Our vision for our town
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In 2010 a small group of residents working in a voluntary capacity got together with support from East Dorset District Council, Dorset Community Action, the Dorset Strategic Partnership and Verwood Town Council, to develop a questionnaire for all the residents of Verwood and Three Legged Cross. The purpose of the questionnaire was to ascertain how residents wish to see the area in the future and thus to develop an Action Plan of what needs to be done to achieve that.

We delivered a paper copy of our survey to every household in Verwood & Three Legged Cross (postcodes BH21 6, BH31 6 & BH31 7 - over 6,500 copies) and also made it available for completion online. We received 1122 completed surveys, of which about 60% were on paper. Given that there are an estimated 5705 households in the parish according to the 2005 town profile produced by Dorset County Council this gives a response rate of about 19.5% which is reasonable for a town of this size. (Generally speaking the larger the parish the lower the percentage return).

Nevertheless, some results should be treated with caution and any major decisions based on the results of this survey may need to be verified by a further consultation process.

94% of the respondents were homeowners although data collected by DCC indicates that only 88% of Verwood & Three Legged Cross are owner occupiers. Only 1.9% of respondents live in privately rented accommodation compared to the 5.1% from the census figures and only 1.3% live in Housing Association accommodation compared to the 6.7% living in publicly rented accommodation from the census figures.

The age profile of the respondents is shown below compared to the age profiles for Verwood in 2010. Over 75% were over 45, compared to about 50% in the population of Verwood as a whole. There are very few responses from the under 18s although they form nearly a quarter of the population of the town. There is also a slight under-representation of the 18-44 age group compared to responses from older people.

This suggests that whilst the survey respondents are representative of the population in terms of gender and ethnicity, they tend to be older and a higher proportion of them are owner-occupiers than is true of the population of the town as a whole. Whilst this does not invalidate the results of the survey, it is worth bearing in mind particularly when looking at issues such as housing or activities for children and young people.

The chart below shows the distribution of responses between the postcodes of Verwood & Three Legged Cross. BH21 6 includes all of Three Legged Cross; BH31 6 covers most of the built up area of Verwood including Newtown Ward and parts of Potterne, Dewlands and Stephens Castle and BH31 7 extends to the north and west of Verwood taking in parts of Dewlands and Stephens Castle.
Background

Although people have inhabited the area since prehistoric times, until the second half of the 19th century Verwood and Three Legged Cross was a grouping of scattered settlements over the heath. The first influx of population into the area was due to the Inclosure Acts (1845-1882), which forced people out of traditional villages where they had previously enjoyed right of pasture on the commons. They moved on to the heathland and turned about an acre into a workable patch for vegetables and domestic animals, which could help to support a family without objection from major landowners. The majority of adult males were employed as agricultural workers. Small potteries and broom making also contributed to the local economy. From the end of the nineteenth century, several major brickworks were established. It was not until 1887 that Verwood became an ecclesiastical parish in its own right; previously it was part of the parish of Cranborne.

A major factor in the growth and cohesion of Verwood was the construction of the railway branch line from Salisbury to the coast in 1866. Pottery, farm goods, high quality sand from the quarry on Stephens Castle and latterly bricks could be sent to a wider market. Coal, slates and enamel household goods could be brought in, which eventually led to the demise of the local pottery industry. The last remaining pottery closed in 1952. The brickworks closed because World War II blackout regulations stopped them being continuously fired. The railway and station were in full operation until 1964.

The population of Verwood and Three Legged Cross remained relatively small until the 1970s when it began to expand rapidly, becoming the fastest growing town in Europe during the mid 1980s. Since the beginning of 21st century, the growth rate has decreased. The number of dwellings in the civil parish increased from 1800 in 1971 to over 6200 in 2010. Although there has been some infilling, the majority of these new dwellings have been built on green field sites.

Verwood lies on rising land north and east of the River Crane. Its shallow valley curves around the west and south of the town and separates it from Three Legged Cross. To the west and north is an Area of Great Landscape Value; this includes our highest land where the hills behind Stephens Castle reach 90 metres. Much of the area was formerly covered by heaths, with farmed land and woodlands along the river valley. In the twentieth century large areas of our heathland and lowland meadows were lost to forestry plantations and housing. Many of our wildlife sites are of national and international importance. The town is at the eastern edge of the south west region, the county of Dorset and East Dorset District. It is nearer to Ringwood in Hampshire than to the district centre, Wimborne.

Although it is part of the civil parish, Three Legged Cross is a separate community just over 2 miles south of the historic centre of Verwood. Three Legged Cross and Potterne are also characterized by higher levels of deprivation than the rest of the town, ranking in the 9 most deprived areas of 57 in East Dorset.

The urban areas are surrounded by wonderfully rich and diverse wildlife. Our habitats include heaths and valley mires, acid and neutral grasslands, native woodlands, veteran and ancient trees and rivers all reflecting the underlying geology of the Poole Basin. Native woodlands and neutral grassland are found both on the alluvial deposits along our river valleys and on the narrow band of clay (the London and Reading Beds) on the western boundary of Verwood - the name Verwood is derived from ‘Fair Wood’. The heaths, acid grasslands and valley mires are found on the more widely occurring sands, gravels and pebbles with buried clay lenses (the Bagshot and Bracklesham Beds). The area to the north and west of Verwood includes good examples all these habitats.

The importance of our wild areas is indicated by many of the heathlands being internationally designated notably those at Stephens Castle, Dewlands Common, Noon Hill and Lower Common and the valley mire system at Ebblake Bog. The woodland and meadow at Bugdens Copse are of national importance and there are many woods, heaths and meadows (some in private ownership) that are of county importance including Potterne Hill, a heathland Local Nature Reserve.

The publicly owned nature conservation areas are managed by the East Dorset Countryside Management Service (EDCMS). All-weather pathways suitable for wheelchairs and children's buggies have increased the accessibility of these sites but protect the more sensitive areas from trampling.
The Dorset Wildlife Trust now owns Bugdens Meadows and is restoring its biodiversity: the heathland at Noon Hill is owned by Amphibian and Reptile Conservation.

The River Crane is a typical chalk stream with high water quality and rich biodiversity both in the river and much of the adjacent land. Ebblake Stream, which drains extensive areas of acid heathland and commercial forestry plantation, flows into it at Potterne where it becomes the Moors River-SSSI. This mixture of chalk and acid waters gives rise to its very special character including the amazing diversity of dragonflies for which it is renowned. It is rightly regarded as an ecological jewel. Otters are found along the length of the river system and the recently re-introduced Water Voles (“Ratty” of Wind in the Willows fame) are expanding their range.

The area now known as Ringwood Forest (partly in Dorset and partly in Hampshire) was heathland until the early 1920s when post-war demand for timber led to the planting of conifers. Typically, commercial coniferous forest is grown in rotations of even aged blocks that are gradually thinned and eventually clear felled.

The Government’s Open Habitats policy is leading to restoration of more areas of open and wooded heath: native woodland is being replanted where the land is suitable. Walking, cycling and horse riding in Ringwood Forest are subject to the Forestry Commission’s permissive access arrangements.

Although Moors Valley Country Park does not lie within the parish, its proximity and accessibility ensure that most residents regard it as “ours”. The Park was first established in the 1980s and, with successive land purchases, the range and quality of habitats and recreational opportunities it is able to offer have been extended. It is a joint venture by EDCMS and the Forestry Commission. The EDCMS Rangers’ extensive community engagement work includes fun nature activities for children both at the Park and on our nature reserves (as school curriculum and holiday events) and a series of healthy walks, cycle rides, orienteering and other “green gym” activities for all ages.

Verwood and Three Legged Cross has a number of industrial estates; Ebblake on its eastern edge, Woolsbridge, Longmeadow and Ashley Heath at Three Legged Cross and Black Hill in the built up area. Together they provide some employment for the town and for workers in the adjoining rural parishes.

However, despite this, Verwood and Three Legged Cross is closely tied to the remainder of the south east Dorset conurbation, with a large outflow of commuters to other parts of the district, to the coastal towns and across the border to Ringwood and other parts of Hampshire. At the same time there is widespread commuting into the town from elsewhere in the district, the coastal towns and beyond. In 2001 Verwood was a net exporter of workers with about 2,850 coming in and 3,800 commuting elsewhere.

The town has limited bus services with hourly day time services to Poole (via Ferndown) and Bournemouth (via Ringwood) on weekdays but no evening services. It has a good road link via the B3081 to the A31 (T) and A338. The B3072 from Verwood and Three Legged Cross provides links to Poole and Bournemouth through Ferndown. The 2001 Census showed that about 90% of commuters either drove or were passengers in a car.

The area is fairly well catered for in terms of local health care provision with 3 GP practices, 3 chemists and 3 dental practices. The dental practices do take NHS patients when there is space on their lists.

Out of hours health provision is available evenings, night time and at weekends. There are 2 community hospitals, one based at StLeonards (7 miles), the other in Wimborne (10 miles), both providing a minor injuries unit. There are 3 acute hospitals serving the area with A&E facilities in Bournemouth (12 miles), Poole (16 miles) and Salisbury (17 miles) with another in Southampton.

Southampton and Salisbury also have regional specialist provision. There is strong representation from Verwood on the Health Network for East Dorset.

The town has a new community centre, the Hub, with its own large car park and there are a number of other halls and rooms including the Memorial Hall, Three Legged Cross Village Hall, churches and a social club. It has a purpose-built Youth Centre, a library, a Dorset County Council Day Centre and four private care homes for the elderly. The town is served by a four public houses and a number of take-away restaurants together with an Indian restaurant and an Italian restaurant. Two public houses have recently closed.
There are formal recreation areas at the Memorial Recreation Ground, the Bowls Club green, Potterne Park sports fields and Three Legged Cross recreation ground and equipped children’s play areas at both recreation grounds, Potterne Park, Eastworth Road and Charlotte’s Place in Three Legged Cross. There is one dedicated public sports hall, although this is limited in its size and facilities, but no public swimming pool. The nearest main sports centres are at Wimborne, Ferndown and Ringwood, all of which have pools and substantial sports halls.

Countryside recreation opportunities are more extensive, with the northern end of the Moors Valley Country Park effectively reaching to the southern edge of the town, and public access permitted to the forestry plantations which lie to the south-east and to the north. Adjoining the built-up area are the heathlands of Dewlands Common and Stephens Castle which are also open to public access.

There are two small shopping centres. The historic centre around Ferrett’s Green (the Village Green) offers a variety of small shops and services and a Post Office. A supermarket with a recreation centre and smaller shops was developed in the early 1980s at a second site away from the historic centre. Verwood has a low proportion of non food shops, whilst there is a high proportion of other uses, in particular hairdressers, beauty salons and several estate agencies. The proportion of food shops is in line with the current national average. There are four car parks in the town; one in the town centre, one adjacent to the medical centre in Station Road, one near the Ebblake industrial estate and one associated with the supermarket. There are also convenience shops and a Post Office at Three Legged Cross.

There are four first schools in Verwood & Three Legged Cross; Hillside county first school, Trinity CE VA first school, Verwood C of E first school and Three Legged Cross county first school. The town has only one middle school, the Emmanuel C of E middle school. Local children also attend West Moors and Cranborne middle schools. There are no upper schools and the town is served by Ferndown Upper School and Queen Elizabeth’s Upper School at Wimborne.

The age profile of Verwood & Three Legged Cross is broadly similar to that of the East Dorset District and the county, with fewer people in the 20–35 age group than in younger or older groups. However, Verwood & Three Legged Cross has a greater proportion of young children and 35-50 year olds and a smaller proportion of 55-75 year olds than either East Dorset or the whole of Dorset.
Community & Safety

To set the scene, the survey asked why people live here.

I live in Verwood and Three Legged Cross because:

- I like the rural setting
- The area has a sense of community
- It is a nice place to retire
- It feels like a village
- It is near my family
- It is convenient for my work
- I can influence decisions which affect the community
- My children are settled in school

The importance of the sense of community is evident and contributes hugely to the high degree of safety enjoyed by residents. Area crime figures demonstrate just how safe our communities are when compared with most other areas in all Police Forces throughout the UK. Both the East Dorset Section Commander and Chief Inspector of Public Confidence in the Dorset Division Constabulary have absolute confidence in the reality of safety within the communities of Verwood and Three Legged Cross. This is primarily due to the hard work of the Police Safer Neighbourhood Teams, members of the general community and the local Neighbourhood Watch Association. They take the trouble to be proactive in reporting incidents affecting our area; this enables criminals to be dealt with so that all types of crime fall.

The numbers of resulting offences are then manageable, so Police Officers can progress cases to prosecutions. It is this support and vigilance that enables our Community to continue to remain safe.

This sense of community was emphasised further in the responses to questions about people's neighbourhoods. Over 90% of respondents can trust most people in their neighbourhood and consider it a safe, happy and friendly place to live. Most agree that it is a place where people look out for each other and they speak to their neighbours. Less than a quarter are concerned about going out after dark.

However two thirds of the respondents feel that they are unable to influence decisions that affect the community and wish to have more involvement in local decision making.

Anti-social Behaviour

Anti-social behaviour is unacceptable with regard to Safety in the Community. Respondents' perception of different types of such behaviour are shown below.

- Vegetation overhanging/blocking footpaths
- Dust from traffic
- Light pollution
- Dog fouling
- Traffic noise
- Flytipping
- Chewing gum
- Graffiti
- Litter
- Vandalism
- Shouting and swearing
- Street drinking

Litter is a major problem where we live, shop and take our recreation. Fewer people are concerned about graffiti and chewing gum: the difficulties are largely restricted to the more urban areas of the Town.

Many people get frustrated about problems such as dog fouling, flytipping and overhanging vegetation because they don’t know where to get advice and what can be done. Website links and contact details to report incidents are given at the end of the Town Plan.

Despite all the publicity about the need to eliminate dog fouling, it is still a major problem for many residents. It is at its worst in our open spaces.

Fly-tipping (the illegal dumping of waste on any land) is a particular problem in our open spaces: it is a criminal offence. Fly-tipping also includes dumping of garden waste.

Vegetation overhanging or blocking footpaths was a problem for about half of respondents where they live and shop. Specific comments were made about problems of lack of maintenance of footpaths used by children walking to school.
Pollution

While most people are not bothered by traffic noise, a quarter of respondents find it intrusive where they live. Noise pollution is associated with high traffic volumes, particularly Heavy Goods Vehicles. The county-wide Local Transport Plan recommends that low noise road surfacing should be considered in problem areas and as part of routine resurfacing work. Further screening with native trees and shrubs may also help. However, this may have a knock on effect of increasing issues from overhanging shrubbery onto roads. The re-routing of HGVs should also be considered.

Tranquillity was the fourth most important aspect of people’s enjoyment of the local natural environment. Two thirds of respondents would like more tranquil places and accessible open green spaces in the future.

A quarter of respondents identified dust from traffic as a problem where they live and shop: it concerned 10% of people in our open spaces. Inhaling dust can be harmful. The increased use of 4x4s and motorbikes on our unmade roads has made this much more common than it used to be. Reducing speed limits would help to address the problem and make use of such rights of way more enjoyable for walkers and cyclists as well as reducing damage to roadside vegetation and road surfaces. On other roads, a reduction in HGVs and traffic speed would also reduce air borne particles. Road safety issues are discussed under Traffic and Transport.

Light pollution bothered one third of respondents. Significant advances have been made in our understanding of the damaging effects it has on human health and the natural world.

The Natural Environment

The rural setting of Verwood and Three Legged Cross was by far the most important reason for people choosing to live here (96%). 99% of respondents value our local natural environment and local wild open spaces: this is impressive.

Their reasons were:

- For horse riding
- For sport
- To mitigate some of the problems of climate change
- For photography
- To support pollinators for crops
- For dog walking
- Informal play for children
- For cycling
- To listen to birds
- For looking for wildlife
- Varied landscape
- To enjoy our tranquil places
- Makes Verwood & Three Legged Cross a special place to live
- To protect our wildlife
- For walking

Our larger open green spaces were used by over 80% of respondents, with Moors Valley being the most popular. Visits to each of Moors Valley Country Park, our nature reserves and Ringwood Forest were made at least once a month by over half of the respondents. 80% use our footpaths and bridleways at least once a month.
Two thirds of the respondents would like our local natural environment to include more
• wildlife friendly planting in car parks and public places,
• native trees, hedgerows and wildlife,
• tranquil places, and
• wild, natural spaces, and accessible open green spaces.
Half of the respondents would like more
• fun wildlife activities for children,
• things to do in our wild places,
• information about our historic environment, and
• information about wildlife.
Residents use facilities outside of the area less than our local countryside. 57% of respondents used bridleways or cycleways or visited nature reserves elsewhere at least once every 3 months: 80% walked elsewhere at least once every 3 months.

Accessibility of our countryside is prized highly.

Respondents’ top six priorities (in order) for use of public funding to improve our natural environment were:
• maintenance of rights of way,
• open green spaces with public access,
• all weather pathways accessible for all,
• better protection for wildlife,
• maps of footpaths and cycleways, and
• routes that are connected.

While welcoming the permissive access to Ringwood Forest, several people admitted to having become badly disoriented there and, having got lost once, were frightened to go there again. They asked for maps of the forest and signage on the rides. Numbered way marking of bridleways and forest rides was also suggested.

Priority was accorded to having more pleasant traffic free routes and more cycleways both into town and to other areas. Specific comments were made about the need for
• more and safe footpaths and cycleways to Moors Valley (to save having to go there by car), Crane Valley Golf Course and to Ringwood,
• more cycleways around both Verwood and Three Legged Cross with links to Potterne and Ringwood Forest.

About a quarter of all respondents thought that they would use additional cycleways at least once a week and a third at least once a month.

DCC (Rights of Way) intends to provide improved walking and cycling facilities along the B3072 corridor (Verwood - West Moors - Ferndown) by 2014. Possible improvements to the Manor Road - Howe Lane pathway are being investigated to make it suitable for walking and cycling. The cycleway to Ringwood is in doubt because of proposals for mineral extraction at Purple Haze.

There was some demand for improved facilities in wildlife areas and open green spaces for those who are disabled and for more seating both in our open spaces and in the town centre but away from traffic noise.

Many residents wanted to ensure that our local natural environment is kept as it is. To withstand the pressures of climate change and possible future development we shall need to continue the positive management of our wild open spaces and improve linkages and buffering. The provision of more informal play areas (prioritised by 15% of respondents) will also reduce the pressures on our more sensitive habitats.

Allotments were included in the top three priorities by 183 respondents and shared or community gardens by 79. EDDC has agreed to make land at Potterne available for allotments: a second allotment site at Coopers Lane has been proposed in the Core Strategy.
Children & Young People

Family life is an important feature of the population of Verwood and Three Legged Cross. Just over 28% of respondents had children up to the age of 19 or looked after them on a regular basis. There was a broad range of the children’s ages with most in the 5-12 age group.

Age ranges of children in Verwood and Three Legged Cross.

Many of the families live in Verwood and Three Legged Cross because of its rural setting, the sense of community and because their children are settled in school. They look out for each other in their neighbourhood, feel it is a safe and happy place to live, speak to their neighbours and trust people in the town.

Most children of appropriate school age went to nursery, infant or middle schools in Verwood, or attended the upper school in Wimborne. Between five and ten per cent of children attended schools outside of the area.

The Nurseries, Pre-schools, First and Middle Schools were rated well. However, the Upper School provision was generally poorly rated. Verwood is in the catchment areas for both Ferndown Upper School and QE Upper School, whilst Three Legged Cross is only in the catchment for Ferndown Upper School. 57% of those that attended Ferndown Upper School rated the provision as poor. QE Upper School was rated poor by just under 30% of people, with 46% rating the provision as good or very good.

It is not clear whether it is the actual school that is deemed to be poor or just that the provision is in a neighbouring town and involves a significant daily commute. If the child travels by school bus, the family pays around £600 per annum per child.

Two thirds of those with children said that an Upper School should be built in Verwood, this dropped to about half of the population as a whole.

Further investigations should be undertaken to determine the exact issue with the Upper School provision and how to increase the rating.

Only a small number used breakfast clubs (5%), after school care and holiday care (18%) and the level of satisfaction for childcare was mixed. The table below shows the total number of childcare places available in Verwood and Three Legged Cross.

<table>
<thead>
<tr>
<th>Provider Type</th>
<th>Number</th>
<th>Registered Places</th>
<th>App aged population</th>
</tr>
</thead>
<tbody>
<tr>
<td>After School Club</td>
<td>5</td>
<td>140</td>
<td>7%</td>
</tr>
<tr>
<td>Breakfast Club</td>
<td>2</td>
<td>80</td>
<td>4%</td>
</tr>
<tr>
<td>Childminder</td>
<td>20</td>
<td>101</td>
<td>8%</td>
</tr>
<tr>
<td>Day Nursery</td>
<td>2</td>
<td>146</td>
<td>18%*</td>
</tr>
<tr>
<td>Holiday Club</td>
<td>3</td>
<td>90</td>
<td>5%</td>
</tr>
<tr>
<td>Pre-School/Playgroup</td>
<td>4</td>
<td>122</td>
<td>15%*</td>
</tr>
</tbody>
</table>

* Full time equivalents, the actual % attending is likely to be higher.
There is a total of 2,705 children aged 0 - 14 in the town. Whilst a reasonable proportion of children are able to attend nursery and pre-school places it is clear that there is not enough provision for before and after school and holiday care. A number of comments were received from young people that the after school and holiday care was boring and not suitable for their needs. In addition, there is no longer any provision for after school care for ages 10 and above due to the closure of the Mini Mobs club at Potterne Park.

Most of those who live within 1 mile of school walk or cycle to get there. The remaining children go to school by school bus, or by car. The main reason children are driven to work is due to the distance or because they are taken on their way to their parents’ work. Of those taking children to school by car, 14% do so because they are worried about unsafe road crossings, 9% because there is no “walking bus” and 16% because of other safety aspects. Concerns also featured in individual comments.

For those who need to drive their children to school, parking may be an issue both for families and local residents. Over 80% of those questioned with families feel that on street car parking should be controlled near schools, this rising to over 90% of the respondents in total. A number of comments were included which raised concerns over dangerous parking conditions on the roads near the schools. This problem may have been made worse by the car parks in the schools not being accessible to parents to drop off their children. It is clear that most of those who are able to walk or cycle to school do so, so it is important that those who need to drive their children to school are able to do so safely.

Only a quarter of respondents with children of the appropriate age accessed youth services. Of those who used youth services, most felt their needs were met but 60% skipped this question. Three quarters had access to information when required, indicating they obtained it from other places rather than from youth services.

The current youth club is oversubscribed and there is a youth outreach service but the future of this is uncertain due to funding cuts. The town council is investigating how to improve the service for young people in the area and in particular are investigating providing a local WOTS bus.

Ideas from Children and Young People to improve Verwood and Three Legged Cross

“Provide more interesting after school clubs”
“More parks please”
“Stuff we can do for free to have fun”
“A more advertised place for people to take their kids when they have to work”
“A fun place for disabled men and women that just relax and do what they want”
“More Sports Activities”
“A swimming pool”
“Soft Play site”
“More facilities for disabled people in the 0-18 years age bracket”
“Bigger Slide”
“Make youth club bigger”
“A play area where a kid can do whatever they want”
“A 3 screen cinema”
“Get old people and young people together and get along”
Older People

The survey data were filtered for all those who gave their age as over 65 (428 respondents in all) and compared to the survey results for all respondents (1122). 55% of older people responding were male and 45% female. Over a third of them were over 75 and 7% over 85. Although most responses from older people were broadly similar to the complete sample, this section summarises their views.

Older people like the rural, village feeling of the area and are positive about their neighbourhood and its sense of community. They think it is a nice place to retire and value the natural environment. However, about half do not think they can influence decisions that affect the community. Most potential neighbourhood and environmental problems are seen as ‘not a problem’ by the majority of over 65s. The exceptions are litter in all areas, fly tipping and dog fouling in open spaces, vegetation interfering with footpaths where they live and, to a lesser extent, vandalism in recreation and play areas and around the shops.

Older people make more use of churches and hospitals and were generally more satisfied with all services compared to all respondents. Surprisingly, a lower percentage of them see themselves as carers. As older people in this role would typically be caring for a spouse this may be due to a difference in interpretation of the question.

Two thirds of older people (a higher proportion than respondents as a whole) also say they do not need any external support, although about two thirds skipped the question in both groups. Of those that get external support, the majority rate it as good. An overwhelming majority of older people in the survey have not used any personal care or day centre facilities, opportunity groups or mobility scooters. However just under a quarter of over 65s admit that they or a member of their household have a disability or long term illness which affects their daily life. Of those who expressed an opinion (well below half the older respondents), most are positive about access to local shops and a smaller majority are satisfied with local facilities, although sizeable minorities have concerns over pavements and car parking.

Local recreational facilities are used extensively by older people. The most used facility is footpaths and bridleways, which are used at least once a week by over half of them. The library, Ringwood Forest, Moors Valley, the Hub, nature reserves and Potterne are also used once a month or more by at least a quarter of older people. Facilities are mostly used mid-mornings, afternoons and early evenings, especially on weekdays.

In contrast, facilities outside the area are much less well used, with the exception of walking, cycle routes and bridleways and nature reserves, which are all used once a month or more by at least a quarter of older people. Just under one in five also say they use a swimming pool this often.
Nearly two thirds of older people would like to see additional local leisure facilities. From the listed facilities, over half selected a swimming pool and of these over three quarters said they would use it at least once a month. In contrast, over three quarters of those who commented on a MUGA or outdoor gym say they would never use them; only Astroturf was less popular. Nearly a third of older people also mentioned a swimming pool as the primary facility they would like to see.

**Facilities Older People would like to see...**

<table>
<thead>
<tr>
<th>Clubs/activities I currently go outside the area for</th>
<th>Daily</th>
<th>Once a week</th>
<th>Once a fortnight</th>
<th>Once a month</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other Clubs/Activities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outdoor Gym</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Astro Turf</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Multi-Use Games Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Swimming Pool</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cycle Paths</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Despite this, the car is by far the most common means of transport to get to most destinations except the library, where walking comes a very close second. A fair proportion of older people also walk to the doctor’s surgery, shops and dentist. More frequent and direct bus services would encourage older people to use public transport more although over a quarter admitted that nothing would.

Older people share the strong views of all respondents on the undesirability of building in the green belt, the lack of need for more flats and the importance of new buildings blending in and reflecting local character. A third of older people are in fuel poverty, compared to just over a quarter of all respondents but, despite this, they are no more likely to want energy saving advice and less likely to want insulation advice. Older people are as opposed to the proposals for “New Neighbourhoods” in the District’s Core Strategy Options as all respondents and feel equally strongly about them. A large majority of them commented on all four options for the Town.

The shopping patterns, influences and preferences of older people are similar to those of the population as a whole, except that a smaller proportion shop online. They like to eat out and use similar venues but with more emphasis on lunchtimes. They are much less likely to get a takeaway and only just over half want more opportunities to eat out locally.

Only 7% of over 65s are still working and the same number identify themselves as volunteers. However over a third of them work some hours each week as a volunteer and over half of all volunteers working more than 5 hours per week are over 65.

The most effective source of information about what’s on for older people is the local press, followed by the library and notice boards. Over a third of over 65s say they spend at least 30 minutes doing physical activity on 5 or more days per week and nearly half manage 4 days per week. Only a quarter would like to access the recreational facilities more, with the most common barriers being health followed by lack of time.

Older people are more positive about public transport compared to all respondents with at least half saying it enables them to get to other areas for medical services, leisure purposes and shopping and that it is suitable for their needs. As two thirds of older people have only one car or no car in their household, compared to fewer than half of all respondents and they benefit from free bus passes, they may have more occasion to use public transport.
Health & Wellbeing

Satisfaction with Health Care Provision

Virtually all respondents visit the doctors (98%) or chemists (99%), with the majority having used the hospitals (89%) and the dentists (86%). Two thirds have used the out of hours service, which features the highest proportion of users expressing dissatisfaction with its provision (46%). There are high levels of satisfaction with the chemist (94%) and doctors (85%), but less so with the dentists, where one third were dissatisfied. A quarter of respondents using the hospitals were dissatisfied with the provision. With both results, it is not clear why respondents are dissatisfied and it could be related to the provision and availability of the services as to the actual dentist practice or hospital.

The higher the use, the higher the levels of dissatisfaction appear to be across all forms of healthcare provision as experienced by people with disabilities/long term illness, with as many as two thirds dissatisfied with the out of hours service. This has also been the case elsewhere in East Dorset where Parish Plans have identified issues with the provision of the out of hours service in the past.

It is unclear from this survey whether the respondents are dissatisfied with the actual healthcare service provision or were concerned about the distance to or accessibility of the service. This needs further investigation.

Carers

13% of respondents or a member of their household look after or care for a dependant or elderly relative, neighbour or friend in an unpaid capacity. This is higher than the 2001 Census data of 9.3% and 10.8% respectively for Verwood and Dorset.

People living with a Disability or Long-term Limiting Illness

130 people (16%) were identified as living with a disability or long-term limiting illness which affected their daily life or ability to work. This is similar to data for Verwood (16.1%) and slightly less than that for Dorset (19.2%). (2001 Census)

People with disabilities/long term illness responding to the survey, tended to be older, male, retired, and a higher proportion than the overall respondents were housing association tenants. 21 of these respondents received external support, the majority (80%) of whom rated this as good however 20% rated it as poor.

Social Care Provision

The majority of people with disabilities/long term conditions have not used any personal care, day centre facilities, opportunity groups or mobility scooters. Of these respondents, 16% use a mobility scooter, with a further 10% planning to use one in the future and 11% use a day centre. Less than 5% use personal care services, but a further 12% plan to do so. Of those that use these services, one third are not satisfied with their experience.

Access to Services

Whilst the majority of respondents use their car to access health services, the proximity of the service to the home is a factor which influences this decision. Almost half of the respondents will walk to the GP practice which is generally within a distance of 3 miles from people’s homes, with 25% walking to the dentist. Conversely, 92% rely on their car to access the hospitals, which are some distance away; 7.5% of respondents travel by bus to the hospital. A third of respondents will travel further afield to their dentist, with 10 respondents travelling over 50 miles.

A higher proportion of people with a disability or long term limiting illness rely more on their car for shorter journeys, with 28% walking to the GP practice, but more are reliant on the bus to attend hospital (10%).
Accessibility

Respondents were asked to rate statements on disabled access. People with disabilities/long term illness have a less favourable view towards access than the wider population. The main concerns around access for this group are safe access to pavements (48%), adequate facilities for the disabled (44%), and difficulty in finding a disabled parking space (40%). While a majority found that they could access shops and two thirds found that local facilities were able to cater for their disability, there is a significant proportion that have difficulties that should be addressed.

The graph shows the average rating given for each statement. A poor rating is allocated a score of 1, whilst an excellent rating is given a score of 5. A higher number for rating given indicates a high level of agreement.

Disabled parking spaces are generally available during the day at the Hub but there are too few in the evenings. The current study of car parks in East Dorset should be expanded to include a review of disabled parking places where they are most needed and if there is any possibility of increasing them at peak times.

Recreational Facilities

This section focuses on formal recreation areas and activities as informal recreation and the use of green space is covered in other sections of the plan.

Recreation centres are well used in Verwood and Three Legged Cross with Moors Valley and Potterne Park being the most popular used by approximately half of all residents once a month or more, followed by the Library (46%) and the Hub (36%). Whilst only used by a quarter of all residents, play parks were used by over two-thirds of respondents with children. Only 20% of residents used the Leisure centre once a month or more and over two-thirds never used it. The primary reason for this was the lack of facilities. In 2012/13 the leisure centre will be relocated and updated to include a fitness suite at the Hub and a sports hall at Emmanuel School. It is expected that this will have a positive effect on the frequency of use and level of satisfaction amongst residents.

Most Popular Activities

<table>
<thead>
<tr>
<th>Car park location</th>
<th>Total spaces</th>
<th>Disabled spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ebblake, Blackmoor Road</td>
<td>46</td>
<td>0</td>
</tr>
<tr>
<td>Jenner Close</td>
<td>32</td>
<td>6</td>
</tr>
<tr>
<td>Potters Wheel, Manor Way</td>
<td>103</td>
<td>9</td>
</tr>
<tr>
<td>The Hub</td>
<td>88</td>
<td>6</td>
</tr>
<tr>
<td>Morrisons supermarket</td>
<td>272</td>
<td>20</td>
</tr>
</tbody>
</table>
Residents do still use some facilities outside the area. It is not surprising that a significant number of residents explore the countryside around Dorset and Hampshire on foot, cycle and horseback.

Top activities outside the area

Just under half of all residents use a swimming pool outside the area at least once a month. A significant number of those accessing swimming pools travel 5 miles or more to a venue. This helps explain why two-thirds of respondents indicated their primary choice for an additional facility in the town is a swimming pool. Over half of respondents to this question indicated they would use it once a week or more. Only 10% of respondents to this question said they would never use a swimming pool. However it should also be noted that 40% of residents do not use a swimming pool outside the area at present. Other facilities prioritised were additional clubs and more cycle paths.

Residents were asked how many times they undertook thirty minutes of physical exercise (outside of their work) and approximately one-third undertook the recommended 5 periods of more.

Facilities are generally used twice as much at weekends as they are during the week. Weekend time is split fairly evenly between Saturday and Sundays.

When facilities are used

As would be expected, families generally use facilities after school (3pm-7pm) on weekdays and at weekends. There are no other noticeable peak times for any other group of residents.

It is clear that there are no primary ways to get information on activities that are happening in the local area. Residents are faced with a vast array of places and ways to obtain information both online, in the post, in the press and on notice boards. The local press is the most popular choice but most residents used up to 4 different ways to get information. This array of choices is likely to mean that residents are not always aware of everything that is on offer within the community.
Traffic and Transport

Verwood & Three Legged Cross is 15 miles from Bournemouth and Poole and 30 miles from Southampton or Dorchester. The population of the town has increased significantly in recent years, placing a high demand on the existing road system.

Future development around the Town, such as Hampshire County Council’s proposal for a quarry (Purple Haze) to the south of Verwood, potential housing and employment sites and a new Upper School identified in the Christchurch and East Dorset Core Strategy, will increase local traffic.

The vision of the County’s Local Transport Plan is “a safe, reliable and accessible low carbon transport system...that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area’s unique environmental assets.” However, the only confirmed benefits to the town are the Springfield Distributor Road to ease traffic problems to the Howe Lane school campus.

No other improvements to roads or bus services are proposed in the period to 2026.

Private Transport

Due to the town’s location, car ownership is very high, with 97% of households having one or more cars. According to the Dorset County Council’s 2005 statistics, 8.3% of households in Verwood & Three Legged Cross are without a car suggesting that non-car owners may be under-represented in the survey results. The reliance on private transport is also demonstrated in that 7 out of 8 residents travel to work in their own car.

Roads

The main access road into Verwood is from the south via the B3081, through Ringwood Forest and the town centre to join the A354 to Salisbury. It serves the Ebblake Industrial Estate to the south of Verwood and is well used carrying an average 12,200 vehicles per day in 2010. 8,400 vehicles drive through the town centre daily.

The B3072 links Verwood and Three Legged Cross, rejoining the A31 via the village of West Moors: this route is used by 8,500 vehicles daily. The C2 links the A31 and A354 via Ashley Heath and Three Legged Cross. It serves the industrial estates at Three Legged Cross and Woolbridge and carries 9,400 vehicles daily.

The C106 Edmondsham Road from Verwood to Alderholt and Fordingbridge is little more than a country lane but daily traffic flows are 1,700.

Road safety

There are no speed restrictions on the rural sections of the northern part of the B3081 or on the C106. Inappropriate speed, especially in rural areas, is a key road safety issue.

Respondents were almost unanimous in wanting enforcement of the law on use of mobile phones when driving and respecting speed limits. Although the majority of residents thought that the roads in the area are safe, over a third did not.

Although opinion was divided on the reduction of speed limits in general, two thirds wanted speed limits reduced where there are no pavements. 70% of people were concerned that there are too many HGVs driving through Verwood & Three Legged Cross.

Police evidence through crime statistics shows that the majority of people caught for traffic violation are local. The county-wide Local Transport Plan has identified the need to reduce speed limits to 20mph in areas such as those close to schools and will prioritise those where there have been accidents.

DCC has identified the B3072 as a Prime Transport Corridor for many years. However, in practical terms this does not work and adversely affects residential areas along its length. In many places it is too narrow for both cyclists and vehicles although this will improve with the construction of the planned Verwood - West Moors - Ferndown cycleway. However, to reduce the wider environmental impact of the road, a significantly better public transport service is needed. The Local Transport Plan includes a commitment to reviewing HGV routing. This should include the HGV problems in Verwood town centre and at Three Legged Cross.

Parking

There are are number of car parking areas around Verwood and Three Legged Cross, with the main cars parks being in the Town centre. Most residents are happy that parking in the Town centre meets their needs, although approximately half of those that required a disabled space frequently have difficulty finding one. This problem is discussed in more detail under Health & Wellbeing.

A third of people would like to see parking charges introduced for those who park all day in the town centre. Three quarters of respondents thought that there should be some restriction of on street parking in shopping areas particularly by delivery vehicles along Ringwood Road and Station Road.

The vast majority would like on street parking to be controlled near schools.

Percentage of respondents agreeing with the statement.

- There are too many heavy goods vehicles driving through Verwood and Three Legged Cross
- The law on the use of mobile phones when driving should be enforced
- Speed limits should be enforced
- Speed limits should be reduced where there are no pavements
- Speed limits should be reduced in residential areas
- Proposed roadworks are publicised adequately
- The roads in the area are safe
- Roads are in good state of repair
- 0% 20% 40% 60% 80% 100%
Public transport

Following a review of British Railways in 1963, the Verwood train station was closed, along with the rest of the Salisbury & Dorset Junction line and other lines north of Bournemouth. Buses are now the only form of local public transport available in East Dorset.

Currently there is an hourly bus service, up to 5pm, operating from Verwood to Bournemouth from Monday to Saturday. There is also a bus service between Verwood and Poole from Monday to Saturday, although this also stops in the evening. Both journeys take about an hour, compared to less than 20 minutes going direct by car. There is a very limited Sunday service (3 buses each way) between Bournemouth and Ferndown via Ringwood, Verwood & Three Legged Cross and no evening bus service.

More than half of respondents consider that public transport fails to meet their needs, with greatest dissatisfaction felt by younger residents. While half of those using a bus do so for shopping, only a fifth use it to get to work. Just over a third find it suitable for accessing services such as the hospital or for leisure purposes. This is possibly because shopping is more flexible and can fit around the bus timetable, whereas work, hospital appointments and many leisure activities have specific start and finish times. The majority of people thought that the bus timetables are not publicised adequately.

What would encourage you to use public transport more?

When asked what would encourage them to use public transport more, a quarter of respondents admitted that nothing would. About half thought more frequent and more direct bus services would encourage them. A third thought an evening service or a better service at weekends would encourage them to use public transport more and just over a quarter wanted lower fares and a more reliable service. Bus shelters, seats at bus stops and cleaner buses were of less concern.

The car is the most common mode of transport for all activities except for visiting the library where just over half walk. Many people also walk to the GP surgery, and around a third walk to school and the local shops. Very few people use the bus, even when going to the hospital (the most popular destination by bus).

What mode of transport do you use to get to:

Priorities

Residents were asked to rank their top five priorities for local traffic and transport. The top three related to the roads and were road repairs, control of speeding and improved traffic flow. Many chose non-road related priorities, such as more traffic-free routes, and cycleways to other areas and into town. Community transport and car sharing were less important and reflect the high level of car ownership.
The Built Environment

Character
The rural setting and village atmosphere were among the most important reasons for people choosing to live here. There are several listed buildings across the parish, their scattered nature reflecting that of the original settlement. They are largely of cob or local brick and many have thatched roofs. Other buildings with historical interest are also important to residents and contribute to its local distinctiveness and sense of place.

Although there are no Conservation Areas, the town has two Special Character Areas – Church Hill & Dewlands Way and Manor Road. The former includes St Michael and All Angels Church and churchyard and a number of adjacent houses. The Manor Road area is a mixture of largely post-war houses and bungalows. Strict development criteria have been set to ensure that the character of these areas is maintained. Many residents have a clear idea of what building they consider appropriate for the wider townscape and landscape and what is likely to blend in. The more recent unconventional design of commercial and residential buildings and the scale and location of blocks of flats drew many adverse comments.

An overwhelming majority of respondents (95%) wanted any new buildings to reflect local character and thought that more should be done to protect our heritage. Most people (60%) considered that they do not know enough about proposed developments in the area but even more (84%) felt powerless to influence decisions on planning. This overwhelming desire for residents to be involved in the way in which our town develops and what it looks like should be taken forward in the preparation of a design statement for Verwood and Three Legged Cross. It should identify heritage assets (designated and undesignated) and local character and establish criteria for ensuring that any new building design complements what we have already, respecting its setting.

Housing need and further building
The majority of respondents (89%) were opposed to using any Green Belt land for new housing. Specific comments were made about avoiding urban sprawl.

Most people owned their own home. (Housing tenure is shown right)

Despite over 90% being satisfied with their own housing there are some concerns that current housing does not meet the needs of the community. The majority want no further housing development in Verwood whatsoever, particularly large houses and flats. However, more smaller homes for young people would be acceptable to some if, and only if, they were located within the present urban area.

There is some mismatch of size of people’s present homes and their or their family’s needs: 10% are in housing that is too large and 9% in housing that is too small. 24% could not afford to move to a more suitable property in the town and 6% have had to share with friends or family because they cannot afford to live on their own.

Respondents were opposed to more social housing (77%), shared ownership homes (63%), sheltered housing (61%), rented homes (60%) and supported care housing (53%).

Affordability is not only the cost of buying a home. Running costs must also be taken into consideration. At the time of the survey, a quarter of respondents spent over 10% of their income (after tax) on heating their homes and are therefore classed as being in fuel poverty (this proportion is likely to have increased with escalating fuel prices). However only 6% said that they needed advice on how to save energy and 5% needed advice on insulating their homes. The cost of travel to work, school, hospital, recreation and leisure facilities are also important.

The new county-wide Local Transport Plan has ruled out any improvements to roads or bus services for Verwood & Three Legged Cross in the plan period 2011-2026. However, car dependency and totally inadequate public transport remains a feature of the town: this is unsustainable. The town is primarily a dormitory and, for the foreseeable future, will remain so.

Housing tenure

- Own your house (outright or mortgaged)
- Live in a privately rented house
- Live in a housing association house
- Live with family
- Other
Commerce & Employment

Shopping

The majority of people shop locally for grocery, greengrocery, meat and fish and the local supermarket is the most popular choice. Poole and Bournemouth are the preferred areas for other items. The main influences on shopping preferences for food items are value for money, convenience and quality. For other items, choice of products far outweighs convenience, although quality and value for money are still regarded as important. Transport and personal service do not influence shopping choices to any great extent.

Where do you shop?

People would prefer to do more of their shopping in local shops, especially for food, although almost half would still prefer to shop in the Poole & Bournemouth area or further afield for clothes and shoes. Internet shopping is not widely used. Respondents claimed they would prefer to use it even less.

Where would you prefer to shop?

People’s shopping habits are unsurprising, given that Verwood & Three Legged Cross has one supermarket, some convenience stores and a small number of other shops. The relatively larger numbers using a local shop for meat and electrical goods are probably due to the butcher and electrical retailer in Verwood’s historic centre being both popular and well established.

Almost a third of people walk to the shops, but the majority also drive. A very small number use public transport, although almost half agree that it would enable them to get to other areas for shopping. Less than half of respondents feel that the shopping centres meet their needs although almost two thirds agree that the shops are well placed.

Although it is the second largest town in East Dorset, Verwood & Three Legged Cross has much less retail space than Wimborne or Ferndown. The smaller number of shops in the town is reflected in its lower catchment population and pedestrian foot count. Despite its rapid population growth in the 70s & 80s, retail space in the town did not expand to match the historic market town of Wimborne or the longer established settlement of Ferndown.
At the time of writing this plan, Morrisons are in discussion with the District Council over the expansion of their supermarket on its existing site. This will displace the current Leisure Centre, which will be replaced on 3 sites.

**Eating Out**

Almost all respondents like to eat out and the majority of them do so at least monthly. Local public houses and restaurants are popular places to eat as well as those in neighbouring small towns and the Poole and Bournemouth area. However 70% of respondents expressed an aspiration for more places to eat out in Verwood & Three Legged Cross.

**How frequently do you eat out?**

- Get a takeaway
- Eat out at weekends
- Eat out in the evening
- Eat out at lunch-time

**Where do you like to eat out?**

- Local public house
- Local restaurant
- Neighbouring small town/village
- Poole/Bournemouth area

**Employment**

50% of survey respondents were retired although only 28% of the population are over 60, indicating that the survey respondents may not be representative of the population of the town as a whole in this respect. Even in the 18 to 64 age group, 19% described themselves as retired, although 80% were working full or part time or self employed, indicating that Verwood & Three Legged Cross may have a high proportion of ‘young’ retired.

**All respondents**

- 30.6% Working full time (30 hours or more)
- 12.9% Working part time
- 7.1% Self-employed
- 49.7% Retired
- 1.7% A student
- 0.0% An apprentice
- 5.2% A volunteer
- 0.8% Unemployed
- 2.0% Choose not to work
- 0.9% Long-term sick or disabled

**Age 18-64**

Of working respondents (full time, part time and self employed), just over a quarter worked at home or within 5 miles of home with just under half travelling between 5 and 20 miles.

**My main place of work is:**

- 9.0% At home
- 18.3% Less than 5 miles from home
- 42.7% 5-20 miles from home
- 13.5% 20 to 50 miles from home
- 3.8% Over 50 miles
- 10.8% Distance varies
- 1.1% I commute weekly
The majority travelled to work in their own vehicle, with less than one in ten walking or cycling. Hardly anyone travelled to work in a shared car or used public transport. As less than one in five respondents thought that public transport enabled them to get to other areas for work, it is not surprising that it is not used for this purpose. Travel patterns were similar for part time workers, although just over a third of them worked at home or within 5 miles of home.

A large majority of all respondents (over 80% of those answering) felt that there were neither enough job opportunities nor suitable jobs for themselves in Verwood & Three Legged Cross. Over half also considered that business rates are not reasonable.

6,800 people are employed in Verwood & Three Legged Cross in 690 firms. Verwood is a net exporter of labour with about 2,850 coming in and 3,800 commuting elsewhere. In commuters are largely from other parts of East Dorset, Hampshire, Bournemouth and Poole. The destinations of our commuters are the same.

A socio-economic profile of Verwood using Acorn data and published in 2011 finds that the majority of residents live in households classified as Wealthy Achievers (64%). This is much higher than both the county and national figures, where 40% and 23% of households are classed as Wealthy Achievers respectively.

Almost a third of respondents worked some hours each week as a volunteer, although only 52 of them (of which 38 were women) described themselves as ‘volunteers’, presumably because they described themselves under another category. The age profile of the group who worked some voluntary hours each week follows a similar pattern to the age profile of all respondents; 53.4% were female and 25% had or cared for children on a regular basis compared to 49.9% female and 28% with responsibility for children amongst all respondents. The majority of this group worked less than 5 voluntary hours per week.

Looking at those who work more than 5 hours per week as a volunteer, the picture is different. A quarter of them are aged 55 to 65, over half are over 65 and more than two-thirds are retired. Of this group fewer than one in five has responsibility for children. Three quarters work 5-10 hours per week as a volunteer and a quarter more than 10 hours.
Town Objectives

Verwood and Three Legged Cross have the following broad objectives for the next 5-10 years:

1. Encourage the community to consider and promote road safety throughout Verwood and Three Legged Cross.
2. Work to maintain a general low level of crime, compared to Dorset as a whole.
3. Monitor anti-social behaviour to ensure it is not an issue for the community.
4. Improve community engagement with the decision making process.
5. Continue to maintain and enhance access to the countryside for all community groups.
6. Continue to maintain and enhance the quality of our natural environment.
7. Ensure there is suitable educational and social provision for children and young people.
8. Ensure there is suitable healthcare provision for the whole community.
10. Continue to maintain and enhance the recreational facilities available for the community.
11. Work to ensure that Verwood and Three Legged Cross has access to a good provision of public transport.
12. Encourage a variety of employment opportunities and local shopping options in Verwood and Three Legged Cross.
Useful Information

Incidents can be reported on-line
www.dorsetforyou.com/397231

Public waste carrier licence
www.dorsetforyou.com/401413

Dorset Energy Advice Centre
www.deac.co.uk

Acknowledgements

Page 6 - Photography supplied courtesy of Dorset Wildlife Trust

Pages 5, 11 and 23 - Photography supplied courtesy of East Dorset Countryside Management Service

Abbreviations

ARC - Amphibian and Reptile Conservation trust
BHS - British Horse Society
DCC - Dorset County Council
DCN - Dorset Cyclists Network
DERC - Dorset Environmental Records Centre
DWT - Dorset Wildlife Trust
EDCMS - East Dorset Countryside Management Service
EDDC - East Dorset District Council
ETAG - Environment Theme Action Group, East Dorset Community Partnership
LAG - Verwood Local Action Group, East Dorset Community Partnership
LDF - Local Development Framework
LTP - Local Transport Plan
NE - Natural England
NHWA - Neighbourhood Watch Association
PACT - Police and Communities Together
VCA - Verwood Community Association
VTC - Verwood and Three Legged Cross Town Council

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Dorset Explorer – parish and ward boundary and postcode layers

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A socio-economic profile of Verwood using Acorn data, Sarah Early DCC

EDDC Efficiency and Improvement Committee Meeting 17th August 2011 – Report for Agenda item 5, Monitoring the Council’s Corporate Plan

DCC Traffic census data 2010

Dorset FIS Database 2012

Bournemouth, Poole and Dorset Local Transport Plan 3 (2011-2026)