

## 7. Travel and Transport in Wool Parish

### Introduction

204. The impacts arising from existing traffic and those anticipated from future development are a significant concern to the residents of Wool Parish. Many feel the *de facto* adopted approach is traffic management through congestion. Bus services are too few to be relied upon. Walking and cycling alternatives are not attractive or realistic in terms of convenience, safety or the available facilities to park a bike, cross the road safely, or interchange with public transport.
205. The community believes that new development is going to exacerbate the situation. Through engagement in the development of the Wool Parish Neighbourhood Plan, it is clear that there are significant concerns about the likely funnelling of traffic through Wool from new developments to the west, constrained by the level crossing at Wool Railway Station, leading to congestion and pollution. This is what happens now.
206. **Policy Context** – Through Policy H5, the Purbeck Local Plan 2018-2034 sets out specific policy transport requirements with regard to the delivery of strategic housing allocation sites in Wool. This is focused on ensuring the deliverability of allocation sites and is not necessarily focused on local ‘network’ matters. A more general infrastructure policy, Policy I2, sets out a comprehensive range of objectives and measures *‘to create a safe, well-maintained and efficient transport system across the District that supports economic growth and which:*
- *(a) builds on its location through improvements to road and rail connections and other public transport provision.*
  - *(b) promotes transport choice through improvements to public transport services, the protection and improvement of public rights of way and promotion of walking and cycling networks to provide a genuine alternative to the car and facilitate changes in travel habits.*
  - *(c) promotes and improves safety, security and opportunities for healthy lifestyle choices.’*
207. Policy I2 says that *‘this will be achieved through the identification and promotion of opportunities to deliver improvements in road and rail connections, expansion of the District’s cycle and pedestrian routes, enhancing the connectivity between various modes of transport, and supporting the provision of local services and facilities that reduce the need to travel, including, wherever possible, reducing reliance on the car’.*
208. In this context, the Neighbourhood Plan has considered what is needed locally to deliver these requirements for residents of Wool Parish as a whole in relation to rail station facilities, bus services, walking routes and cycling routes and facilities. This has been undertaken in the absence of a Local Cycling and Walking Infrastructure Plan for Wool.

### Understanding Local Travel Requirements

209. Wool Parish Council and the Neighbourhood Plan Steering Group have undertaken several activities to create an understanding of local priorities on travel and collect data to inform policy formulation for the neighbourhood plan. This is based on permanent year-round services for residents and military personnel (acknowledging that seasonal services are boosted in summer months to serve local tourism attractions).
210. **Local Bus Survey** – During Spring 2022, Wool Parish Council undertook a survey of local residents to gather information on the types of journeys made locally and the means by which they are travelled.

The survey sought to understand the frequency and times journeys are undertaken and to gauge views on whether using a bus would be considered if available. The survey and analysis of the responses are set out in supporting documents to the neighbourhood plan.

211. The survey was published online and in paper form (distributed by volunteers to all houses in the parish) and was open from 1 March 2022 to 30 April 2022. 191 responses were received detailing over 8,000 journeys taken per month (if you assume every journey is a round trip), which equates to 65,000 miles. The survey findings are summarised in Table 7.

**Table 7 – Wool Parish Bus Survey Findings**

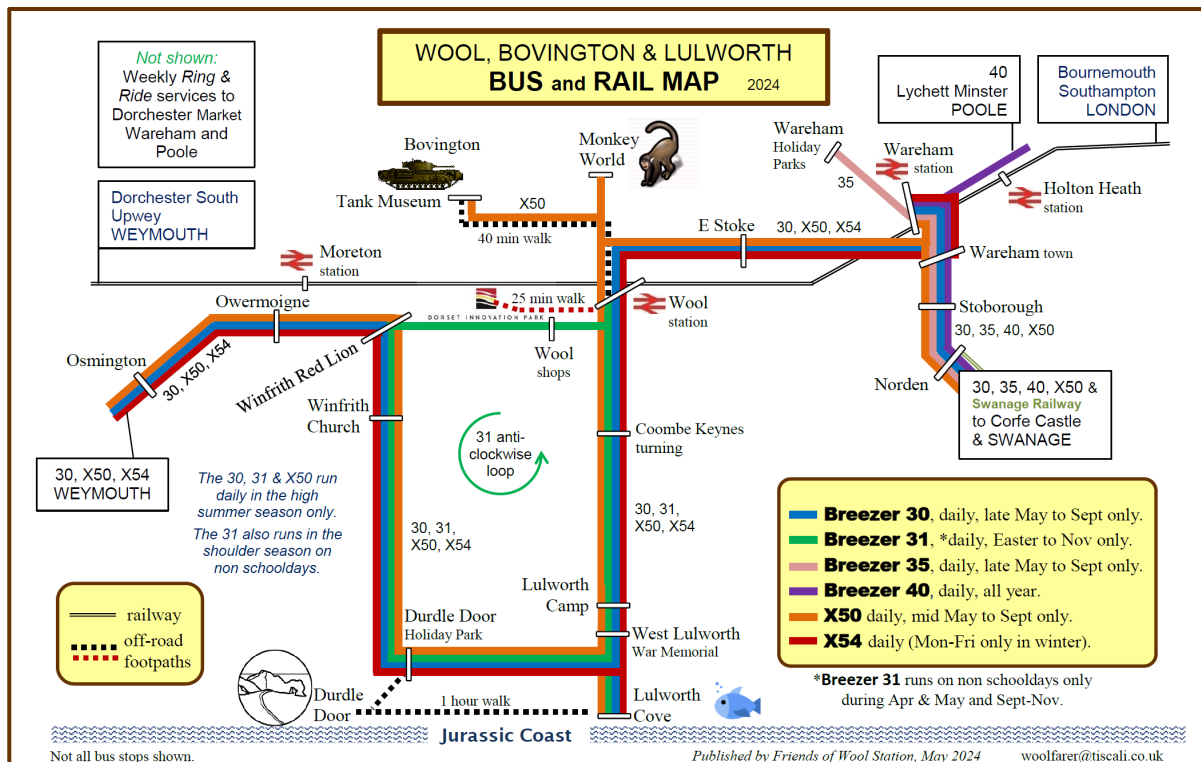
Theme	Evidence
There is a genuine need/desire for buses in the parish.	Only 36% of the people who responded said that they would not be prepared to pay more Council Tax for a bus service. The remaining 64% either said yes (38.5%) or left the question blank (25.5%). This is significant, if you ask someone whether they want something for free they will almost certainly say yes whereas if they indicate they are prepared to pay that demonstrates a genuine need/desire.
A lot of journeys would be made by bus instead of car.	Of the 65,000 miles worth of journeys, people indicated that about 57,000 of those miles would be done via bus instead (or left the question blank). There is a significant environmental benefit to this, particularly if an electric bus service were to be introduced. A lot of seniors no longer feel confident, or safe, driving but they are currently forced to drive due to a lack of public transport.
Bovington and Cologne Road must be connected to Wool by a regular bus.	Over 3,000 journeys per month (over 18,000 miles) either start or end at Bovington and Cologne Road. The need for a bus to/from Bovington was highlighted in the neighbourhood plan surveys and the bus survey data backs this up, as does the Beryl Bike usage data.
Wool needs to be connected to Dorchester by a regular bus.	Dorchester was the most popular destination which isn't currently serviced by a direct bus from Wool. Over 800 trips per month equating to over 18,000 miles.

212. **Beryl Bikes Usage** – In June 2022, Wool Parish Council introduced a local Beryl Bikes scheme whereby ten Beryl Bikes were installed at seven parking bays around the Parish, available for hire via a phone app. The scheme has been running successfully since then and it has provided valuable data on where people living in or visiting the parish travel using the bikes. Wool station is the most popular start/end point for journeys and the Bovington and Cologne Road bays are well used. The Bovington and Cologne Road bays would be more heavily used were electric bikes to be made available (Tout Hill is very steep on a bike).

### Local Bus Services

213. For commuting to work, people travelling from Wool to other nearby towns are most likely to drive. Bus services are not regular enough for them to be a viable option for all but a very small number of commuters.

Figure 22 – Current Local Bus Services



Source: Friends of Wool Station, May 2024

214. As Figure 22 shows, with regard to bus travel within the Parish, at present there is no means, all-year round, of connecting Bovington with shopping and community facilities and the train station in Wool. There is no bus link from Wool Rail Station to the Dorset Innovation Park. For people who find it difficult to walk long distances, some parts of the Parish are out of reach for regular visits.
215. The route between Bovington and Wool is of particular concern. There are no regular bus services connecting the two settlements. Older people living in the area, parents with children who do not own a car and young people generally must walk the 3.7 km distance which may be too great to be considered feasible for daily trips. The available pedestrian route lacks street lighting to the east of the Tank Museum entrance and benches for breaks in the long walk. Residents of Cologne Road have a long walk around into Bovington or into Wool given the lack of direct pedestrian access through to Bovington shops and facilities.

**Purbeck Transport Action Group (PTAG)**

216. The PTAG is comprised of parish and town councils, the Purbeck Community Rail Partnership, bus companies and cycling groups. PTAG has produced a Transport Plan (Version 2.0 November 2022) and this set priorities for new core and secondary bus services which would serve Wool Parish:
  - A core service introduction would be a new Weymouth to Poole bus service that would serve the Dorset Innovation Park and Wool Station enroute. This would operate hourly.
217. A new secondary service would connect places within Wool Parish, through a peak hourly service operating Monday to Friday from Dorset Innovation Park-Wool Station-Bovington Swinton Ave-Bovington Tank Museum-start of Cologne Rd. This would operate in between the core service creating a half-hourly service at peak times between the Dorset Innovation Park and Wool Station
218. The creation of a local looped bus service connecting all parts of the Parish to each other and to Wool Station and the Dorset Innovation Park is an important requirement now and for the future, particularly

if planned housing and further options for development come forward. PTAG proposals would provide this in peak hours for the purposes of journey to work.

219. Additional services would be required to meet the needs identified for local bus services outside peak hours. A Local bus service is needed to provide a reliable and frequent means of connection with rail services and to connect major destinations within the parish including the Dorset Innovation Park, local shops, school and health facilities in Wool and Bovington and the Tank Museum. Monkey World is located outside the parish but should also be considered as a destination. People may want to travel to these places throughout the day.

### **Bus Stops**

220. Within the parish, bus stops are currently located at the following locations:
- Wool station (one for both directions) c/w shelter
  - High Street at Colliers Lane Junction (West side)
  - Lulworth Road by entrance to Wool Primary Staff Car Park (East side)
  - Dorchester Road at Boots c/w shelter
  - Dorchester Road at Purbeck Gate (eastbound only)
  - A352 (Woolbridge) near garage
  - Cologne Road at community room (northbound only) c/w shelter but no flag
  - Cologne Road top end (terminus) c/w shelter but no flag
  - King George V Rd near Tank Museum
  - King George V Rd near shops (southbound only)
  - Tank Museum internal road near entrance (terminus for summer service)
  - Bovington Swinton Ave (terminus) c/w shelter but no flag
221. More bus stops are needed to cater for the current level of bus services, including summer buses at the following locations:
- Dorchester Road at The Ship (shown on travelinesw.com, but both flags have disappeared)
  - Dorchester Road at Purbeck Gate (westbound)
  - Dorchester Road at Burton Cross roundabout (for DIP and Giddy Gn)
  - Bovington Lane at the Harbour School (for school and Cologne Road)
222. Linked to the provision of a local looped bus service, additional bus stops would be needed at the following locations
- King George V Road near primary school
  - King George V Road near shops (northbound)
  - King George V Road near Napier Way (future terminus?)
  - Dorset Police HQ turning
  - Dorset innovation Park

### **Policy**

223. Measures to deliver improved transport services within Wool Parish cannot be required through the neighbourhood plan. Whilst only 0.5% of locally resident employed people take the bus to work

(Census 2021), the Purbeck Local Plan 2018–2034 Infrastructure Plan has already determined that no additional bus services are required to service additional housing development associated with housing allocation H5 Wool. Commercial bus service operators view local service deviation from main highways to serve villages as unviable and reducing the attractiveness of strategic bus routes.

224. Even so, Dorset Council will want local people to access local jobs ideally using sustainable travel means and would want the occupants of new housing in Wool to avoid placing undue strain on the level crossing and A352 through Wool. It would want people to use rail services for out-commuting – currently, only 2.6% do that according to the 2021 Census. There are also other strategic allocation sites in adjacent parishes which will add further population to the area.
225. In this context it is right that Wool Parish Council works with partners to create local bus services that better connect communities within the parish to their places of work and key services. This requires route connections, service frequencies and services operating at the weekends in order to provide confidence for travellers using sustainable transport options. This may also include Community Transport Services and Demand Responsive Services.

#### WOOL 10 – Bus services for Wool Parish

To facilitate access to local employment and facilities for residents of the parish and to promote sustainable travel options for commuters, new major developments are encouraged to provide financial contributions towards the creation of a new local bus service and bus stops to connect Bovington to the Dorset Innovation Park via Wool Station and key community facilities in Wool.

To facilitate access for employment, shopping, leisure and important services, proposals for bus services to provide direct connections from Wool to Dorchester will be strongly welcomed.

## Walking and Cycling

### Walkable neighbourhood

226. The key requirement for the delivery of a walkable Wool Parish is that key local facilities should be located and retained within an acceptable walking distance. In terms of walkable neighbourhoods, the distance normally applied is 800 metres. Walking routes must be legible, safe and attractive.
227. In Wool, the route from the western parts of the parish to Wool Railway Station is likely to become a key focus for pedestrian access to shops in Braytown, the school, community facilities and church around the Square and the D’Urberville Centre, the pub and the train station. At present, the main route is along a busy road, close to traffic and in a poor-quality environment. The photo survey supporting document shows elements of this route and indicates features which are positive, or which detract from the quality of the environment.
228. The junction of Colliers Lane and Dorchester Road at Braytown has been identified as requiring action to improve it for pedestrians and cyclists – it is perceived as particularly dangerous to cross when vehicles could be moving from 5 different directions and, owing to the junction design, traffic joins Colliers Lane from Dorchester Road at speed.
229. Direct walking routes are lacking between parts of Bovington around Cologne Road and Bovington neighbourhood centre. Bovington centre lacks a pedestrian crossing which would make it safer for the schoolchildren to cross. Main routes from Bovington to Wool via the level crossing are long and lacking in facilities such as lighting and seating.
230. Burton Road and parts of East Burton Road lack a footpath and the walking routes here are in close proximity to proposed allocation sites. The level crossing at East Burton is a current route taken by

traffic wishing to avoid queues at the level crossing at Wool Railway Station. Future development is likely to give rise to increased traffic via these routes.

231. Safe pedestrian facilities are lacking to the southern extent of Wool Village on Lulworth Road where a 60mph zone meets a 30mph zone. This is a current concern highlighted in consultation with the community in the development of the neighbourhood plan.

#### **Cycling Network and facilities**

232. Active travel objectives set by Government support walking and cycling. Cycling can be particularly effective in supporting non-car or public transport access to local shops and services. The neighbourhood plan supports cycling as a means of improving accessibility for local people. This means providing safe and convenient routes, and sufficient cycle parking infrastructure.
233. Dorset Explorer Map shows available cycle routes within Wool Parish and from this only the Sustrans National Cycle Route 2 is shown as a cycle route within the Parish. No other cycle lanes or crossing infrastructure are shown, but they do exist.
234. Actual cycle routes and cycle facilities within Wool Parish are shown on Wool Parish Council has collected data from the operation of the Beryl Bikes scheme which demonstrates the potential demand for cycling within the Parish. Good routes and facilities would encourage further take up of cycling to replace public and private motorised transport and for trips which connect to rail services.

#### **Cycling network conditions and setting priorities for improvement**

235. The Government publishes guidance and standards for cycle infrastructure design, set out in LTNI/20 Cycle Infrastructure Design. This provides a framework for the local assessment of existing cycle infrastructure and the identification of priorities for future provision to address deficiencies and enhance infrastructure networks.
236. Local Authorities are required to publish a Local Cycling and Walking Infrastructure Plan. These are prepared with engagement and input from local communities to identify aspirations and priorities in a plan for local walking and cycling infrastructure.
237. Figure 23 shows the influence of geographical constraints within the parish on routes for movement. The River Frome flows west to east through Wool Parish and there is one main road crossing at Wool Bridge on the A352. The Rail line is located to the south of the river and runs in the same direction.
238. Movement between the north and the south of the parish can involve a lengthy route east, south and then west. The crossover is concentrated at the level crossing and river on the A352. The only other means of moving between Bovington and Wool/East Burton is via a public footpath across the water meadows. The feasibility of improving this route to take cycles and pedestrians across the meadows year-round and safe from flooding, could be explored in future.
239. Key community services located in Braytown and key employment opportunities at the Dorset Innovation Park are therefore at the furthest extent of journeys within the parish for those living in Bovington.
240. Wool Parish Council has collected data from the operation of the Beryl Bikes scheme which demonstrates the potential demand for cycling within the Parish. Good routes and facilities would encourage further take up of cycling to replace public and private motorised transport and for trips which connect to rail services.

#### **Cycling network conditions and setting priorities for improvement**

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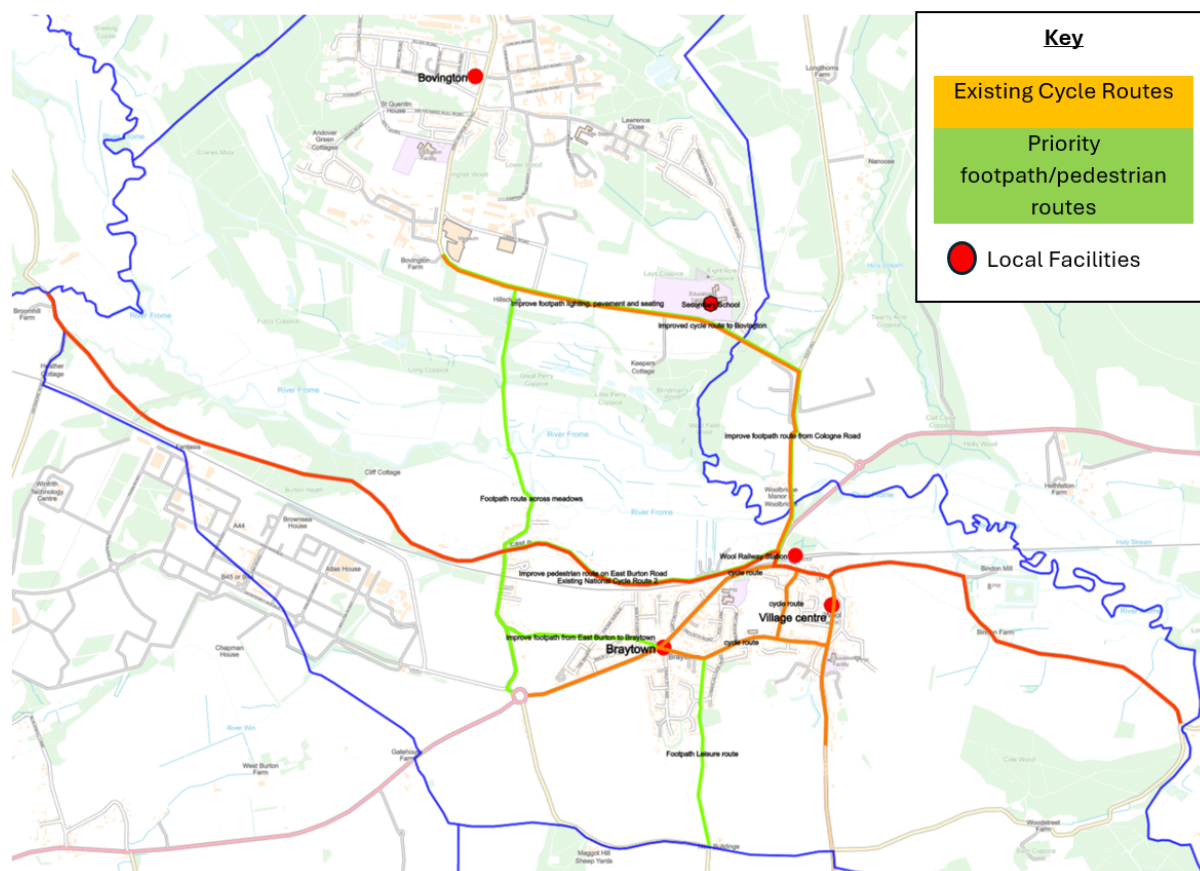
infrastructure and the identification of priorities for future provision to address deficiencies and enhance infrastructure networks.

- 242. Local Authorities are required to publish a Local Cycling and Walking Infrastructure Plan. These are prepared with engagement and input from local communities to identify aspirations and priorities in a plan for local walking and cycling infrastructure.
- 243. Figure 23 shows existing cycle routes (orange) and priority footpath/pedestrian routes (green). Routes from Bovington to Wool go outside the parish boundary and then back in. These are shown for completeness only and do not set policy requirement outside the parish.
- 244. Wool Parish Council has collected data from the operation of the Beryl Bikes scheme which demonstrates the potential demand for cycling within the Parish. Good routes and facilities would encourage further take up of cycling to replace public and private motorised transport and for trips which connect to rail services.

**Cycling network conditions and setting priorities for improvement**

- 245. The Government publishes guidance and standards for cycle infrastructure design, set out in LTNI/20 Cycle Infrastructure Design. This provides a framework for the local assessment of existing cycle infrastructure and the identification of priorities for future provision to address deficiencies and enhance infrastructure networks.
- 246. Local Authorities are required to publish a Local Cycling and Walking Infrastructure Plan. These are prepared with engagement and input from local communities to identify aspirations and priorities in a plan for local walking and cycling infrastructure.

**Figure 23 – Cycle routes and priority footpaths within Wool Parish**



Source: Andrea Pellegram Ltd, 2022 (OS Licence ref: AC0000808348)

247. For a council area the size of Dorset, separate LCWIPs are being put in place for different parts of the County. So far, Wool has not been covered and so the neighbourhood plan can make its own assessment of infrastructure quality and requirements.
248. In making a local attempt to establish credible assessment of quality of cycling infrastructure, reference should be made to the Core Principles of design set out in LTNI/20. The principles are described fully in a supporting document to the neighbourhood plan. The document also sets out guidance on the suitability of different types of cycle infrastructure according to road speeds and traffic volumes.

#### **Local Assessment of Cycle Routes**

249. Table 8 demonstrates how the core design principles of LTNI/20 were applied to the cycling infrastructure of Wool Parish and priorities for further cycling infrastructure to improve the coherence, directness, safety, comfort and attractiveness of the network were considered. Where local knowledge and available data permitted, the need was recognised to protect cyclists from motor traffic on highways using the guidance set out in figure 4.1 of LTNI/20.
250. The priorities identified will be actioned through a variety of mechanisms. This will include direct contributions from new development, application of Community Infrastructure Levy, securing commitments from Dorset Council and other means as may be identified.

#### **WOOL 11 - Improvements to walking and cycling infrastructure in Wool Parish**

When using policy I2 of the Purbeck Local Plan 2018-2034 in the determination of relevant planning applications and to formulate investment priorities, Dorset Council should have regard to the need for improvements to cycling infrastructure and to pedestrian routes in Wool Parish. This should include positive consideration of opportunities to improve infrastructure on the following routes, as detailed in Table 8:

- a) The creation of an attractive pedestrian environment along the Dorchester Road from Braytown to Wool Railway Station.
- b) Improve pedestrian crossing facilities across Colliers Lane at the Junction with Dorchester Road and ensure that new development results in maintained or improved safety for pedestrians at this crossing.
- c) The creation of a direct pedestrian link suitable for all users between Cologne Road and Bovington Neighbourhood Centre.
- d) Pedestrian crossing facilities on King George V Road at Bovington Neighbourhood Centre.
- e) Improved pedestrian environment along main routes from Bovington to Wool Railway Station.
- f) Introduction of a pavement on the Lulworth Road South of Duck Street to the edge of the Village.
- g) Introduction of a pavement on Burton Road and East Burton Road.



**Table 8 – Assessment of cycling and walking infrastructure, and priorities for improvement**

<b>Cycle or Walking Route</b>	<b>Description of route and infrastructure</b>	<b>Assessment</b>	<b>What are the Priorities for improvement?</b>
(Cycle) Monterey Avenue–Burton Cross Roundabout–Dorchester Road–Baileys Drove.	<p>Grade separated lane shared with pedestrians. Cycle filter lane for westward traffic to enter cycle lane after Baileys Drove.</p> <p>East of Baileys Drove the route is on road for about 100m. The pavement is less than 2m wide and the carriageway is less than 7m wide.</p>	<p><b>Coherent?</b> Yes, however the route needs to carry on to connect to Colliers Lane</p> <p><b>Direct?</b> Yes</p> <p><b>Safe?</b> Yes</p> <p><b>Comfortable?</b> Yes</p> <p><b>Attractive?</b> Yes</p> <p><b>Suitable protection from Traffic?</b> Yes</p>	<p>Complete a section of cycle lane to connect with Colliers Lane and provide crossing/turning infrastructure between Dorchester Road and Colliers Lane.</p>
(Cycle) Colliers Lane–Breachfield–Station Road.	<p>Route is marked by cycle symbols on the road carriageway. No grade or lane separation. No painted lines. Small lamppost signs.</p>	<p><b>Coherent?</b> No, not clear which way the route goes.</p> <p><b>Direct?</b> Yes in terms of local facilities on Colliers Lane, but No in terms of access to the station, it takes a circuitous route to the station</p> <p><b>Safe?</b> Not at entry point at Junction of Colliers Lane and Dorchester Road</p> <p><b>Comfortable?</b> No, potential for parked cars to be in the way. Not clear what the route is.</p> <p><b>Attractive?</b> No</p> <p><b>Suitable protection from Traffic?</b> Yes, this is a slow and not heavily trafficked road</p>	<p>To improve awareness of the cycle route through better signage and to more clearly mark the route to provide priority for cyclists where needed.</p> <p>Ensure the crossing at Station Road is suitable for cyclists.</p> <p>Ensure sufficient cycle parking is provided at Wool Station and key facilities on the route including health practice, the school, playing field facilities and D'Urberville Centre.</p>
(Cycle) East Burton Road–Wareham Road.	<p>Sustrans National Cycle Route 2. There are no design features for cycling on the route.</p>	<p><b>Coherent?</b> This route has no design features.</p> <p><b>Direct?</b> The route leads directly to the level crossing and station, and on to Wool Village centre, but is not convenient for other facilities in Wool.</p> <p><b>Safe?</b> The road is narrow but lightly trafficked at present</p>	<p>At entry points to Wool from the west and at key junction with Wareham Road and through the level crossing to Station Road, improve</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
		<p><b>Comfortable?</b></p> <p><b>Attractive?</b> The cycle route is not designed. Parts of the route are attractive in terms of surroundings</p> <p><b>Suitable protection from Traffic?</b> Yes, given traffic volumes and speed limits</p>	<p>signage for through-cyclists on the national route.</p>
(Cycle) Wareham Road-Wool Bridge-Tout Hill-Bovington Lane-King George V Road (refers to sections within Wool Parish only)	<p>The route from the corner of East Burton Road is on pavement shared with pedestrians before a short stretch which is off-road for cyclists and pedestrians, before joining a short stretch of road carriageway which then becomes off-road from Wool Bridge through Tout Hill to Bovington Lane. At that point the cycle lane becomes shared with narrow pedestrian pavement for the length of Bovington Lane. It crosses from the south to the north side of the Lane at Cologne Road and continues to the junction of Lindsay Road and King George V Road.</p> <p>The route is unlit from just after the start until just before the entrance to the Tank Museum on Bovington Lane.</p>	<p><b>Coherent?</b> On Bovington Lane, the route has no specific cycle lane design apart painted signs on the pavement</p> <p><b>Direct?</b> The route follows the road network and this creates a significant diversion to access services in Wool (there is no easy way to solve this)</p> <p><b>Safe?</b> The route is not lit and the cycle lane is located on a narrow pavement.</p> <p><b>Comfortable?</b> No. Pedestrian and Cycle conflict in a narrow space.</p> <p><b>Attractive?</b> No</p> <p><b>Suitable protection from Traffic?</b> The road is not heavily trafficked</p>	<p>Provide suitable lighting to provide safety for cyclists sharing the narrow pavement with pedestrians. Widen the cycle lane along Bovington Road.</p>
(Walk) Dorchester Road from Braytown to Wool Railway Station	<p>This is the main pedestrian route to the railway station and to shops and services in Wool, from existing and planned settlement on the western side of the village.</p> <p>The pavement is narrow in places and is generally less than 2 metres wide.</p>	<p><b>Coherent?</b> The route is direct along the Dorchester Road to Wool Railway Station. Crossing the road to access the railway station, or earlier at some junctions lacks coherence.</p> <p><b>Direct?</b> Yes</p> <p><b>Safe?</b> Yes, but not at junctions with Colliers Lane or at Wool Railway Station.</p> <p><b>Comfortable?</b> No. The route is close to traffic along its length and so can be noisy, with little respite and a lack of environmental quality in surroundings</p>	<p>The creation of an attractive pedestrian environment designed to promote active travel routes to key services and Wool Railway Station.</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
		<p><b>Attractive?</b> No. The boundaries of development with a frontage on Dorchester Road are not attractive and there is no pedestrian infrastructure along the way.</p> <p><b>Suitable protection from Traffic?</b> Pavements are narrow in places, creating negative noise and air quality environment for pedestrians. In order to access key services and Wool Train Stations, Junctions need to be crossed which lack quality and feel unsafe to users.</p>	
(Walk) Colliers Lane at the Junction with Dorchester Road	<p>The junction is accessed by pedestrians using routes to Wool's railway station and to access shops at Braytown.</p> <p>The junction has two entrance/exits with a central triangle of land. Cars entering the junction to/from Dorchester Road (to/from West) can enter at speed depending on traffic conditions. Cars entering to/from the east need to make a harder turn and are generally moving more slowly.</p>	<p><b>Coherent?</b> The junction is divided by a central triangle of land, leading to cars entering the junction from different directions and at different speeds which can be confusing for pedestrians.</p> <p><b>Direct?</b> No. the Junction is split into parts which operate in different ways.</p> <p><b>Safe?</b> Does not feel safe for Pedestrians who need to treat each part of the junction differently.</p> <p><b>Comfortable?</b> The triangle of land is a pleasant space, a refuge in what is otherwise a difficult junction to negotiate for pedestrians.</p> <p><b>Attractive?</b> The triangle is attractive owing to community improvements (tree, planting, seats, community phone box. The highways infrastructure is not attractive.</p> <p><b>Suitable protection from Traffic?</b> The island provides some protection, but the geometry of parts of the junction create confusion for pedestrians.</p>	<p>Improve pedestrian crossing infrastructure and ensure that new development results in maintained or improved safety for pedestrians at this crossing.</p>
(Walk) Cologne Road to Bovington Neighbourhood Centre	<p>Cologne Road is a residential area. There is a significant distance from houses at the northern end of the road, south to the junction with Bovington Lane. The route west along Bovington is on narrow pavements shared with cyclists and is unlit for most of its length. The route turns into King George V Road into the centre of Bovington.</p>	<p><b>Coherent?</b> No. The route is not direct, involve three different pedestrian environments with varying degrees of difficulty for pedestrians.</p> <p><b>Direct?</b> No. The current route is significantly longer based on a detour around the military site.</p> <p><b>Safe?</b> No. The current requires walking along main road routes which have narrow pavements and are unlit in places. The pavement is shared with cycles.</p>	<p>The creation of a shorter direct pedestrian link from Cologne Road to Bovington centre suitable for all users.</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
		<p><b>Comfortable?</b> No. The route is too long for regular access to local shops. The quality of the pedestrian link on the main road into Bovington is poor.</p> <p><b>Attractive?</b> Parts of the route lack natural surveillance and are unlit.</p> <p><b>Suitable protection from Traffic?</b> There are no pedestrian crossing facilities to shops in Bovington.</p>	
(Walk) King George V Road at Bovington Neighbourhood Centre.	Schools and key shops are located on the west side of a very wide road, which whilst not heavily trafficked, is used by large military vehicles travelling at speed.	<p><b>Coherent?</b> For pedestrian seeking to access the school and shops in Bovington, crossing the road can feel unsafe.</p> <p><b>Direct?</b> n/a. the issue raised is about a lack of crossing facilities.</p> <p><b>Safe?</b> No, there are no pedestrian crossing facilities</p> <p><b>Comfortable?</b> No, crossing the road is not comfortable owing to its width and the potential for heavy vehicle traffic.</p> <p><b>Attractive?</b> There are no crossing facilities so not attractive.</p> <p><b>Suitable protection from Traffic?</b> No</p>	The creation of pedestrian crossing facilities to allow pedestrians to cross the road in safety.
(Walk) Main route from Bovington to Wool Railway Station.	The route from Bovington to Wool is around 4.5km. Coming from Bovington, the route has pavement on the north side and then it changes to the south side a distance after Cologne Road. There are limited pedestrian crossing facilities at this point. The route is unlit for most of its length. There is no natural surveillance, there is one resting place with seats at the corner with Tout Hill.	<p><b>Coherent?</b> Yes, the route is clear, except at the Wool Railway Station.</p> <p><b>Direct?</b> Yes, this is the shortest route on foot given lack of routes across the river.</p> <p><b>Safe?</b> No. The route lacks natural surveillance, is unlit and has few facilities for regular pedestrian use.</p> <p><b>Comfortable?</b> No. The distance is long for walking route, and pedestrians will feel exposed.</p> <p><b>Attractive?</b> The surrounding from Tout Hill into</p> <p><b>Suitable protection from Traffic?</b> Yes, except when crossing the road and/or when it is dark.</p>	Improve the pedestrian environment along this route.
(Walk) Lulworth Road South of Duck Street to the edge of the Village.	At the southern extent of Wool Village on Lulworth Road, a 60mph zone meets a 30mph zone. There are no pavements to serve the	<p><b>Coherent?</b> No, the pedestrian route is on the road.</p> <p><b>Direct?</b> Yes, but on the main road.</p> <p><b>Safe?</b> No, there is no protection from traffic for pedestrians.</p>	Improve the pedestrian environment. Introduce a pavement where possible.

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
	southernmost residential development (about 17 houses) at the southern end of Wool Village.	<p><b>Comfortable?</b> No, there is a risk of accident and injury particularly if traffic is speeding.</p> <p><b>Attractive?</b> No, this is not an attractive pedestrian route.</p> <p><b>Suitable protection from Traffic?</b> No. There is no protection from traffic.</p>	
(Walk) Burton Road and East Burton Road	<p>Burton Road and parts of East Burton Road lack a footpath and the walking routes here are in close proximity to proposed allocation sites. It is assumed this would be an active travel pedestrian route for residents of planned developments to use to access Wool Railway Station.</p> <p>The level crossing at East Burton is a current route taken by traffic wishing to avoid queues at the level crossing at Wool Railway Station. Future development is likely to give rise to increased traffic via these routes.</p>	<p><b>Coherent?</b> Yes.</p> <p><b>Direct?</b> yes, the route is direct.</p> <p><b>Safe?</b> No, the route lacks pedestrian pavements and is unlit, whilst it is likely to become much busier if planned development proceeds.</p> <p><b>Comfortable?</b> The route lacks lighting, but there are houses along some of its length on one side.</p> <p><b>Attractive?</b> Not adjacent to the railway line.</p> <p><b>Suitable protection from Traffic?</b> Not where pavements are lacking and/or the route is dark.</p>	Improve the pedestrian environment. Introduction a pavement where possible.

## Rail Station

251. Railway Services from Wool provide important connections to nearby towns and cities and to London. Good access from Wool via rail was confirmed in consultation as a key positive attribute of the area.
252. The station itself is a different matter. The indoor waiting facilities are locked when the station is unstaffed. The station has insufficient car parking. The overall quality of station buildings is poor. Connections to the rest of the parish and its key attractions are not well co-ordinated and overall, are lacking. Many visitors arrive by rail to the station and have insufficient options available to make their onward journey to nearby attractions.
253. As a key service village, Wool's railway station should provide attractive station facilities with integrated services for onward travel. It should provide good quality car parking, EV Charging points and cycle parking infrastructure. There is sufficient land for this around the station (subject to landowners' permission) and some potential to greatly improve the station environment. Given planned housing growth, there is an acknowledged requirement in the Purbeck Local Plan 2018-2034 to improve Wool Station.
254. Policy H5 of the Purbeck Local Plan 2018-2034 (e & f) sets out requirements to improve accessibility between strategic allocation sites and nearby services (including Wool Railway Station and Dorset Innovation Park) and facilities by forming or improving defined walking and cycling routes. It seeks financial contributions toward improvements to the travel interchange at Wool Railway Station to include additional car parking, secure cycle storage, and electric vehicle charging points. Whilst this is welcome, requirements are linked to strategic site delivery only and do not consider the wider needs of the parish (other parts of the parish use the railway station, as do visitors to the area). Additionally, further local plan site allocation proposals are likely in time and so it is important that the neighbourhood plan sets out local objectives for improvements to Wool Railway Station to provide benefits for all residents and visitors.
255. The PTAG Purbeck Transport Plan (Table 1 of the PTAG plan) sets out improvement priorities for Wool Station as a mobility hub with a rail service. These include provision of spaces for carshare vehicles, bicycle hire, a dock for a bike share scheme, café, space for community interaction, a notice board, recycling bins, parcel delivery lockers, defibrillator point and water fountain to provide drinking water.
256. The supporting documents to the neighbourhood plan which examine character and development form, show the importance of Wool station and level crossing as a gateway into Wool, and as such both the need and the opportunity to improve it and the setting of the village.
257. The Neighbourhood Plan Steering Group and Friends of Wool Station have examined elements of station and level crossing provision to establish a clear view of requirements for improvement. Table 9 details the components of infrastructure at Wool Station and indicates priorities for improvement, also drawing on PTAG Transport Plan priorities.

**Table 9 – Wool Station Infrastructure Improvement Priorities**

<b>Component of Infrastructure</b>	<b>Current Provision</b>	<b>Priority for improvement</b>
Car parking spaces	25 carpark spaces 1 accessible carpark space 4 taxi bays 1 Beryl Bikes bay	More car parking spaces. Car Share spaces EV charging spaces Extended Beryl Bikes scheme, more bikes and potentially electric bikes.
Access to the station car park	Two entrance/exits to the station.	Traffic queueing makes car and bus access difficult

Component of Infrastructure	Current Provision	Priority for improvement
Bus Stop	There is a bus stop at the station	Adequate
Cycle Facilities	Limited bike hire scheme. Cycle racks on the platform.	Investigate electric bike scheme. Bicycle hire
Toilets	Insufficient opening hours, no disabled access	Need to be accessible and open longer
Ticket Office	The ticket office has restricted opening hours. Automated ticket vending machine on platform.	Ticket office opening hours should be extended.
Waiting Facilities	Facilities provided in the building. Limited opening hours.	Need more shelter on the platforms. Café. Drinking fountain. Community Notice Board.
Planting and landscaping	Organised by the Friends of Wool Station	Space for community interaction Recycling bins.
Security	A hotspot for anti-social behaviour	More CCTV.
Level Crossing	1 at the station (and 1 at Giddy Green)	Downtime needs to be more efficient with fewer mechanical breakdowns.

Source: Friends of Wool Station and Wool Parish Council (2023)

#### WOOL I2 - Improvements to Wool Rail Station

When using policy I2 and H5 of the Purbeck Local Plan 2018-2034 in the determination of relevant planning applications and to formulate investment priorities, Dorset Council should have regard to the broader requirements identified in the neighbourhood plan for improvements to Wool Railway Station. This should include positive consideration of the following measures:

- a) The provision of more car parking spaces
- b) The provision of spaces for carshare vehicles
- c) The provision of Electric Vehicle charging spaces
- d) The extension of the bike hire scheme. more bikes and potentially electric bikes
- e) Any Improvements to traffic queueing to allow better vehicular access to the station
- f) The provision of accessible toilets with longer opening hours
- g) The ticket office opening hours should be extended
- h) The provision of more shelter on the platforms
- i) The provision of a community notice board
- j) The provision of more CCTV and other initiatives to reduce antisocial behaviour
- k) Optimisation of the level crossing to reduce the downtime of the barrier and reduce the number of mechanical breakdowns
- l) Actions address drainage problems alongside the railway on approaches to Wool Station.

Wool Parish Council will work with the Friends of Wool Station and other partners to secure improvements to Wool Station and support the environmental improvement of its environs as a key gateway to Wool.