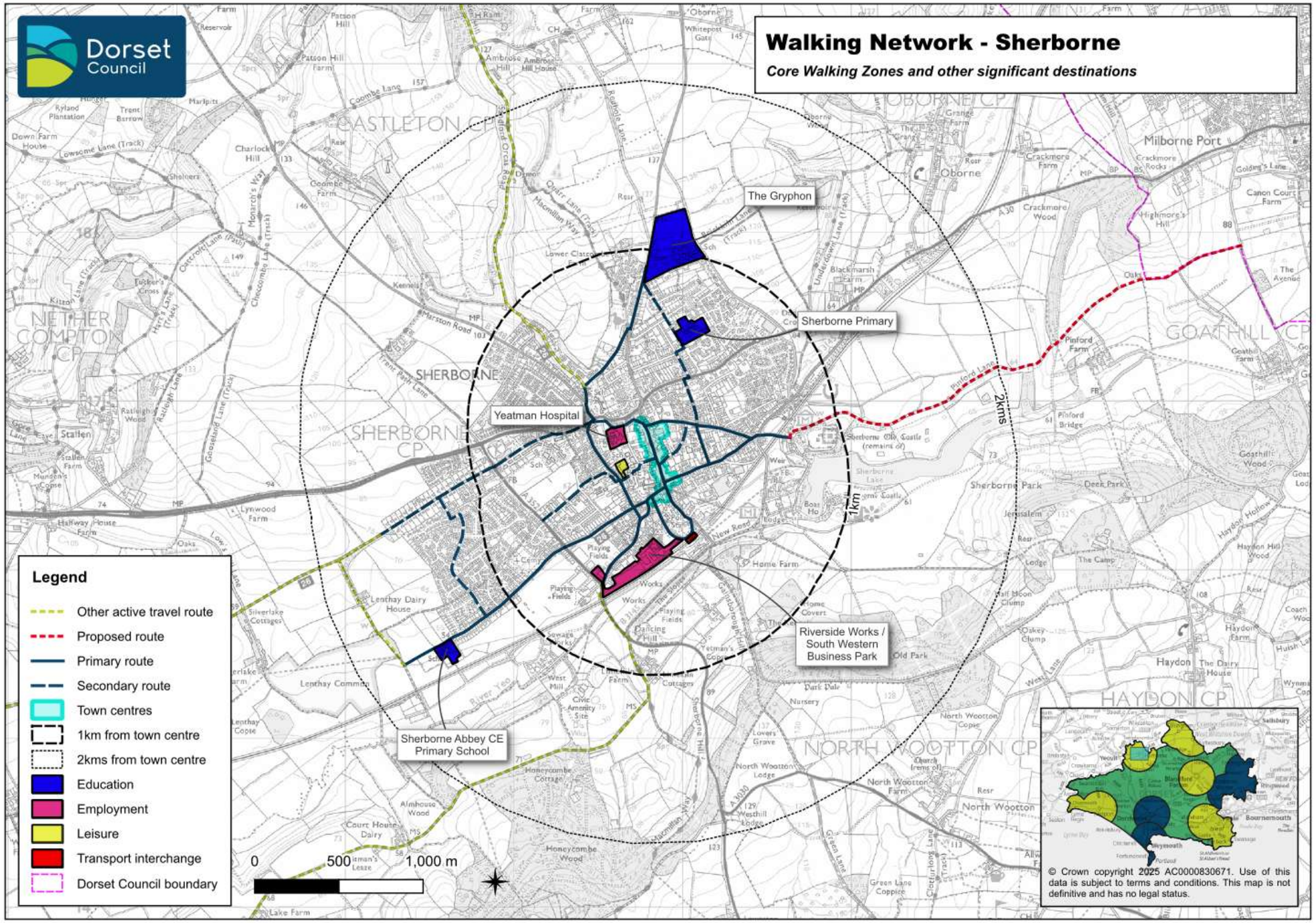
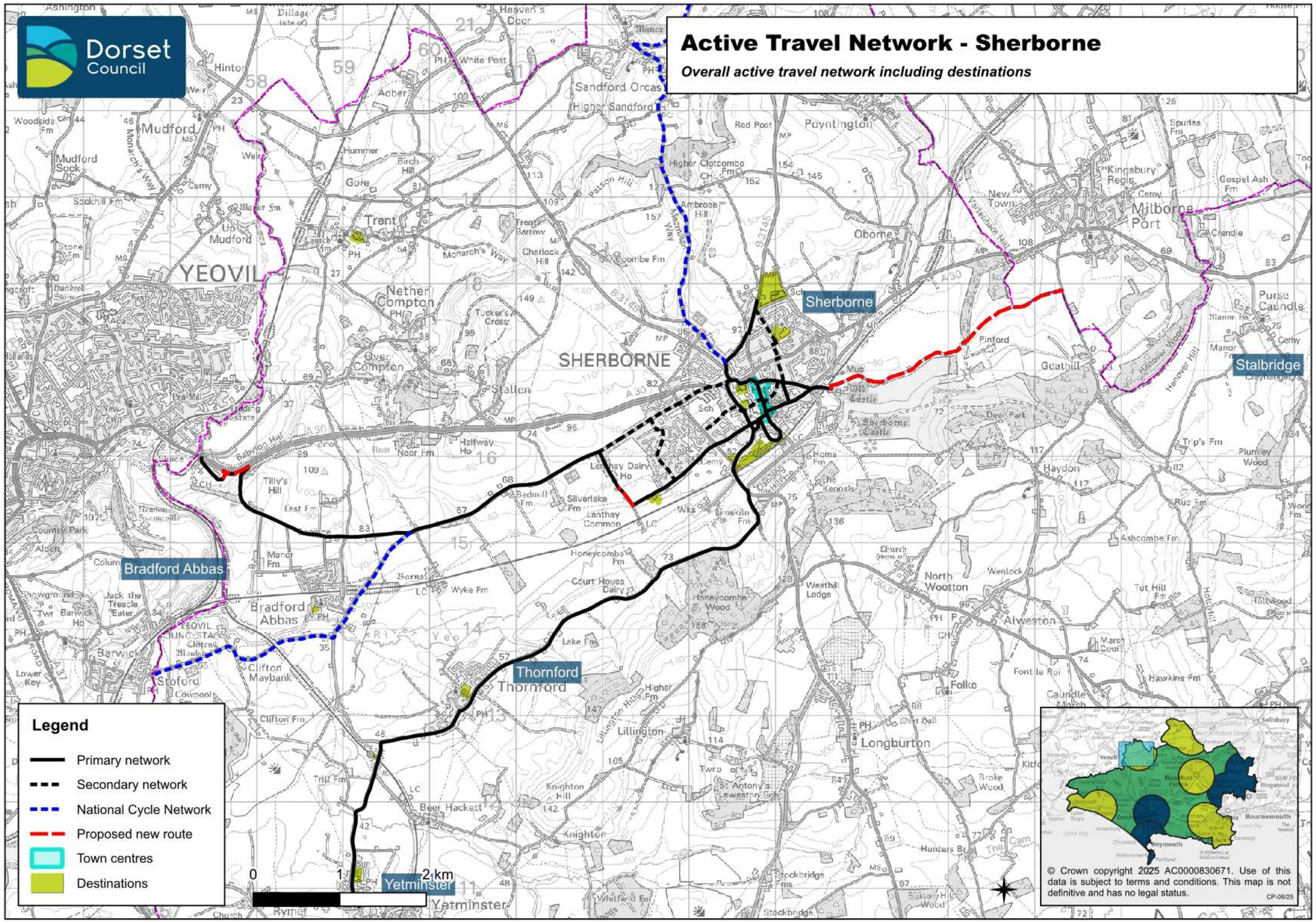


**Figure 41 - Active Travel Network for Sherborne**



## 14.3. Delivery plan

The full delivery programme is contained in Annex D. It outlines the short-, medium- and long-term delivery programme to implement the identified improvements, based on prioritisation criteria. Schemes identified are not necessarily funded or committed.

A summary of some of the proposed priority schemes in the south Dorset area can be found below in Table 23 - Sherborne delivery plan.

**Table 23 - Sherborne delivery plan**

| Area | Scheme | Timescale |
|---|---|---|
| All areas | 20 mph limits where appropriate and locally supported | Short |
| Sherborne | Improved crossings on Horsecastles Lane | Short |
| Sherborne | Upgrade path across Lenthay Common linking NCN26 routes from Lenthay Road to Bradford Road | Short |
| Bradford Abbas | New path from Underdown Hollow to Peel Centre to avoid A30 Babylon Hill | Long |
| Sherborne | Ensure link between Lenthay Road and Bradford Road is delivered to LTN1/20 standards as part of any new development | Long |
| Sherborne | Town centre traffic management to improve the public realm and reduce the impact of traffic | Long |
| Sherborne | Improve provision on A352 Dancing hill to improve access to Thornford Road | Long |
| Sherborne | Negotiate public access on Pinford Lane and on land to the east to provide potential route between Milborne Port and Sherborne to avoid the A30 | Long |

# 15. Funding, Delivery and Monitoring

## 15.1. Funding and Partnership Working

Funding for the outlined ATIP interventions will be derived from a range of sources. Dorset Council will work in partnership with other organisations to secure funding to deliver the ATIP. Potential funding sources include:

- central government investment through the Local Transport Grant;
- the Council's Local Transport Plan budget or borrowing;
- developer funding (Section 106 payments associated with planning permissions); and
- other partner organisations such as Network Rail or town councils

The delivery plan in Annex D categorises proposals based on a prioritisation assessment (to outline short-, medium- and longer-term programmes). However, improvements might not be delivered in the prioritised order if funding opportunities arise, or they can be coordinated with other works.

Larger and more complex schemes, including infrastructure on primary cycle routes, often require funding from central government via competitive bids. Time and resources are required to prepare business cases and submit bids for these funds which may lengthen the timescales to implement larger schemes.

## 15.2. Delivery and Integration with Other Workstreams

Development of the ATIP network aligns with Dorset's existing policies and strategies, particularly the Local Transport Plan and the adopted Local Plans.

The ATIP will form a supporting document to the new Local Transport Plan, currently in development, which will outline Council policies on active travel.

The ATIP will be used as an evidence base to inform the emerging new Local Plan and accompanying Infrastructure Delivery Plan, to ensure active travel is prioritised.

The Council will also work collaboratively and in close partnership with planning applicants, to both achieve the ATIP strategic objectives and to deliver specific elements of infrastructure. LTN1/20 makes it clear that new developments should be well-located to maximise active travel, and create safe links to enable walking, wheeling and cycling access to everyday destinations.

Dorset Council will work with partners, such as major employers and key travel destinations including colleges, hospitals and visitor attractions, to support, enable and promote active travel.

The ATIP will also support the following workstreams:

- preparation of funding bids or business cases for future investment;
- preparation of local transport strategies and action plans;
- allocation of funding within local delivery plans;
- preparation of Neighbourhood Plans;
- cycle and walking 'proofing' of major transport schemes;
- consideration of planning applications and proposed land use changes; and
- preparation of Travel Plans, Transport Assessments and Statements.

## 15.3. Monitoring, Review and Updates

In accordance with the Technical Guidance, this ATIP will be periodically reviewed to reflect progress and changes in circumstances. The programme for the update will be informed by discussions with stakeholders.

Some data relating to active travel is already collected on an ongoing basis, with performance indicators Monitoring and evaluation approaches also depend on the funding stream. Monitoring is also a specific requirement of certain funding; for example, as part of the Transforming Cities Fund investment in South East Dorset.

As part of the preparation of the new Local Transport Plan, the council will also be reviewing and updating the monitoring and evaluation process, and this is likely to consider active travel.

# Annex A

## Policy Links

Table 24 presents key plans, policies and strategies at a national, regional and local level. These documents either support the development of the ATIP, or the ATIP interventions will help to deliver the following. These have been listed in alphabetical order.

**Table 24 - Policy Links**

| Key national policy | Key regional policy | Key local policy |
|---|---|---|
| 25 Year Environment Plan (2018)<br>Air Quality Strategy (2023)<br>Decarbonising Transport - A Better Greener Britain (2021)<br>Future of Mobility – Urban Strategy (2019)<br>Gear Change (2020)<br>Inclusive Transport Strategy (2018)<br>Levelling Up White Paper (2022)<br>National Planning Policy Framework (2021)<br>Everybody active, every day (2014)<br>Road Safety Statement (2019)<br>Second Cycling and Walking Investment Strategy (2023) | South West Rural Mobility Strategy (2022)<br>Western Gateway Strategic Transport Plan (2020)<br>https://westerngatewaystb.org.uk/rail-strategy-2020-2040/ | Bournemouth, Dorset & Poole Local Transport Plan 3 (2011)<br>Dorset Climate and Ecological Emergency Strategy (2021)<br>Dorset Council's Plan (2022)<br>Dorset Health and Wellbeing Strategy (2020)<br>Dorset Highway Service Plan (2021)<br>Dorset Local Industrial Strategy (2018)<br>Dorset Physical Activity Strategy (2022)<br>Dorset Rights of Way Improvement Plan (2011)<br>Dorset Strategic Road Safety Partnership Strategy (2021)<br><br>The following plans cover active travel in specific parts of the county:<br>Cranborne Chase AONB Partnership Plan (2019)<br>Dorset AONB Management Plan (2019)<br>Jurassic Coast Partnership Plan (2020)<br><br>The following types of planning policy documents are relevant to active travel:<br>Local Plans – safeguarding land for infrastructure and outlining policy requirements for new developments;<br>Masterplans – setting out more detailed requirements for new developments, including street layouts and active travel improvements, to influence site design; and<br>Neighbourhood Plans - A community document giving local people a say over the future growth of their area.<br><br>The BCP LCWIP (2022) is also relevant, as the plan covering the neighbouring authority, identifying cross-boundary routes. |

Annex B

# ATIP Process

# How the ATIP was prepared

## Introduction

The ATIP was prepared in accordance with guidance in the DfT's LCWIPs Technical Guidance (2017). The six-step methodology was followed as outlined below.

## Stage 1 - Determining Scope

Scope was determined by the likely distances walked and cycled. Cycling generally has the potential to replace trips made by other modes typically up to 10 kilometres, however, this is likely to be the upper limit of trips for many users. For walking, these distances are shorter, typically up to 2 kilometres. The ATIP also considers neighbouring authorities due to cross-boundary travel patterns, particularly the south east Dorset conurbation, much of which falls under Bournemouth, Christchurch and Poole Council area.

## Stage 2 - Gathering Information

A broad range of information was gathered to produce an evidence-based, data-led ATIP. Information was gathered about the transport network, travel patterns, location of significant trip generators / destinations and perception of existing facilities. This data was collated from a range of sources including traffic / cycle/ pedestrian flow counts, census journey to work data, previous Local Transport Plans, active travel strategies, neighbourhood plans and stakeholder feedback.

Reference was made to evidence in the DfT-funded Propensity to Cycle Tool, which outlines baseline cycling demand for travel to work and to school, and likely future demand under a range of growth scenarios, based on hilliness and trip distance.

## Stage 3 - Network Planning for Cycling

To identify demand for active travel infrastructure, key origins and destinations for everyday trips were mapped using Geographical Information Systems (digital mapping software). Key origins comprise main residential areas and planned development sites. Key destinations include schools and colleges, healthcare facilities, employment sites, high streets, retail parks and public transport interchanges. Trip origins and destinations in close proximity to each other were clustered to simplify this analysis.

Straight lines (known as desire lines) were then plotted between origin and destination points (regardless of existing roads or cycle routes). Desire lines were plotted in varying thicknesses depending on demand, considering current and forecast future levels of cycling. Desire lines were assigned into the following categories:

- Primary – high cycling demand, for example linking large residential areas to key destinations;
- Secondary – medium cycling demand, link to trip attractors
- Local – lower cycling demand, often providing links to primary or secondary routes

Desire lines were then mapped onto routes. This process focused on the most direct routes, but also considered physical constraints, junction capacities and providing for other travel modes and parking/loading. Only primary and secondary routes have been analysed and assessed further.

Route quality has been assessed based on the five criteria for good design for cycling: coherent, direct, safe comfortable and attractive.

## Stage 4 - Network Planning for Walking

Origins and destinations for walking journeys were mapped using Geographical Information Systems. Journey origins and destinations tend to be the same as for cycling trips (dependent on provision of existing infrastructure).

Core Walking Zones were then defined. The Technical Guidance suggests that these normally consist of a several walking trip destinations that are clustered together, such as a town centre or a business park. As per the Technical Guidance, an approximate five-minute walking distance of 400 metres was used as a guide to the minimum extent of the Core Walking Zones.

Key Walking Routes were then mapped that connect to the Core Walking Zones. These were identified in the surrounding area up to 2 kilometres from the Core Walking Zone.

Barriers and funnel routes were then considered. Barriers are physical features in the environment which limit or prevent easy active travel movements, such as roads with high traffic flows, large rivers and railway lines. Funnel routes are those connections which have high active travel flows due to lack of alternatives (such as across a key railway bridge).

Routes were audited to assess their current suitability and quality for walking and wheeling, and to identify the routes or areas that need improvement. This involved site visits and desk study. Routes were scored by using the DfT's recommended Walking Route Audit Tool (WRAT). This contains twenty criteria grouped under five core design outcomes for quality pedestrian infrastructure (attractiveness, comfort, directness, safety and coherence). The audit identified improvements including additional pedestrian crossings, CCTV, footways for resurfacing, providing dropped kerbs or reducing speed limits.

## Stage 5 - Prioritising Improvements

The guidance recommends that priority should be given to areas which have the greatest potential for increasing active travel trips and which offer the greatest value for money.

Each section of route was scored using an eight-point criteria:

- allocated development sites within 1km
- average deprivation of the areas covered using the Index of Multiple Deprivation
- potential number of people who cycle to work on the route (pct.bike)
- potential number of pupils cycling to school on the route (pct.bike)
- population living within 400m of the route
- jobs located within 400m of the route
- walking and cycling casualties per km of route
- number of major destinations (e.g. schools / town centres) within 100m of the route

In addition, schemes for inclusion in the delivery plan have been prioritised by assessing these key factors:

- Effectiveness – the potential to increase active travel trips;
- Policy alignment – to national and local policy, considering the Local Transport Plan in particular; and
- Deliverability – considering land ownership and stakeholder support.

Routes have also been categorised according to their intended delivery timescale:

- Short term – Delivery within 3 years (up to 2027/2028);
- Medium term – Delivery within 5 years (up to 2030/2031); and
- Long term – Delivery within 10 years (up to 2035/36).

It should also be noted that the prioritisation of network proposals is indicative and is intended to be flexible, to take account of available funding and changes in circumstances. The routes and schemes prioritised will in all cases be subject to further analysis to determine cost and deliverability.

## Stage 6 - Integration and Application

Officers has liaised with a range of Dorset Council teams throughout the development of the ATIP, including in development management, planning policy and transport policy, to ensure integration with other workstreams.

The ATIP network plan is published in maps in this document and in the form of a Dorset Explorer layer for more detailed analysis.

## Public Engagement

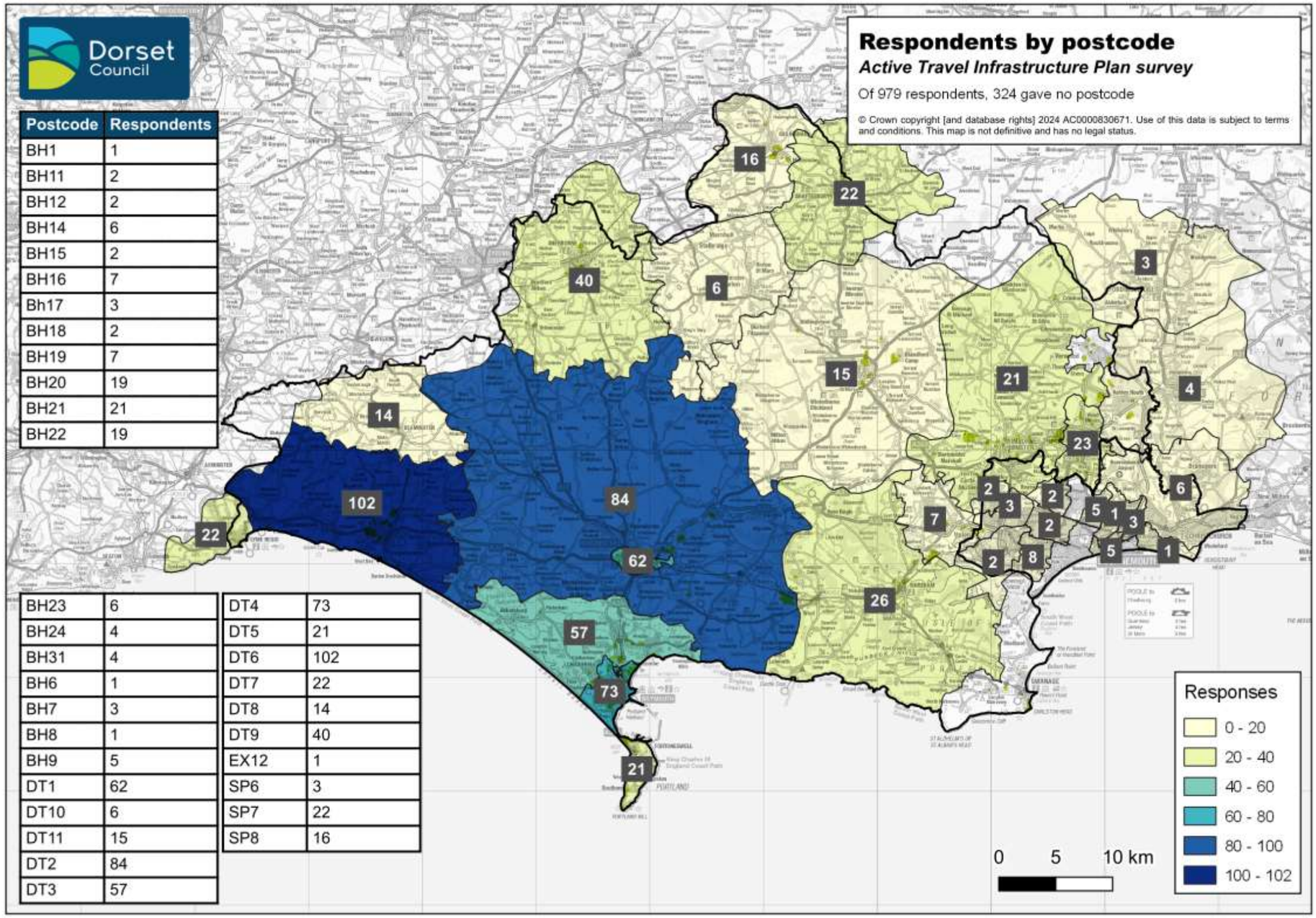
Public engagement activities included meetings with stakeholder groups, such as the East and West Dorset Cyclists' Liaison Meetings. This group includes representatives from key groups representing cycling groups, including Sustrans, Cycling UK and relevant Transport Action Groups. In addition, some direct meetings were held with Transport Action Groups, Access Groups and other community groups.

In December 2023 an online survey on the ATIP commenced and ran until early January 2024. Respondents were given the opportunity to give their views on active travel, particularly what the barriers were to them wheeling, walking or cycling more. Draft plans for the east and south areas were presented for comment and prioritisation, and respondents offered the chance to enter barriers to active travel on the map, as well as suggest routes elsewhere in Dorset to be considered as part of the further development of the plan. The survey also included the prioritisation criteria as set out above in Stage 5 – Prioritising Improvements.

979 responses were received to the plan which included 1,081 barriers to active travel in the east and south Dorset areas, together with over 400 routes submitted for further assessment elsewhere in Dorset. The distribution of responses to the public engagement can be found below in Figure 42 - Respondents to the Active Travel Infrastructure Plan survey by postcode area. A report into the public engagement exercise has been published on the Dorset Council consultation and engagement website.

Through the network plan development, meetings were held between the Transport Planning team and parish and town councils. These meetings included discussions with town councils, Dorset Council elected members and other stakeholder groups in Blandford Forum, Bridport, Dorchester, Ferndown, Gillingham, Shaftesbury, West Moors, Portland and Weymouth.

**Figure 42 - Respondents to the Active Travel Infrastructure Plan survey by postcode area**




| Postcode | Respondents |
|---|---|
| BH1 | 1 |
| BH11 | 2 |
| BH12 | 2 |
| BH14 | 6 |
| BH15 | 2 |
| BH16 | 7 |
| Bh17 | 3 |
| BH18 | 2 |
| BH19 | 7 |
| BH20 | 19 |
| BH21 | 21 |
| BH22 | 19 |
| BH23 | 6 |
| BH24 | 4 |
| BH31 | 4 |
| BH6 | 1 |
| BH7 | 3 |
| BH8 | 1 |
| BH9 | 5 |
| DT1 | 62 |
| DT10 | 6 |
| DT11 | 15 |
| DT2 | 84 |
| DT3 | 57 |
| DT4 | 73 |
| DT5 | 21 |
| DT6 | 102 |
| DT7 | 22 |
| DT8 | 14 |
| DT9 | 40 |
| EX12 | 1 |
| SP6 | 3 |
| SP7 | 22 |
| SP8 | 16 |

# Annex C

## Summary of Evidence

## Data underpinning the plan

The maps displayed below in each of the Summary of Evidence for each area form the basis for the development of the network and the prioritisation framework.

## Proportion of households without access to a vehicle

The 2021 Census provides data on a household level for access to a vehicle. This provides a valuable insight into the number of households where there is likely to be a more critical need for active travel infrastructure – members of these households are more likely to be elderly, disabled or living in areas of high deprivation. Residents in these areas are more likely to be walking, wheeling and cycling for everyday trips, and will also be likely to be using public transport, trips which will generally involve an active mode for getting to and from the bus stop or railway station. The data are presented as hexagonal blocks representing the sum of any underlying Census 2021 Output areas centroids. This approach is used to avoid trying to compare sparsely populated areas with urban areas.

## Population / Jobs – 2021/2011 Census

The distribution of population in each area is presented using a hexagonal grid, which summarise the values of any underlying Census 2021 (population) and 2011 (jobs) output areas, colour coded to give an indication of relative density of both population and jobs, following a similar approach to that in the maps displaying the proportion of households without access to a vehicle.

Job distribution data is displayed using Census 2011 data. Although this data is 15 years old, the underlying patterns remain similar to today, except in locations where there has been significant additional development. Updating this with 2021 Census data would be unlikely to improve the quality of the data since up to 40% of commuters reported they were working from home under the Covid-19 restrictions at that time, with many locations showing very high levels of home working, which – in many cases – has shifted back to pre-Covid-19 patterns. Government guidance recommends that Census 2021 data be used with caution.

## Propensity to Cycle – Commuting

The Propensity to Cycle Tool (PCT) was developed through funding from the Department for Transport. It is based on Census 2011 commuting patterns and has not been updated for the reasons given above.

The PCT models the existing commuting patterns and the potential future cycle commuting share based on distance and the ‘hilliness’ of the route, with several scenarios, including what would result if England & Wales had the same travel patterns as the Netherlands. It is this scenario which has been shown – this is, in essence, the very long potential usage that would be seen if a high quality network and parallel supportive cultural shifts emerged.

The results from the model are provided both on a network level, which shows the existing and potential (modelled) cycle use across the highway network as well as the proportion of residents in each Local Super Output Area (an area representing a few thousand residents). The data can be found at pct.bike.

## Propensity to Cycle – School Travel

In addition to commuting data, the PCT also includes similar data setting out the proportion of school pupils that travel to school by various modes, including car, foot and cycle. The potential cycling to school outputs are given as the equivalent level achieved in Cambridge, where – in many places - half of all school children cycle to school.

## Commuting movement patterns

Although commuting only represents around a fifth of all travel, it is undertaken at a time when transport networks are often at their most stressed. Unlike leisure journeys, commuting and school travel is fixed and regular. Commuting also gives a clear understanding of general movement patterns in an area and therefore is helpful for building up an understanding of the importance of links between settlements.

Commuting flows for journeys under 10kms are displayed between Lower Super Output Area centroids, colour coded for the proportion of trips made by unsustainable or sustainable modes.

## Active travel collisions per kilometre

Each section of route identified has been processed to count collisions to pedestrians and cycles recorded by the police within 10 metres of the route alignment. This figure is then divided by the length of the section of route in question to give a relative figure of the risks of walking, wheeling and cycling.

## Relative deprivation

Each section of route has been classified by the average deprivation level according to the Index of Multiple Deprivation (IMD 2019). The IMD define deprivation by way of seven domains: income, employment, education skills and training, health and disability, crime, barriers to housing and services, and living environment.

## Overall network priority

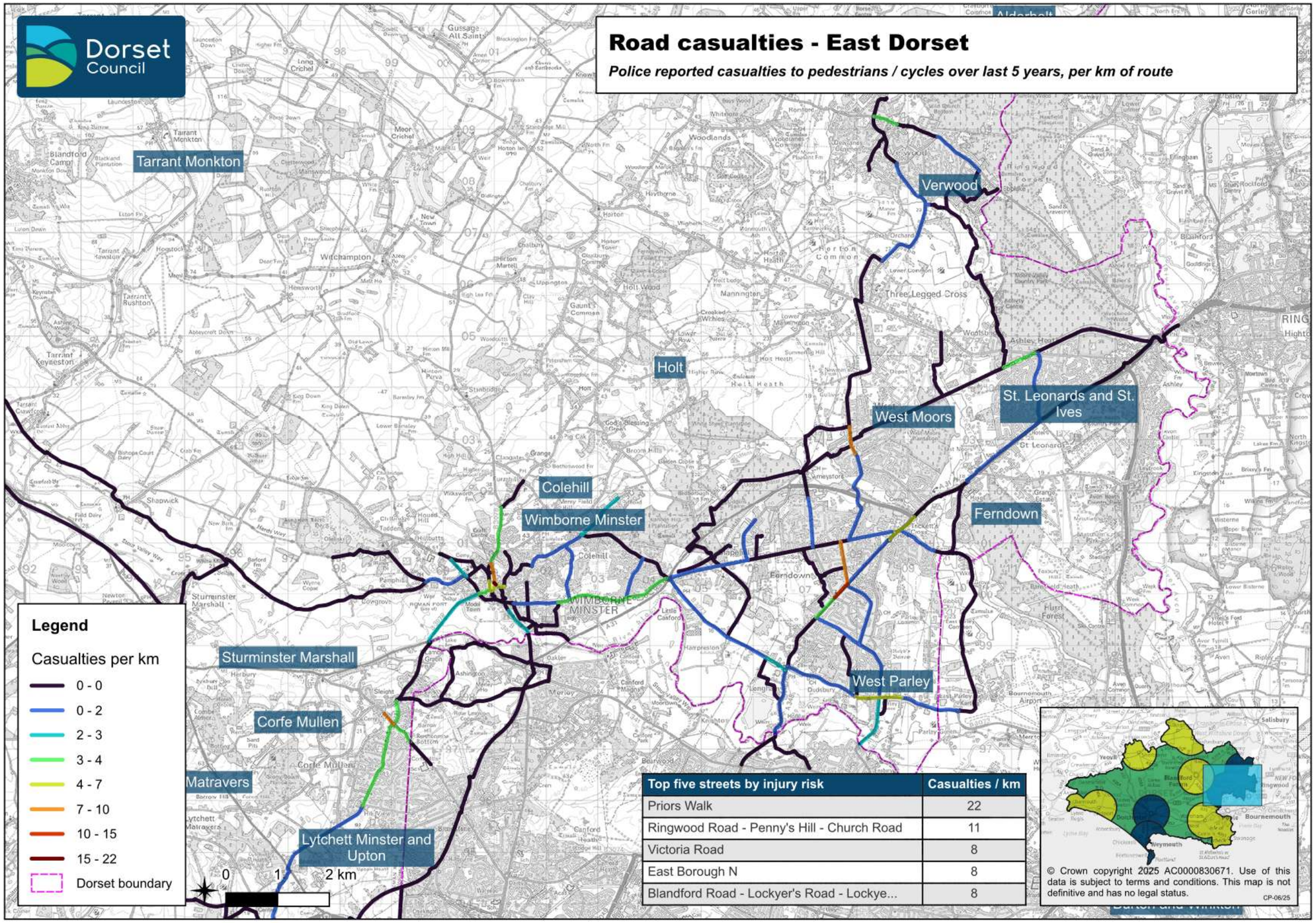
Using some of the data above a hierarchy of route priority has been applied following the framework set out in Stage 5 - Prioritising Improvements above.

## Summary of Evidence - East Dorset Area

This section forms the background data in support of Chapter 8 can be found in the following maps:

- **Figure 43 - Households without vehicles - East Dorset**. This map shows the proportion of households without access to vehicles. In parts of Wimborne Minster and Ferndown over 40% of households do not have access to a vehicle. Across the whole of Wimborne 18% of households do not have access to a vehicle (754) while in Ferndown 13% of households do not have access to a vehicle (1006).
- **Figure 44 - Job distribution - East Dorset** shows where the jobs are distributed across the East Dorset area. The most significant clusters are in the Ferndown and Uddens Industrial Estate, Ferndown and Wimborne town centres, and the Woolsbridge Industrial Estate. In Ferndown there are around 8,600 jobs, with a population of 18,000, whereas in Wimborne Minster the equivalent is 3,600 jobs, a population of 7,900 and in Colehill 1,150/8,100.
- **Figure 45 - Active travel commuting - East Dorset** shows the output from the Propensity to Cycle Tool, which models the network which have the highest potential for cycling – around 1000 people could be commuting by bike to the Ferndown and Uddens Industrial Estate area, mostly from the Ferndown direction. In addition, around 300-400 commuters could be using New Road between Parley Cross and Ensbury.
- **Figure 46 - School travel - Wimborne Minster**, **Figure 47 - School travel - Ferndown** and **Figure 48 - School travel - Verwood** show data on school travel. Across the Wimborne and Colehill area around 3,500 pupils attend schools, of whom around 28% travel actively, with the highest proportion at St John's Primary (76% active). In Ferndown and West Moors, Oakhurst Community First School has the highest active modal share, at 47%, while Ferndown First School has the lowest with 17% active. In Verwood both Trinity First School and Emmanuel Middle School have around 50% active share. If travel patterns in Cambridge were replicated here, there would be around 32t CO2 saved in Wimborne and Colehill, 45t CO2 saved in Ferndown (36% active to 56% active) while in Verwood 14t CO2 would be saved (from 42% active to 58% active).

- **Figure 49 - Road casualties - East Dorset**

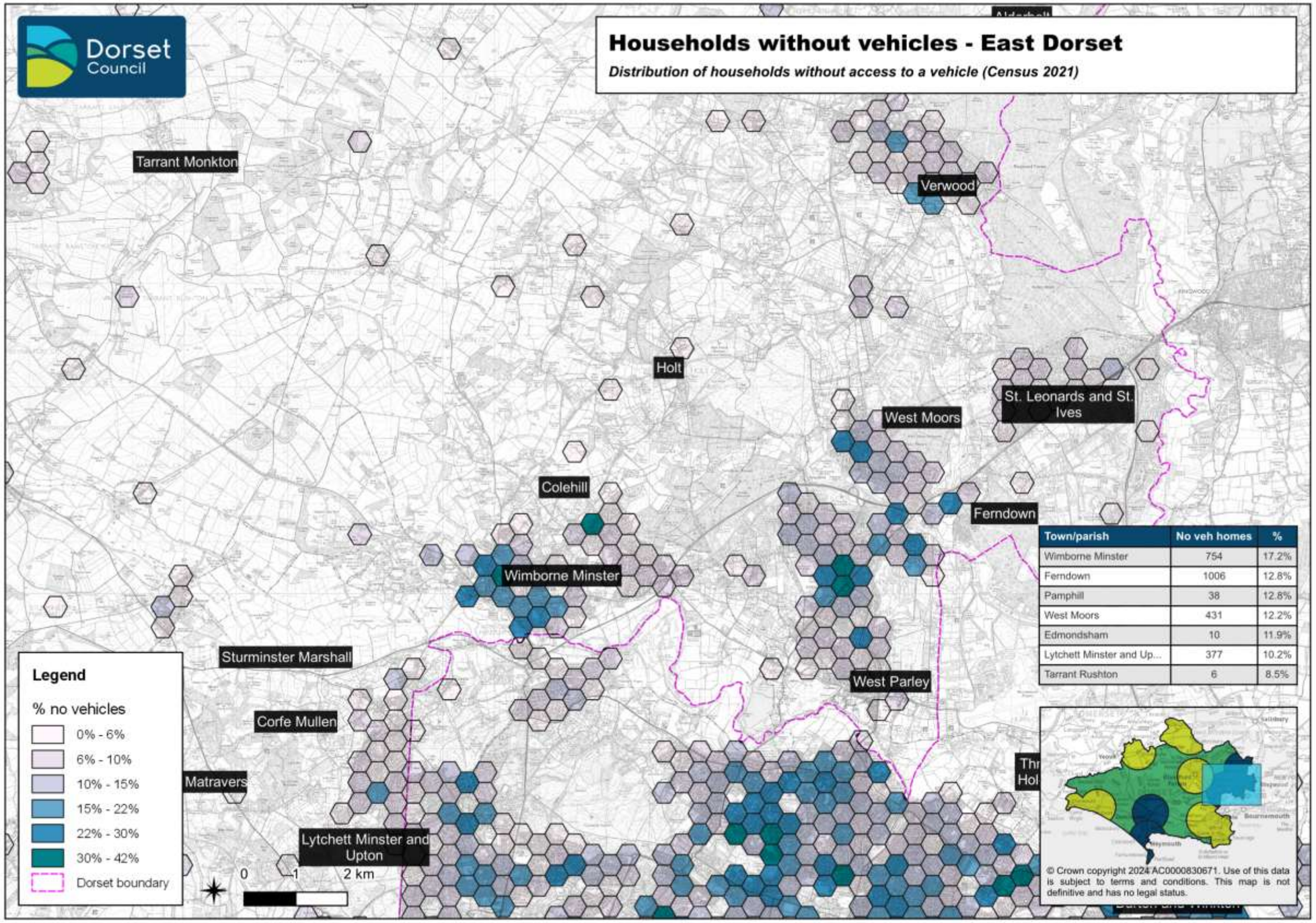



shows the rate

of active travel casualties per kilometre of route. The highest number of collisions per kilometre was found on Priors Walk in Wimborne Minster, following by the section of Ringwood Road between Penny's Hill and Church Road and Victoria Road – both of which form part of Ferndown town centre.

- Relative deprivation
- Overall network priority

**Figure 43 - Households without vehicles - East Dorset**




| Town/parish | No veh homes | % |
|---|---|---|
| Wimborne Minster | 754 | 17.2% |
| Ferndown | 1006 | 12.8% |
| Pamphill | 38 | 12.8% |
| West Moors | 431 | 12.2% |
| Edmondsham | 10 | 11.9% |
| Lytchett Minster and Up... | 377 | 10.2% |
| Tarrant Rushton | 6 | 8.5% |

**Figure 44 - Job distribution - East Dorset**

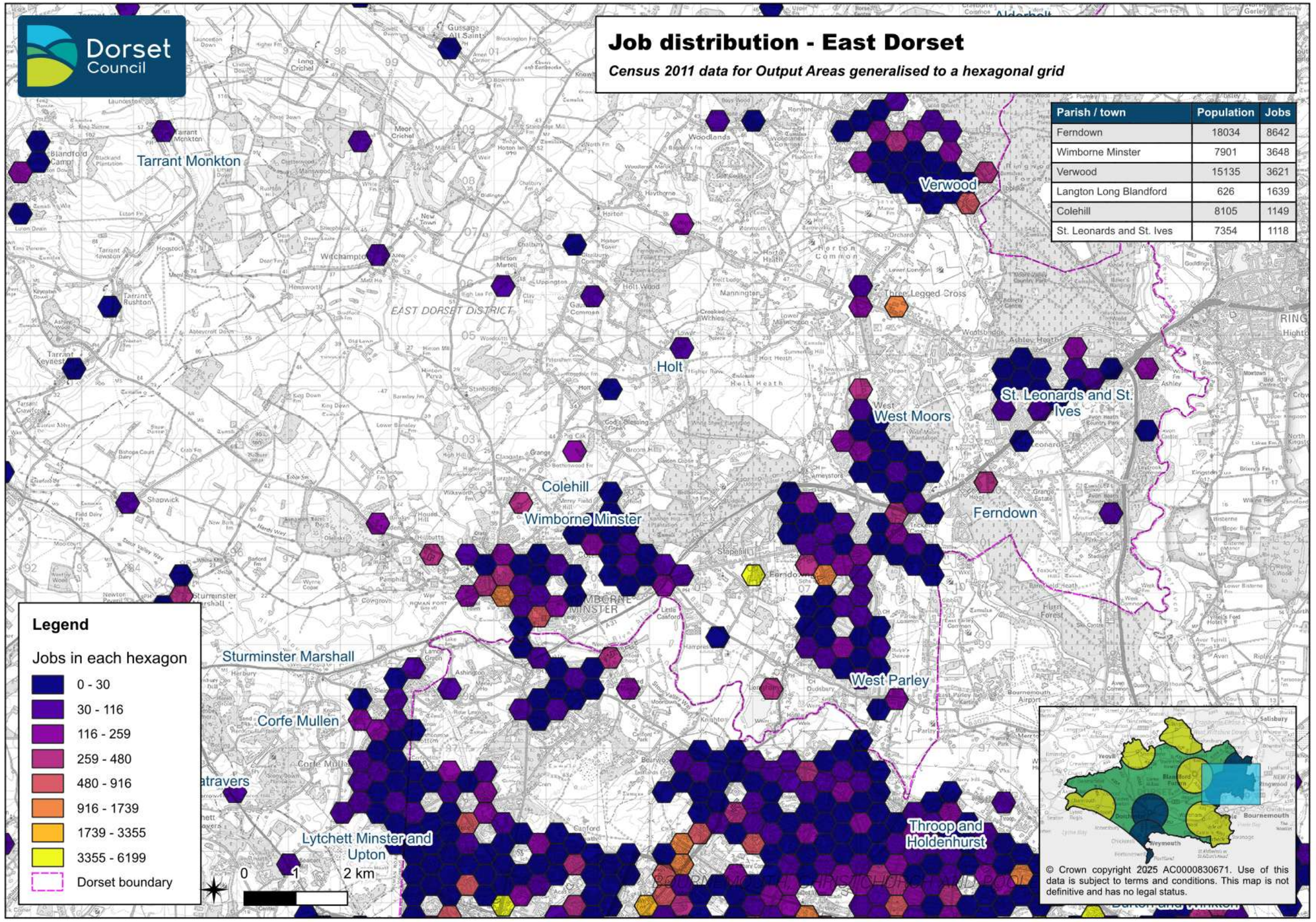


**Figure 45 - Active travel commuting - East Dorset**

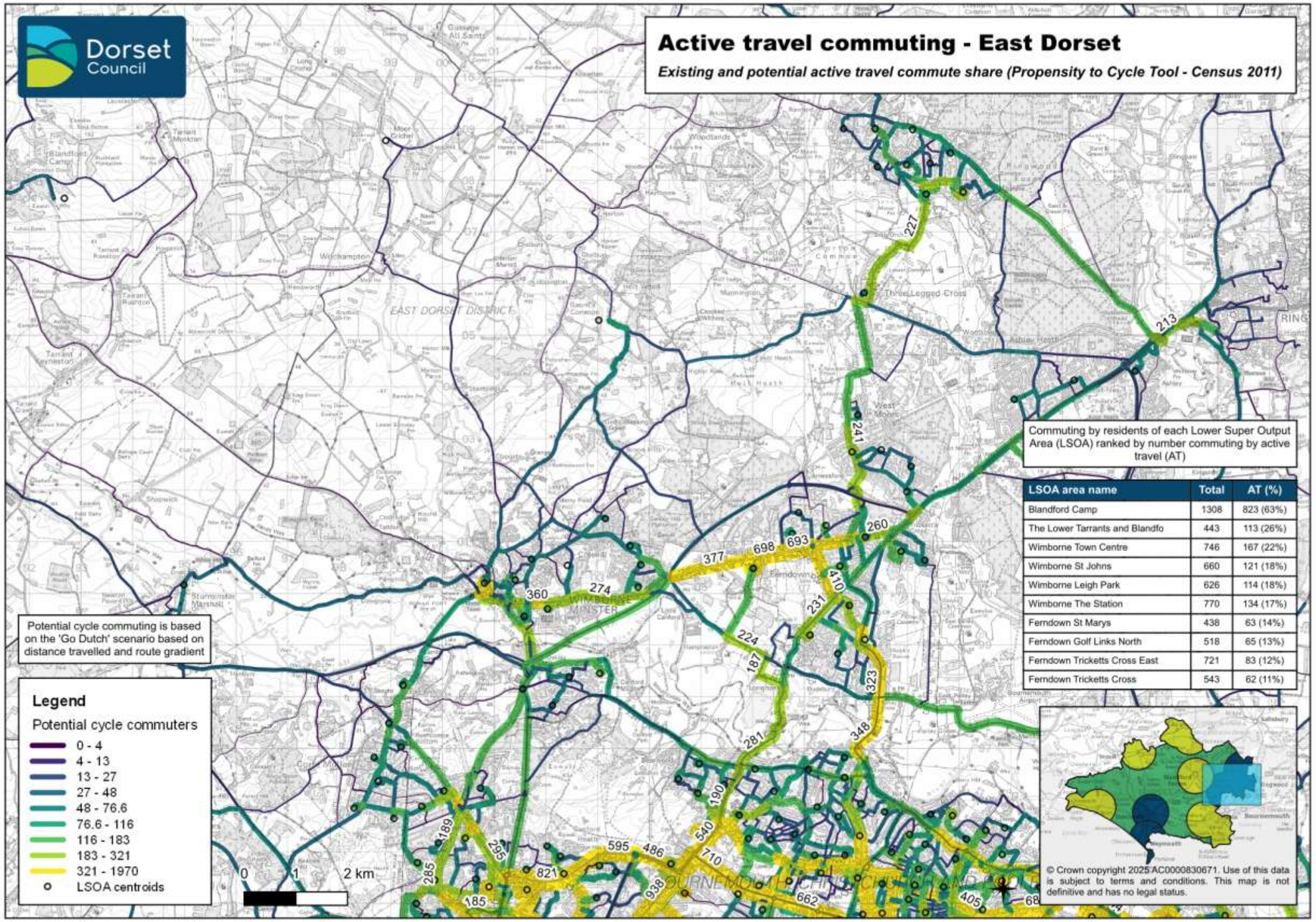


**Figure 46 - School travel - Wimborne Minster**

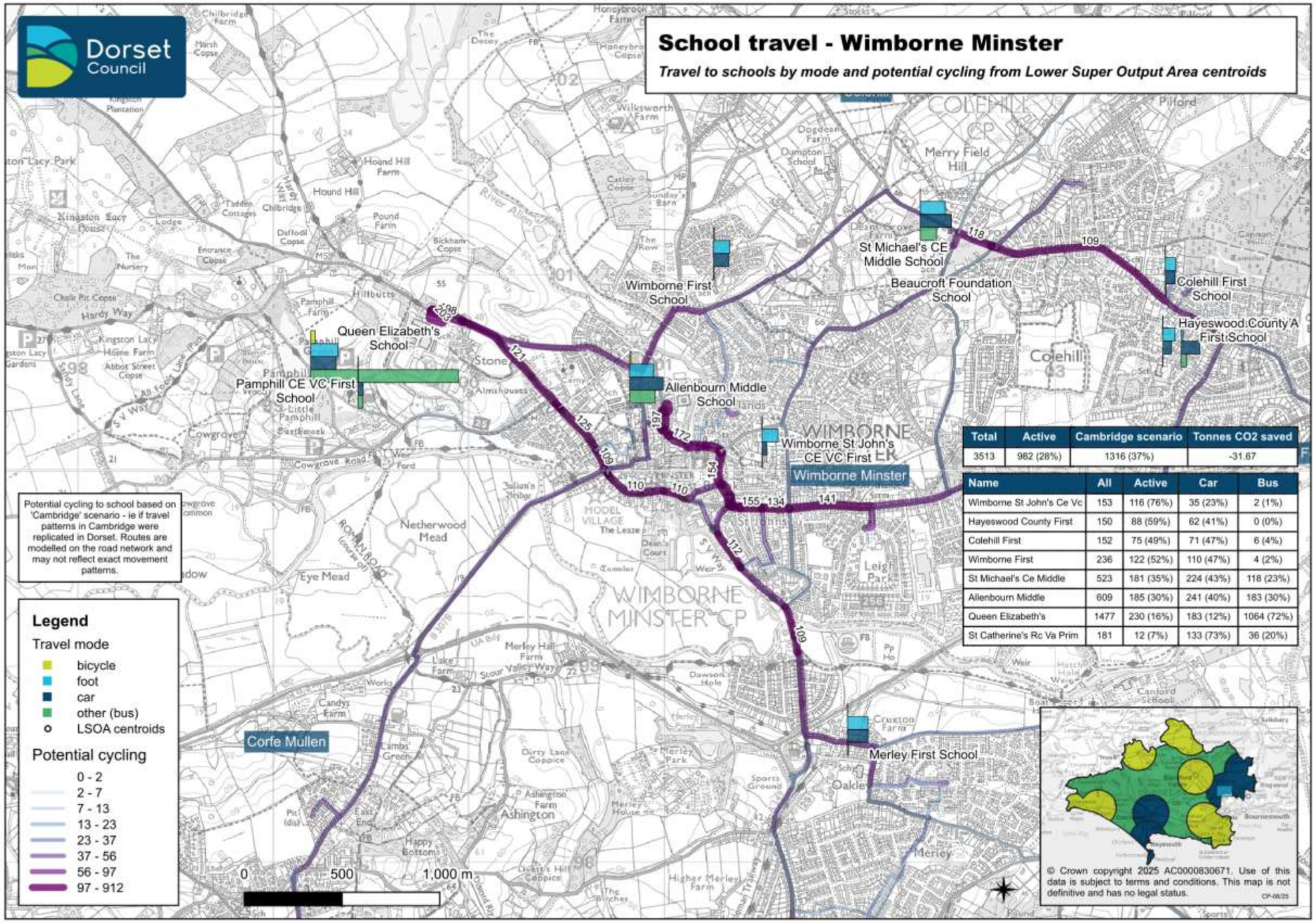


**Figure 47 - School travel - Ferndown**

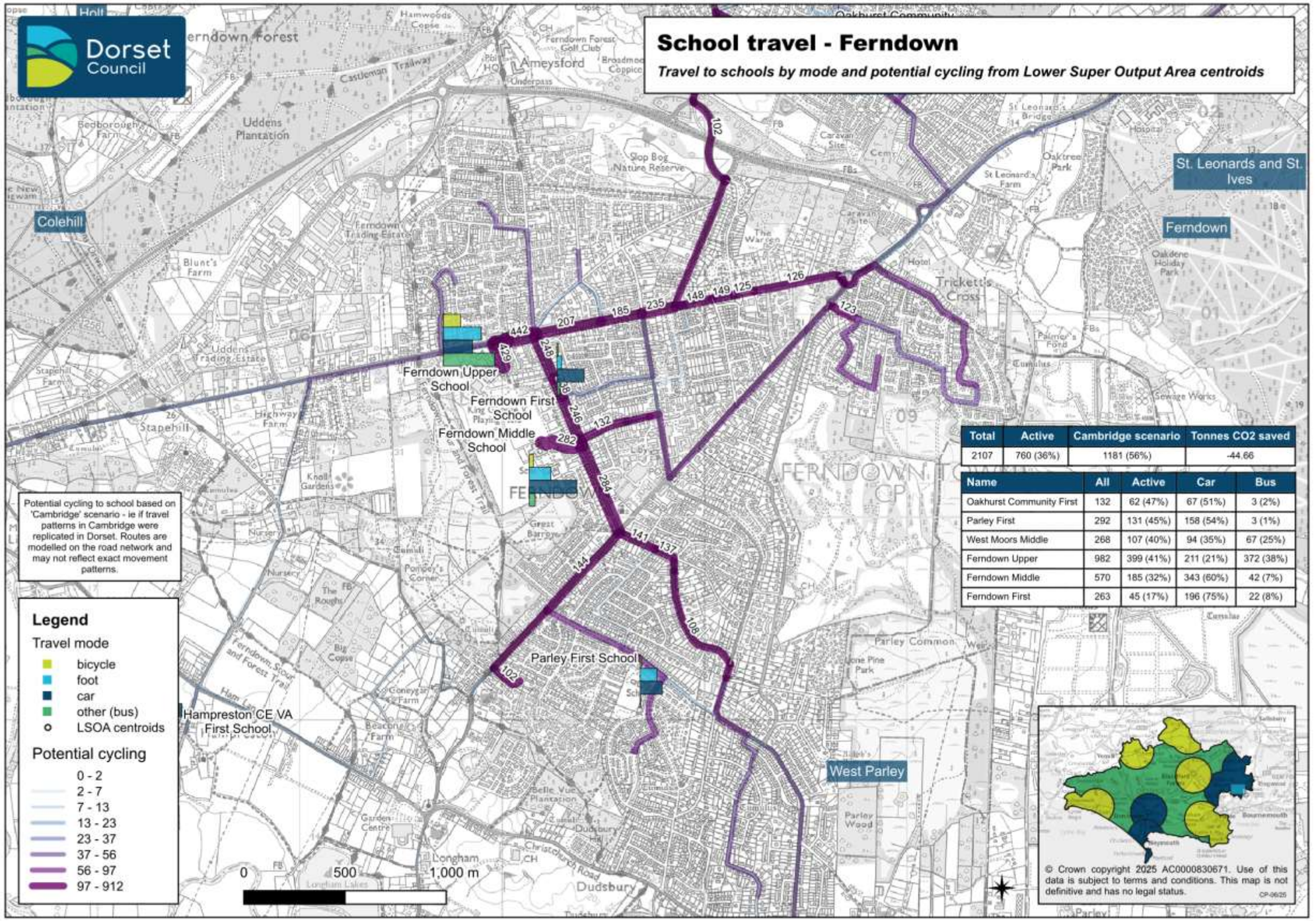


**Figure 48 - School travel - Verwood**

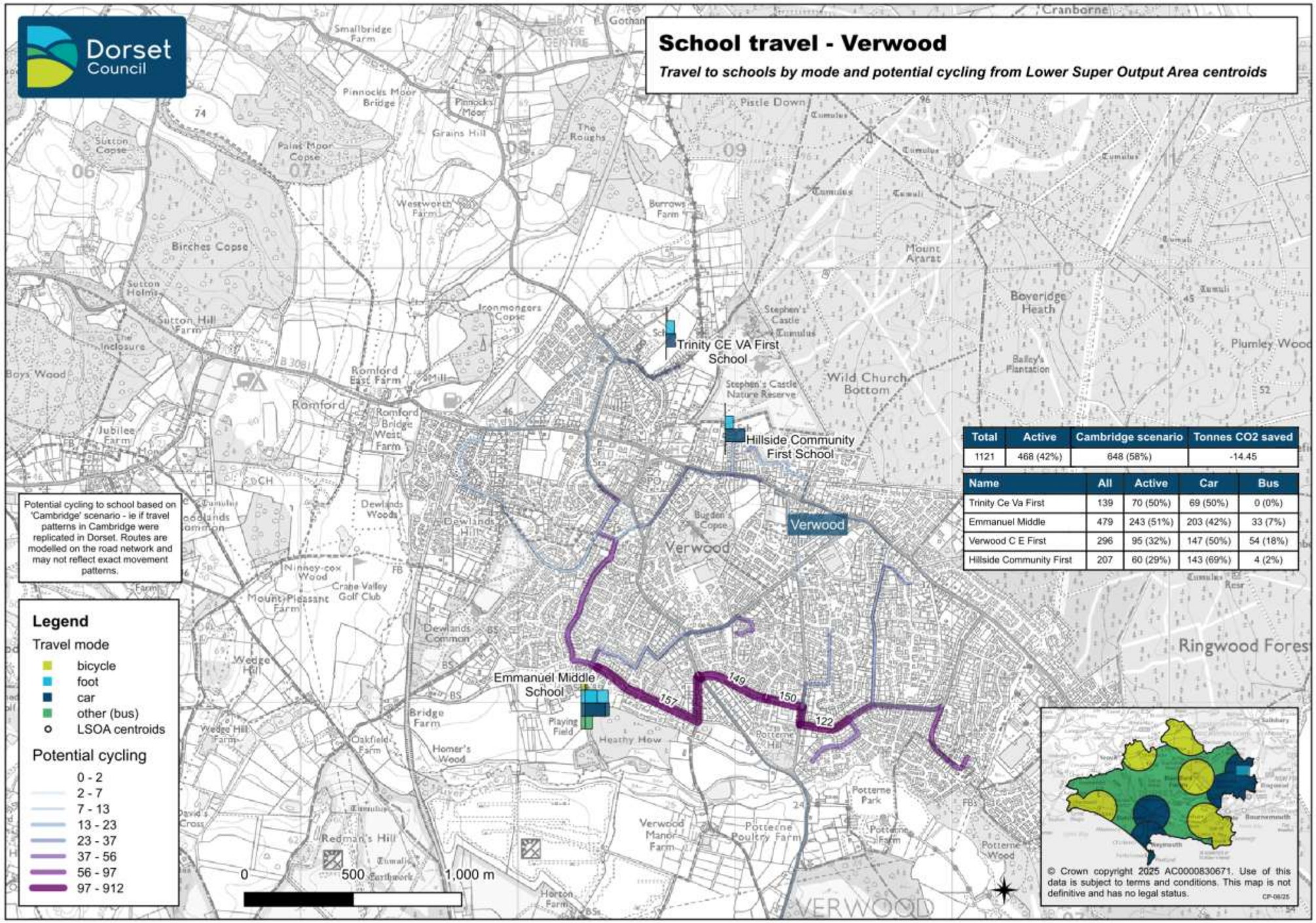
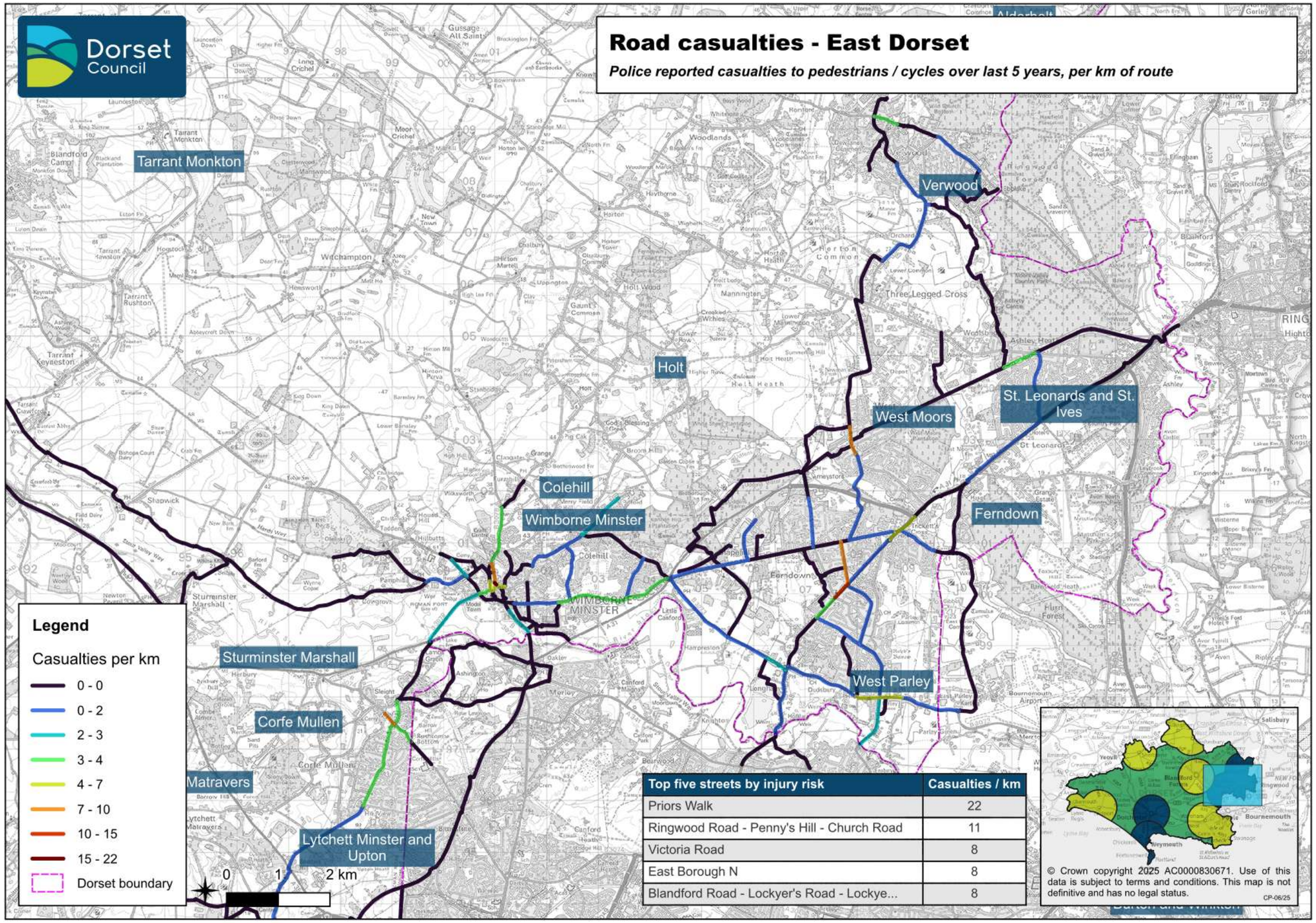


**Figure 49 - Road casualties - East Dorset**



## Summary of Evidence - South Dorset Area

This section forms the background data in support of Chapter 9 can be found in the following maps:

- **Figure 50 - Households without vehicles - Dorchester, Figure 51 - Households without vehicles - Weymouth and Chickerell,** and **Figure 52 - Households without vehicles - Portland** show the proportion of households without access to vehicles. In parts of Dorchester – particularly areas in Poundbury and near the Grove - over 40% of households do not have access to vehicles, while in Weymouth the figure is even higher in parts of the town centre and in Westham, and in Portland this applies to around a third of dwellings in Castletown. Across the whole of south Dorset around 8,000 households do not have access to a vehicle – 22% across Dorchester (2214) and Weymouth (5433) and 20% in Portland (1137).
- **Figure 53 - Job distribution - Dorchester, Figure 54 - Job distribution - Weymouth and Chickerell** and **Figure 55 - Job distribution - Portland** show population and job density across the south Dorset area. These maps show job and population distribution, with high clusters of jobs visible in and around the town centres of Dorchester and Weymouth, together with significant clusters in the Chickerell area – particularly the Granby Industrial Estate – as well as the Lynch Lane Industrial Estate. Smaller clusters of jobs can be found at the Lodmoor Hill area, Mercery Road and across Portland, where jobs are scattered across various smaller sites and locations. Weymouth's population of 53,000 is unevenly reflected in the number of jobs, with just 12,000 – by contrast Dorchester (21,000 people /15,000 jobs) and Chickerell (6,000 people / 4,700 jobs) have a much lower ratio of population to jobs which leads to considerable local commuting flows to these towns. Portland is in a similar position to Weymouth, with 13,000 people and 3,300 jobs.
- Propensity to Cycle Tool – Commuting (2011 Census): Dorchester
- Propensity to Cycle Tool – School Travel
- Commuting patterns
- Active travel casualties per kilometre of route
- Relative deprivation
- Overall network priority

**Figure 50 - Households without vehicles - Dorchester**

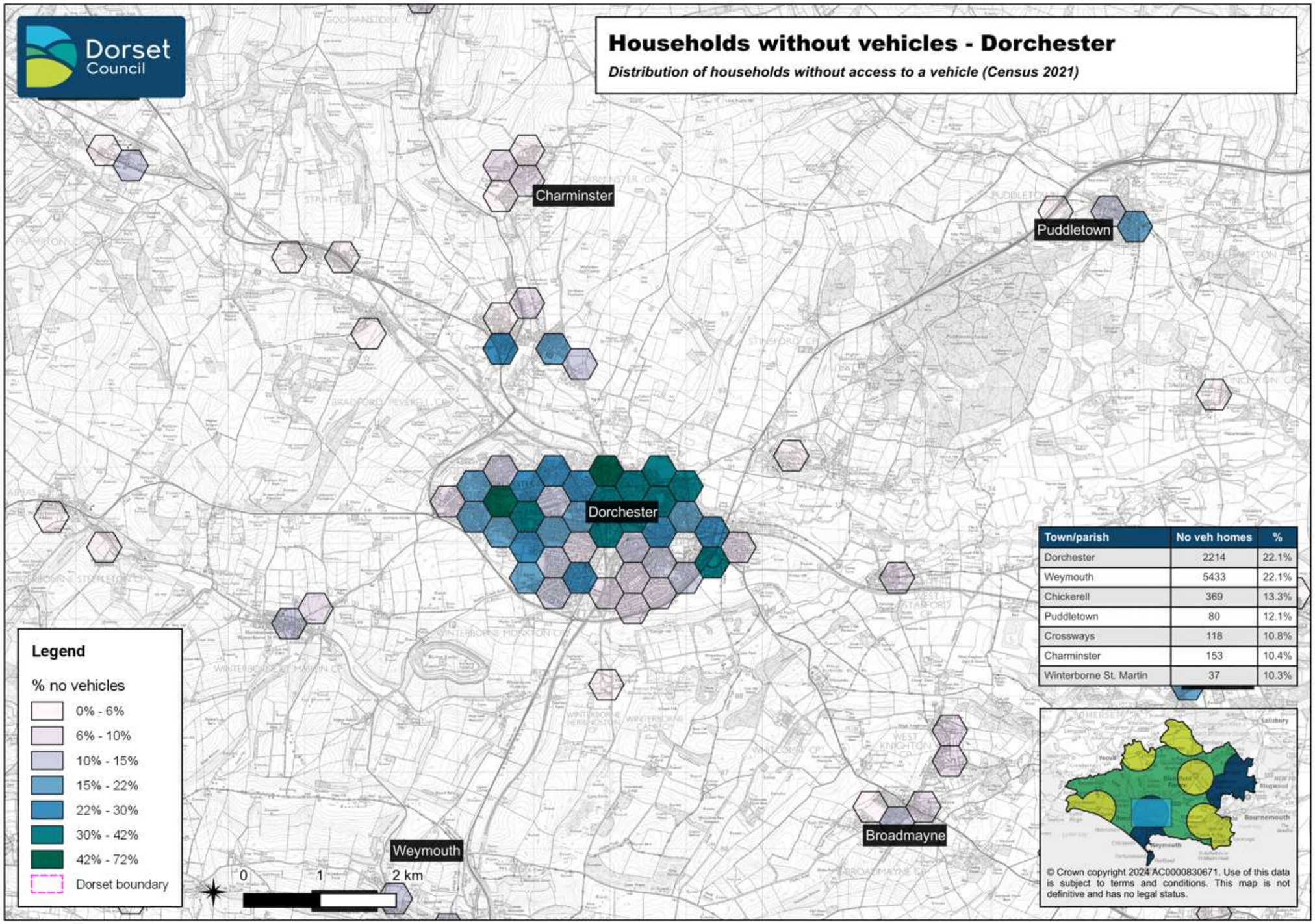
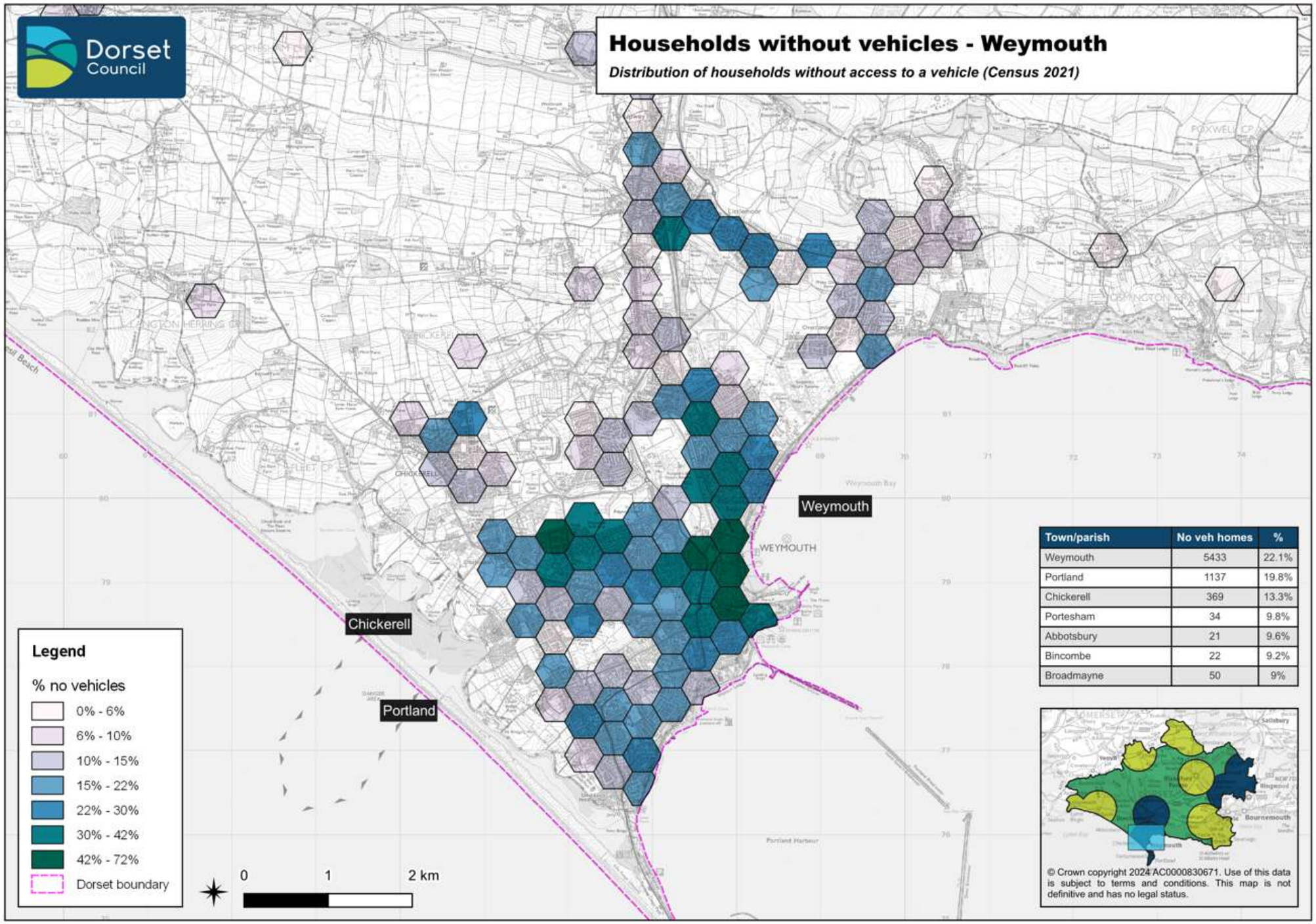


**Figure 51 - Households without vehicles - Weymouth and Chickerell**




| Town/parish | No veh homes | % |
|---|---|---|
| Weymouth | 5433 | 22.1% |
| Portland | 1137 | 19.8% |
| Chickerell | 369 | 13.3% |
| Portesham | 34 | 9.8% |
| Abbotsbury | 21 | 9.6% |
| Bincombe | 22 | 9.2% |
| Broadmayne | 50 | 9% |

**Figure 52 - Households without vehicles - Portland**

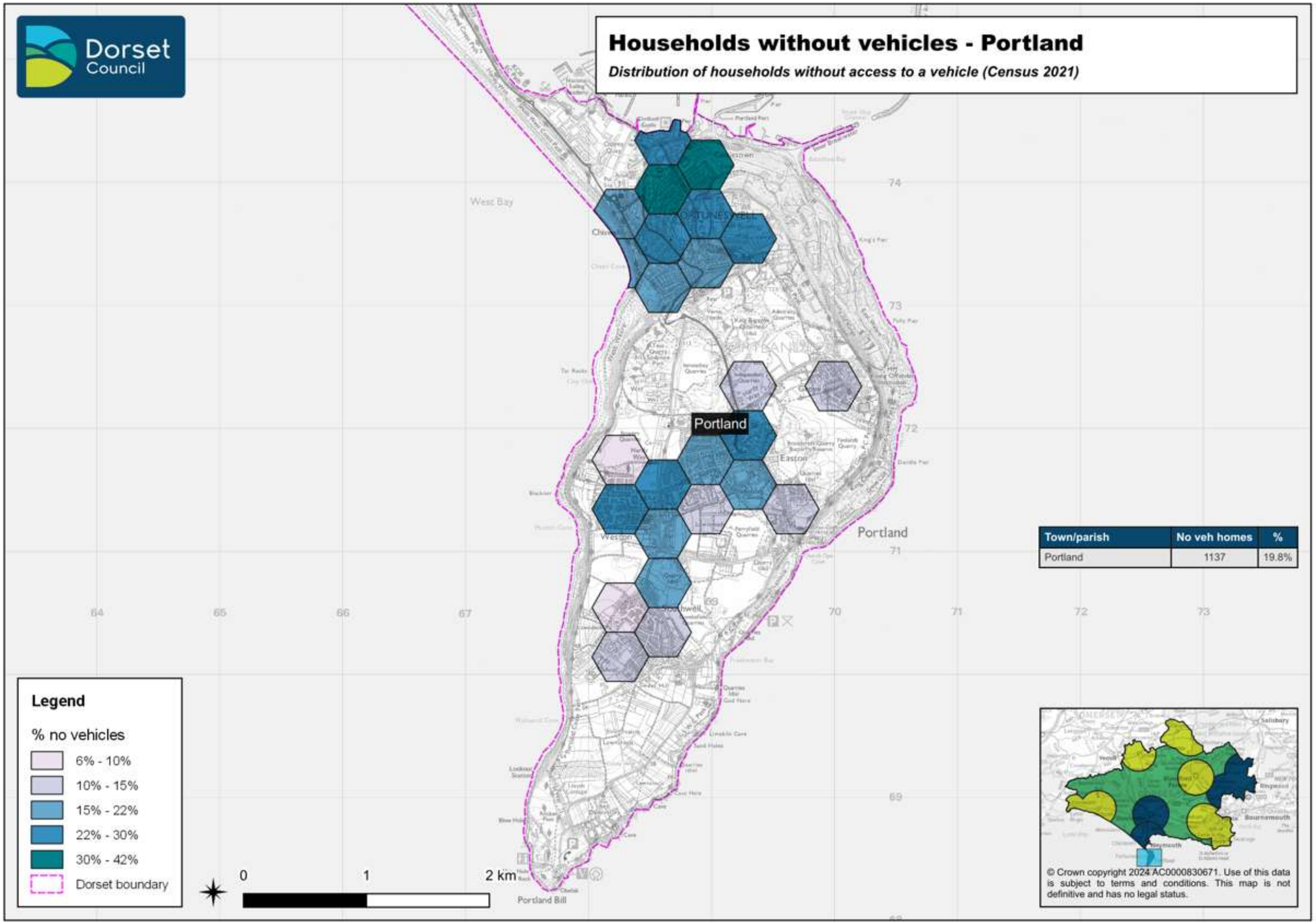


**Figure 53 - Job distribution - Dorchester**

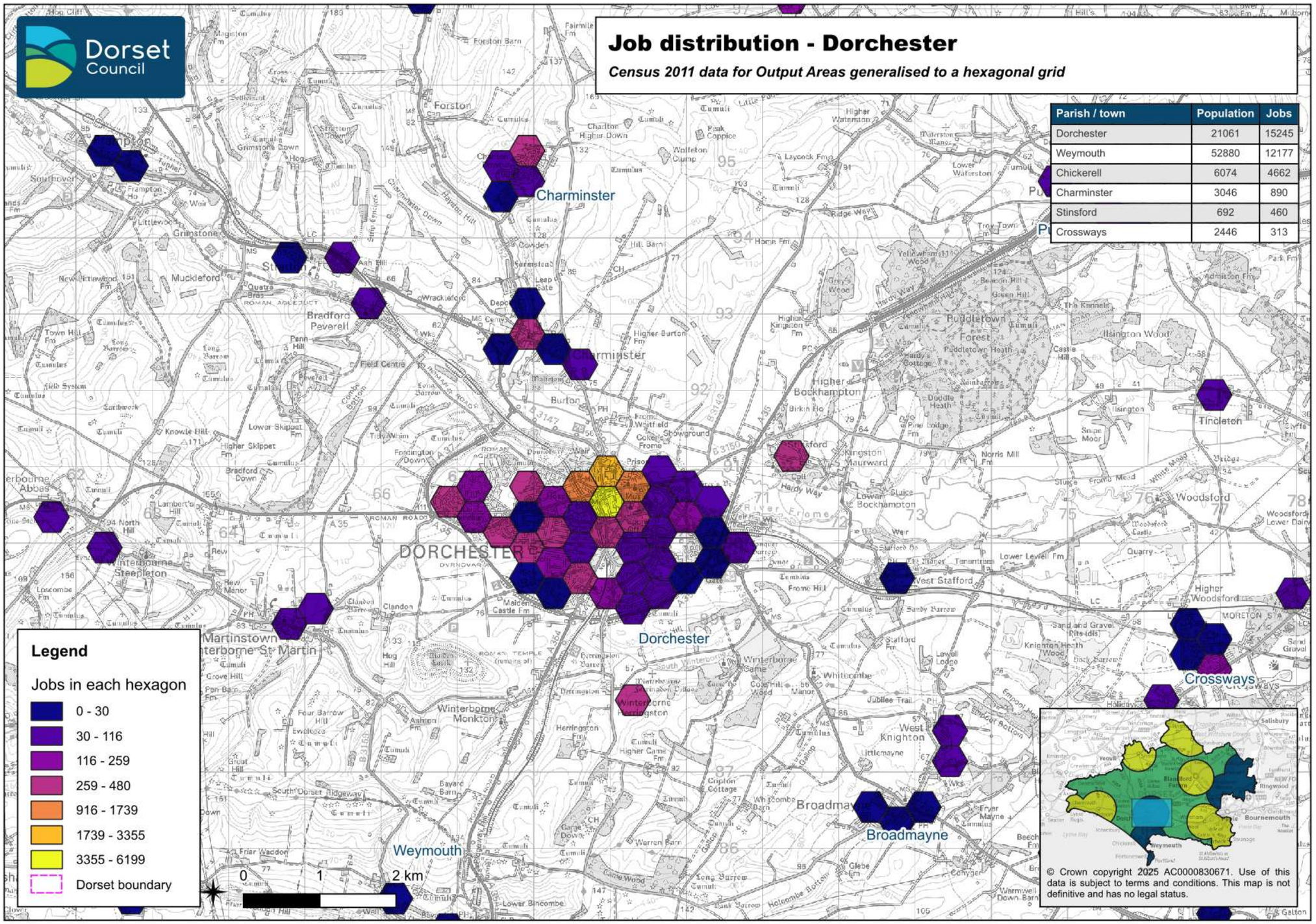


**Figure 54 - Job distribution - Weymouth and Chickerell**

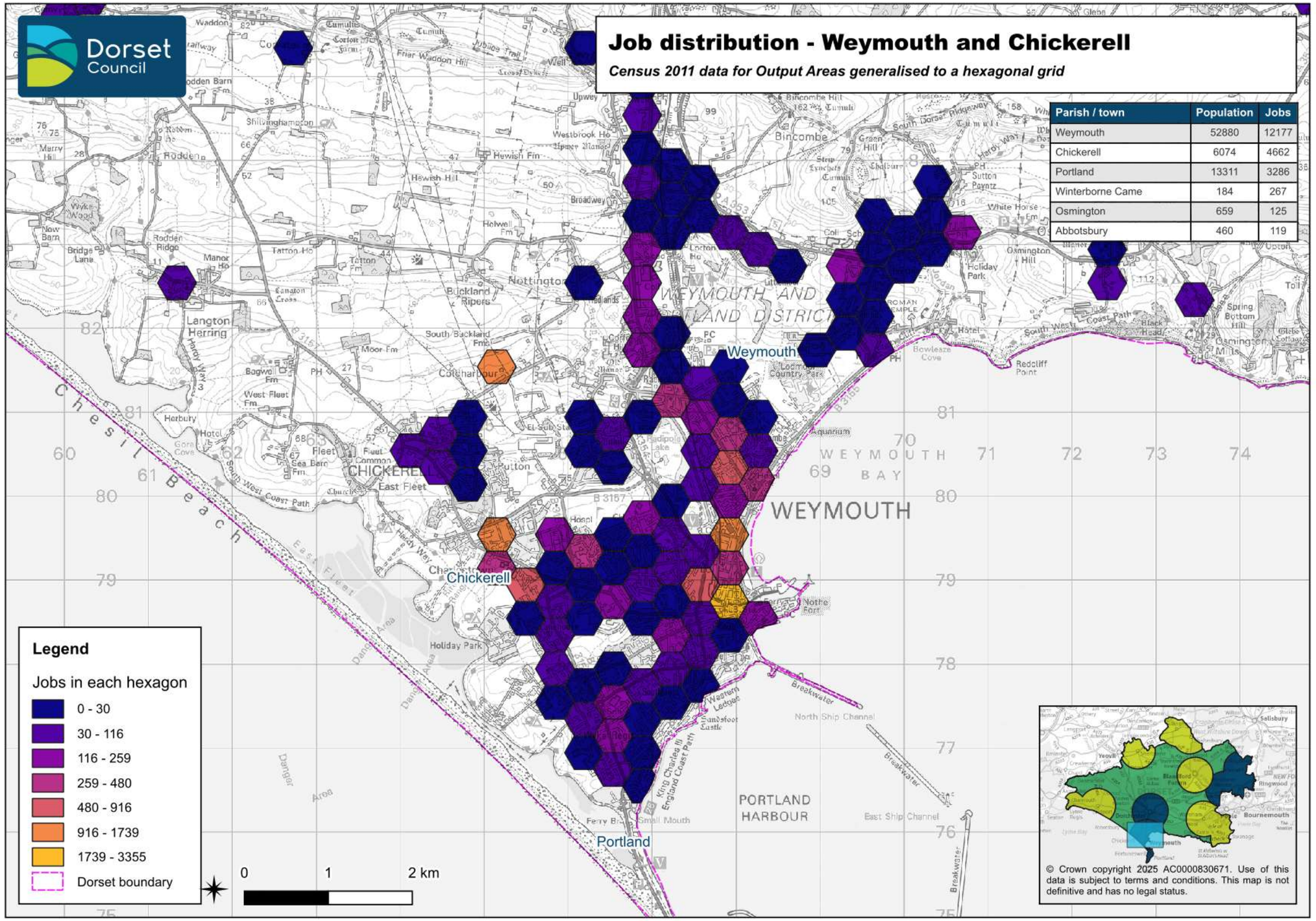
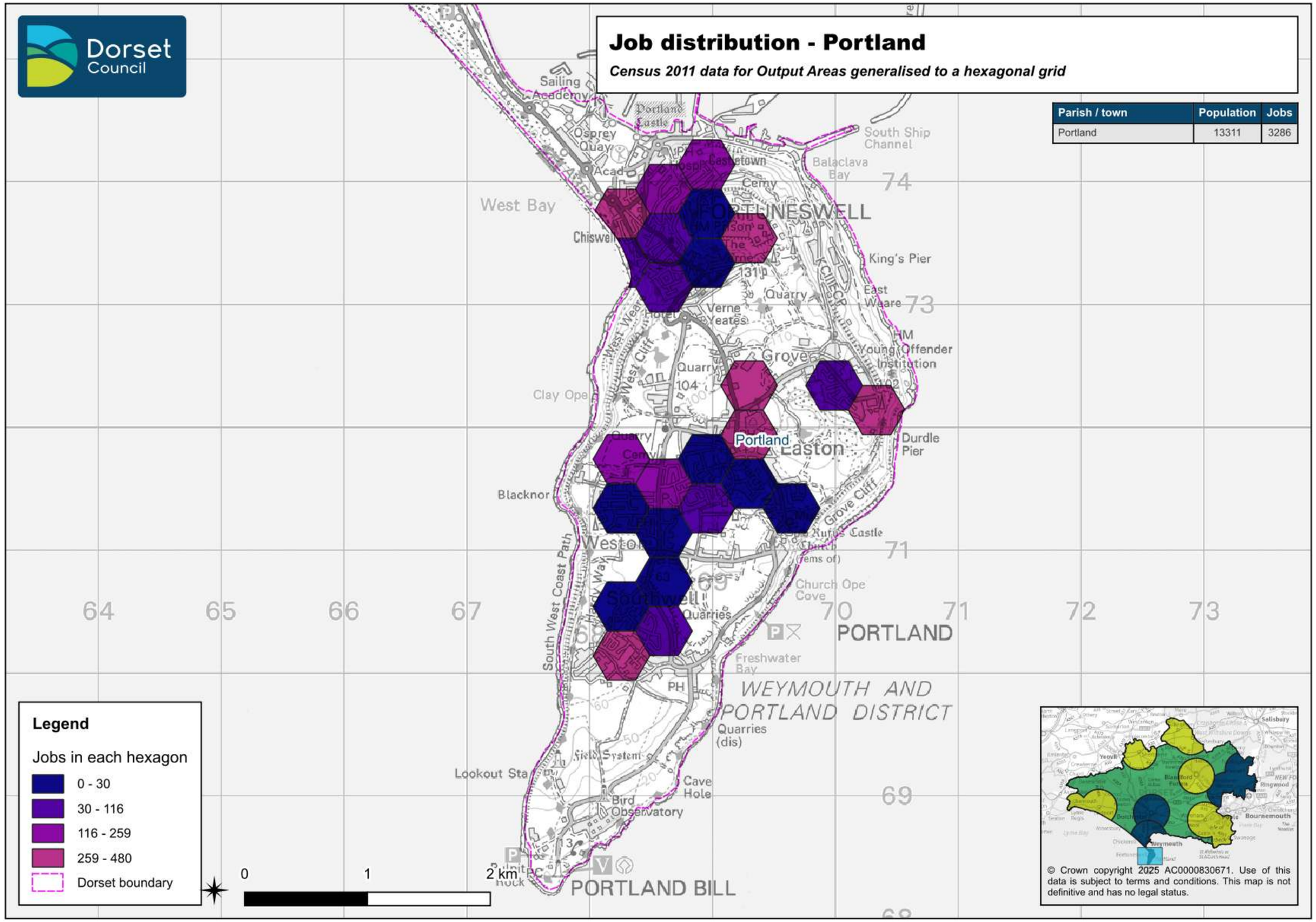


**Figure 55 - Job distribution - Portland**



# Active travel commuting - Dorchester

***Existing and potential active travel commute share (Propensity to Cycle Tool - Census 2011)***

Commuting by residents of each Lower Super Output Area (LSOA) ranked by number commuting by active travel (AT)

| LSOA area name | Total | AT (%) |
|---|---|---|
| Dorchester Town Centre | 404 | 189 (47%) |
| Dorchester Centre Brewery Squa | 382 | 177 (46%) |
| Poundbury Camp | 798 | 355 (44%) |
| Dorchester Victoria Park | 735 | 321 (44%) |
| Dorchester Queen's Ave. | 578 | 221 (38%) |
| Fordington East | 659 | 248 (38%) |
| Poundbury South | 842 | 315 (37%) |
| Fordington West & Thomas Hardy | 792 | 290 (37%) |
| Dorchester Monmouth Road | 653 | 235 (36%) |
| Poundbury North | 689 | 198 (29%) |

Potential cycle commuting is based on the 'Go Dutch' scenario based on distance travelled and route gradient

**Legend**

Potential cycle commuters

- 0 - 4
- 4 - 13
- 13 - 27
- 27 - 48
- 48 - 76.6
- 76.6 - 116
- 116 - 183
- 183 - 321
- 321 - 1970
- LSOA centroids

0 1 2 km

# Active travel commuting - Weymouth

***Existing and potential active travel commute share (Propensity to Cycle Tool - Census 2011)***

Commuting by residents of each Lower Super Output Area (LSOA) ranked by number commuting by active travel (AT)

| LSOA area name | Total | AT (%) |
|---|---|---|
| Melcombe Regis Town Centre | 732 | 308 (42%) |
| Rodwell and Chapelhay | 616 | 245 (40%) |
| Melcombe Regis Park District | 624 | 224 (36%) |
| Melcombe Regis Carlton Road | 570 | 182 (32%) |
| Westham East Knightsdale Road | 766 | 236 (31%) |
| Rodwell and the Nothe | 795 | 232 (29%) |
| Westham East Abbotsbury Road | 966 | 274 (28%) |
| Melcombe Regis Lodmoor Hill | 575 | 158 (27%) |
| Westham West St Augustines | 706 | 191 (27%) |
| Weymouth West Everest Road | 785 | 192 (24%) |

Potential cycle commuting is based on the 'Go Dutch' scenario based on distance travelled and route gradient

**Legend**

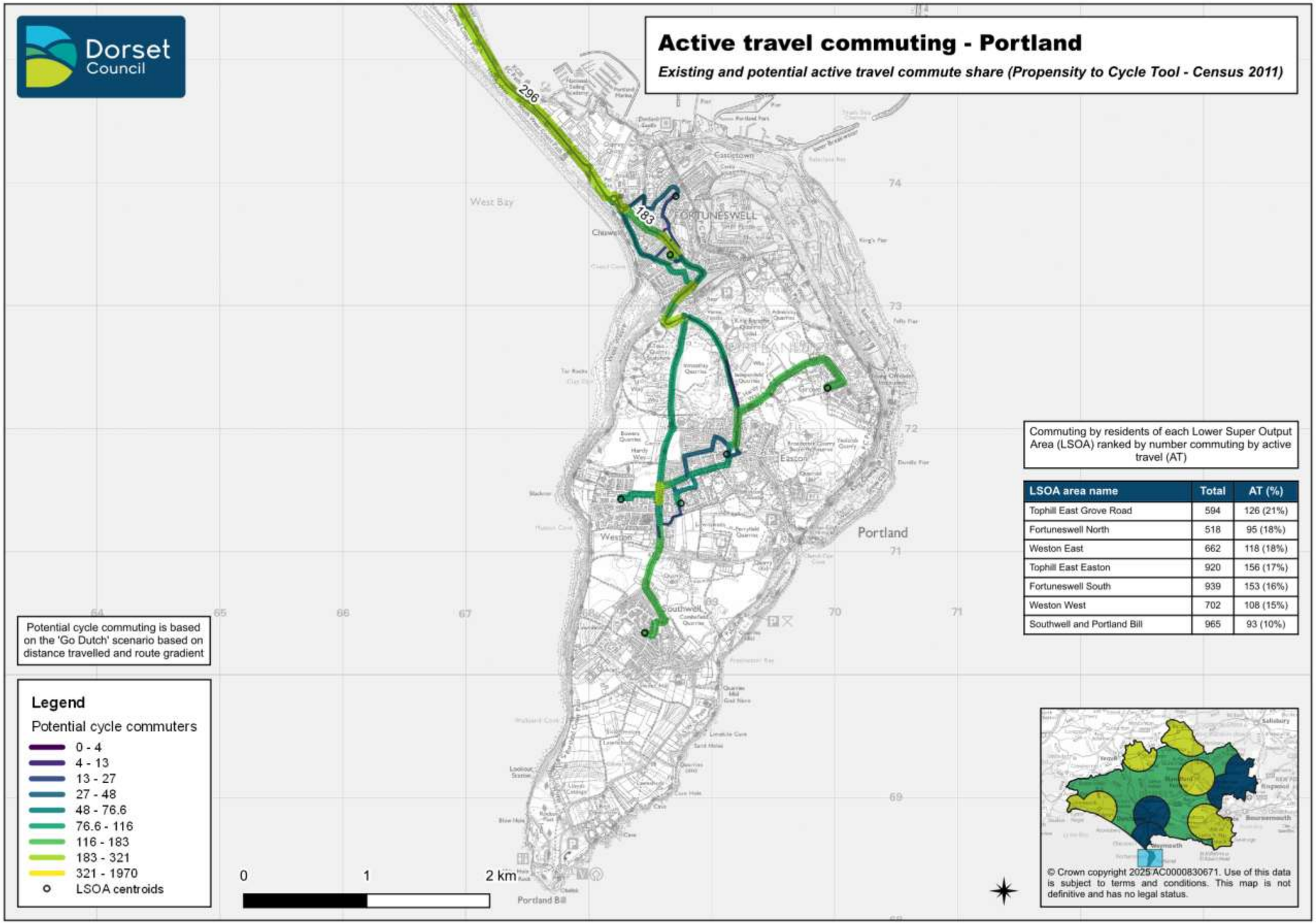
Potential cycle commuters

- 0 - 4
- 4 - 13
- 13 - 27
- 27 - 48
- 48 - 76.6
- 76.6 - 116
- 116 - 183
- 183 - 321
- 321 - 1970
- LSOA centroids

0 1 2 km

# Active travel commuting - Portland

***Existing and potential active travel commute share (Propensity to Cycle Tool - Census 2011)***




Potential cycle commuting is based on the 'Go Dutch' scenario based on distance travelled and route gradient

**Legend**

Potential cycle commuters

- 0 - 4
- 4 - 13
- 13 - 27
- 27 - 48
- 48 - 76.6
- 76.6 - 116
- 116 - 183
- 183 - 321
- 321 - 1970
- LSOA centroids

Commuting by residents of each Lower Super Output Area (LSOA) ranked by number commuting by active travel (AT)

| LSOA area name | Total | AT (%) |
|---|---|---|
| Tophill East Grove Road | 594 | 126 (21%) |
| Fortuneswell North | 518 | 95 (18%) |
| Weston East | 662 | 118 (18%) |
| Tophill East Easton | 920 | 156 (17%) |
| Fortuneswell South | 939 | 153 (16%) |
| Weston West | 702 | 108 (15%) |
| Southwell and Portland Bill | 965 | 93 (10%) |

# Population / Active Travel Network - Dorchester

*Overall active travel network and population clusters (2021 Census)*

Dorset Council

**Legend**

- Primary network
- Secondary network
- National Cycle Network
- Proposed new route

Population

- 89 - 283
- 283 - 431
- 431 - 604
- 604 - 785
- 785 - 999
- 999 - 1277
- 1277 - 1991

0 1 2 km

# Population / Active Travel Network - Weymouth

*Overall active travel network and population clusters (2021 Census)*

**Legend**

- Primary network
- Secondary network
- Proposed new route

Population

- 89 - 283
- 283 - 431
- 431 - 604
- 604 - 785
- 785 - 999
- 999 - 1277
- 1277 - 1991

0 1 2 km

# Active travel commuting - Weymouth

***Existing and potential active travel commute share (Propensity to Cycle Tool - Census 2011)***

Commuting by residents of each Lower Super Output Area (LSOA) ranked by number commuting by active travel (AT)

| LSOA area name | Total | AT (%) |
|---|---|---|
| Melcombe Regis Town Centre | 732 | 308 (42%) |
| Rodwell and Chapelhay | 616 | 245 (40%) |
| Melcombe Regis Park District | 624 | 224 (36%) |
| Melcombe Regis Carlton Road | 570 | 182 (32%) |
| Westham East Knightsdale Road | 766 | 236 (31%) |
| Rodwell and the Nothe | 795 | 232 (29%) |
| Westham East Abbotsbury Road | 966 | 274 (28%) |
| Melcombe Regis Lodmoor Hill | 575 | 158 (27%) |
| Westham West St Augustines | 706 | 191 (27%) |
| Weymouth West Everest Road | 785 | 192 (24%) |

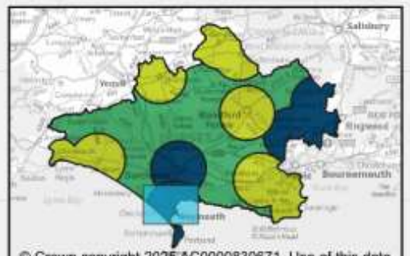
Potential cycle commuting is based on the 'Go Dutch' scenario based on distance travelled and route gradient

**Legend**

Potential cycle commuters

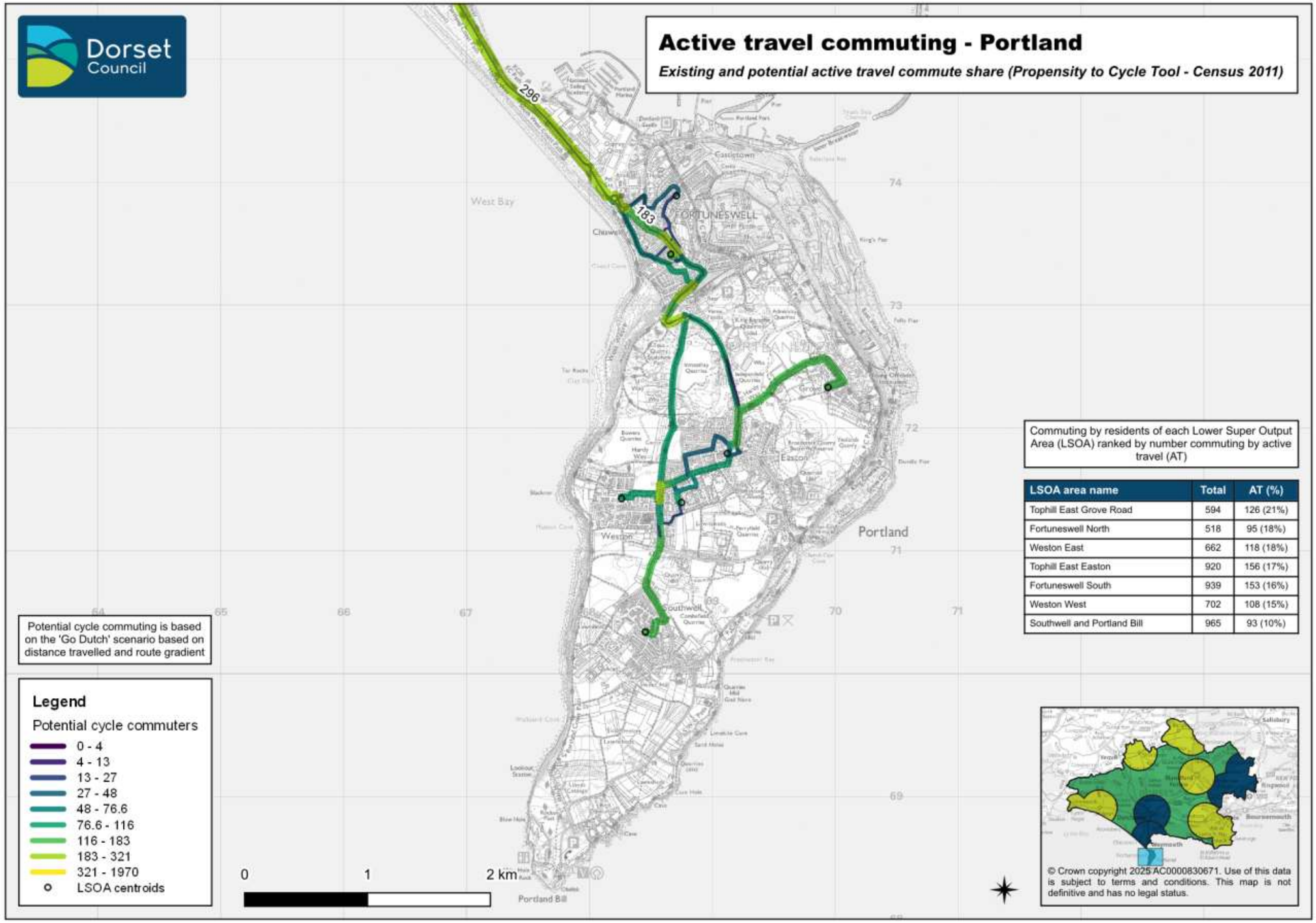
- 0 - 4
- 4 - 13
- 13 - 27
- 27 - 48
- 48 - 76.6
- 76.6 - 116
- 116 - 183
- 183 - 321
- 321 - 1970
- LSOA centroids

0 1 2 km



# Active travel commuting - Portland

***Existing and potential active travel commute share (Propensity to Cycle Tool - Census 2011)***




Commuting by residents of each Lower Super Output Area (LSOA) ranked by number commuting by active travel (AT)

| LSOA area name | Total | AT (%) |
|---|---|---|
| Tophill East Grove Road | 594 | 126 (21%) |
| Fortuneswell North | 518 | 95 (18%) |
| Weston East | 662 | 118 (18%) |
| Tophill East Easton | 920 | 156 (17%) |
| Fortuneswell South | 939 | 153 (16%) |
| Weston West | 702 | 108 (15%) |
| Southwell and Portland Bill | 965 | 93 (10%) |

Potential cycle commuting is based on the 'Go Dutch' scenario based on distance travelled and route gradient

**Legend**

Potential cycle commuters

- 0 - 4
- 4 - 13
- 13 - 27
- 27 - 48
- 48 - 76.6
- 76.6 - 116
- 116 - 183
- 183 - 321
- 321 - 1970
- LSOA centroids

## Summary of Evidence - Purbeck

This section forms the background data in support of Chapter 10 can be found in the following maps:

- **Figure 56 - Households without vehicles - Purbeck**. This map shows the proportion of households without access to vehicles, in Swanage, 19% (849) of households do not have access to a vehicle, while in Wareham the equivalent figure is 18% (502). Elsewhere figures are lower, with around 10% of households without access to vehicles in Corfe Castle, Langton Matravers, Wool and Wareham St Martin.
- **Figure 57 - Job distribution - Purbeck area** shows job distribution and population. Significant job concentrations can be seen in Bovington, Holton Heath, Wool, Wareham and Swanage. The highest number of jobs are in the Wool area, where there are around 3,500 jobs, with a population of 5,700. Wareham has 2,700 jobs (population 6,000) while Swanage has 2,200 jobs and a population of 9,800.
- **Figure 58 - Active travel commuting - Purbeck** shows the output from the Propensity to Cycle Tool, which models the network which have the highest potential for cycling – almost 300 cycle commuters could
- Commuting patterns
- Active travel casualties per kilometre of route
- Relative deprivation
- Overall network priority

**Figure 56 - Households without vehicles - Purbeck**

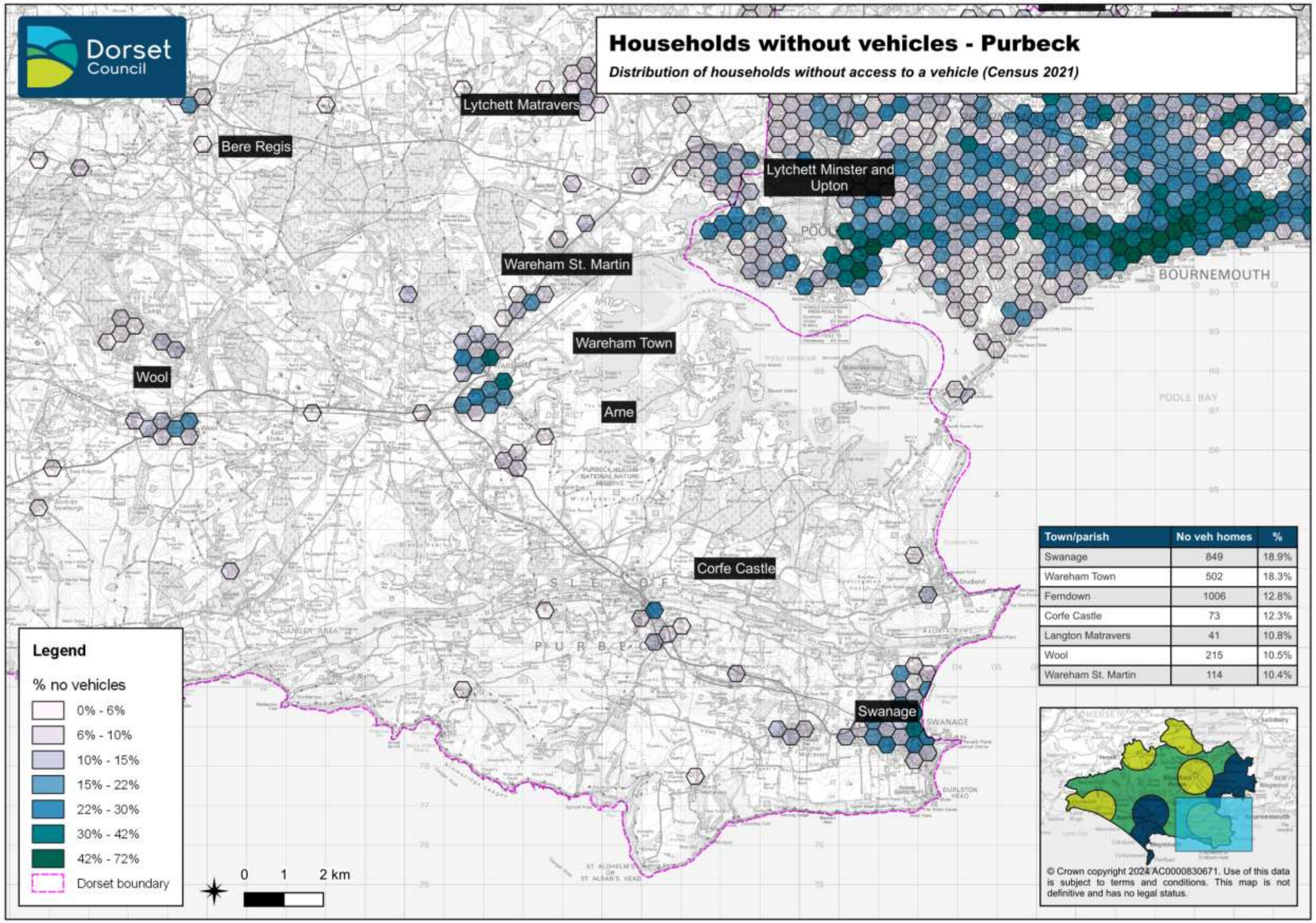


**Figure 57 - Job distribution - Purbeck area**

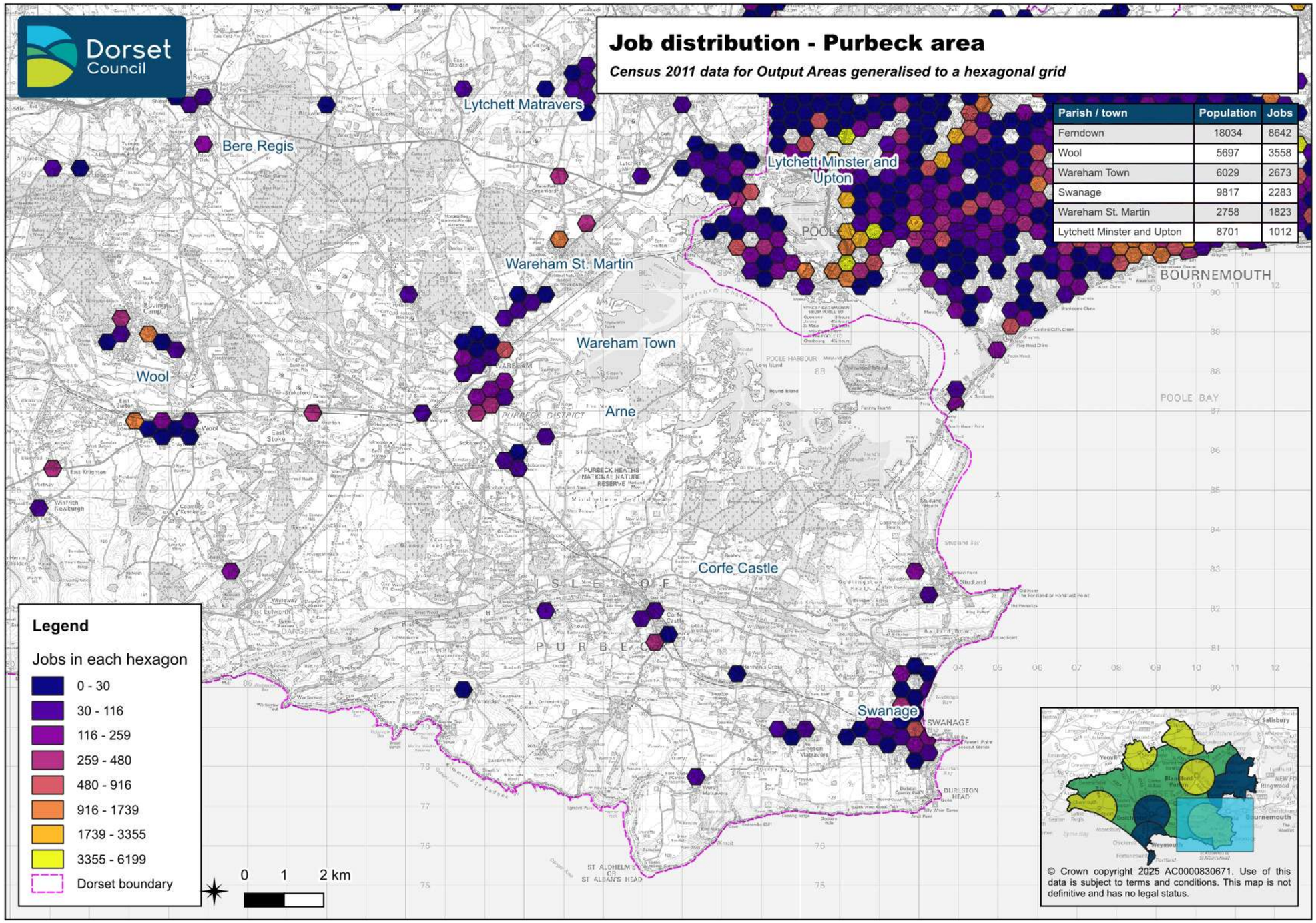
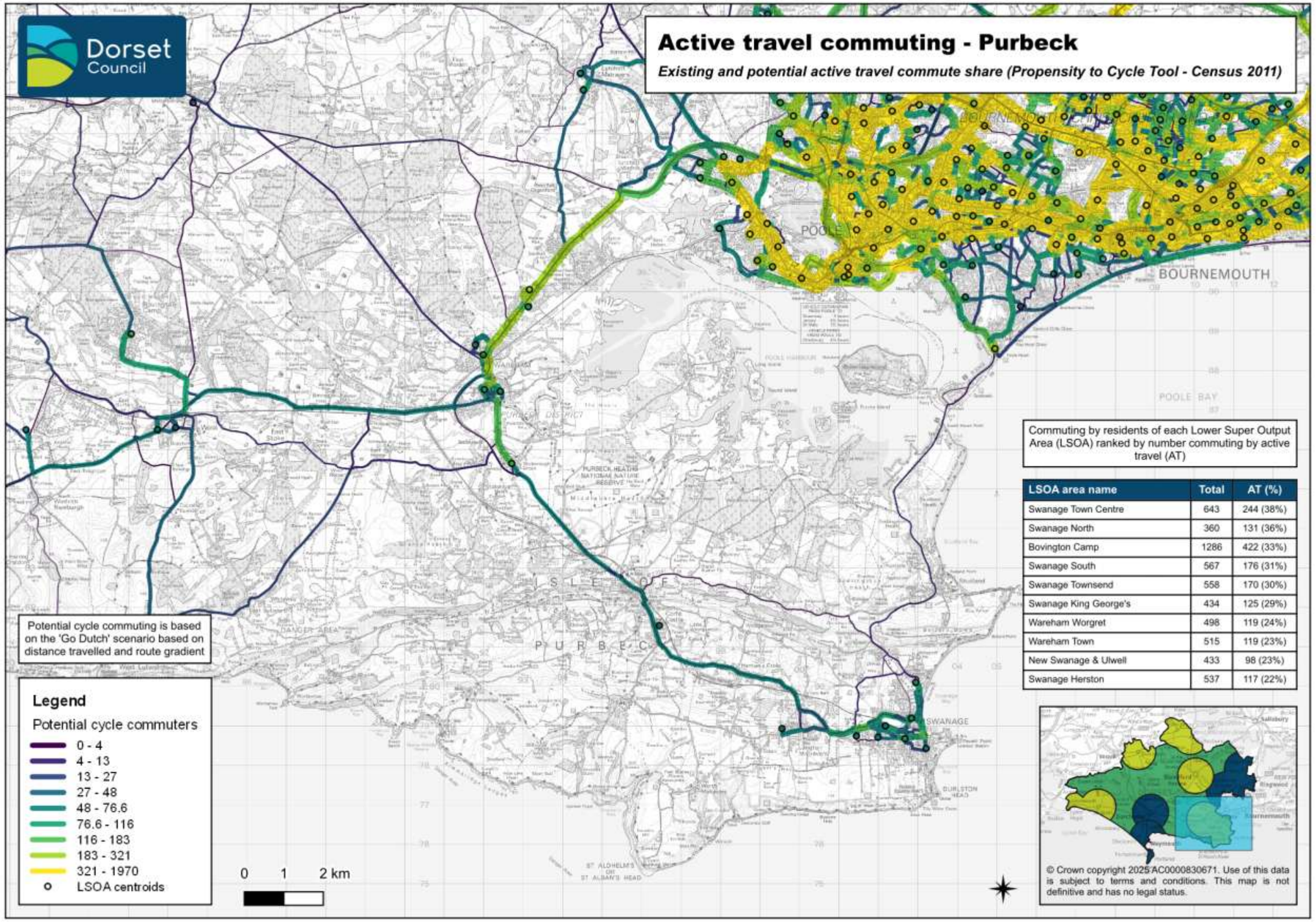


**Figure 58 - Active travel commuting - Purbeck**



## Summary of Evidence – Gillingham and Shaftesbury

This section forms the background data in support of Chapter 11 can be found in the following maps:

- **Figure 59 - Households without vehicles - Gillingham and Shaftesbury** - this map shows the proportion of households without access to vehicles. In Gillingham 13% (673) of households do not have access to a vehicle, in Shaftesbury the corresponding figure is 15% (604 households).
- **Figure 60 - Job distribution - Gillingham and Shaftesbury** - jobs are concentrated in the town centres, the Brickfields Industrial Estate to the south of Gillingham and Longmead Industrial Estate in Shaftesbury, together with a few hundred at Guy's Marsh. Other than those areas, job density is low. There are around 3,000 jobs in each of the two main towns, with a population of 12,000 in Gillingham and 9,000 in Shaftesbury.
- Propensity to Cycle Tool – Commuting (2011 Census):
- Propensity to Cycle Tool – School Travel
- Commuting patterns
- Active travel casualties per kilometre of route
- Relative deprivation
- Overall network priority

**Figure 59 - Households without vehicles - Gillingham and Shaftesbury**

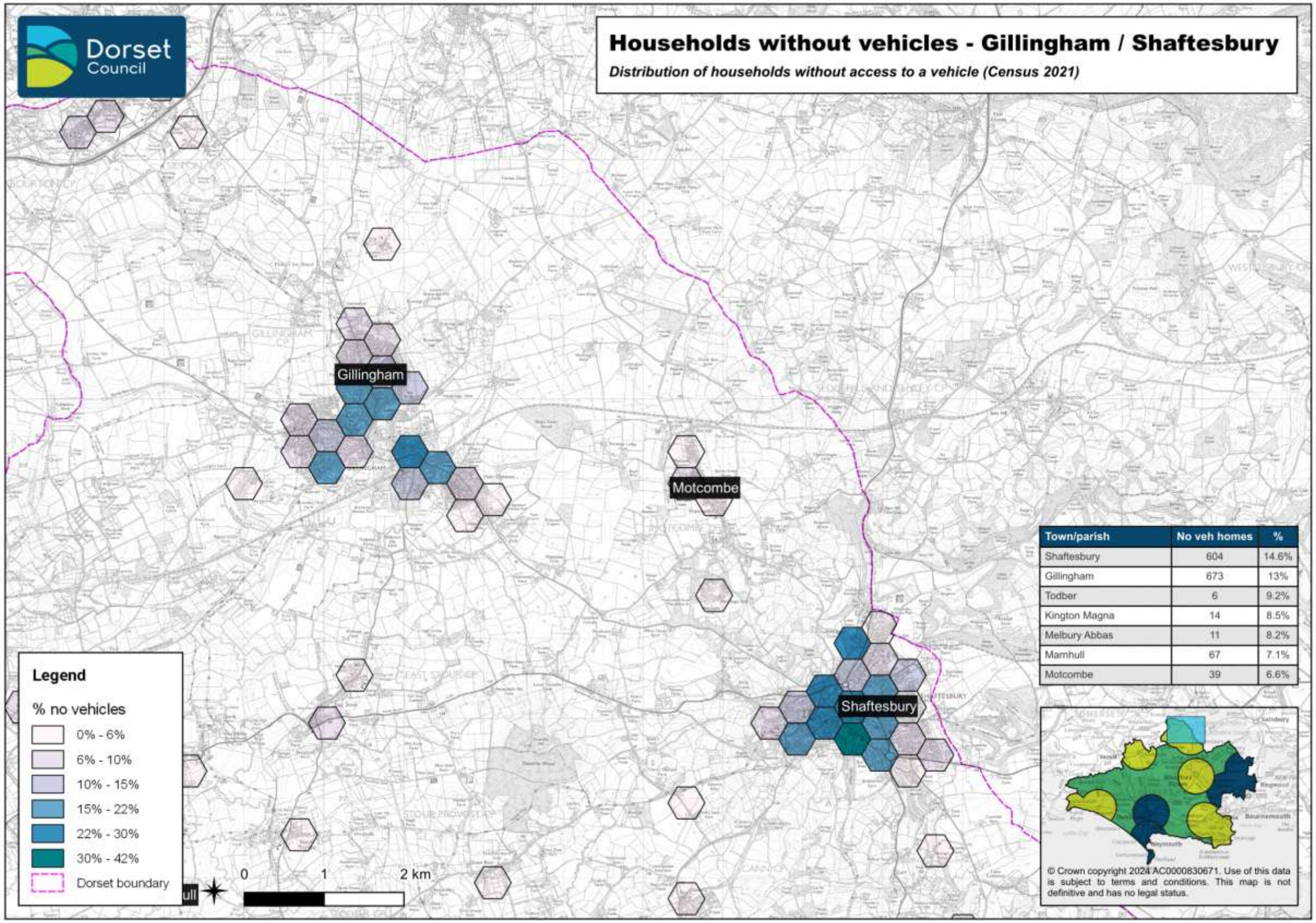


**Figure 60 - Job distribution - Gillingham and Shaftesbury**

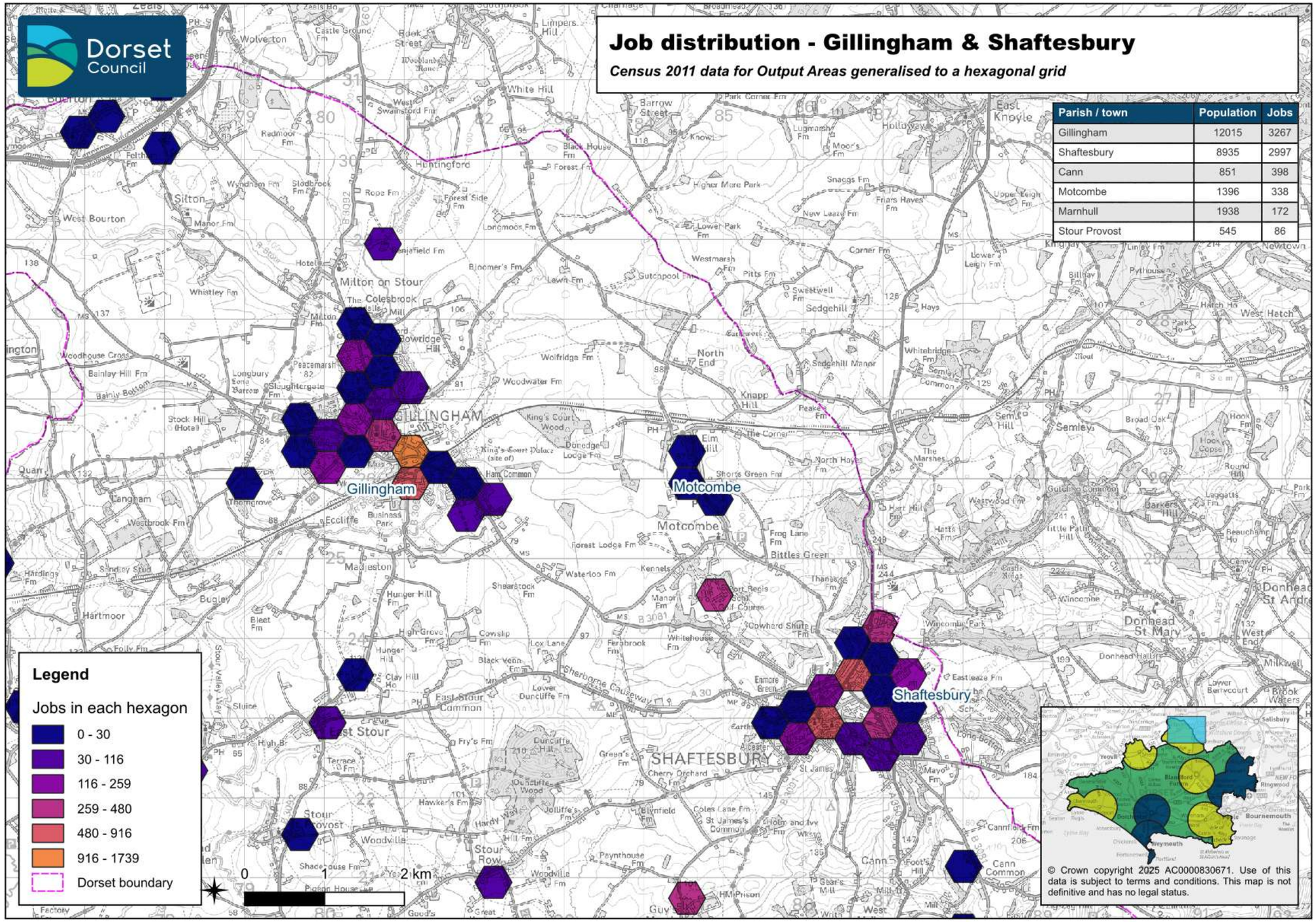
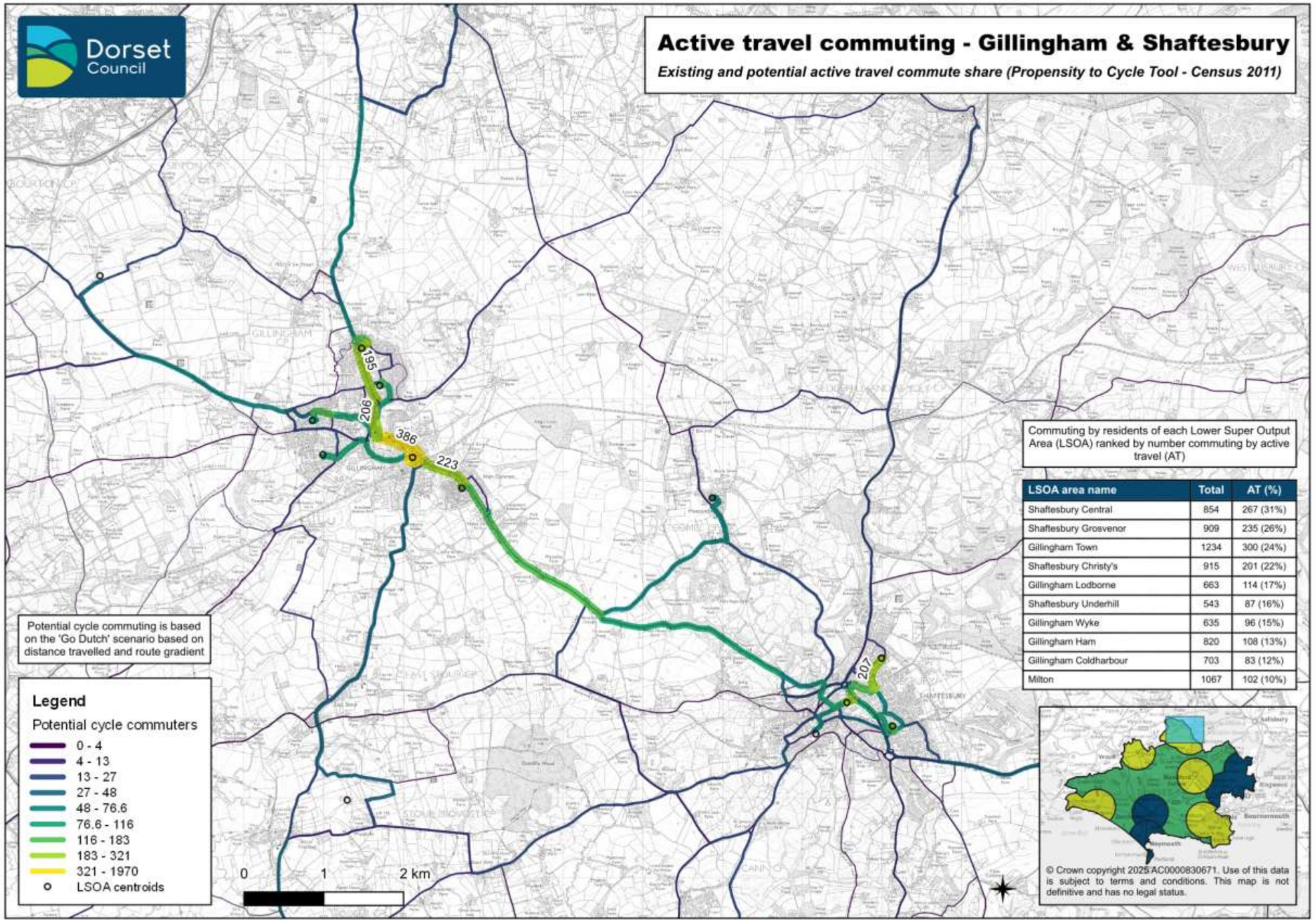


**Figure 61 - Active travel commuting - Gillingham and Shaftesbury**



# Road casualties - Gillingham & Shaftesbury

***Police reported casualties to pedestrians / cycles over last 5 years, per km of route***

Gillingham

Motcombe

Shaftesbury

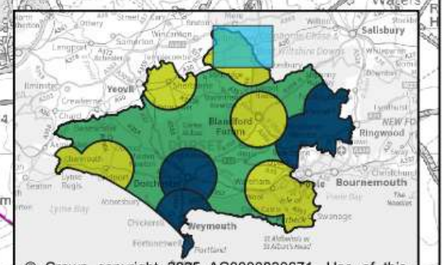
**Legend**

Casualties per km

- 0 - 0
- 0 - 2
- 2 - 3
- 3 - 4
- 4 - 7
- 10 - 15
- 15 - 22
- Dorset boundary

0 1 2 km

| Top five streets by injury risk | Casualties / km |
|---|---|
| Newbury / Lodden | 16 |
| High Street / The Square | 12 |
| Mampitts Lane - Allen Road to Pound Lane | 5 |
| Mampitts Road | 4 |
| Wincombe Lane | 4 |



## Summary of Evidence – Bridport & Lyme Regis

This section forms the background data in support of Chapter 12 can be found in the following maps:

- This map shows the proportion of households without access to vehicles. In Bridport 24% (996) households do not have access to a vehicle, while in parts of the town this exceeds 30%; in Lyme (not shown) the equivalent is 16% (294).
- Population / Job density across the Bridport area is shown in **Figure 63 - Job distribution - Bridport**. High clusters of jobs are found in Bridport town centre and at The Sir John Colfox Academy and Gore Cross Business Park situated to the north of the town centre. Bridport has subsequently been reorganised with Bothenhampton and much of Allington parishes being absorbed into Bridport, giving a total population of around 13,000 and around 4,200 jobs. In Lyme Regis
- **Figure 64 - Active travel commuting - Bridport** – this shows the potential cycle commuting flows in the Bridport area, the highest of which is towards the Bothenhampton / West Bay area, with around 200 cycle commuters. Presently between a quarter and a third of commuters travel actively in the main Bridport area. Lyme Regis is not shown – there is very low cycle commuting potential on any routes in Lyme, though existing active travel commuting is high, with around 30% commuting actively at present.
- Propensity to Cycle Tool – School Travel
- Commuting patterns
- Active travel casualties per kilometre of route are shown in
- Relative deprivation
- Overall network priority

**Figure 62 - Households without vehicles - Bridport**

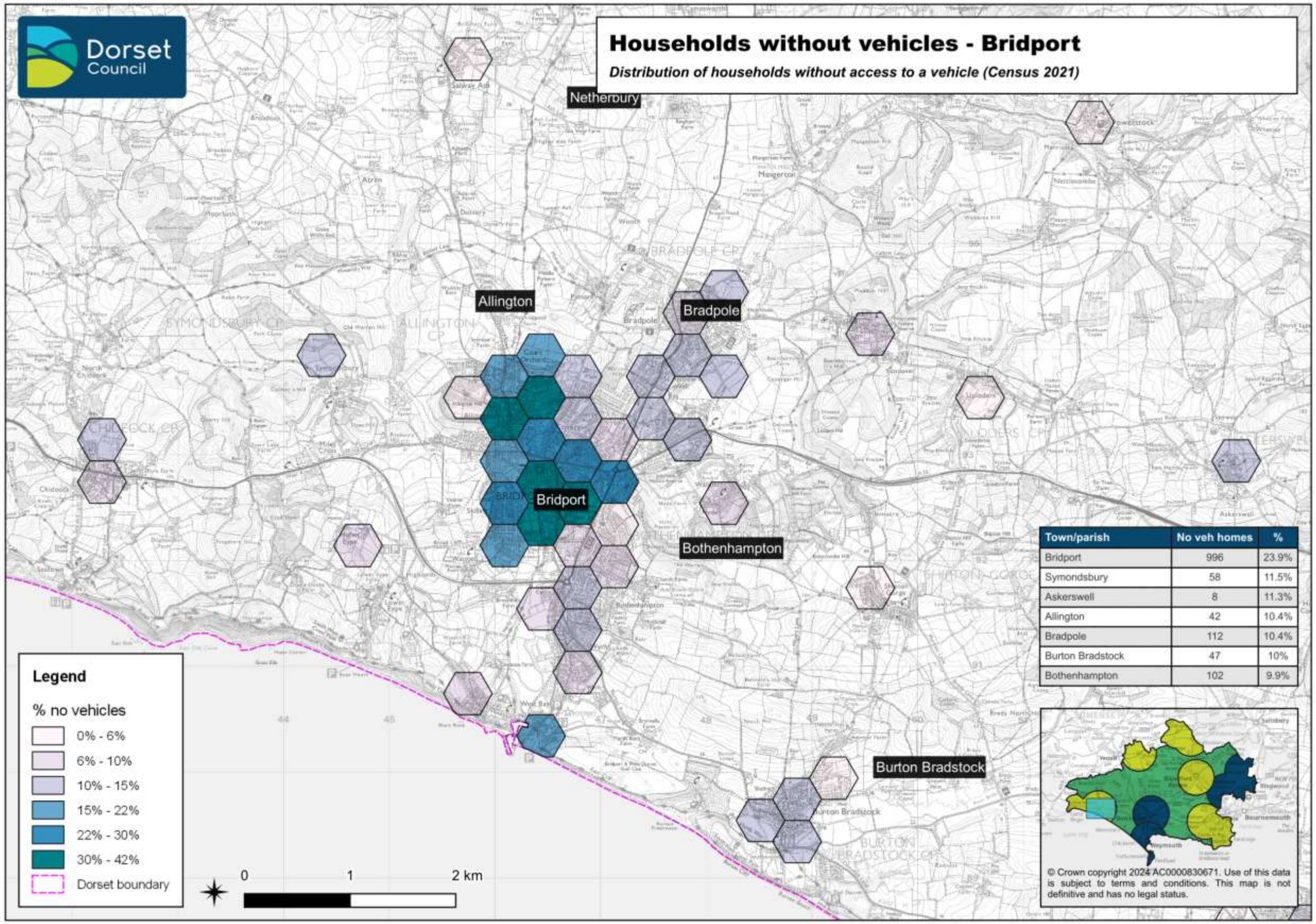


**Figure 63 - Job distribution - Bridport**

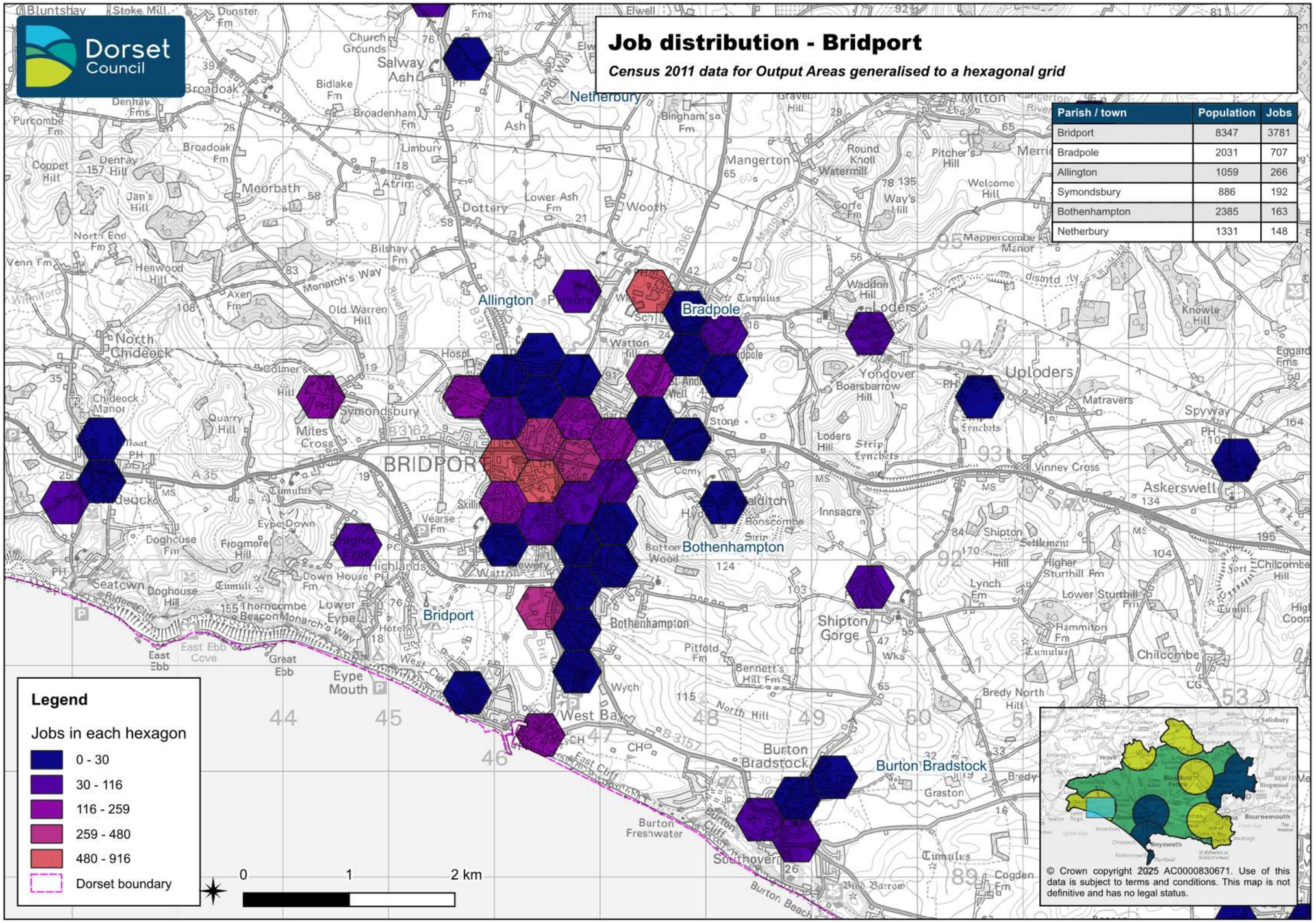


**Figure 64 - Active travel commuting - Bridport**

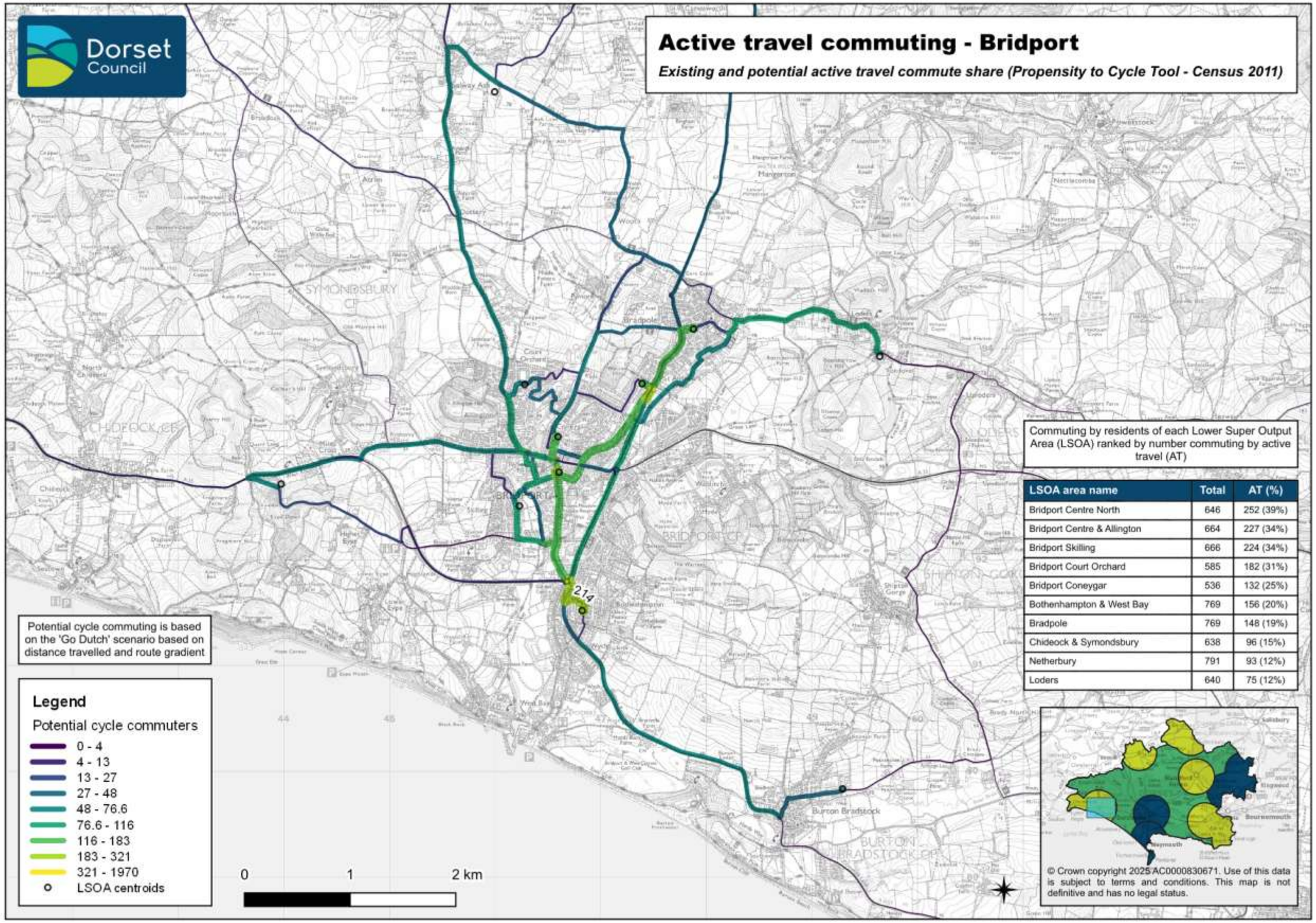
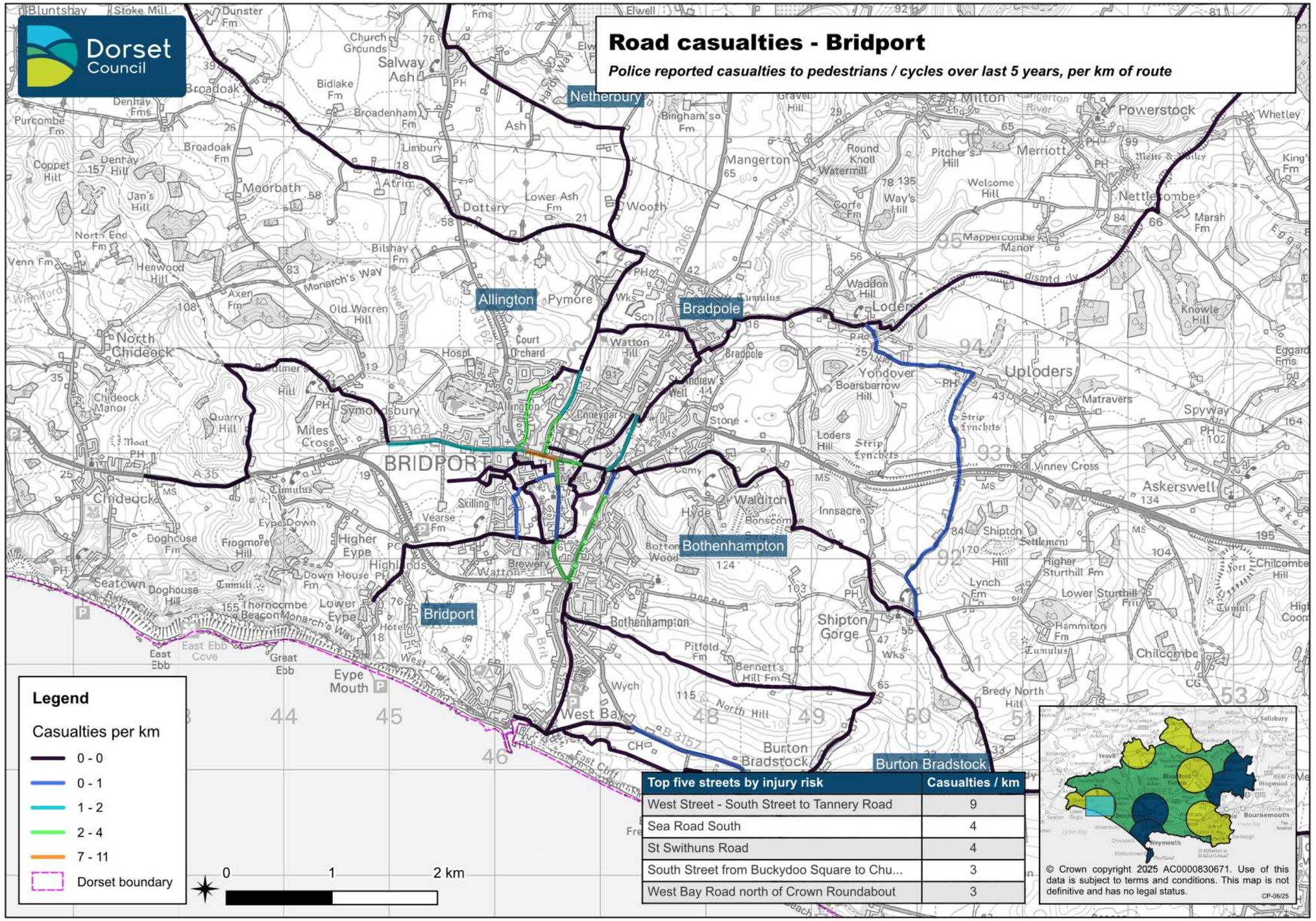


**Figure 65 - Road casualties - Bridport**



## Summary of Evidence – Blandford Forum

This section forms the background data in support of Chapter 13 can be found in the following maps:

- **Figure 66 - Households without vehicles - Blandford Forum** shows the proportion of households without access to vehicles. In Blandford Forum, 18% (848) of households do not have access to a vehicle, although some areas in the town centre this is over a third. Elsewhere in the area the proportion is lower, with 14% (277) of Sturminster Newton households without access to a vehicle.
- Figure 67 - Job distribution - Blandford Forum shows the distribution of jobs and the population in Blandford and the surrounding area. There are clusters of high numbers of jobs in the north of Blandford (the Blandford Heights
- Propensity to Cycle Tool – Commuting (2011 Census): This shows which parts of the town have the highest potential cycling to work and current active travel share for commuting. Under the 'Go Dutch' scenario over 200 people would be cycling to work between Blandford St Mary and parts of the north of the town, with figures of around 100 on other corridors leading to outlying settlements and within key the town. At Blandford Camp  of people travel actively (mostly walking), which is higher than in most of the rest of Dorset. Other parts of Sherborne has slightly lower levels of active travel commuting.
- Propensity to Cycle Tool – School Travel
- Commuting patterns
- Active travel casualties per kilometre of route are shown in figure xx. The section of route with the highest reported collision rate is Salisbury Road just to the north of Damory Street, with over 4 casualties per kms. Other locations with reported collision histories are Langton Road, West Street / Dorchester Hill and Headington Drive / Jubilee Way.
- Relative deprivation
- Overall network priority

**Figure 66 - Households without vehicles - Blandford Forum**

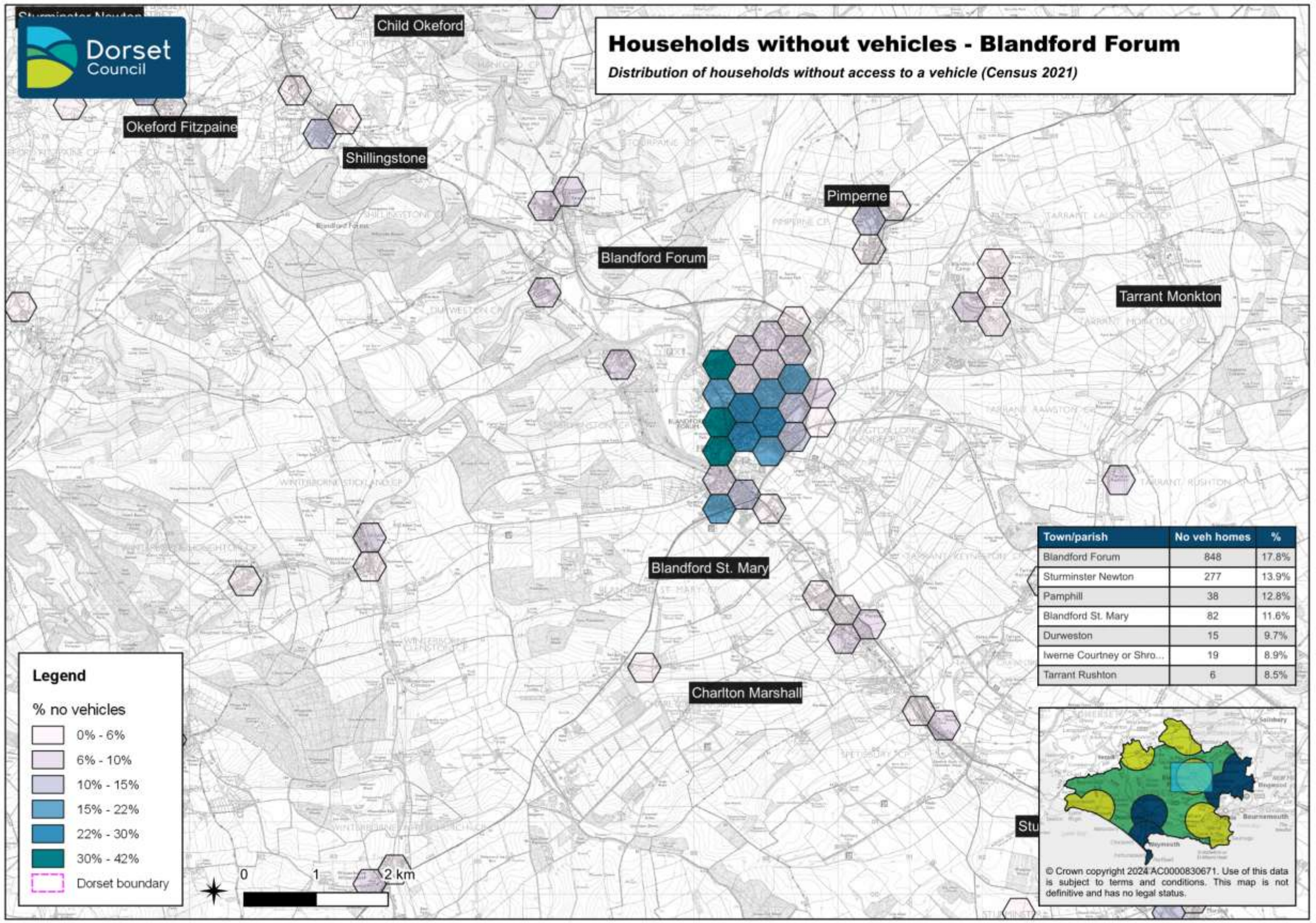
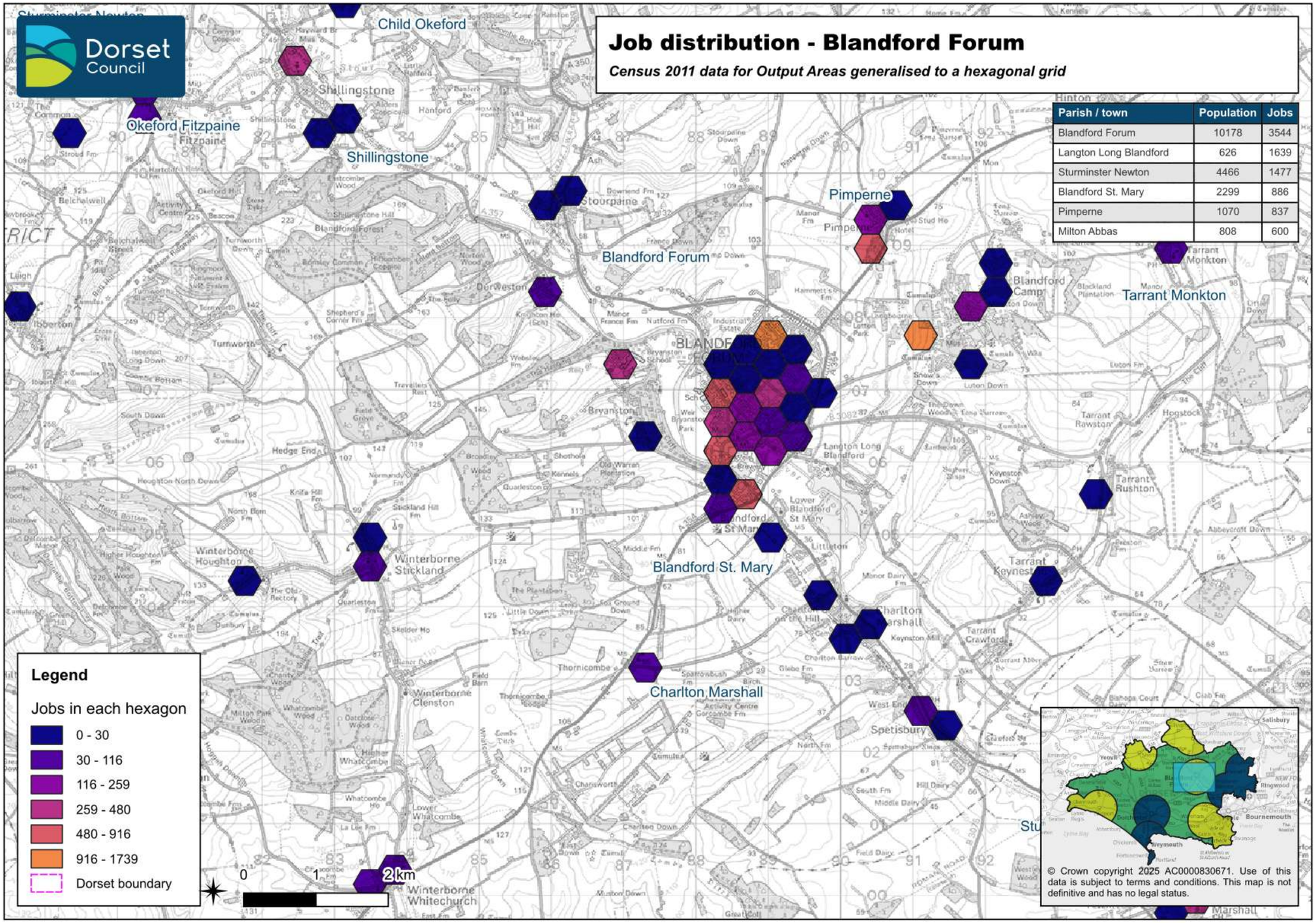


**Figure 67 - Job distribution - Blandford Forum**



# Active travel commuting - Blandford Forum

***Existing and potential active travel commute share (Propensity to Cycle Tool - Census 2011)***

Commuting by residents of each Lower Super Output Area (LSOA) ranked by number commuting by active travel (AT)

| LSOA area name | Total | AT (%) |
|---|---|---|
| Blandford Camp | 1308 | 823 (63%) |
| Blandford Old Town | 823 | 229 (28%) |
| The Lower Tarrants and Blandfo | 443 | 113 (26%) |
| Blandford Station | 1053 | 253 (24%) |
| Blandford Damory Down | 990 | 221 (22%) |
| Portman | 860 | 175 (20%) |
| Blandford Langton St Leonards | 870 | 176 (20%) |
| Blandford Hilltop | 1057 | 156 (15%) |
| Sturminster Newton Environs | 858 | 124 (14%) |
| The Iwernes | 400 | 49 (12%) |

Potential cycle commuting is based on the 'Go Dutch' scenario based on distance travelled and route gradient

**Legend**

Potential cycle commuters

- 0 - 4
- 4 - 13
- 13 - 27
- 27 - 48
- 48 - 76.6
- 76.6 - 116
- 116 - 183
- 183 - 321
- 321 - 1970
- LSOA centroids

0 1 2 km

# Job distribution - Blandford Forum

***Census 2011 data for Output Areas generalised to a hexagonal grid***

| Parish / town | Population | Jobs |
|---|---|---|
| Blandford Forum | 10178 | 3544 |
| Langton Long Blandford | 626 | 1639 |
| Sturminster Newton | 4466 | 1477 |
| Blandford St. Mary | 2299 | 886 |
| Pimperne | 1070 | 837 |
| Milton Abbas | 808 | 600 |

Child Okeford
Shillingstone
Okeford Fitzpaine
Fitzpaine
Shillingstone
Pimperne
Blandford Forum
Tarrant Monkton
Blandford Camp
Winterborne Stickland
Blandford St. Mary
Charlton Marshall
Winterborne Clenston
Winterborne Whitechurch
Spetisbury

**Legend**

Jobs in each hexagon

- 0 - 30
- 30 - 116
- 116 - 259
- 259 - 480
- 480 - 916
- 916 - 1739
- Dorset boundary

0 1 2 km

# Road casualties - Blandford Forum

***Police reported casualties to pedestrians / cycles over last 5 years, per km of route***

Child Okeford

Okeford Fitzpaine

Shillingstone

Pimperne

Blandford Forum

Tarrant Monkton

Blandford St. Mary

Charlton Marshall

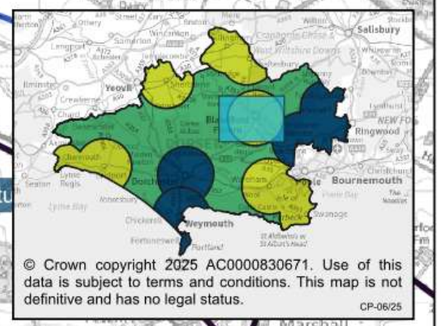
**Legend**

Casualties per km

- 0 - 0
- 0 - 1
- 1 - 2
- 2 - 4
- Dorset boundary

0 1 2 km

| Top five streets by injury risk | Casualties / km |
|---|---|
| Salisbury Road - Salisbury Street / Damo... | 4 |
| Langton Road | 2 |
| West Street - Dorchester Hill | 2 |
| Heddington Drive / Jubilee Way | 2 |
| NCN 25 - White Mill - Blandford Bypass | 1 |



## Summary of Evidence – Sherborne

This section forms the background data in support of Chapter 14 can be found in the following maps:

- **Figure 68 - Households without access to vehicles - Sherborne** – this map shows the proportion of households without access to vehicles according to the 2021 Census. In Sherborne, 19% (892) of households do not have access to a vehicle, although in some areas to the west of the town centre this is over a third.
- Figure 69 - Job distribution - Sherborne shows population and jobs, with around 2000 jobs in the town centre and a smaller cluster in the northeast of the town, where the . Across the town there are just over 4,200 jobs, with a population of just over 10,000.
- Propensity to Cycle Tool – Commuting (2011 Census): This shows which parts of the town have the highest potential cycling to work and current active travel share for commuting. Under the 'Go Dutch' scenario over 100 people would be cycling to work between Yeovil and Sherborne / Bradford Abbas, and similar numbers would be seen in the town centre. In the west of Sherborne 40% of people travel actively (mostly walking), which is higher than in most of the rest of Dorset. Other parts of Sherborne has slightly lower levels of active travel commuting.
- Propensity to Cycle Tool – School Travel
- Commuting patterns
- Active travel casualties per kilometre of route
- Relative deprivation
- Overall network priority

**Figure 68 - Households without access to vehicles - Sherborne**

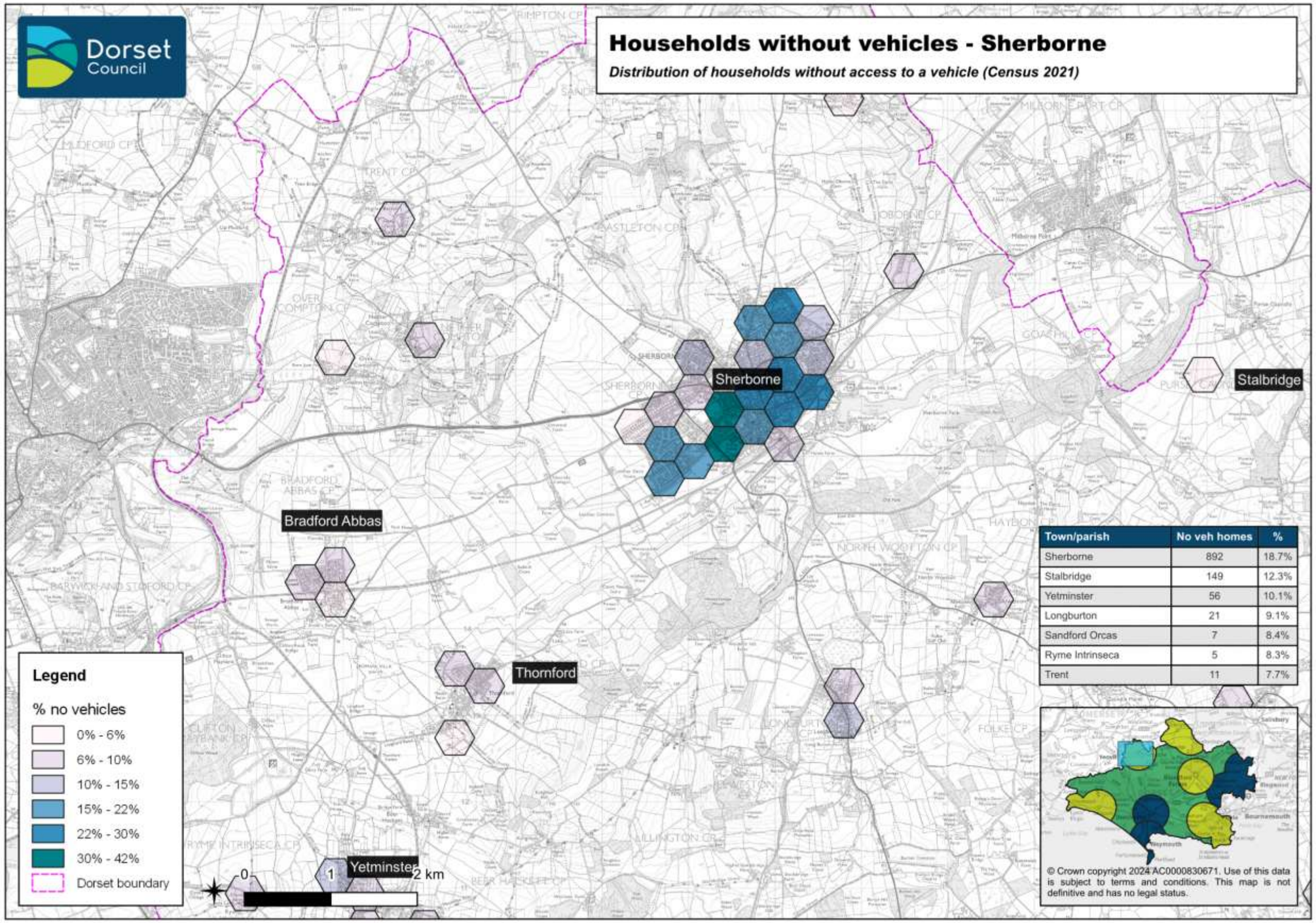


**Figure 69 - Job distribution - Sherborne**

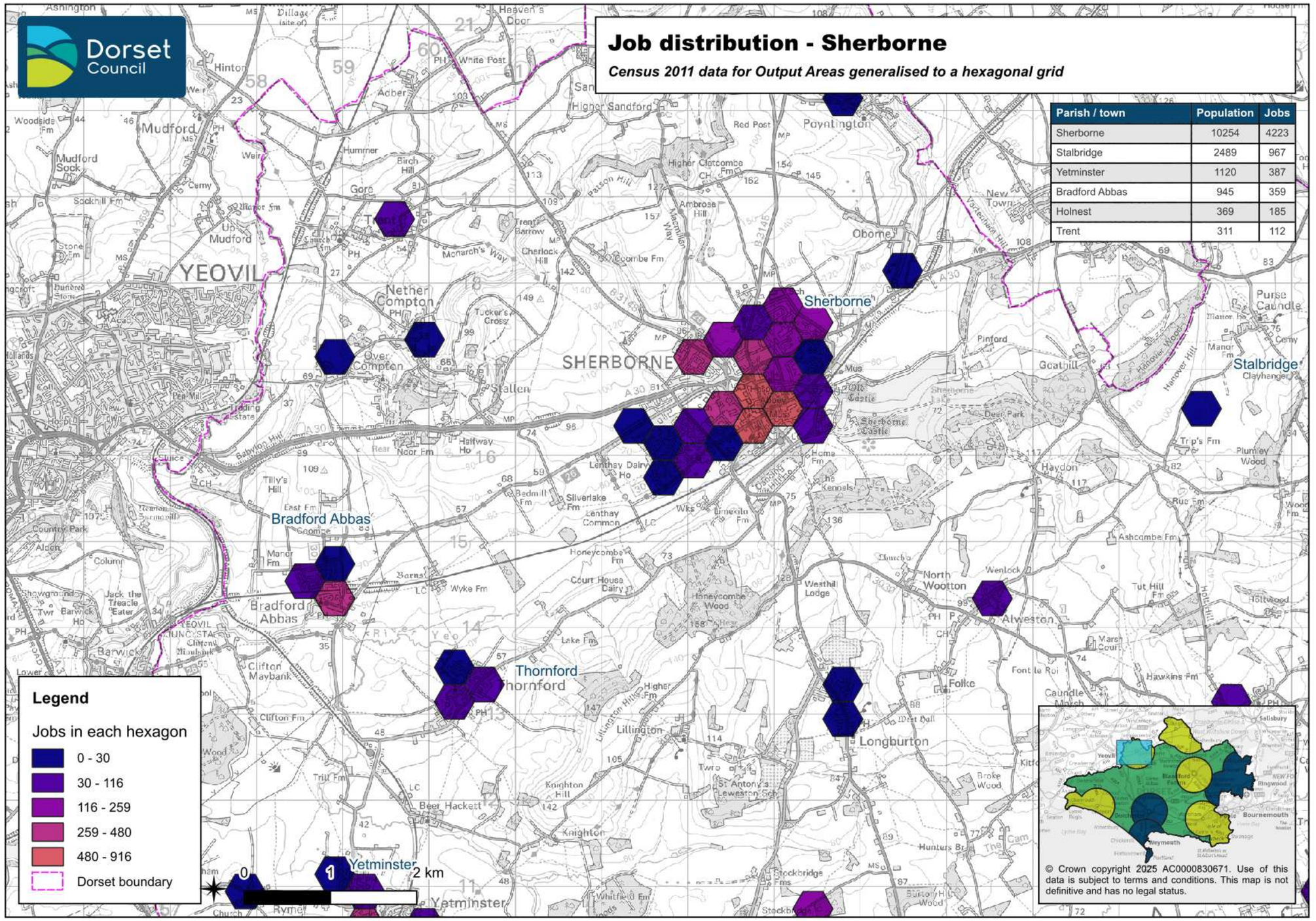
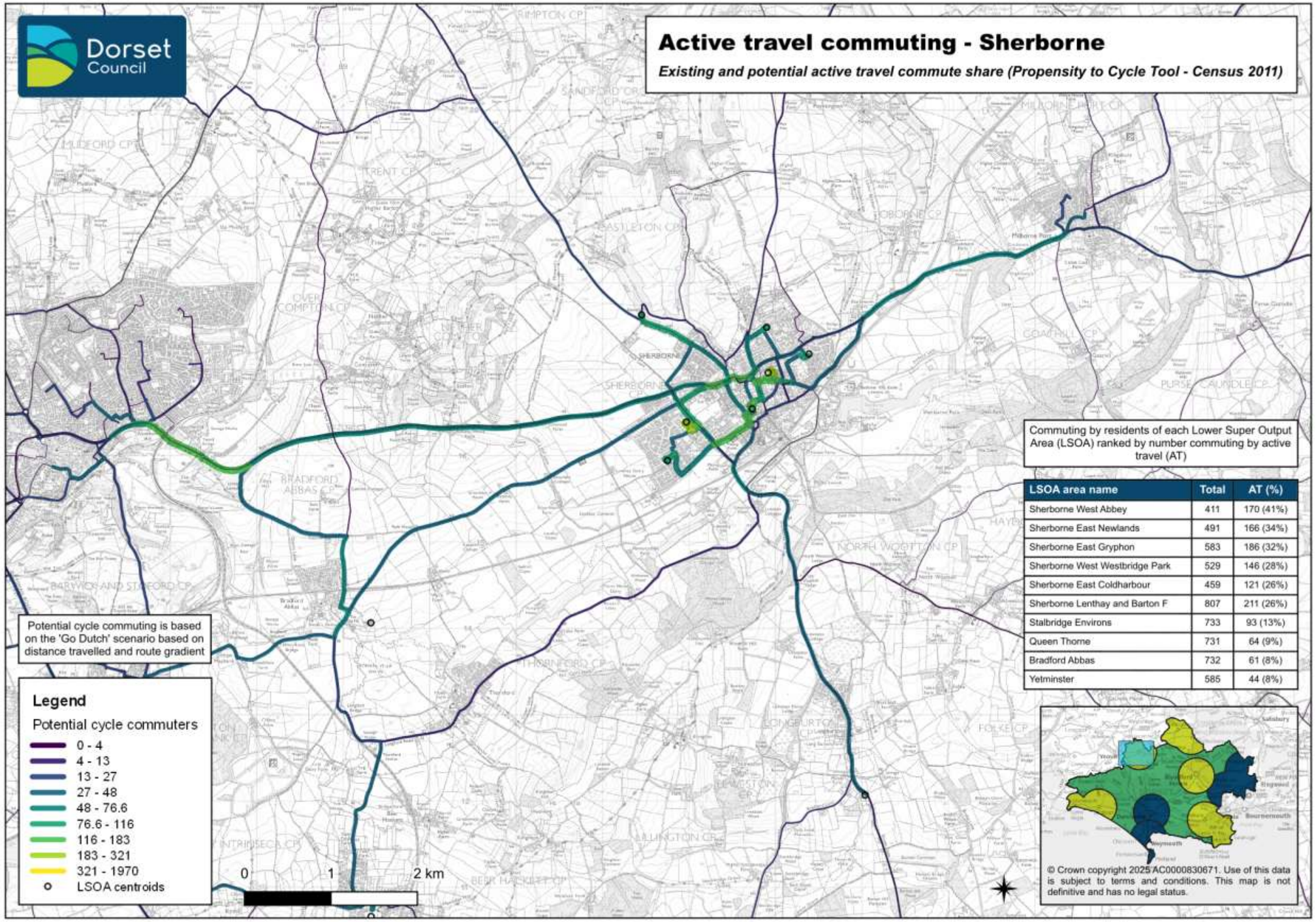


**Figure 70 - Active travel commuting - Sherborne**



# School travel - Sherborne

***Travel to schools by mode and potential cycling from Lower Super Output Area centroids***

The Gryphon School

Sherborne

Sherborne Primary

Sherborne Abbey Primary School

| Total | Active | Cambridge scenario | Tonnes CO2 saved |
|---|---|---|---|
| 2127 | 706 (33%) | 805 (38%) | -5.68 |

| Name | All | Active | Car | Bus |
|---|---|---|---|---|
| Sherborne Primary | 309 | 233 (75%) | 71 (23%) | 5 (2%) |
| Sherborne Abbey Primary | 206 | 115 (56%) | 87 (42%) | 4 (2%) |
| The Gryphon | 1612 | 358 (22%) | 290 (18%) | 964 (60%) |

Potential cycling to school based on 'Cambridge' scenario - ie if travel patterns in Cambridge were replicated in Dorset. Routes are modelled on the road network and may not reflect exact movement patterns.

**Legend**

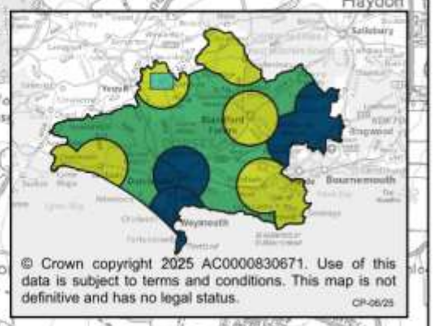
Travel mode

- bicycle
- foot
- car
- other (bus)
- LSOA centroids

Potential cycling

- 0 - 2
- 2 - 7
- 7 - 13
- 13 - 23
- 23 - 37
- 37 - 56
- 56 - 97
- 97 - 912

0 500 1,000 m



# Annex D

## ATIP Delivery Plan

## Delivery Plan

Individual delivery plans are included in each area chapter.

A full Delivery Plan covering the whole plan will be updated here.