



Dorset
Council

**Dorset Council Proposed
Blue Badge Car Park
Charging Policy**

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Version Control

Version number	Date of change	Author of change	Detail of change

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1. Executive Summary

The purpose of this policy is to align the offer that Dorset Council gives to Blue Badge holders within Dorset Council car parks. The policy should be is easy to understand and consistent across Dorset Council.

The objectives are to:

- have one pan-Dorset Council scheme for Blue Badge holders
- have a policy that meets the needs of Blue Badge holders

The policy does not include applying for a Blue Badge and on-street parking restrictions as these are national arrangements, thus do not fall under the remit of local authorities.

2. Background

Dorset Council Parking Services is currently working under the Parking Orders of the former Councils. This has meant that the offer for Blue Badge holders who park in Dorset Council car parks is different depending on the location that is visited. This has led to disparity of charges, with some areas giving free parking and others requiring payment (with 1-hour free).

As part of the Parking Transformation project, it was recognised that along with other car parking charging alignment that this disparity needed to be addressed.

3. Proposed Blue Badge Car Park Charging Policy

3.1 Proposed scheme for Dorset Council car parks

Dorset Council will offer two concessions:

- i. Provide 3-hours free parking for Blue Badge holders who receive certain allowances, through the purchase of a Restricted Mobility Parking Permit
- ii. Provide 1-hour free parking to all Blue Badge holders when a valid pay & display ticket is purchased

The proposed scheme fulfils the needs of Blue Badge holders, by giving free parking to those who receive certain allowances due to having higher needs. Besides this, it acknowledges the extra time that it may take Blue Badge holders to transition to and from their vehicle and destination, and that they made need more time at their destination.

3.2 Proposed Criteria for Restricted Mobility Parking Permit

Blue Badge holders who receive specified allowances will be entitled to apply for a Restricted Mobility Parking Permit (RMPP). Applicants must have a Blue Badge and be in receipt of one of the following:

- Higher rate mobility component of Disability Living Allowance (DLA)
- Enhanced rate mobility component of Personal Independence Payment (PIP)
- Attendance Allowance
- Higher rate mobility component of Child Disability Payment
- War Pensioners' Mobility Supplement
- Armed Forces Independence Payment

It must only be used for the disabled person's personal needs. It cannot be used by a driver of a Blue Badge holder for their own personal use. The permit holder can only have one Restricted Mobility Parking Permit at any one time.

The cost of the permit is £15 (which covers the administration costs only) and will expire when the holders Blue Badge expires. The RMPP cannot be transferred to other Blue Badge holders. The Blue Badge must be displayed with the RMPP to receive 3-hours free parking. The Blue Badge parking clock must be set at time of arrival.

3.3 Proposed Criteria for 1-hour Free Parking

Blue Badge holders will qualify for 1-hour free parking when a valid minimum tariff pay & display ticket is displayed with the Blue Badge. The Blue Badge parking clock must be set at time of arrival. The 1-hour free is valid for use by Blue Badge holders in any parking bay including disabled bays (except those as stated below).

3.4 Proposed Car Park Restrictions

- i. Vehicles must be parked within the bay markings. The pay and display charges apply to each space which is fully or partly occupied by a vehicle.
- ii. Some of our car parks have extra-wide designated 'disabled' parking spaces. Vehicles parked in 'disabled' spaces must have a valid blue badge clearly displayed, as well as a valid pay and display ticket/RMPP.
- iii. Parking is not permitted on double yellow lines or on yellow hatched areas within car parks.
- iv. Parking is not permitted in spaces designated for use by other users (such as permit holders) unless the Blue Badge holder also has the relevant permit.
- v. Parking is not permitted in spaces designated for use by specific types of vehicle (such as solo motorcycles) unless the Blue Badge holder's vehicle is of the type for which that space has been reserved.

3.5 Proposed Enforcement

As well as standard enforcement, Blue Badge holders may have their badge withdrawn/receive a Penalty Charge Notice for:

- not displaying the badge clearly
- not displaying the time clock set at time of arrival
- use of a badge that is no longer valid
- use of a badge that has been reported as lost or stolen
- letting a friend or relative use the badge
- use of a copied badge
- altering the details on the badge, for example, the expiry date
- making a fraudulent application (for example, providing false information on the application form) or using a badge obtained fraudulently

Misuse by a third party:

- using someone else's badge (with or without the badge holder's knowledge) without the badge holder being present in the vehicle at some point during the trip
- using a badge belonging to someone who has died
- copying, altering or faking badges
- using a stolen badge
- using a fake badge

4. Blue Badge Car Park Charging Policy Review

The Blue Badge Policy will be reviewed annually. When reviewing parking charges Dorset Council will consider:

- national changes to the Blue Badge scheme
- the effectiveness of the policy for Blue Badge holders
- the effectiveness of the policy for keeping highways clear
- the policy of neighbouring authorities and by private sector car parks within the local area, as well as comparing it with Dorset's Town Councils

Any change in policy will be subject to the usual legal procedure for consultation and advertisement.



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003/22

18 March 2022

WAREHAM TRIAL TRAIN SERVICE POSTPONED TO SUMMER 2023

Dedicated Swanage Railway volunteers have postponed their planned trial diesel train service to the main line at Wareham until the summer of 2023 because of challenging trading conditions and economic uncertainty.

It had been hoped to operate the 90-selected day trial public service – using restored 1950s British Railways heritage diesel multiple units upgraded for main line running – during the summer of 2022.

Delays in completing the Swanage Railway's submission to the Government's Office of Rail and Road (ORR) to obtain permission to run the trains, the option of bringing in a contractor to operate the trains being uneconomic and main line passenger numbers having not returned to pre-Covid levels – have prompted the postponement decision.

Swanage Railway chairman Gavin Johns said: "We can only run trains to Wareham when the conditions are commercially viable and it's important that we operate the trial as economically as possible and when commercial conditions are at their best.

"We will continue with our main line train operating licence application to the Office of Rail and Road as quickly as practicable.

"The Swanage Railway's business is still recovering from Covid, which badly affected customer and staff confidence, against a background of challenging trading conditions and economic uncertainty.

"Trading conditions during 2022 are very unpredictable because they are being heavily affected by significant price rises being borne by our customers and our business – such as the increased cost of coal – as well as the tragedy unfolding in the Ukraine.

"Concentrating on providing viable heritage train services between Norden, Corfe Castle, Harman's Cross and Swanage remains the Swanage Railway's first priority.

"The current challenging economic reality has affected our plans for operating a trial 90-selected day trial train service from Swanage and Corfe Castle to the main line at Wareham during 2022 and we are working to deliver that service during 2023, trading and economic conditions permitting.

"The business case does not currently exist to place external contracts to provide the trial train service to Wareham but we remain fully committed to securing all necessary consents and commencing services with a view to operating to Wareham during



Rebuilding and running a community railway through the Isle of Purbeck

2023. This is the most pragmatic way to proceed," added Mr Johns who is a volunteer Swanage Railway signalman.

A 60-selected day trial train service from Swanage and Corfe Castle to Wareham operated during the summer of 2017 using heritage diesel locomotives and carriages hired in as well as the contracting of a main line train company to operate the trains.

Gavin Johns explained: "The extensive work required to put in an application to the Office for Road and Rail (ORR) for operating trains to Wareham has been very detailed and has taken longer than expected – it has probably been the most challenging project in the 45-year history of the Swanage Railway.

"Trading conditions and economic uncertainties permitting, we plan to run a 90-selected day trial train service to the main line Wareham during 2023.

"I would like to thank everyone who has worked so hard on the Wareham project which has been a Swanage Railway ambition since British Rail closed the branch line to Corfe Castle and Swanage in January, 1972," he added.

The two 1950s former British Railways heritage diesel multiple unit trains that the Swanage Railway has refurbished and upgraded, for running on to the main line at Wareham, are a three-carriage Class 117 and a one-carriage Class 121 'Bubble Car'.

The Swanage Railway welcomes new volunteers who should contact Swanage Railway volunteer recruitment and retention officer Jonathan Evans on 01929 408466 or email iwanttovolunteer@swanagerailway.co.uk.

NOTES TO EDITORS:

- Swanage Railway chairman Gavin Johns is available for media interview on 07715 117 159.
- Attached is a photograph of the refurbished and upgraded 1950s heritage diesel train (Class 117 & Class 121 diesel multiple units coupled together) at Corfe Castle that the Swanage Railway hopes to run to the main line at Wareham during the summer of 2023 which should be credited to Andrew P.M. Wright.
- Attached is a photograph of the first Swanage to Wareham timetabled passenger train since January, 1972, in June 2017 - on the first day of the Swanage Railway's 60-selected day summer 2017 trial train service to Wareham - which should be credited to Andrew P.M. Wright.
- Also attached is a head and shoulders photograph of Swanage Railway chairman Gavin Johns which should be credited to Andrew P.M. Wright.



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SWANAGE RAILWAY BACKGROUND FACTS & FIGURES:

1. The volunteer-led Swanage Railway is managed by the Swanage Railway Trust, a registered charity.
2. Train services and retail operations are operated by the Swanage Railway Company, the trading arm of the Swanage Railway Trust.
3. The award-winning Swanage Railway carried more than 200,000 passengers during 2019.
4. Swanage Railway boosts the Purbeck economy by more than £15 million a year.
5. The ten-mile branch line from Wareham to Corfe Castle and Swanage was opened in May, 1885 – after businessmen tried for 40 years to win permission to build a railway.
6. Despite many objections, British Rail closed the Swanage branch line in January, 1972.
7. Six and a half miles of track was lifted for scrap during the summer of 1972 – from Swanage to Corfe Castle and beyond Norden to Motala, half a mile east of Furzebrook.
8. The Swanage Railway was demolished in just seven short weeks and it took dedicated volunteers some 30 very long years to relay it.
9. Work on completely rebuilding the railway started at a derelict Swanage station in 1976.
10. The Swanage Railway Trust has a national membership of some 4,000 people.
11. Some 450 people regularly volunteer their services on the Swanage Railway in a variety of operational, maintenance and restoration roles.
12. Volunteer roles include running trains, locomotive and carriage maintenance and restoration, retail and catering, administration, track maintenance, signalling and telecommunications, marketing and publicity.
13. Swanage Railway volunteers are supported by a team of full-time and part-time paid staff to ensure resilience and seven day a week operation – even when trains are not running.



Purbeck Transport Plan

Introduction

The impetus for this Plan was the publication of the Dorset Council Bus Service Improvement Plan and consideration of how Purbeck's needs could best be met. It is also 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.

In parallel, several studies have been underway, which can contribute to this Plan, in particular: the gaps in present bus and train services and how they might be plugged; the development of mobility hubs; improvements of amenities at bus stops and railway stations including developments moving toward mobility hubs; accessibility of bus stops and railway stations by foot and cycle and accessibility between settlements and toward other attractions on foot or cycle. These will form the content of a number of annexes, now under development.

The Plan will draw on and align with related work underway in other organisations, such as Dorset Climate Action Network and Sustainable Swanage.

Maps

Various maps have been produced covering different modes of transport in the area. Part of the Plan will be a Purbeck map showing bus and rail services, walking and cycle routes, with proposed additions to the network

Key aims

- Liaison with DC and bus companies on additional bus services to fill gaps identified;
- 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 etc;
- Press for completion of proposed cycling/walking routes such as Norden to Corfe, Norden to Rempstone/Studland, the Cordite Way bridle way from Sandford to Hamworthy.
- Proposals for new walking cycling routes linking all communities with public transport hubs.

Distribution

The Plan will initially be circulated to PTAG for comment and then for approval. It will then be submitted to the appropriate departments in DC, BCP and to other Dorset TAGs.

Date

The target date for completion is the end of March 2022.

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Purbeck Transport Plan (DRAFT 06)

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The Plan will 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. It will be important to influence development proposals in the area, to alleviate further increases in congestion and pollution. In particular, the scale of housing development proposed in the Dorset Local Plan will have major effects on an already inadequate infrastructure. If those developments go ahead as proposed, without very substantial investments in public transport, cycling and pedestrian facilities, the consequences for the environment will be serious. Local transport plans such as this one should be taken into account in the Dorset Local Transport Plan, which in turn should influence the Dorset Local Plan.

Maps

Maps will be included in the final version covering different modes of transport in the area, using those published by Dorset Council and its predecessors, Sustrans, Bus and rail companies, the National Trust and local organisations. These will be collected and collated to provide a Purbeck map or maps showing bus and rail services, walking and cycle routes, with proposed additions to the network

Aim

Influence the Dorset Local Transport Plan and Dorset Local Plan

Objectives

- Liaison with DC and bus companies on additional bus services to fill gaps identified;
- 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 etc;
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Distribution and timescale

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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 1

Bus Service Improvement Plan for Purbeck

Core bus services

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?	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:

Route on return journey is same as outward, except where stated otherwise in italics.

Services that "interleave" provide a roughly half-hourly frequency over common route sections.

Not shown: X8 Poole-Upton-Blandford service; 187 Dorchester-Bere Regis-Blandford service

Question mark alongside route number implies a conjectural number.

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 (loop)-Bovington Tank Museum-Monkey World (thence back to A352)-East Stoke-Wareham Red Lion-Wareham Station-Wareham Holiday Parks	irregular, summer only	1h30	Summer service. Route as summer 2021.
55?	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?	Dorchester-Bere Regis-Wareham Station-Wareham bypass-Worgret Roundabout-Wareham Red Lion (loop)	hourly	0h55	New service. Interleaves with Damory Service 187
41?	Wareham Station-Wareham PO-Stoborough-Creech-Steeple-Kimmeridge-Church Knowle-Furzebrook (loop)-Stoborough-Wareham Red Lion-Wareham Station	irregular		New minibus service, alternates with 42.
42?	Wareham Station-Wareham PO-Stoborough-Ridge-Arne RSPB	irregular		New minibus service, alternates with 41.

Villages in Purbeck remaining unserved:

- Affpuddle, Bloxworth, Briantspuddle (an infrequent village minibus to/from Wareham?)
- East Chaldon
- Morden (best served by extending the Poole-Lytchett Matravers bus service)
- Worth Matravers (too far to walk to nearest '40' bus stop)

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, minibuses 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 at **Corfe Castle**, by installing a bus layby with shelter, cycle stands, etc. in **The Square**. New traffic lights would be needed to give priority to buses emerging onto East St. The current bus stops on East St. are poorly located and lack basic facilities.

3 Other Bus Stops

At all other bus stops in Purbeck, we would want to see at least a 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.

We know of many rural locations where buses pass and bus passengers may wish to board or alight, for example: near clusters of housing (either on the bus route or down a side road), and near popular footpaths. If bus stop infrastructure is not appropriate, there should be a clear indication that buses will stop at any safe place on request (ie hail & ride).

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

	Bere Regis	Bovington	Sandbanks Ferry	Upton	Wareham
Facilities					
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:

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ANNEX 3

Foot/Cycle Routes in Purbeck

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, Wytch Heath, Rempstone Heath, Studland Heath....	Off-road tracks (rough & muddy in places) and minor roads
C	NCN2	... Ferry Road, Sandbanks Ferry.	Road (rough off-road alternative)
C	Worgret Roundabout to Wareham Station	Station roundabout	Signed and surfaced cyclepath alongside road
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, Lychett La, Bovington La	Footpath whole way but cycle route ends at Tank Museum and could be extended north to Bovington centre
F/C	Wool Station to Monkey World	Woolbridge, Tout Hill	Complete as far as Lychett La junction. Onward route has been surveyed and costed
F	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
F/C	Swanage to Corfe	Ullwell, 9 Barrow Down	Track (bridleway) rough and steep
F/C	Holton Heath to Sandford (Cordite Way)		Off-road tracks and minor roads (to be signed and approved)
C	Wareham to Holton Heath	Sandford	Signed cyclepaths alongside A351
F/C	Holton Heath to Poole	Upton Park	Bridge and other works in hand

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 is planned for 2022 onwards, following successful trials in 2019.

The Restore Your Railway grant application, due to be submitted by the end of 2021, should help to secure funding.

PTAG will continue to support SR and the Purbeck Community Rail Partnership, Friends of Wool Station and Friends of Wareham Station.

PTAG also backs the efforts by DC and others to restore the half-hourly service on the Waterloo to Weymouth line.

	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, eventually, 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 considers the document to be an improvement on its predecessor. It is easier to follow and simpler to understand. It includes a Community Request Form which incorporates the following elements: **Road Hierarchy** (what roads will 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 will support any request for 20 mph include: the formation of a **Community Speed Watch Team** and evidence that the request is **supported by a majority of residents** affected.

Unfortunately, the author of the new draft left DC before it was considered which has meant a delay in promulgating the new criteria. It is understood the new proposal will go before DCs Oversight Committee in February and, if approved, will pass to the 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.