

Background

One of the objectives for the Neighbourhood Plan is A PEDESTRIAN AND CYCLING FRIENDLY TOWN - Retain and improve the key routes linking the various parts of the Town with the Town Centre, for pedestrians and cyclists

National policy makes clear that plans and decisions should take account of: whether the opportunities for sustainable transport modes have been taken up; that safe and suitable access to the site can be achieved for all people; and whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. The revised version of the NPP (2018) goes further to state that planning policies should provide for high quality walking and cycling networks.

The adopted Local Plan makes reference to the Purbeck Transportation Study, 2004, which recommended various improvement measures, collectively known as the Purbeck Transportation Strategy (PTS) - to promote sustainable transport in the form of cycling and walking, to encourage train and bus use

Policy IAT: Improving Accessibility & Transport makes clear that “development should provide for improved safety and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport”

Policy ATS: Implementing an Appropriate Transport Strategy for Purbeck states that “Detailed proposals for key transport infrastructure identified in the Purbeck Transportation Strategy will be provided through the Swanage Local Plan, neighbourhood plans, or the Site Allocations Plan, as appropriate”

The Purbeck Transport Strategy – identified projects relevant to Wareham

An appraisal of the published transport strategy identifies a number of specific projects relevant to the plan area, and more general policies relating to the need to improve public rights of way to encourage walking and cycling.

6 Where future funding may come from

From 2014, PTS will become part of the Community Infrastructure Levy (CIL). We will no longer collect development contributions through the PTS, but through CIL. However, not all the money collected through this levy will be used for transport.

As previously, we will also use Local Transport Plan funding and Dorset County Council top-up funding.

The table below shows what transport schemes we have planned and where the funding is likely to come from.

Transport schemes	Estimated total cost	LTP	DCC	PTS	CIL
Re-connection of Swanage branch line to main line	£3,172,500	x	x	✓	✓
A351 Lytchett Minster to Wareham footway/cycleway and Bakers Arms Roundabout improvement	£990,400	✓	✓	✓	x
Lytchett Matravers to Lytchett Minster safer school routes	£60,000	✓	x	✓	x
Bus services improvements	£550,000	✓	✓	x	✓
Rail station improvements	£350,000	✓	✓	x	✓
A351 Corfe Castle – Wareham cycleway	£275,000	x	✓	x	✓
Swanage town circular bus service	£50,000 (2 more years)	✓	x	x	✓
Upton Cross to Upton Country Park cycleway, crossing	£136,000	x	✓	x	✓
Upton Cross pedestrian and cycle improvements	£350,000	x	✓	x	✓
Wareham town centre traffic management	£500,000	✓	✓	x	✓
B3069 Langton Matravers footway	£150,000	✓	x	x	x
A352/B3071 Wool junction improvement	£75,000	✓	x	x	x
A352/B3070 West Holme junction improvement	£15,000	✓	x	x	x
A352 cycleway from Dorset Green Tech Park to Wool	£150,000	✓	x	x	x



Plus (general category)

Improve existing rights of way / green infrastructure network to encourage walking, cycling, horse riding – see also GI Strategy

Pedestrian crossings

LTP	Local Transport Plan
DCC	Dorset County Council
PTS	Purbeck Transportation Strategy development contributions (until 2013)
CIL	Community Infrastructure Levy (from 2014)

Given the lack of a definitive plan on the priorities for improvement to local routes, despite such improvement being a generally accepted project in the Purbeck Transport Strategy, two pieces of work were undertaken to inform the Neighbourhood Plan

- An audit of the key walking routes to identify any potential areas of concern
- Liaison with Dorset County Council as the highways authority to establish projects that it had identified as appropriate for funding through the Purbeck Transport Strategy

Walking Routes Audit

The Local Cycling and Walking Infrastructure Plan Technical Guidance for Local Authorities, published by the Department of Transport in April 2017¹, recognizes includes a section on network planning for walking. This identified three stages:

1. Identify the main clusters of trip origins and destination points
2. Identify the main walking routes
3. Audit the routes and identify barriers (a walking route audit tool has been especially designed by the Department of Transport to help assess what measures are required to improve routes).

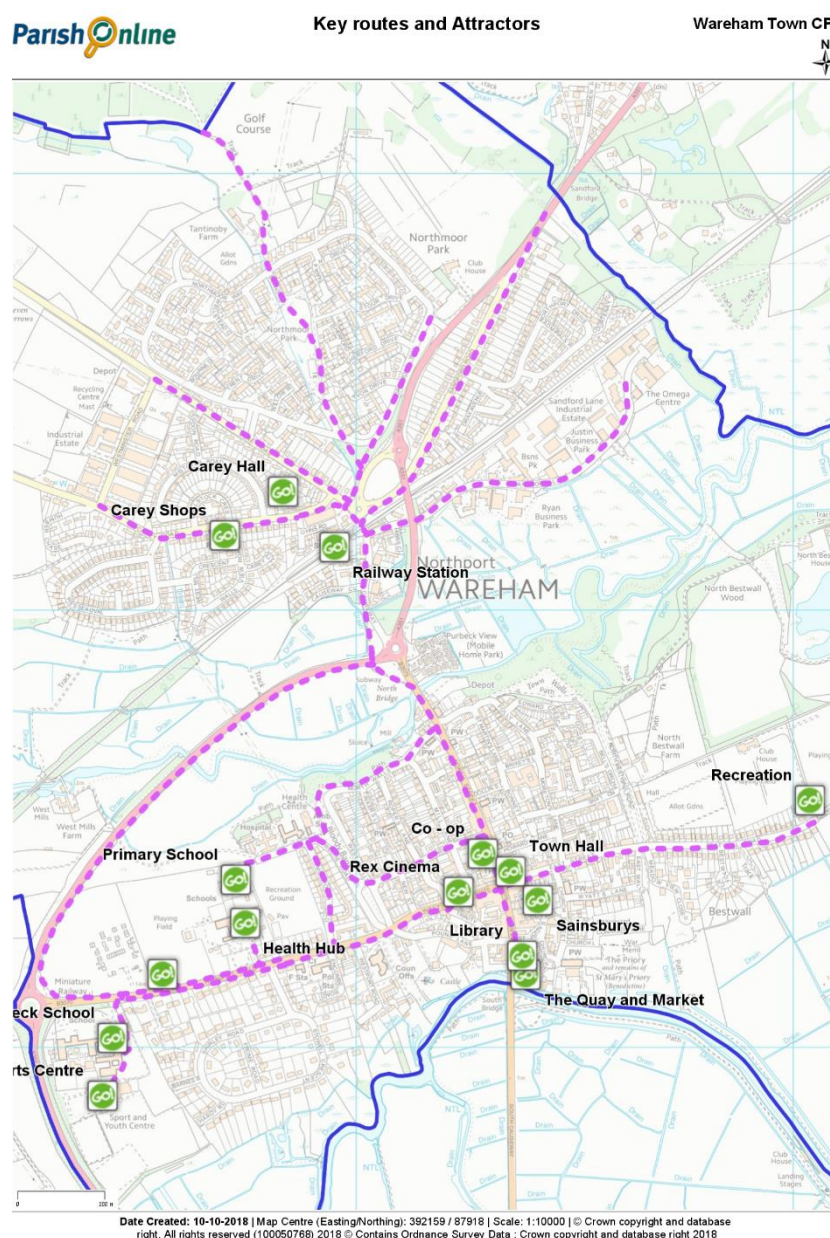
Within Wareham, the main clusters of trip destination points were identified as:

- Carey Hall
- Carey Shops
- Health Centre
- Purbeck School and Sports Centre
- Recreation Ground and Playing Fields
- Recreation at the Rugby Club and Allotments
- Station
- The Quay
- Town Centre cluster (Supermarkets, Town Hall, Library, Cinema)
- Wareham Forest (recreation)

Using local knowledge and experience, the following routes were identified for assessment, that linked to these routes and out to the main housing areas:

- Tantinoby Farm
- Northmoor Way
- Bere Road
- Sandford Bridge
- Sanford Lane Industrial Estate
- Carey
- North and West Walls
- Purbeck School
- St Marys School and Hospital
- Rugby Club and Bestwall

These are shown on the map



¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

The potential to create a shared footway/cycleway along the bypass between North Causeway and Worgret roundabouts was also identified, together with a new footpath on north side of Worgret Road between the new development at Westgate and the Health Hub and Primary School; and a new access to the Primary School through the proposed Health Hub site.

Local volunteers used the walking route assessment spreadsheets (see Appendix 1) to consider and grade the existing routes against five audit categories:

- Attractiveness
- Comfort
- Directness
- Safety
- Coherence

This generates an overall score, with 40 potential points. A score of 70% is considered the minimum level of provision, and therefore routes that score less than this (and particular factors which score zero) can provide guidance on priorities for improvement.

The main findings are summarised in the following table:

Route	Total score	"0" scores	Comments / Actions (Zero score comments in red)
Tantinoby Farm	29	1	Minor littering to the edge of path after leaving Northmoor Park. Northmoor Park roads & facilities appear less well maintained than central Wareham. Some rain filled potholes on the unmade section of the walk. Unmade section of footpath not suitable for wheelchair use. Several footway crossovers on the whole route result in uneven surfaces that make the route difficult to negotiate in a wheelchair. Proposals for ramp alternative to rail crossing would prevent access for wheelchair users to Northmoor Park & Tantinoby Farm. Dropped kerbs & tactile paving is provided at key points on route.
Northmoor Way	30	0	Northmoor Park roads & facilities appear less well maintained than central Wareham. Several footway crossovers on the whole route result in uneven surfaces that make the route difficult to negotiate in a wheelchair. Occasional give & take required re width / crossings. Proposals for ramp alternative to rail crossing would prevent access for wheelchair users to Northmoor Park & Tantinoby Farm. Dropped kerbs & tactile paving is provided at key points on route.
Bere Road	30	0	Northmoor Park roads & facilities appear less well maintained than central Wareham. Several footway crossovers on the whole route result in uneven surfaces that make the route difficult to negotiate in a wheelchair. Occasional give & take required re width / crossings. Dropped kerbs & tactile paving is provided at key points on route.
Sandford Bridge	31	0	Some footway crossovers on the whole route result in uneven surfaces that make the route difficult to negotiate in a wheelchair. Occasional give & take required re width / crossings. Proposals for ramp alternative to rail crossing would prevent access for wheelchair users to Northmoor Park
Sanford Lane Industrial Estate	24	3	Footpath to one side of the road with undeveloped land to the left. Extensive litter, particularly in overgrown bramble bushes to the left of the highway. Trenching and patching with many footway crossovers, some of which have not been ramped, on the whole route resulting in uneven surfaces that make the route difficult to negotiate in a wheelchair. Give & take required throughout the route. Some vehicles parked on private land overhanging footpath. Dropped kerbs & tactile pavements missing from key points on route.
Carey	30	0	Carey Road appears less well maintained than central Wareham. Several footway crossovers on the whole route result in uneven surfaces that make the route difficult to negotiate in a wheelchair. Occasional give & take required closer to town centre. Proposals for ramp alternative to rail crossing would

			prevent access for wheelchair users to Northmoor Park. Dropped kerbs & tactile paving is provided at key points on route.
North and West Walls	32	2	Some defects noted on road and ongoing problem of deep puddling on the corner of West & North Walls which has not been resolved. Limited footpaths possible so all road users have to give and take frequently. Able bodied walkers can walk along the top of the Walls. Although there are bins for dog waste, some dog walkers still fail to pick up their dog's waste. Give and take required on this route but it is in keeping with the historical nature of the town. Visibility is limited due to the Walls and the historic nature of the town layout.
Purbeck School	36	0	Two pedestrian crossings on Worgret Road, one directly outside the school and one further down near Stowell Crescent & Monmouth Road. Except on Bank Holidays town centre traffic is light enough to allow crossing with care. Pedestrians are close to traffic at the Walls end of West Street. Dropped kerbs & tactile paving is provided at key points on route.
St Marys School and Hospital	33	1	Give and take required on several sections in Streche Road & West Street. Historic nature of the town prevents separate facilities for vehicles and pedestrians on Streche Road & West Walls. This requires vigilance from all road users and pedestrians. Monmouth Road offers better pedestrian access to West Street. Location of the long-stay car park on West Walls creates pedestrian & cycle hazard. Given limited parking facilities elsewhere around town alternatives are difficult to identify. Limited pedestrian crossing points. Dropped kerbs & tactile paving is provided at key points on route.
Rugby Club and Bestwall	39	0	Limited pedestrian traffic so users are accommodated except close to the Rugby Club where footpath narrows and finishes altogether before the entrance to the Rugby Club.

Dorset County Council

Contact was made with Dorset County Council officers to discuss potential projects, and the suggests from this meeting were also fed into the potential projects considered in the Plan. A further contact was made following the Infrastructure event hosted by Purbeck District Council on 8 March 2018. This confirmed support for the projects and additional information (shown in red text):

- Improved facilities for pedestrians and cyclists along Bere Road – **shared use link ideally 3m wide and off-road where possible.**
- Shared footway/cycleway along the bypass to improve route to school etc – **design work is underway to widen the existing route along the bypass from the Worgret roundabout to the Northport roundabout with funding from the Local Transport Plan and developer funding.**
- Widened footpath along West Street to improve access to proposed Health Hub at Worgret Road- **details would need further investigation as there are a few narrow sections with building frontages close to the road - being a historic town, there are some constraints on what can be done.**
- Footpath between the new development at Westgate and the Health Hub and Primary School on north side of Worgret Road – **potential to use existing path on school property on the other side of the hedge running along the edge of the playing field if this could be made accessible to the public**
- Existing vehicular access to the Primary School closed and new access through proposed Health Hub – **in liaison with the school and the health hub potentially as part of the health hub planning process.**

Proposed ramp at the Station

The following section provides additional information in regard to the County Council's consideration of alterations to the existing railway footbridge and erection of new ramp structures, to provide step free access from the highway to the footbridge, Wareham Railway (ref PL\2258\17 (6/2017/0639)).

This is reflected in the minutes of the Regulatory Committee of Dorset County Council (12th June 2018)²

It was explained that as the key north-south pedestrian access for Wareham there were in excess of 1000 movements across the current crossing and approximately 68 trains passed through the station each day. Network Rail and the Office for Road and Rail had an ongoing concern in respect of the potential for incidents at the crossing and that there had been recorded near misses on the site between 2015-2017.

Wheelchair and mobility scooter access and passing on the existing bridge and proposed ramps was discussed in detail. It was explained that the ramps were 2m wide which would accommodate for two standard width wheelchairs (650mm) to be able to pass. It was also clarified that although a gradient of 1:12 was not preferred in general design principles, and a ramp of 1:20 would be, but the Design Manual for Roads and Bridges allowed exceptional circumstances due to the restricted space available.

Alternatives to the proposal were discussed in detail, including why the provision of automated barriers linked to the signaling system had not been considered as a viable alternative by Network Rail. It was clarified that the application was that of Dorset Highways and not Network Rail.

It was proposed that the application should be refused for the following reasons:

1. The construction and presence of the proposed ramp would cause harm to the setting and therefore the significance of the Grade II listed bridge which forms part of a listed group of station buildings, as well as ancillary/curtilage buildings which are listed. No clear and convincing exceptional circumstances have been demonstrated to justify harm to the Grade II listed bridge. Neither would the harm to this nationally important heritage asset be clearly and convincingly outweighed by the public benefits associated with the proposed development, as other significantly less harmful alternatives are available.
2. Approval of such development would be contrary to government policy for conserving and enhancing the historic environment set out in Section 12, paragraphs 131, 132, 133 and 134 of the National Planning Policy Framework (NPPF, March 2012) and the proposed development would make no desirable positive contribution to local character and distinctiveness as encouraged by paragraph 131 of the National Planning Policy Framework.
3. Section 7, Paragraphs 56, 57, 61 and paragraph 64 of the NPPF states that permission 6 should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. The excessive mass and scale of the proposed ramps will not improve the character of the historic bridge and station. This is also contrary to Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
4. The application is contrary to Policy LHH (Landscape, Historic Environment and Heritage) of the Purbeck Local Plan. In addition, the ramps would detract from the street scene and be contrary to Policy D (Design) of the Purbeck Local Plan Part 1. This is because the application fails to demonstrate that the protection and enhancement of the setting of the designated heritage asset has been addressed. It also fails to establish that the adverse effect that the proposed development would have on the setting of the listed building, can be satisfactorily alleviated through appropriate and acceptable mitigating measures.
5. Also the proposal is likely to increase the use of motor vehicles, and therefore fails to promote sustainable transport, contrary to Paragraphs 30 and 41 of the NPPF and Policies IAT and CEN of the Purbeck Local Plan.

Resolved

1. That the application be refused subject to the reasons set out in the minute above.
2. It is suggested that the Highway Authority and Network Rail enter into discussions about alternative solutions including an automated barrier system.

² <https://dorset.moderngov.co.uk/ieListDocuments.aspx?CId=225&MId=1363&Ver=4>

Appendix 1 – Walking Audit Assessment Criteria

Local Cycling and Walking Infrastructure Plan: Walking Route Selection Tool

Walking Route Audit Tool

Audit Categories	2 (Green)	1 (Amber)	0 (Red)	Score
1. ATTRACTIVENESS - maintenance	Footways well maintained, with no significant issues noted.	Minor littering. Overgrown vegetation. Street furniture falling into minor disrepair (for example, peeling paint).	Littering and/or dog mess prevalent. Seriously overgrown vegetation, including low branches. Street furniture falling into major disrepair.	
2. ATTRACTIVENESS - fear of crime	No evidence of vandalism with appropriate natural surveillance.	Minor vandalism. Lack of active frontage and natural surveillance (e.g. houses set back or back onto street).	Major or prevalent vandalism. Evidence of criminal/antisocial activity. Route is isolated, not subject to natural surveillance (including where sight lines are inadequate).	
3. ATTRACTIVENESS - traffic noise and	Traffic noise and pollution do not affect the attractiveness	Levels of traffic noise and/or pollution could be improved	Severe traffic pollution and/or severe traffic noise	
4. ATTRACTIVENESS - other	Examples of 'other' attractiveness issues include: - Evidence that lighting is not present, or is deficient; - Temporary features affecting the attractiveness of routes (e.g. refuse sacks). - Excessive use of guardrail or bollards			
ATTRACTIVENESS				0
5. COMFORT - condition	Footways level and in good condition, with no trip hazards.	Some defects noted, typically isolated (such as trenching or patching) or minor (such as cracked, but level pavers). Defects unlikely to result in trips or difficulty for wheelchairs, prams etc. Some footway crossovers resulting in uneven surface.	Large number of footway crossovers resulting in uneven surface, subsided or fretted pavement, or significant uneven patching or trenching.	
6. COMFORT - footway width	Able to accommodate all users without 'give and take' between users or walking on roads. Footway widths generally in excess of 2m.	Footway widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Footway widths of less than 1.5m (i.e. standard wheelchair width). Limited footway width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	
7. COMFORT - width on staggered crossings/ pedestrian islands/refuges	Able to accommodate all users without 'give and take' between users or walking on roads. Widths generally in excess of 2m to accommodate wheel-chair users.	Widths of between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads.	Widths of less than 1.5m (i.e. standard wheelchair width). Limited width requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay.	
8. COMFORT - footway parking	No instances of vehicles parking on footways noted. Clearance widths generally in excess of 2m between permanent obstructions.	Clearance widths between approximately 1.5m and 2m. Occasional need for 'give and take' between users and walking on roads due to footway parking. Footway parking causes some deviation from desire lines.	Clearance widths less than 1.5m. Footway parking requires users to 'give and take' frequently, walk on roads and/or results in crowding/delay. Footway parking causes significant deviation from desire lines.	
9. COMFORT - gradient	There are no slopes on footway.	Slopes exist but gradients do not exceed 8 per cent (1 in 12).	Gradients exceed 8 per cent (1 in 12).	
10.COMFORT - other	Examples of 'other' comfort issues include: - Temporary obstructions restricting clearance width for pedestrians (e.g. driveway gates opened into footway); - Barriers/gates restricting access; and - Bus shelters restricting clearance width. - Poorly drained footways resulting in noticeable ponding issues/slippery surfaces			
COMFORT				0

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11.DIRECTNESS - footway provision	Footways are provided to cater for pedestrian desire lines (e.g. adjacent to road).	Footway provision could be improved to better cater for pedestrian desire lines.	Footways are not provided to cater for pedestrian desire lines.	
12.DIRECTNESS - location of crossings in relation to desire lines	Crossings follow desire lines.	Crossings partially diverting pedestrians away from desire lines.	Crossings deviate significantly from desire lines.	
13.DIRECTNESS - gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	Crossing of road easy, direct, and comfortable and without delay (< 5s average).	Crossing of road direct, but associated with some delay (up to 15s average).	Crossing of road associated indirect, or associated with significant delay (>15s average).	
14.DIRECTNESS - impact of controlled crossings on journey time	Crossings are single phase pelican/puffin or zebra crossings.	Crossings are staggered but do not add significantly to journey time. Unlikely to wait >5s in pedestrian island.	Staggered crossings add significantly to journey time. Likely to wait >10s in pedestrian island.	
15. DIRECTNESS - green man time	Green man time is of sufficient length to cross comfortably.	Pedestrians would benefit from extended green man time but current time unlikely to deter users.	Green man time would not give vulnerable users sufficient time to cross comfortably.	
16.DIRECTNESS - other	Examples of 'other' directness issues include: - Routes to/from bus stops not accommodated; - Steps restricting access for all users; - Confusing layout for pedestrians creating severance issues for users.			
DIRECTNESS				0
17.SAFETY - traffic volume	Traffic volume low, or pedestrians can keep distance from moderate traffic volumes.	Traffic volume moderate and pedestrians in close proximity.	High traffic volume, with pedestrians unable to keep their distance from traffic.	
18.SAFETY - traffic speed	Traffic speeds low, or pedestrians can keep distance from moderate traffic speeds.	Traffic speeds moderate and pedestrians in close proximity.	High traffic speeds, with pedestrians unable to keep their distance from traffic.	
19.SAFETY - visibility	Good visibility for all users.	Visibility could be somewhat improved but unlikely to result in collisions.	Poor visibility, likely to result in collisions.	
SAFETY				0
20. COHERENCE - dropped kerbs and tactile paving	Adequate dropped kerb and tactile paving provision.	Dropped kerbs and tactile paving provided, albeit not to current standards.	Dropped kerbs and tactile paving absent or incorrect.	
COHERENCE				0
Total Score				0

ROUTE SUMMARY

Route Name	
Length	
Name of Assessor(s)	
Date of Assessment	

Criterion	Performance Scores
Attractiveness	0
Comfort	0
Directness	0
Safety	0
Coherence	0
Total	0