Purbeck Transport Plan

(Issue 3.0 – Nov 2026) DRAFT

SUMMARY

The Purbeck Transport Plan sets out the aspirations of the Purbeck Transport Action Group for the future of transport in Purbeck. It provides a summary of the recent announcement by Dorset Council of a 7 year Transport Transformation Plan, which sets the context for the Purbeck Plan.

The results of a survey of transport needs in Purbeck, carried out by PTAG, are also summarised and taken into account in the Plan.

The Plan itself is a revised and updated version of the one published in 2022, setting out proposals for an integrated, sustainable system of active travel (walking & cycling), public transport (buses and trains) and other contributing infrastructure, such as bike hire, car-sharing, electric charging for vehicles and bikes, all supported by information systems.

The detailed annexes show walking, cycling, bus and rail routes for areas served by the main transport hubs in Purbeck. This information has been revised and updated to reflect improvements and changes in rail and bus timetables (to be completed in this draft).

The aim is to provide a blueprint for a sustainable transport system for Purbeck, meeting the needs of residents and visitors, minimising the effects of traffic congestion and pollution, providing good access to the special attractions of the area, improving safety and health and reducing damage to the environment.

What is the Purbeck Transport Action Group?

PTAG comprises representatives from Parish and Town Councils, as well as all transport modes (including the Purbeck Community Rail Partnership, bus companies and cycling groups). In common with other area Transport Action Groups it receives a grant from Dorset Council, which provides an honorarium for the Secretary, funds for hiring meeting rooms and other miscellaneous expenses, such as attending area and regional meetings. However, it acts as an independent consultation forum, providing liaison between local bodies and Dorset Council, as well as rail and bus operators.

Introduction

The original Purbeck Transport Plan was produced in 2022, following publication of the Dorset Council Bus Service Improvement Plan and associated Enhanced Partnership (EP) and considered how Purbeck's needs could best be met. It was a logical progression from the Purbeck Transport Strategy produced by PTAG in 2020/21, which collated the views of local councils and organisations on the problems and potential solutions for transport in the area.

Dorset Council has now approved (7 October 2026) a seven-year plan that will drive forward a complete transformation of transport services across the county, starting from next summer. The new Plan for Purbeck has been prepared in the context of this announcement and will be used in responding to the consultation on the DC Plan.

Over the past year PTAG has carried out a survey of transport needs among its constituent organisations and participants. A summary has been made of the results of this survey and this is included in the new Plan and taken into account wherever appropriate.

The Purbeck Heaths National Nature Reserve, Sustainable Tourism Plan, published in March 2022 provided context for the original Purbeck Transport Plan (PTP). The Tourism Plan encouraged more green and active travel options and proposed to develop a series of 'joined-up active and sustainable travel routes and a transport management system to encourage visitors to travel to/from/around the area without using their cars resulting in less congested roads in peak visitor months.' The Purbeck Heaths NNR has now been incorporated in the Isle of Purbeck National Nature Reserve.

The results of studies carried out by PTAG members contributed to the original PTP: looking at the gaps in present bus and train services and how they might be plugged; the development of mobility hubs; improvement of amenities at bus stops and railway stations; accessibility of bus stops and railway stations by foot and cycle and connections between settlements and to other attractions on foot or cycle. The details of these studies formed the content of the annexes to the plan, together with annexes on speed limits, information and publicity. Revised and updated versions are included in the new Plan.

The new Plan continues to draw on and align with related work underway in other organisations, such as Dorset Climate Action Network, Zero Carbon Dorset, Purbeck Community Rail Partnership, Sustainable Swanage and Sustainable Wareham.

Dorset Council transport transformation plan

Dorset Council's Cabinet has approved a seven-year plan that will drive forward a complete transformation of transport services across the county, starting from next summer.

Designed to help people get to local shops, work, education, healthcare appointments and community activities more easily, the programme will create 700 additional bus journeys, introduce a full Saturday service and new strategic routes plus double the frequency of buses in some areas.

Alongside improvements to Dorset Council's supported bus network and core routes linking rural communities and market towns, the programme will support more people to travel independently and access travel opportunities closer to home.

Cllr. Jack Jeanes, Dorset Council's Cabinet Member for Place Services, said: "Good transport opens doors. It helps people get to work, education, healthcare, shops and social activities, and plays a huge part in tackling isolation and supporting independence.

"Many residents, particularly in our rural communities, want better transport options and better connections to the places that matter most to them. This programme sets out a clear long-term plan to help more people stay connected to opportunities, services and each other."

The £65m programme will be delivered in phases and funded through a combination of existing transport budgets, government funding, developer contributions and future external funding opportunities. Any future additional investment will be considered through the council's normal budget-setting process.

It will help:

- Young people and adults to travel more confidently and independently though a new Independent Travel Training service. This will open up more access to education, employment and community life.

- Residents who need extra support will have more transport options to help them stay active, connected and independent by expanding community transport services.

- Make getting to healthcare appointment easier and less stressful, thanks to better co-ordination between transport and health services.

- People living in areas without regular bus routes will have access to more flexible transport services that fit around local needs via a new ‘in-demand’ service.

Cllr. Nick Ireland, Leader of Dorset Council and Cabinet Member for Climate, Communications, Performance and Safeguarding, said: "By improving connections between our towns, villages and services, we're helping people access opportunities, supporting local businesses and creating stronger, more connected communities.

"For a rural county like Dorset, transport can too often be a barrier. This programme will give people more choice, greater independence and better access to the services they rely on, while also supporting our ambition for a thriving economy and sustainable future."

Tim Christian, General Manager at Dorset Community Transport, said: "We think that the new plan will make a real difference to people in Dorset. It sees transport as an engine of economic and social development, recognises that community transport has a part to play and integrates it into in almost every area where transport is needed. We look forward to taking part as it gets going.”

Dorset Council will continue to support residents who require specialist transport, while creating more opportunities for people to travel independently and use public and community transport services where appropriate. This approach is designed to help more people remain connected and independent while ensuring specialist support remains available for those who need it.

The council is now working with partners to develop the programme further. More detailed information about routes, services and delivery plans will be published ahead of implementation.

Results of survey on Transport Needs in Purbeck

Purpose:

The results of this survey have been used to develop this new Purbeck Transport Plan and provide input to proposals for local projects. They will also be used to inform PTAG’s further responses to the DC Transformation Plan, Local Transport Plan and other consultations.
(Detailed supporting information is included in the notes in Annex 7 of this Plan.)

Section A - Priorities
The following priorities were strongly supported:
1. Encourage active travel modes with proposals for new walking /cycling routes linking all communities with public transport hubs.
2. Develop a model for planning and funding local bus services and identify routes that need support.

3. Expedite completion of existing/proposed walking/cycling routes – e.g. Norden-Corfe; Norden-Studland; Lytchett Matravers-Lytchett Minster
4. Support improvement and integration of rail services, with feeder bus services and active travel routes.

Other priorities proposed were:

1. Reduction of Carbon emissions and building community life
2. Identify bus routes that need support/improvement
3. Traffic calming measures
4. Maintain footpaths and bridleways already in existence
5. Add strategic links
6. Seasonal community minibus service linking key Purbeck destinations
7. Maintain and improve liaison with businesses and organisations which have transport impacts
8. Take account of importance of tourism to the local economy and impact of visitor activity on road and transport infrastructure
9. Support improvement of road infrastructure
10. A better, faster and fairer EV charging network
11. A shared car/car club pilot for Purbeck

Section B - Local Bus Services

The following local bus services should be developed/promoted

1 – Purbeck Shuttle 200 (Wareham/Blue Pool/Purbeck Park/Arne)
2- Norden-Corfe Castle Shuttle
3 – Swanage circular (Station/ Durlston/Hospital)
4 – Corfe-Worth Matravers-Swanage-Harmans Cross
5 – Norden-Studland shuttle

Other routes suggested:

Corfe-Worth Matravers-Swanage-Harmans Cross & Wareham Train Station[1]
Swanage, HX to Sandford Lidl
Greater frequency Lytchett Matravers-Lytchett Minster-Poole
Wareham-Lytchett Minster-Upton-Broadstone-Wimborne-Royal Bournemouth Hospital[2]
Year-round service through Harmans Cross (only operated in the summer months at present)
Direct route from Isle of Purbeck communities to Bournemouth Hospital
Corfe-Kimmeridge

Other desirable improvements:

Reliability of Breezer 50 during summer, especially at Ferry
Stronger Swanage-Wareham Station connections, including evenings and weekends.
Better links from Purbeck to Poole, Bournemouth and Dorchester.
Services that connect people to hospitals and health appointments.
Village-to-hub routes linking smaller communities with rail and main bus services.
Seasonal visitor routes to reduce pressure on Studland, Corfe Castle, Swanage seafront and other hotspots.
Demand-responsive or community transport for smaller settlements where fixed bus routes may not be viable.
Better links between Upton, Lytchett, Wareham, Wool, Swanage and surrounding villages.
A summer Studland-Corfe / Purbeck Park community minibus route.
A summer Studland-Swanage community minibus route.
A possible circular visitor/resident route linking Swanage, Studland, Corfe Castle and Norden.
Purbeck needs routes that work for everyday residents as well as visitors.

Section C - Active Travel

Active travel should be treated as part of the transport network, not just as recreation. Active Travel Priorities should include:

- Safe routes to schools.
- Safe routes to railway stations.
- Safe links between villages and nearby services.
- Routes connecting homes with bus stops and transport hubs.
- Secure cycle parking / lockers in town centres, stations and public car parks.
- Better support for e-bikes, including safe storage and charging.
- Improved routes to beaches, countryside sites and visitor destinations.
- Safer walking and cycling routes for families, older people and less confident cyclists.
- Better integration between cycle routes and bus/minibus services.

Walking/cycling routes that need developing (in addition to Norden-Corfe; Norden-Studland; Lytchett Matravers-Lytchett Minster)
The area around Scotland Farm, Soldiers Road, and Hartland Moor should be improved to provide off road cycling capability.
Continuous, cyclable, traffic-free route required between Wareham and Bere Regis
Provision of a traffic-free cycling route between Upton and Sandford needs to be a priority.[3]
Dedicated shared use path throughout Lytchett Minster on the B3067 between the Bakers Arms roundabout and Upton crossroads.[4]
Off road route needed along Ferry Road, especially from Greenlands track into Studland and Ulwell to Studland (off road)
New direct footpath Langton Matravers – Kingston[5]
Installation of a bridge over the Upton Bypass linking Watery Lane & Old Watery Lane[6]
Extend the existing Castleman Trailway strategic active travel route from the Upton bypass footbridge along the former railway trackbed through Upton directly to Hamworthy railway station.[7]

Section D - Other Services
Other services/ideas that should be developed
A minibus with bike-carrying capacity could help unlock more one-way cycling and walking routes, making active travel more flexible and attractive.
Better use of rail service: at least summer-time trains to Corfe Castle and Swanage, either from Bournemouth/Poole/Wareham or a link from Wareham which connects with the main line[8]
Better use of bus services: a distinctive Jurassic Coast route could be Shell bay/Swanage/Worth Matravers/ Corfe / Wareham by the X54, or instead a minibus which could also serve Kimmeridge and then proceed to Lulworth[9]
To integrate services again a way must be found of sharing data[10]
A dedicated EV charging improvement plan should be created for Purbeck.[11]
A shared car pilot should be trialled[12]
A seasonal community minibus pilot should be developed, particularly for spring and summer[13]
Purbeck would benefit from an integrated ticketing and information system; clearer, simpler information across bus, rail, walking, cycling, shared cars, community minibuses and EV charging[14]
Transport planning that tackles fairness[15]

Section E - Final comments
The proposed priorities are important, but Purbeck needs a wider and more ambitious transport plan.
Better buses, active travel and rail integration are essential. But the plan should also recognise some practical gaps:
1. Seasonal community transport could help residents and visitors move around Purbeck without putting more pressure on roads, car parks and sensitive places.
2. Opportunities should be explored for improving Active Travel facilities (e.g. cycling/walking/wheeling routes) in light of recently announced government spending plans for Active Travel.
3. Public EV charging needs to be faster, fairer and more affordable.

4. People need access to shared cars so they can live with fewer private vehicles while still making essential journeys.

Purbeck has the chance to become a rural model for joined-up, fair and low-carbon transport. This should include buses, trains, bikes and walking, but also EV charging, shared cars, and flexible community minibuses that carry people, bikes, kayaks and the messy realities of rural life.

The goal should be simple: fewer unnecessary private cars, but better access for everyone, with benefits for health and the environment.

Aims and Objectives of New Purbeck Transport Plan

Aim

The aim of the new Plan is to inform and influence Dorset Council's Transport Transformation Plan and future Local Transport Plans

Objectives

- Enable new and existing developments to be more accessible by modes other than the car and ensure better, sustainable connectivity to and through Purbeck.
- Liaison with DC and bus operators on additional bus services to fill gaps identified and create a data set, knowledge base and business case to guide investment choices;
- Support for Swanage Railway's efforts to get the service to Wareham established;
- Integration of existing and potential bus services with mainline rail services;
- Secure/extend current, seasonal bus services to Lulworth, Bovington, Wareham Forest, Swanage-Durlston, promote additional services such as Norden-Corfe, Wareham-Arne etc;
- Press for completion of proposed cycling/walking routes such as Norden to Corfe, Norden to Rempstone/Studland and the Cordite Way from Sandford to Holton Heath.
- Encourage active travel modes with proposals for new walking cycling routes linking all communities with public transport hubs.

Distribution and timescale

Version 3.0 of the Plan will be circulated to PTAG for comment and approval. It will then be submitted to the appropriate departments in DC, BCP and to other Dorset TAGs. This should be completed by the end of March 2027.

Acknowledgements

Much of the detailed information in the Annexes has been provided by Tony Smale (Friends of Wool Station) and other PTAG members have also made valuable contributions to the Plan.

Existing and proposed cycle routes in Purbeck are shown in Maps 4 & 5, which use the Dorset Explorer app published by Dorset Council.

Nick Ward (PTAG Chair) 31 Oct. 2026

Annexes

The structure and details of the plan are set out in the following annexes

ANNEX 1 – BSIP for Purbeck

ANNEX 2 – Mobility Hubs

ANNEX 3 – Foot and Cycle Routes

ANNEX 4 – Rail Services

ANNEX 5 – Speed Limits

ANNEX 6 – Information & Publicity

ANNEX 7 – Notes from Transport Needs Survey Report

ANNEX 1

Bus Service Improvement Plan for Purbeck

Core bus services

O = new service (conjectural service number)

No.	Route (in detail for Purbeck only)	Frequency	J'rney time	Notes
X54	Weymouth-**Winfrith-Durdle Door-Lulworth Cove-Wool Station-East Stoke-Wareham Red Lion-Wareham Station-Sandford-Lytchett Minster-Upton**-Poole	hourly	1h40	Interleaves with X55. Route as current.
X55 **O**	Weymouth-**East Knighton-Dorset Innovation Park-Wool Station-Bovington Swinton Ave (thence back to A352)-East Stoke-Wareham Red Lion-Wareham Station-Sandford-Holton Heath Station-Lytchett Minster-Upton**-Poole	hourly	1h50	New service. Interleaves with X54. New bus gate at Holton Heath Station needed to route bus via Station Road and Blackhill Road.
30	Weymouth-**Winfrith-Durdle Door-Lulworth Cove-East Lulworth-Coombe Keynes-Wool Station-East Stoke-Wareham South St-Stoborough-Purbeck Park-Corfe Castle-Harman's Cross-Swanage**	hourly	2h00	Interleaves with 40. Route extended to include East Lulworth & Coombe Keynes. Could omit route section between Weymouth and Lulworth Cove in winter months.
40	Poole-**Upton-Lytchett Minster-Organford-Sandford-Northmoor-Wareham Station-Wareham South St-Stoborough-Purbeck Park-Corfe Castle-Kingston-Langton Matravers-Swanage**	hourly	1h20	Interleaves with 30. Route as current except a need to serve Purbeck Park.
50	Bournemouth-Sandbanks Ferry-**Shell Bay Ferry-Studland-Swanage**	30 mins	1h12	Route as current. A need for a better back-up plan for when ferry is out of service.

Notes:
Core services are year-round.
Frequency quoted is daytime, Mon-Sat. Frequency may be reduced in evenings and on Sundays.
Services that "interleave" provide a roughly half-hourly frequency over common route sections.
Route on return journey is same as outward, except where stated otherwise in italics.
Not shown: X8 Poole-Upton-Blandford service and 187 Dorchester-Bere Regis-Blandford service.

MAPS 1, 2 & 3 show current services in and around Wool & Bovington, Wareham and Swanage

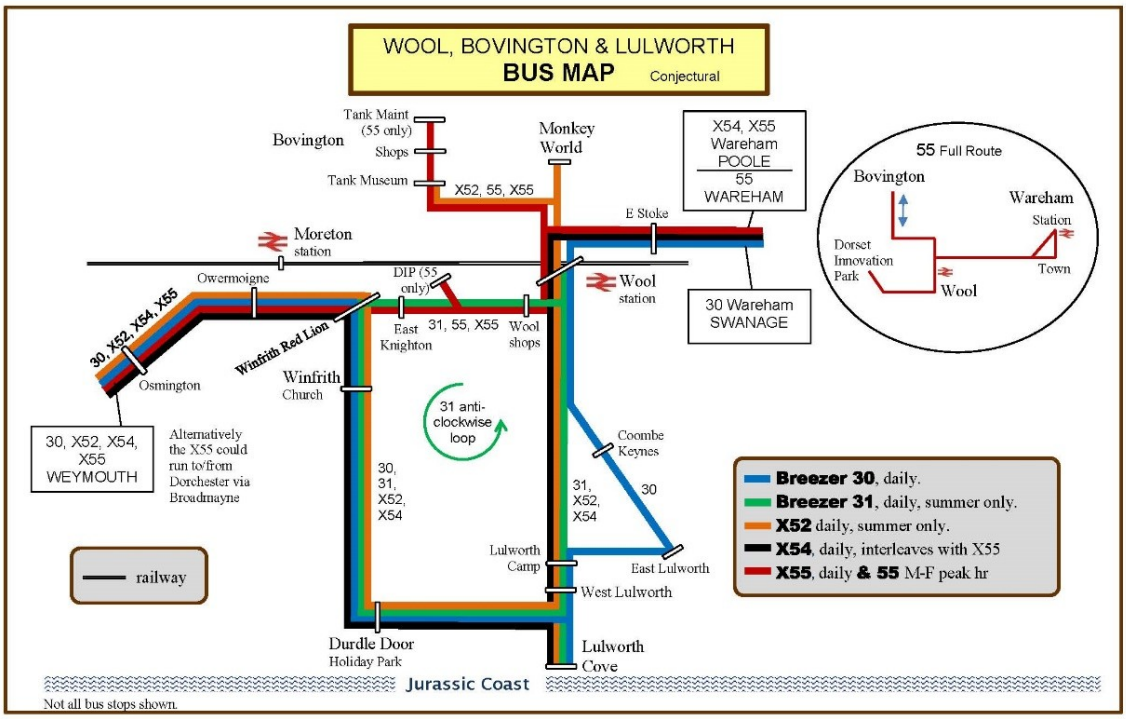
Secondary bus services

No.	Route (in detail for Purbeck only)	Frequency	J'rney time	Notes
5	**Swanage-Durlston**	30 mins	0h15	Route as current Breezer 5
31	***Wool Station-Winfrith-Durdle Door-Lulworth Cove-Wool Station (circular)***	hourly, summer only	0h46	Summer service. Route as summer 2022.
35	**Wareham Holiday Parks-Wareham Station-Wareham South St-Stoborough-Purbeck Park-Corfe Castle-Harman's Cross-Swanage**	irregular, summer only	0h50	Summer service. Route as summer 2022.
55 O	**Dorset Innovation Park-Wool Station-Bovington Swinton Ave-Bovington Tank Maintenance (thence back to A352)-East Stoke-*Worgret Roundabout-Wareham Red Lion-Wareham Station-Wareham bypass-Worgret Roundabout (loop)***	hourly, Mon-Fri peaks	0h50	New service. Interleaves with X55. Operates during peak hours, Mon-Fri. Primarily for employees at DIP, Police HQ and Bovington Camp.
5	Weymouth-Crossways-**Moreton Station-**Dorchester	hourly	1h00	Current Damory Service 5 extended to/from new housing at Moreton Station
188 O	Dorchester-**Bere Regis-*Wareham Station-Wareham bypass-Worgret Roundabout-Wareham Red Lion (loop)***	hourly	0h55	New service. Interleaves with Damory Service 187
41 O	**Wareham Station-Wareham PO-Stoborough-*Creech-Steeple-Kimmeridge-Church Knowle-Furzebrook (loop)*-Stoborough-Wareham Red Lion-Wareham Station**	irregular		New bus/minibus service, alternates with 42.
42 O	**Wareham Station-Wareham PO-Stoborough-Ridge-Arne RSPB**	irregular		New bus/minibus service, alternates with 41.
6 O	**Worth Matravers-Langton Matravers-Swanage**	irregular		New bus/minibus service

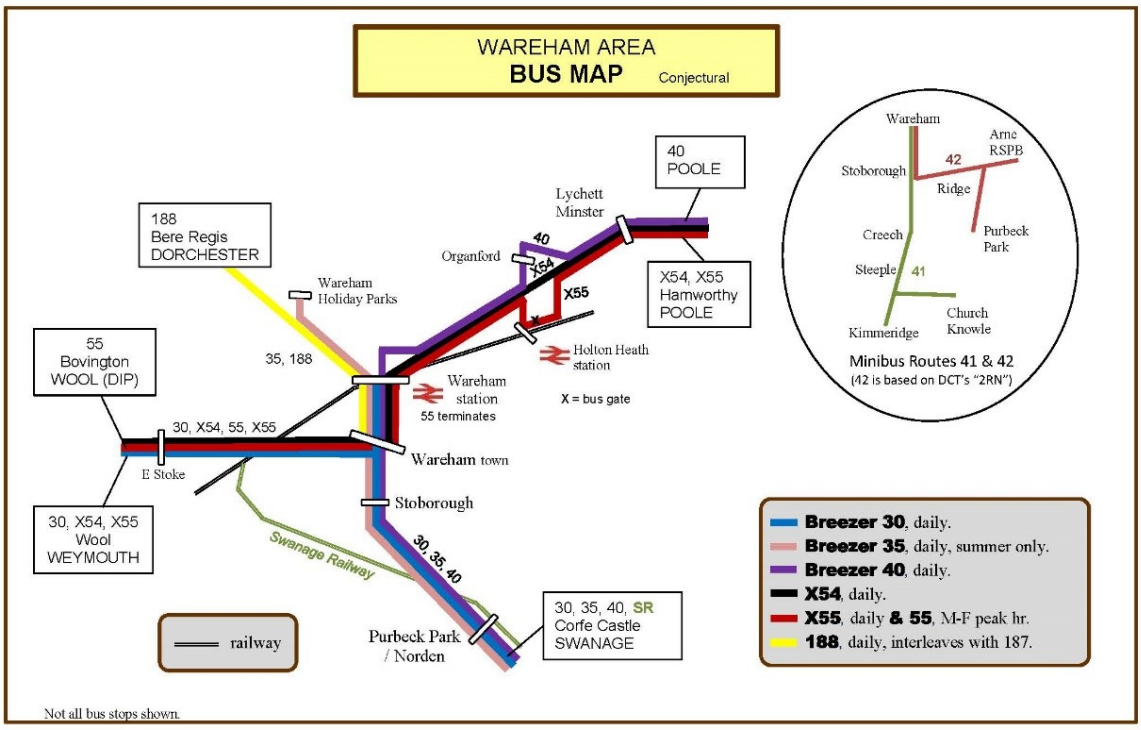
Villages in Purbeck remaining unserved:

- Affpuddle, Bloxworth, Briantspuddle (an infrequent village bus/minibus to/from Wareham?)
- East Chaldon
- Morden (best served by extending the Poole-Lytchett Matravers bus service)

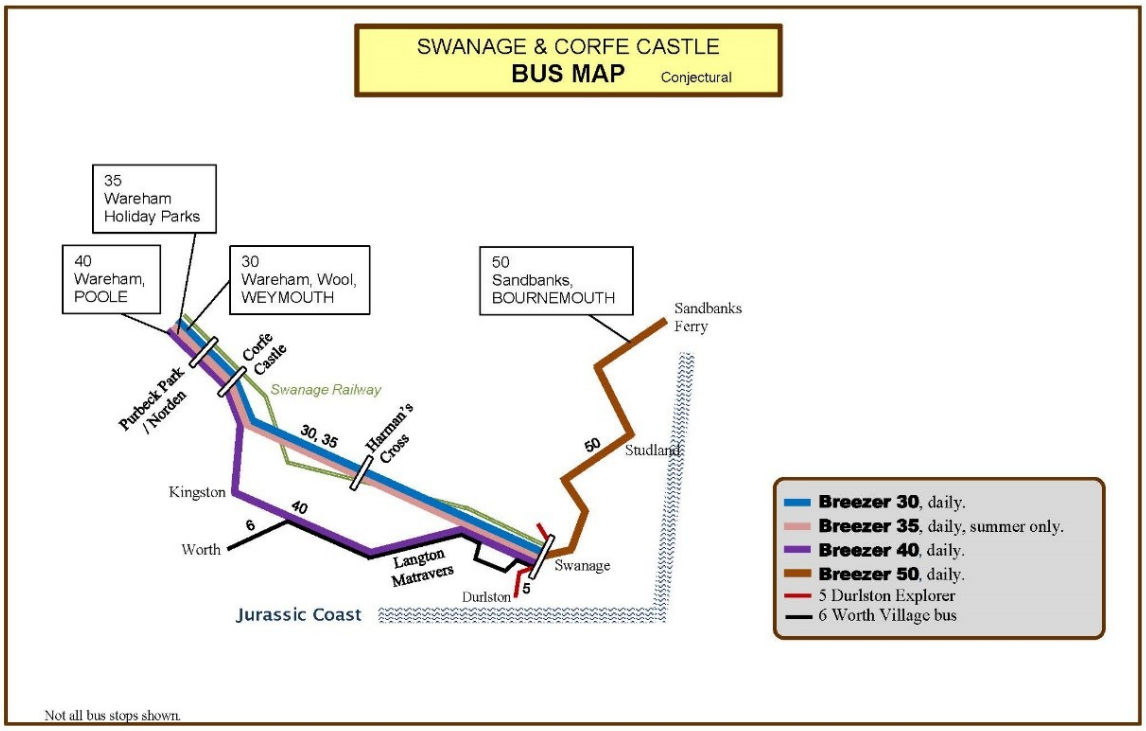
MAP 1 showing current and proposed Bus and Rail routes for Wool, Bovington & Lulworth



MAP 2 showing current and proposed bus and rail routes for Wareham



MAP 3 showing current and proposed bus and rail routes for Swanage



ANNEX 2

Mobility Hubs (transport interchanges) for Purbeck

Dorset Council proposes a "hub and spoke" transport network with core (inter-urban) bus services calling at the principal mobility hubs, where there will be good waiting facilities and connections to local paths, buses and community transport.

1 Proposed Mobility Hubs for Purbeck

We propose a total of eleven mobility hubs for Purbeck, four "principal" and seven "secondary".

Table 1 shows the six mobility hubs in Purbeck that have a rail service. Four of them are Principal Mobility Hubs: Purbeck Park, Swanage Station, Wareham Station and Wool Station. The other two are Secondary Mobility Hubs: Corfe Castle and Moreton Station.

Table 2 shows a further five Secondary Mobility Hubs that don't have a rail service: Bere Regis, Bovington, Sandbanks Ferry, Upton and Wareham.

Notes: Purbeck Park was formerly known as Norden Park & Ride (the station name remains "Norden"). The survey of the eleven sites is a "work in progress".

2 Mobility Hubs in Town and Village Centres

Facilities for mobility hubs in town and village centres may need to be distributed around the centre due to lack of available space at any one location. In such circumstances, there should be good branding and signposting to link the distributed sites together.

As an alternative to a "distributed" mobility hub for **Wareham Town Centre**, we suggest the creation of a new hub in **St John's Hill**, comprising bus layby with shelter, cycle stands, etc. The square is currently wide enough to turn buses. Some car park spaces would need to be relocated. Additional traffic lights would be needed at the junction with South St. to give priority to buses emerging from the hub. The new hub would be used for east-west bus services (eg X54), any new bus services terminating at Wareham and community transport. Bus services to/from Stoborough could continue to use the existing bus stops in South St.

It may be possible to create a similar mobility hub in Corfe Castle at a central location, taking into account potential congestion problems. The current bus stops on East St. are poorly located and lack basic facilities.

3 Other Bus Stops

There should be a clear set of bus stop standards: at least a high quality pole, flag and timetable case. In addition, at well patronised "departure" stops, there should be a waiting shelter with seating. In rural locations, the bus stop should include a safe, hard-standing area for people to stand or sit. Parking should not be allowed over bus stops.

We know of many rural locations where buses pass and bus passengers may wish to board. We would like to work with DC to identify these locations and how buses can be made more accessible, safely, to these communities.

These symbols are used in the tables:

✓✓ = Exists ✓ = Partially exists ✘ = Not possible/not required blank = to be determined

◆ = Simple and straightforward ◆ = Moderately easy ◆ = Very difficult/expensive

Table 1 Mobility Hubs with Rail Service

Facilities	Purbeck Park	Swanage Station	Wareham Station	Wool Station	Corfe Castle	Moreton Station
Rail	Principal Hubs				Sec'y Hubs	
Regular train service throughout day	◆	◆	✓✓	✓✓	◆	✓✓
Step-free access to platforms (via level crossing, if nec'y)	✓✓	✓✓	✓✓	✓✓	✓	✓✓
Ticket sales window	✓✓	✓✓	✓✓	✓✓	✓✓	◆
Ticket vending machine and smart card readers	◆	◆	✓✓	✓✓	◆	✓✓
Waiting room or shelter with seating	✓✓	✓✓	✓✓	✓✓	✓✓	✓
Electronic departure screen		✓✓	✓✓	✓✓		✓✓
PA (loudspeaker) system		✓✓	✓✓	✓✓		✓✓
National rail help point and CCTV coverage	◆	◆	✓✓	✓✓	◆	✓✓
Toilets (ideally PRM compliant and available thru'out day)	✓✓	✓	✓	✓	✓	◆
Timetable, onward travel poster & special service notices	✓	✓	✓✓	✓✓	✓	✓✓
Bus						
Regular (core) bus service throughout day	✓	✓✓	✓✓	✓	✓✓	◆
Secondary bus/minibus services and community transport	✘	✓	✓	✓	✓	✓
Bus layby with raised kerb	✓	✓	✓✓	✓✓	◆	◆
Waiting shelter with seating		✓✓	✓✓	✓✓	✓	◆
Electronic departure screen	◆	◆	✓✓	✓✓	✓	◆
Timetable poster and special service notices		✓✓	✓✓	✓✓	✓	◆
Car/Taxi						
Taxi rank	◆	✓✓	✓✓	✓✓	◆	
Space for drop off / pick up	✓✓	✓	✓✓	✓✓	✓	
Car park	✓✓	✓	✓✓	✓✓	✓✓	
eV charge points	◆	◆	◆	◆	◆	
Space for carshare vehicles	✘	◆	◆	◆	◆	
Walk/Bike						
Safe walking route between station, bus stop & local area	✓	✓✓	✓✓	✓✓	✓	◆
Area map	✓✓	✓✓	✓✓	✓✓	✓	◆
Bicycle parking stands		◆	✓✓	✓	◆	
Signposted network of cycles routes nearby	◆	◆		✓✓	◆	
Bicycle shop with bikes for hire	✓✓	◆	✓✓	◆	◆	◆

Dock for bike-share scheme	✘	◆	◆	◆	✘	◆

Table 1 Mobility Hubs with Rail Service - *continued*

Facilities	Purbeck Park	Swanage Station	Wareham Station	Wool Station	Corfe Castle	Moreton Station
Community (and miscellaneous facilities)						
Café or refreshment kiosk	✓✓	✓✓	◆	◆	✓✓	◆
Shops, pubs and cafés within easy walk	✘	✓✓	✓	✓✓	✓✓	✓
Places of interest within easy walk	✓✓	✓✓	✓✓	✓✓	✓✓	
Community space ("parklet") for social interaction	✓✓	✓✓	◆	◆	✓	
Community noticeboard	✘	◆	◆	◆	◆	
Recycling bins	◆	◆	◆	◆	◆	
Parcel delivery lockers	✘	◆	◆	◆	◆	
WiFi coverage		◆	✓✓	✓✓	◆	
Public telephone		◆	✓✓	✓?	◆	
Defibrillator point		✓✓	◆	◆	◆	
Water bottle refill point		◆	◆	◆	◆	

Table 2 Secondary Mobility Hubs without Rail Service

Facilities	Bere Regis	Bovington	Sandbanks Ferry	Upton	Wareham
Bus					
Regular (core) bus service throughout day	✓	◆	✓✓	✓✓	✓✓
Secondary bus/minibus services and community transport	✓	✓	✘	✓	✓
Bus layby with raised kerb	◆	✓✓	✓	✓✓	✓✓
Waiting shelter with seating	◆	✓✓	◆	✓✓	✓
Electronic departure screen	◆	◆	◆		✓✓
Timetable poster and special service notices	✓	◆	✓		✓✓
Car/Taxi					
Taxi rank	◆	◆	◆		✓✓
Space for drop off / pick up	✓	✓	✓		✓✓
Car park	✓✓	✓✓	✓✓		✓✓
eV charge points	◆	◆	◆		
Space for carshare vehicles	◆	◆	✘		
Walk/Bike					
Safe walking route between bus stop and local area	✓✓	✓✓	✓✓		✓✓
Area map	✓		✓✓		✓✓
Bicycle parking stands	◆		✓✓		
Signposted network of cycles routes nearby	◆	◆	✓✓		
Bicycle shop with bikes for hire	✘	◆	◆		
Dock for bike-share scheme	✘	◆	✘		
Community (and miscellaneous facilities)					
Café or refreshment kiosk	◆		✓		✓✓
Shops, pubs and cafés within easy walk	✓✓		✘	✓✓	✓✓
Places of interest within easy walk	✓✓	✓✓	✓✓	✓✓	✓✓
Community space to encourage social interaction	◆	✓	◆		
Community noticeboard	◆		◆		
Recycling bins	◆		✓✓		
Parcel delivery lockers	◆	◆	◆		
WiFi coverage	◆	◆	◆		
Public telephone	◆		◆		
Defibrillator point	◆		◆		
Water bottle refill point	◆	◆	◆		

Key:

✓✓ = Exists ✓ = Partially exists ✘ = Not possible

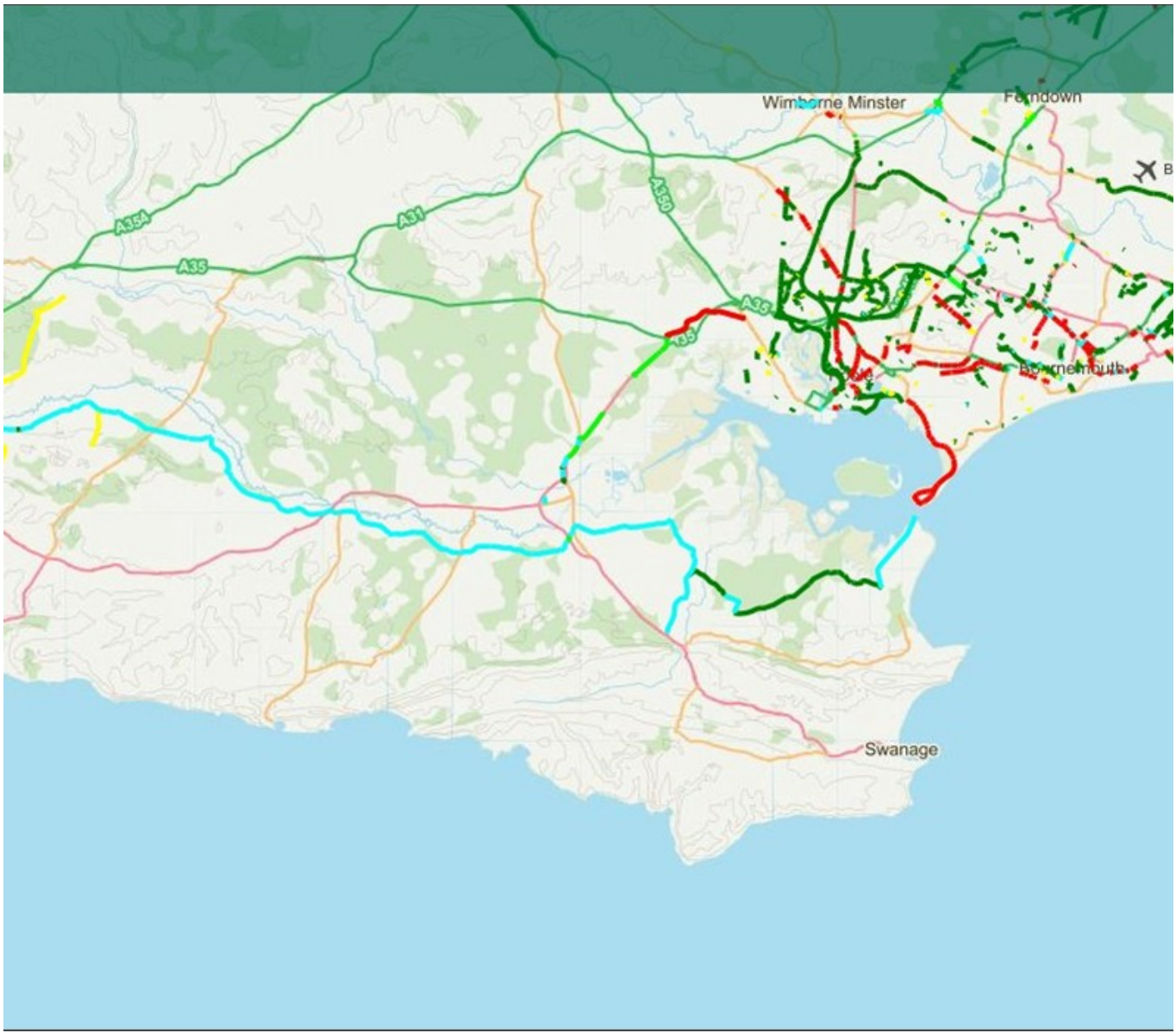
◆ = Simple and straightforward ◆ = Moderately easy ◆ = Very difficult/expensive

ANNEX 3 - Foot/Cycle Routes in Purbeck

Note: These are principal, existing and planned/proposed (P) routes linking communities. The complete network of footpaths and bridleways is shown on the Definitive Map, maintained by Dorset Council and available through Dorset Explorer

F = footpath C = cycle path

Type	Route	Via	Notes
C	NCN2	… Moreton, E Burton Rd, Station Rd, Bindon La, Holme La, …	On minor roads
C	NCN2	… Grange Road, West Lane, Corfe Road, Nutcrack Lane, Arne Road, Middlebere…	On minor roads
C	NCN2	… Sharford Bridge, Rempstone/Studland Heaths	Off-road tracks (rough & muddy in places) and minor roads
C	NCN2	… Ferry Road, Sandbanks Ferry.	Road (rough off-road alternative)
C (P)	(NCN2) planned alternative route	Purbeck Park (Norden) to Rempstone	Alongside existing private road, then track and quiet lanes
F/C (P)	Purbeck Park to Corfe Castle VC	Fields and track between railway and road	Planned and designed, held up by land negotiations
C	Worgret Roundabout to Wareham Station	Station roundabout	Signed and surfaced cyclepath alongside road
C (P)	Wareham Station to Wareham	Bridge over railway	Under construction (April 2022)
F/C	Wool Station to Dorset Innovation Park	Breach Field, Colliers Lane, Dorchester Road	Footpath complete whole way but cycle route relies on non-direct backroads at east end
F/C	Wool Station to Bovington Centre	Woolbridge, Lytchett La, Bovington La	Footpath whole way but cycle route ends at Tank Museum and could be extended north to Bovington centre
F/C (P)	Wool Station to Monkey World	Woolbridge, Tout Hill	Complete as far as Lytchett La junction. Onward route has been surveyed and costed
F (P)	Wool Station to village southern boundary	Station Rd, High St, Lulworth Rd	Complete as far as Duck St junction. Onward route has been surveyed and costed
F/C	Swanage to Worth Matravers (Priests Way)	High Street, Priests Road	Road at start and finish, rest off-road track (rough and muddy in places)
F/C	Swanage to Corfe	Washpond Lane, Underhill Road	Minor roads, narrow and hilly
F/C	Swanage to Corfe	Ulwell, 9 Barrow Down	Track (bridleway) rough and steep
F/C (P)	Holton Heath to Sandford (Cordite Way)	Footpath only at present	Off-road tracks and minor roads (to be signed and designated)
F/C	Wareham to Holton Heath	Sandford	Signed cyclepaths alongside A351
F/C (P)	Holton Heath to Poole	Upton Park	Bridge and other works in hand
F/C (P)	Lytchett Matravers to L. Minster 2ndary School	Via existing bridleway	Surfacing and signage needed
F/C (P)	L. Minster to Upton &Hamworthy Station	Via Slough Lane	Surfacing and signage needed
F/C (P)	Cold Harbour to Carey	Existing footpath	Surfacing, signage, redesignation



Map 4, cycle routes in Purbeck

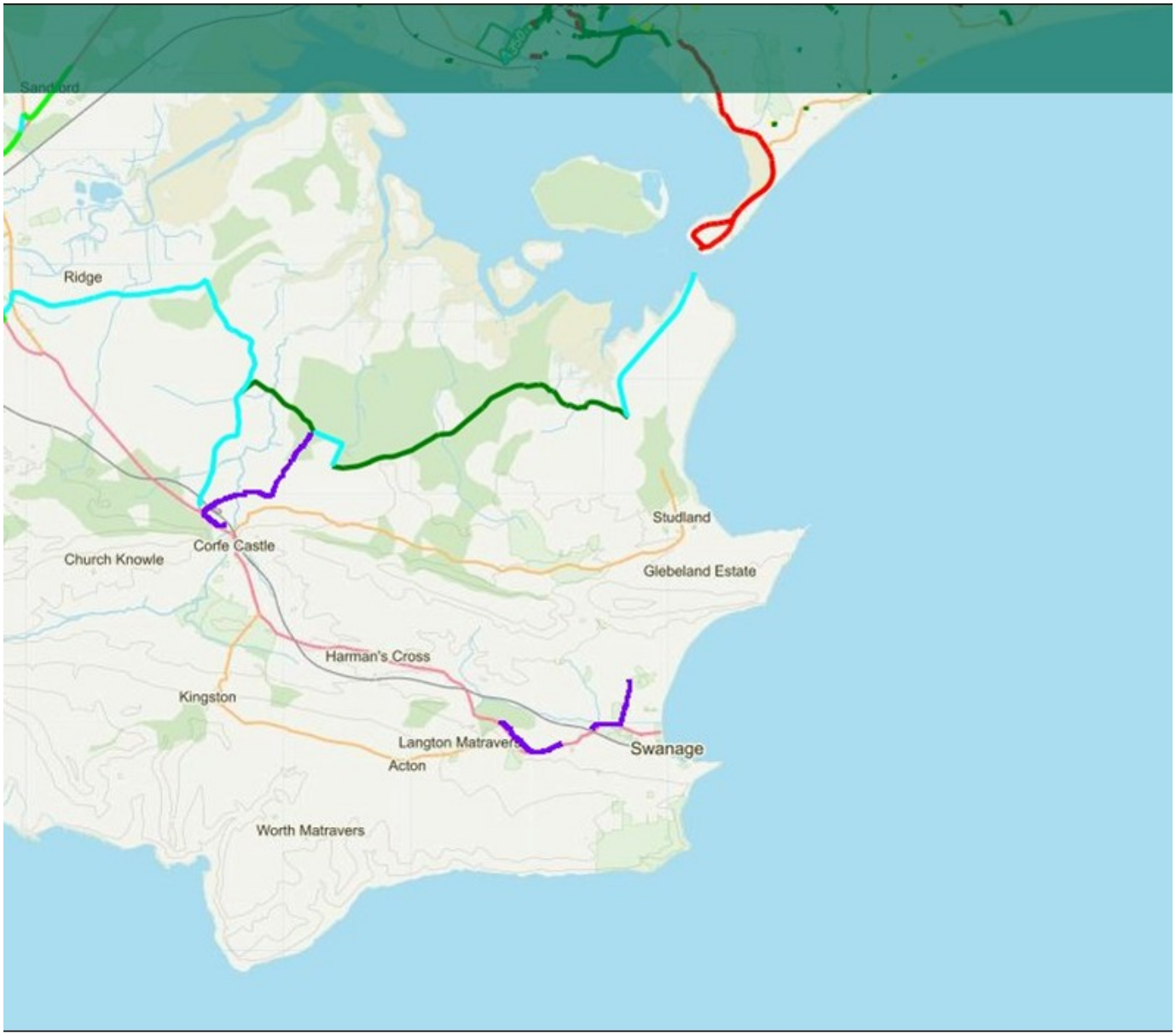
Dark green: Traffic-free walking & cycling route, off-road

Light yellow: On-road advisory cycle route

Light blue: On-road signed cycle route

Green: Traffic-free walking & cycling route

Red: On-road cycle lanes



Map 5, Purbeck cycle routes, with proposed additions

Dark green: Traffic-free walking & cycling route, off-road

Light yellow: On-road advisory cycle route

Light blue: On-road signed cycle route

Green: Traffic-free walking & cycling route

Red: On-road cycle lanes

Purple: proposed additional routes

Additional walking/cycling routes for Purbeck Heaths Tourism Plan*

Studland to Corfe Castle, Studland to Swanage, Sandbanks Ferry to Studland, Stoborough to Rempstone, Furzebrook to Stoborough.

*Suggested - actual routes to be decided

ANNEX 4

Rail Services in Purbeck

Swanage Railway is one of the major tourist attractions in the area, bringing in many visitors and preserving the railway heritage. It is also part of the transport infrastructure and integrated with bus and active travel modes it can significantly reduce traffic congestion in Corfe Castle, Swanage and Studland.
A scheduled service to Wareham planned for 2022 has now been deferred to 2023, because of concerns about the economic situation.
The Restore Your Railway grant application has been submitted and a decision is awaited from the Dept for Transport.
PTAG will continue to support SR and the Purbeck Community Rail Partnership, Friends of Wool Station and Friends of Wareham Railway Station.
PTAG has also backed the efforts by DC and others to restore the half-hourly service on the Waterloo to Weymouth line, which is due to happen from 15 May 2022.

	Station calls (in detail for Purbeck only)	**Frequency**	**Notes**
Main Line, Semi-Fast	Waterloo – **Wareham** - Weymouth	hourly	As pre-Covid timetable. Also calls at Wool in peak hours.
Main Line, Slow	Waterloo – **Holton Heath – Wareham – Wool – Moreton** - Weymouth	hourly	As pre-Covid timetable.
Swanage Branch (trial service)	**Wareham – Norden – Corfe Castle – Harman's Cross - Swanage**	2-hourly	
Swanage Branch (eventual service)	Bournemouth - **Wareham – Norden – Corfe Castle – Harman's Cross - Swanage**	hourly	To be part of a future South West Railway concession.

In addition, we would like to see:

- more Open Access operators offering rail excursions from UK cities to Swanage and maybe to Wool for Lulworth Cove.
- A PlusBus ticket combining rail and bus travel for destinations in Purbeck
- A "Poole & Purbeck Wanderer" day ranger ticket (similar to the Waterside Wanderer in south Hampshire) offering unlimited travel on train, bus and ferry around the Poole Harbour area

ANNEX 5

Speed Limits

Several parish councils in Purbeck wish to put in place 20 mph limits through their villages.

The existing Dorset Council (DC) criteria were difficult to meet and appeared to be out of step with both national guidelines and those of other councils. Accepting this was in general the case, DC reviewed their policy and produced a new draft 'Guide to principles, criteria and process for considering 20 mph requests.'

An experienced campaigner for 20 mph and a member of PTAG was consulted by the author of the new guide and considered the document to be an improvement on its predecessor. It was easier to follow and simpler to understand. It included a Community Request Form which incorporated the following elements: **Road Hierarchy** (what roads would be affected by a new speed limit): **Collision History: Traffic Speed Data** (applicant required to commission a traffic survey carried out by DC Highways, to cover Mean Average Speed, 85th percentile speed and average daily traffic flow. The cost of the survey to be borne by the applicant.

Measures which would support any request for 20 mph included: the formation of a **Community Speed Watch Team** and evidence that the request was **supported by a majority of residents** affected.

However, the proposal that went before DC's Place & Resources Oversight Committee in April 2022 appeared to follow the previous guidance. Following representations from various individuals and organisations, including PTAG, the proposal was referred back for further work. A new version has now been put forward for approval and will be passed to Dorset Council for ratification. It should then be possible for bids to be submitted.

A group has been set up for Dorset as part of a national '20s Plenty' (dorset@20splentyforus.org.uk)
which will support any campaign for 20 mph. This body has vast experience in campaigning for 20 and can be of considerable assistance in mounting a bid.

ANNEX 6

Information and Publicity

Dorset Council Proposals

In their Bus Service Improvement Plan, the Council hopes to…

- Establish a County-wide travel brand.
- Set up a new Dorset Travel portal, placing public transport information across all modes in one location, available through multiple channels.
- Introduce an app for accessing real time information, bus ticket purchase, and live bookings and tickets for Demand-Responsive Transport.
- Produce a Dorset-wide network map incorporating bus operators and rail routes.
- Allocate QR codes for every bus stop.
- Equip all bus stops with branded bus stop flags and cases for paper timetables.
- Equip top tier bus stops (those having the largest footfall) with RTI screens.

Considerations for Purbeck

Most bus stops and bus services in Purbeck are already branded, either as Jurassic Coaster or Purbeck Breezer - this strongly encourages the use of bus services by tourists, and so the proposed County-wide branding should be additional the local network branding.

Travel information provided for home PCs and mobile phones should include not only a travel planner but also full timetables, maps and information about fares & ticketing in both on-screen and printable formats. Not everyone has access to electronic devices and in some areas mobile signal coverage can be patchy, therefore printed booklets and leaflets should be made available.

In bus stop poster cases, stop-specific departure times should be shown in an easy-to-read format as complete timetables can be difficult to fathom, especially if there are variations on schooldays and routes that terminate in a loop.

Information about forthcoming service alterations should be circulated widely, and the new timetables should be posted up ready for the start date. All too often, changes occur unannounced and information at bus stops is out of date.

A function of the new Dorset Travel portal should be to publicise service disruption and forthcoming alterations for all modes: roads, rail, bus, ferry etc. Subscribers should be able to opt for real-time info or daily/weekly digests and be able to filter by mode and by geographical area.

We have identified locations for Mobility Hubs in Purbeck, and these should be the first to be equipped with RTI screens. Other key locations should be equipped with screens when practicable. Arguably, passengers at stops with only a few or irregular bus services benefit more from having RTI than those at stops with frequent buses.

We already have an army of transport volunteers in Purbeck, both on the Swanage Railway and at stations on the main line. There should be a scheme to support volunteer Bus Service Ambassadors who would adopt bus stops, litter

pick, report problems, ensure information is up to date and actively promote public transport.

ANNEX 7

Notes from Transport Needs Survey Report

From Section B:
Some returns indicated uncertainty due to lack of local knowledge
These routes should be planned as part of an integrated network, not as isolated services. They should link clearly with rail arrivals, onward buses, walking and cycling routes, car parks, schools, health services, visitor hubs and community facilities.
Where possible, timetables should be designed around real-life journeys, including commuting, hospital appointments, shopping, leisure, school travel and evening/weekend use.
The Norden-Studland shuttle is especially important and could be developed alongside the seasonal community minibus model, mentioned above - inc. capacity for bikes, outdoor equipment and onward leisure journeys.

Other routes:
[1]Worth and Harmans Cross suffer because of the lack of a bus service. Some households had to move out of Worth when the buses stopped. Residents of Worth and HX generally in favour of a bus service although aware that it could be wasteful of public money if not used. People in Worth cannot access Wareham station and onward train routes, without a mile walk with luggage. Also access to the GP surgery and pharmacy were mentioned, shopping, hospital appointments, library, vet and onward bus transport for Swanage.
More affordable homes in outlying villages such as Worth and HX will necessitate improved public transport including access to schools.
Ageing population having to give up driving. Daunting to walk the Acton to Worth road, dangerous for anyone with regard to traffic.
[2]A&E may move from Poole to RBH in Summer 2026. Direct services will be quicker and cheaper for many Purbeck residents - including RBH staff, carers & visitors - assuming two bus fares are needed via Poole. Services to support the elderly are essential. Dorset Metro services might offer a fast link from Purbeck area to an improved Metro station with RBH bus links.
Section C – Active Travel:
[3]At present there is no safe cycle route between Sandford roundabout and the Holton Heath traffic lights. Proposed traffic free shared path between the A351 at Bakers Arms (Sherford Bridge) and Upton (Watery Lane) should be built. Bakers Arms-Organford Lane Junction shared path by A35 is essential to provide a safe cycling route from Organford for Lytchett Minster School children and other cyclists – it's part of the Poole Harbour Trails (PHT) cyclist

route. It will need to be extended to Wareham Road junction and Slepe as proposed L Minster and L Matravers housing applications are made.

[4]Existing arrangement having no centre lines on the carriageway is hazardous for all road users.

[5]Begin by building a short section of pavement/path from the bus stop at Worth Lane to the Purbeck Way footpath junction. This walk, amongst the fast traffic on the main road, is 200m of terror currently. Purbeck Way is a major trail. Access to it should be safe. Similar is required to access Burngate Centre safely on foot.

[6] This would once again directly link Lytchett Minster and Upton (as existed before construction of the Upton Bypass). It would provide safe travel for cyclist and pedestrian traffic between Upton and proposed new Lytchett Minster housing estates, local schools, the Parish Church and the two pubs. There would be an alternative active travel route between Lytchett Matravers and Poole via Sandy Lane, avoiding the dangerous Dorchester and Huntick Roads. Access to the nature reserves around Lytchett Bay and Upton would also be improved.

[7] The OS map shows the Castleman Trailway heading south from the old railway formation in Creekmoor along Roman Road to Upton House. However, other maps show the Castleman Trailway continuing to use the old railway trackbed across Upton Heath and over the Upton Bypass bridge. Adopting this and the existing Upton Trailway down to Hamworthy as the formal Castleman Trailway route would be a logical course of action and consistent with section 5.28 in the BCP Council Rights of Way Improvement Plan 2023-2040. When fully implemented, together with an extended North Dorset Trailway, this could result in a traffic free active travel route of potentially regional significance linking as it would Hamworthy Railway station on the Bournemouth to Weymouth railway main line with Templecombe station on the Salisbury to Exeter railway line.

Section D – Other services:

[8] A seasonal rail service between Wareham and Swanage has previously been trialled but not pursued. Over £5m of public money has been invested in reconnecting the Swanage branch to the national rail network and it is incumbent on Dorset Council to continue working proactively with Swanage Railway, and any other potential operators, to enable some community services to operate, including identifying sources of subsidy as required.

[9] The SW coast path , now part of the All England coastal path is increasingly well known. Some SWCP sections elsewhere make it possible to walk one way and use public transport to return. The popular Shell Bay to Lulworth Cove section has gaps at Worth Matravers and Kimmeridge and a change is required from the 50 to the 40 and then a longer walk for a popular section such as Shell Bay to St Aldhelms head.

[10] The bus companies keep usage data very close to themselves, presumably to avoid other companies muscling in on popular routes. It makes judging proposals/options more difficult, but visual observation suggests the 40 is well used and is helped by the maximum fare. This Easter weekend More Bus have doubled up on the 40 (one behind another) so demand is potentially there and ideally there would be 2 no 40 buses an hour to Swanage in summer.

[11] This should identify: where the biggest charging gaps are; where rapid and ultra-rapid chargers are needed; where slower overnight community charging would help residents; how council-owned car parks and public land could support charging; how pricing can be made fairer; how residents without off-street parking can be supported; how EV charging can help manage visitor travel; how Purbeck and Dorset can lobby for VAT fairness on public charging.

[12] This could begin with a small number of vehicles in high-use locations, supported by local promotion and simple booking. Electric or hybrid vehicles would be ideal, especially if paired with improved charging infrastructure.
The pilot should be tested in places where there is likely to be regular use from residents, rail users, visitors, community groups and people without access to a private car.
The aim should be to reduce the need for private car ownership while improving access for people who still occasionally need a vehicle.
[13] This could connect: Studland and Corfe Castle / Purbeck Park; Studland and Swanage; Swanage and Durlston; Norden and key nearby visitor/community destinations; Wareham Station with onward Purbeck destinations, where viable
The minibus could include a trailer or secure carrying system for bikes, kayaks, paddleboards and outdoor equipment.
This would help reduce car dependency while supporting the kinds of journeys people actually want to make in Purbeck: beach trips, family days out, cycling, walking, paddling, volunteering, events and access to countryside.
It could be promoted as a simple, visible, practical service: park once, arrive by train, share the ride, bring the bike, reach the coast.
This could be especially useful during peak visitor periods, when car parks, roads and sensitive landscapes are under pressure.
[14] This could include: a single Purbeck sustainable transport map; clear onward travel information at Wareham Station, Swanage Station and key bus stops; better digital information on routes, chargers, shared cars, minibus services and active travel options; visitor-facing information encouraging people to arrive without a car; resident-facing information showing practical alternatives for everyday journeys; clear information about how to combine train, bus, bike, walking, minibus and shared car journeys.
[15] Transport planning should explicitly consider people who are currently disadvantaged by poor transport options, including: people without cars; people who cannot afford to own or run a car; older residents; young people; disabled residents and visitors; people without driveways or home EV charging; rural residents with limited bus access; people needing access to health, work, education and essential services.
A good transport plan should not only reduce emissions. It should improve everyday life.