

# Strategic Station Plan: Moreton Station



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# 1 Executive Summary

Moreton is a rural station, named for Moreton village but mainly serving the growing community of Crossways. It is located on the South Western Main Line (SWML) before a stretch of single line towards Dorchester South. The station is key for local residents to access services and employment not provided in their small town, and also provides a route into the area for tourism.

Network Rail’s [Dorset Connectivity Strategic Study](#) suggested a number of service enhancements in Dorset, in particular the regulation of services on the SWML to achieve an evenly-spaced, clockface 2 trains per hour (tph) from Weymouth to Waterloo.

A further recommendation of the study was that Strategic Station Plans should be completed for stations affected by the strategic recommendations. Given that the Moreton single line would likely need to be redoubled to achieve the service enhancement, combined with the local authority having high aspirations for development in the surrounding area, Moreton was highlighted as requiring such a plan to explore what changes may be necessary to ensure the station can effectively deal with these ambitions.



Figure 1: Moreton station, platform 2.

Through desktop study and stakeholder engagement, this study has produced a series of recommendations for interventions at Moreton station, as well as in the wider public realm. These recommendations are not costed or funded, nor are they owned by Network Rail. Instead, this document’s purpose is to bring the appropriate organisations into the development of station and wider public-realm improvements in order to ensure a better experience for passengers.

The study focusses on five key themes; interchange & integration; property; sustainability; station facilities; and accessibility. While a number of recommendations for further improvements are listed throughout this document, the following three recommendations are prioritised based on their potential impact on passengers using the station. It is hoped that the relevant organisation will own these actions in providing passenger improvements.

| Recommendation                             | Benefit  | Next Steps  |
|--|--|---|
| Install footbridge                         | Allow pedestrians to cross the railway and interchange between platforms without using the level crossing – for a better passenger experience, as well as to discourage crossing misuse and reduce risk. | Seek funding opportunities in co-operation with local authority, possibly linked to local developments.<br><br>Investigate feasibility of using a “second-hand” footbridge to reduce costs. |
| Improve cycling and walking infrastructure | Encourage active travel to the station by making it a safer and more pleasant option.  | Develop plans for a specific set of walking and cycling routes between the development sites and the station.   |
| Aesthetic and environmental improvements   | Clearing up the storage compound, installing planters and local art would make the station more inviting.  | Work with local community groups to explore options and decide on interventions.<br><br>Look into possibilities for alternative rail storage sites.   |

## 2 Background

### 2.1 Strategic Station Plans

The Strategic Station Plan (SSP) is a document established to study a station identified as recommended for significant change through separate strategy or policy within either Network Rail or a third party. The concept and its focus have emerged from the Dorset Connectivity study which recommended documents be produced, focussing on key stations, particularly looking at the following areas:

- Integration of public and active transport modes
- Station accessibility
- Environmental issues and opportunities
- Community involvement and usage of the station
- Mobility hub options
- Station development opportunities
- Station facility improvements
- Connectivity to tourist and leisure destinations
- Third party funding opportunities
- Railway operations, renewals, and enhancement synergies



Figure 2: Strategic Station Plan themes.

Strategic Station Plans seek to provide an opportunity for Network Rail to work alongside local partners and stakeholders to encourage conversations, collaboration, and development of strategic station and station area improvements. By focusing on upgrading facilities and optimising layouts within a strategic context, stations can successfully adapt and become more than just

transportation “hubs”, they might evolve into vibrant community centres with a range of amenities and services. This transformation can attract business,

generate employment opportunities, and increases property value, driving economic growth in the surrounding area. The recommendations are therefore not exclusively for rail industry colleagues to take on board and many may be better adopted by third parties or local authorities with rail industry endorsement. The plans provide a number of recommendations for strategic and tactical improvements. These are not costed, nor do they have timescales applied at this stage and it is recommended that, should any proposed recommendations be taken forward, sufficient development work is undertaken in order to fully understand operability, cost, and deliverability of any intervention highlighted.

### 2.2 Methodology

Moreton SSP is designed to run as a ‘desktop’ style study rather than delivering outputs through targeted workshops. Despite this, stakeholder engagement and feedback will remain vital to ensuring all recommendations are robust and aligned. To this end, a steering group has been established consisting of representatives from Network Rail, Train Operators, the Local Authority and the local Sub-National Transport Body. Further elements of engagement will take place on an ad hoc basis in order to inform the study. For example, representatives of the Purbeck Community Rail Partnership (PCRP) have kindly provided their input to this document. Given the nature of the



Figure 3: Strategic Station Plan process.

recommendations contained within this Strategic Station Plan, it is the intention of Network Rail’s Strategic Planning team that these documents remain live, with reviews carried out if policies or strategic aspirations change, and as and when material change happens on the ground. Ongoing engagement with stakeholders is, and will continue to be, crucial for this purpose.







## 2.3 Moreton and Crossways

Moreton station is located between the two villages of Moreton and Crossways, 110 miles southwest of London, 9 miles northeast of Weymouth. The combined population of the two parishes was about 2,800 in the 2021 census, Crossways being the much larger of the two. Compared to the national population, the area has a slightly higher proportion of older residents. Crossways has some facilities, including a primary school, doctor's surgery, and a couple of small shops, but relies on Dorchester for many higher-level services.

Aside from being a residential area, Crossways and its surroundings has a variety of holiday venues, including caravan parks, holiday homes and resorts. It is likely that some part of the usage of the station is for leisure travel, due to this and its location in Dorset, on the edge of Purbeck. Local attractions include the grave of T. E. Lawrence (Lawrence of Arabia) and St Nicholas' Church with its unique etched glass windows. Additionally, there is a upcoming large development "Silverlake" of 1,000 holiday lodges to the west of Crossways which is already partially operational. Their sustainable ethos presents a potential opportunity for collaboration on sustainable travel and integration with the railway. Already they offer a service to pick customers up from the station, taking them to the site by electric vehicle.

Various council local plans include potential/allocated development on sites in and around Crossways and Moreton. The Purbeck Local Plan adopted by Dorset Council in 2024 includes a significant development of 490 houses and a 65-bed care home, on a site east of Crossways, near Moreton station (where there is currently a caravan park and sand/gravel extraction pit). Further southwest is a site allocated for 500 homes and 3.5ha of land for employment and local community facilities. Permission has already been granted for the building of up to 189 homes on other sites.

When occupied, these would significantly increase the population of the local area. To add to this, there are an additional 3 preferred sites, proposed in the 2021 Dorset Local Plan Options Consultation, which could provide up to a further 465 houses if allocated for development. It is increasingly likely that these sites will be used, and perhaps even further development pursued, given the almost doubled housing target for Dorset as a result of the Government's National Planning Policy Framework (NPPF) reforms. Crossways is generally regarded as a

location with high potential to help meet these targets. Revised housing figures for Dorset Council's updated local plan are expected to be publicly available in August 2025.

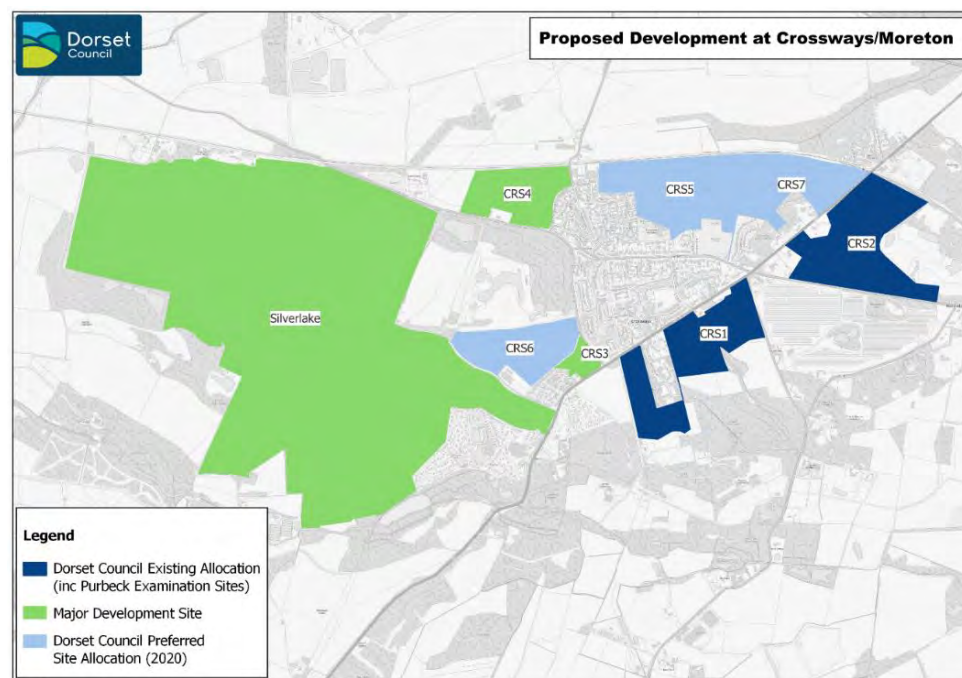


Figure 4: Dorset Council planned developments around Crossways.

In Dorset Council's Mineral Sites Plan 2019, there are also two potential new aggregate quarrying sites to the north of Moreton station (not included on map above).

A summary of planned developments can be found in the following table.

| Site                                  | Land use   | Status   |
|---------------------------------------|--|--|
| Silverlake                            | A sustainable vacation community including: <ul style="list-style-type: none"> <li>- 1,000 holiday chalets/lodges</li> <li>- hotel</li> <li>- leisure facilities</li> <li>- bio-digestion facility</li> <li>- nature conservation areas and habitat management</li> <li>- an area of Suitable Alternative Natural Greenspace (SANG)</li> <li>- landscape and woodland planting</li> <li>- associated infrastructure and remediation</li> </ul> | Permission granted – under construction                        |
| CRS1: Land south of Warmwell Road     | 500 homes<br>2.5ha of employment land and local community facilities   | Allocated in the West Dorset, Weymouth and Portland Local Plan |
| CRS2: Moreton Station / Redbridge Pit | 490 homes<br>Care facility of 65 units   | Allocated in the Purbeck Local Plan                            |
| CRS3: Land adjacent to Oaklands Park  | 49 homes<br>8 commercial units (Use class B1)  | Permission granted   |
| CRS4: Land west of Frome Valley Road  | 140 residential dwellings  | Permission granted   |

| Site                                   | Land use   | Status  |
|--|--|---|
| CRS5: Land at Woodsford Fields         | 275 dwellings<br>Informal open space                               | Proposed – 2021 Dorset Local Plan Options Consultation            |
| CRS6: Land West of Crossways           | Around 150 dwellings   | Proposed – 2021 Dorset Local Plan Options Consultation            |
| CRS7: Land adjacent to Deer Leap House | 40 self-build plots  | Proposed – 2021 Dorset Local Plan Options Consultation            |
| AG5: Station Road                      | Extraction of approximately 11.5 million tonnes of sand and gravel | Dorset Minerals Site Plan 2019 – planning application in progress |
| AG6: Hurst Farm                        |  |   |

## 2.4 Moreton Station

Moreton station is located 130 miles 24 chains along the SWML from Waterloo, preceding a section of single line track that runs between Moreton and Dorchester South. It is comprised of one up and one down platform, with very limited amenities, and is unstaffed. There is an Automatic Half-Barrier Crossing immediately adjacent to the station, providing the only access between platforms.

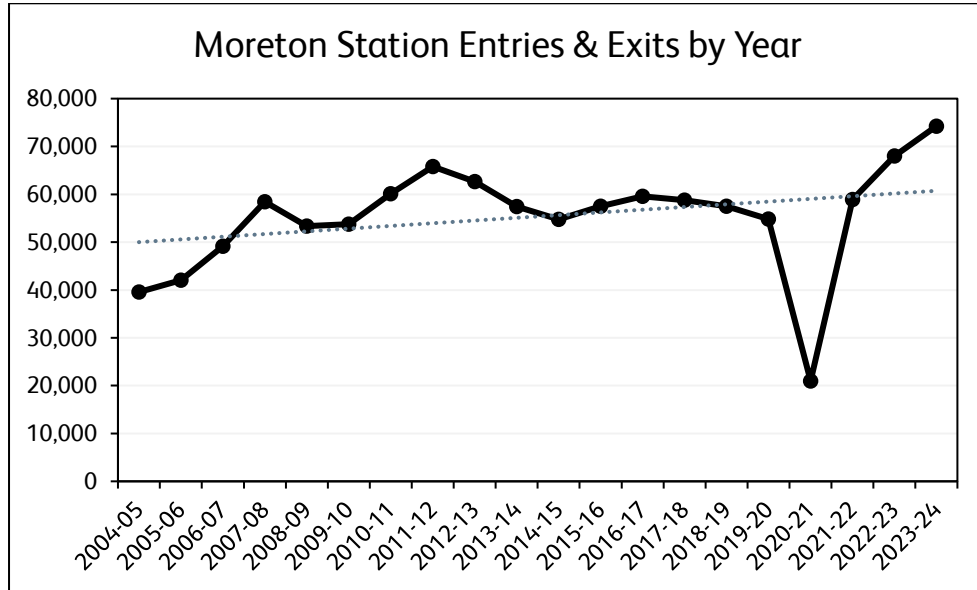


Figure 5: Graph of Moreton Station usage since 2004.

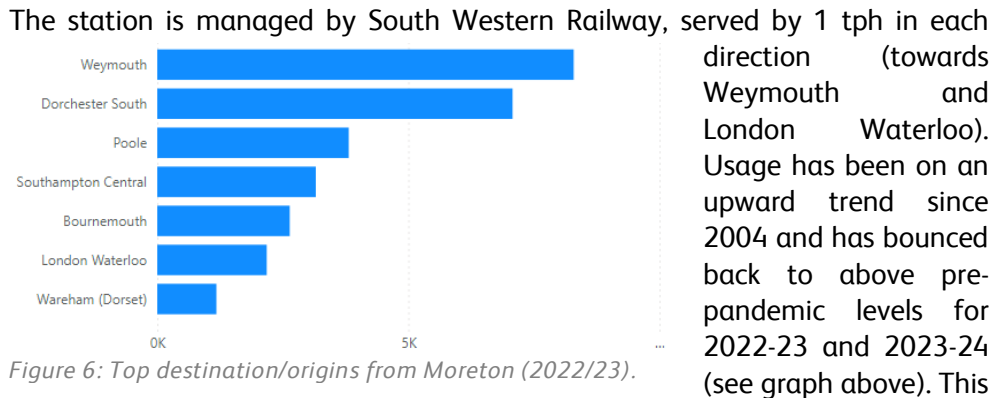


Figure 6: Top destination/origins from Moreton (2022/23).

is in contrast to the overall trend of rail usage having not recovered to pre-pandemic levels. However, it remains the third least-used station in the Dorset Connectivity Scope area. The most popular destination/origin station for Moreton is Weymouth, making up a quarter of all journeys, and generally most journeys are broadly local.

## 2.5 Dorset Connectivity Strategic Study

The [Dorset Connectivity Strategic Study \(summary document available\)](#) explores connectivity on the South West Main Line, highlighting several issues on the line including single line sections, line speeds, power supply, high risk level crossings, and lack of integration with other transport modes.

The study produced a number of recommendations including developing proposals for additional 2 tph between Wareham and Brockenhurst; and ensuring a half-hourly regular service interval for Weymouth – Waterloo services. The latter would likely require re-doubling of the Moreton single line.

It is within this context, considered alongside the local authority’s planning aspirations, that the Moreton Strategic Station Plan has been developed. Whilst many of the recommendations made within the following document could greatly improve passenger experience at the station in the current context, they are recommended on the basis of wider strategic aspirations having been met.



Figure 7: Potential Dorset Metro scope.







## 3 Integration and Interchange

### 3.1 Bus Services

Onward travel connections are very limited, with no bus service to the station. The nearest bus stop is in Crossways, 16 minutes' walk from the station. This is served by Damory coaches' number 5, going between Weymouth and Dorchester via Crossways every 2 hours Mon–Sat.

There is currently no scope to extend this to the station or increase the frequency as it is a privately managed service.

As the housing developments proceed, wider changes to the local bus service should be considered. It would be beneficial for integration with the railway to be a top priority for any new/revised service. There are various options for how this service could look:

- Route passes station, using the rail replacement bus stop, and makes a loop through Moreton village (or further afield);
- Create bus turnaround at the station, by purchasing the land between the station and Queens Drive (currently being used by Network Rail for storage, but third-party owned);
- Bus stop to the south of the station (so route doesn't have to cross the railway), incorporated into development at the council's preferred site CRS7 or allocated site CRS2.



### 3.2 Active Travel

Currently, walking is not a very attractive option for getting to the station as it is a significant distance from most housing and local attractions. The route to Crossways does have a pavement on one side of the road, however, for routes northwards, towards some of the local attractions and hiking routes, there are neither pavements nor off-road paths, so people have no option other than to walk in the road.

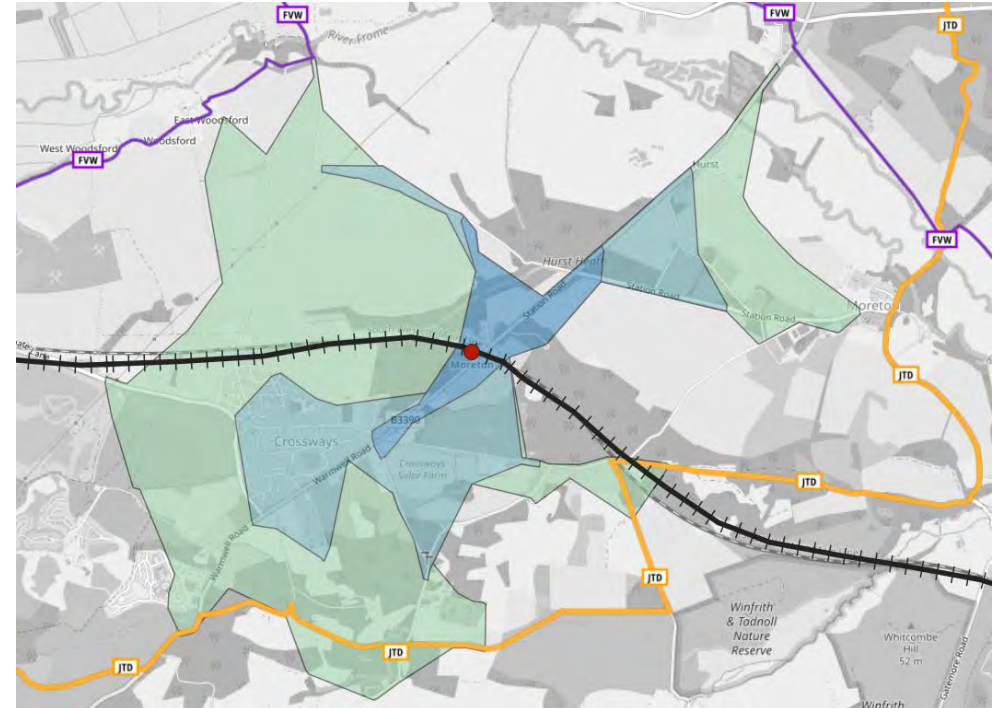


Figure 8: Nearby walking trails with 10, 20, & 30-minute walking isochrones from Moreton Station.

The pavement towards Crossways is narrow at points, particularly nearing the intersection of the B3390 with Dick O' The Banks Road, so may not be accessible by wheelchair.

The station has 3 Sheffield bike stands and is nearby to National Cycle Route 2, that goes through Moreton village itself, and the Purbeck Cycleway 6. There are no cycle lanes serving the station, cyclists would have to cycle on the road to reach these routes, and to get to Crossways.



There's good potential for active travel, with all current and future housing development sites being within a 10-minute cycle from the station, and some within a 10-minute walk. Dorset Council is keen to provide active travel links between Crossways and Moreton station, but would need to find funding. Developer contributions could be really valuable for contributing towards this.

Additionally, the “Silverlake” holiday resort markets itself as a sustainable retreat, so there is an opportunity for this to be connected to the railway station with cycle infrastructure, to tap into that market.

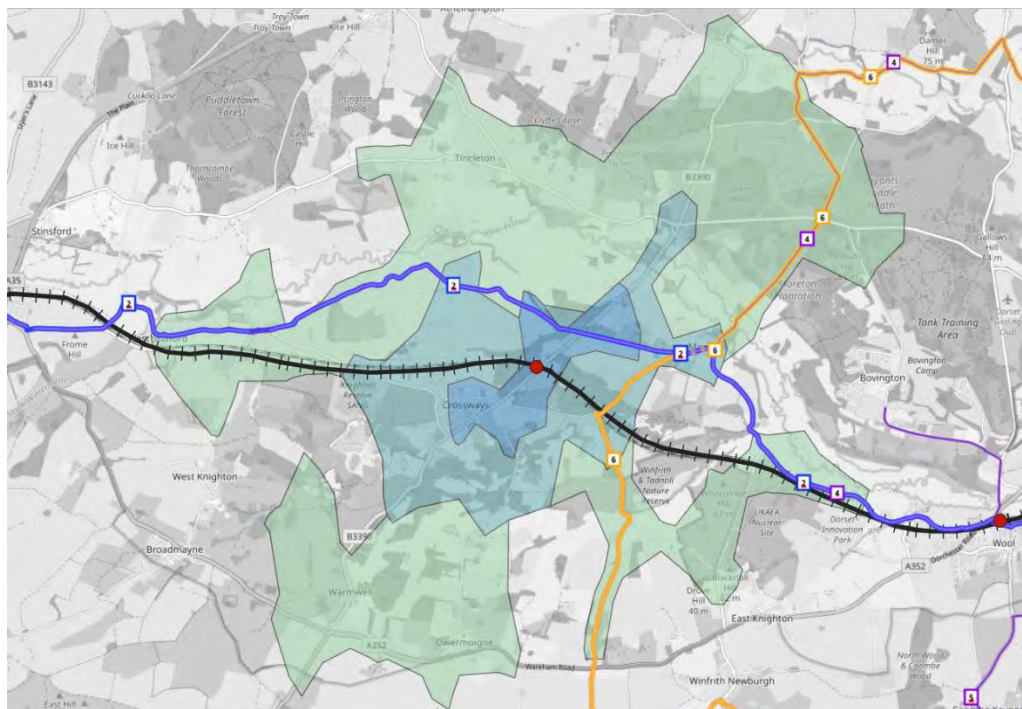


Figure 9: Nearby cycle routes with 5, 10, & 20 minute cycling isochrones from Moreton station.

### 3.3 Car Travel

The station has parking for 10 cars, of which one bay is accessible. With the majority of local people living south of the station, most of these would be crossing the railway using the level crossing to access the car park, which is on

the north side. There is a lack of highway signage towards the station car park, and it is not very visible from the main road.

With its rural nature, it is not surprising that 90% of Crossways households have at least one car, and car travel dominates as the most used transport mode. Therefore, it is likely that more parking will become necessary to meet demand with the new developments, especially given that on a site visit, all 10 spaces were seen to be filled. Insufficient parking provision could discourage rail usage, as people would not be confident that they would be able to find a space if they drove there. It would be worth exploring if some parking could be provided on the south side of the railway, potentially incorporated into the allocated development site, so that not all cars have to cross the railway at the level crossing.

Despite the dominance of the car for travel in the area, it may not make sense to prioritise increasing parking provision above other transport integration measures. This is because, once in their car, drivers may be less likely to want to use the train as many journeys would be faster to drive the whole way rather than changing to rail (e.g., it is a 22-minute drive Moreton station – Weymouth station, the train journey is 19 minutes). Only journeys further afield (Bournemouth and beyond) – or perhaps during rush hour to avoid traffic – are likely to attract people to drive to the station.



Figure 10: Moreton station car park.



### 3.4 Moreton Level Crossing

At the London-end of Moreton station is an Automatic Half-Barrier (AHB) Level Crossing. This type of crossing is operated automatically by the passage of trains, whose approach initiates the lowering sequence. The barriers on either side only reach across half the road, to prevent trapping people/vehicles. Moreton AHB is ranked 7 out of 299 crossings on the Wessex route for risk and is subject to a high frequency of misuse.

Key risks:

- Busy rural crossing, key route towards A35 and onwards to Wareham, Poole, etc.
- Located in a dip with vehicles approaching downhill on both sides, along straight stretch of road – leading to cars not slowing down on their approach, and risk of vehicles “bottoming out” on the crossing.
- Trains often pass each other at Moreton (due to its location at the end of the single line) – when this happens the barriers stay down, but people may be unaware of the approaching second train and attempt to cross around the barriers after the first train has gone over.
- It is the only interchange between platforms; people rushing to catch a train may be tempted to cross while barriers are down.

The suggested driving routes from Crossways to larger towns to the north and east (e.g., Wareham, Poole) all go via the B3390 road, over the level crossing at Moreton Station (especially as this road connects to the A35). There are no feasible alternative routes to cross the railway nearby. With the planned housing developments, it is very likely that this traffic would increase.

There is currently no recommendation to upgrade or close the crossing as the cost of doing so, as a standalone project, is calculated to be disproportionate to the risk savings. Twice the upgrade of the crossing has been included in wider engineering schemes, but subsequently dropped for other work that became a priority. In line with the Network Rail Enhancing Level Crossing Strategy 2019 – 2029, it would be replaced with a full barrier crossing once life-expired. The crossing was last renewed in 2009, so assuming a 20–30-year lifespan, this is likely to be around 2030-40 at the earliest. This could potentially be brought forward, or even better, have it be replaced with a road bridge, if sufficient developer contributions were sourced.



Figure 11: Moreton level crossing, view from platform 2.





KEEP  
CROSSING  
CLEAR

ANOTHER TRAIN  
COMING  
if lights  
continue to show

KEEP  
CROSSING  
CLEAR

3  
S





Figure 12: Bicycle stands on Moreton platform 1.

## 4 Station Facilities, Accessibility, Property, & Sustainability

### 4.1 Facilities

Moreton is a very basic, unmanned station. There is a ticket machine and customer help point on each platform, and small bus-stop style shelters. While it is not an adopted station, Purbeck Community Rail Partnership have installed a sign about the local area on platform 1, showcasing various local attractions.

The Frampton Arms pub is just opposite the station, providing an opportunity for waiting passengers to get refreshments and use the facilities, during their opening hours. There is no other toilet provision, which may be a barrier to rail travel for some, and reduces the quality of passenger experience at the station.

### 4.2 Accessibility

There is step-free access to both platforms, with a step-free interchange via the level-crossing beside the station. However, the interchange route between platforms (that is also the route from platform 1 towards Crossways, and from the car park to platform 2) is rather long, as passengers have to exit and walk around the fenced storage compound. This risks increased trespass as it is significantly further than the route down the platform ramp, over the anti-trespass boards and onto the level crossing. It also appears to have led to people walking through the storage compound, trampling the post-and-wire fence, via the route indicated by the yellow arrow on the map to the right.

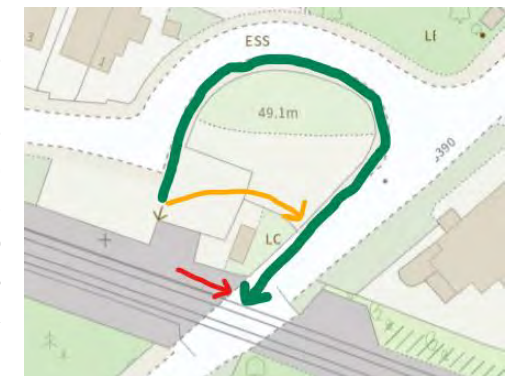


Figure 13: Prescribed (green) vs taken routes out of platform 1, the red route being trespass on the railway, and yellow route going through the storage compound.

Despite having higher usage than similar stations like Upwey and Holton Heath, Moreton is the only station on the South Western Main Line where the interchange between platforms is only possible via a level crossing (no bridge or underpass). Installing a footbridge would bring safety benefits, discouraging



crossing misuse, and would also improve passenger experience, avoiding situations where passengers miss their train due to the barriers coming down before they have crossed. While the platforms may be too narrow to accommodate one, adjacent land could be utilised, perhaps by incorporating it into any future development allocated for Dorset Council's preferred site CRS7 that borders the railway to the south. Any footbridge installation should consider the viability of it acting as an attractive alternative to the level crossing, i.e., the route via the bridge should not be significantly further than the route via the crossing.

### 4.3 Property & Sustainability

There is a small amount of land on the north side of the station, between it and Queens Drive, which is mainly tarmac but also has an area of scrub (see photos opposite). While it is currently being used by Network Rail as a makeshift storage compound, housing some spare rail, sleepers and bags of ballast, the land is privately owned by a third party. Any development here would require the purchase of the land or an agreement with the landowner, but could be very useful for providing more parking, cycle storage, or even space for a turnaround bus stop. PCRP have also suggested creating a community garden for the area that is currently just scrub.

As a leisure and tourism destination, Moreton station could benefit from some aesthetic improvements, such as installing planters on the platforms, and local artwork in the waiting shelters. If planters would be too much of an obstruction on the narrow platforms, a similar effect could be achieved with hanging baskets on the fencing, or a "green wall". This would brighten up and add life to what is currently a rather dull and unremarkable appearance. The planting would also have environmental benefits, providing habitat for insects, particularly pollinators.

Relocating the materials from the storage compound would make the station look less untidy, more visible, and inviting. It would also address the previously mentioned issue of the long pedestrian route around it to enter/exit platform 1, and would free up the space for other uses to benefit the station.



Figure 14: Land between the station and Queens Drive, currently being used for railway materials storage and informal staff parking.





Figure 15: Example of a planter at Wool station. (Photo credit: Purbeck Community Rail Partnership).

## 5 Opportunities

With all the planned and proposed developments around Crossways, developer contributions could provide a significant amount of funding for the improvements recommended in this document.

Attached to the Silverlake development is a condition that the developers must provide an annual grant to fund nature conservation and community projects in the local area. Currently there is £10,000 per year available, with each application to be granted up to £5,000. This is set to increase as the development progresses. Potentially, a local community group could apply for this funding to put towards some of the smaller recommended improvements, such as bicycle storage, or artwork and planters. For more information, see the application guidance [here](#).

PCRP is in a good position to target this and various other funding options for the “quick wins” of aesthetic improvements at the station. There is also the possibility of them setting up a station adoption group to look after these improvements, with the housing developments hopefully providing more people on which to draw upon to form this. Local ownership brings with it a sense of pride in the station, and can encourage further rail usage by making the local community feel more connected to their station, as well as because of the improvements they action.

An opportunity may arise for Moreton station to obtain a “second-hand” stepped footbridge from a station within the Access for All upgrade scheme, such as Dorchester South. This could bring significant savings compared to building a completely new bridge.

Finally, Woodsford No.38 level crossing is to be closed after alternative road is provided, in an agreement between Dorset Council, Silverlake developers, and Network Rail (when development at Silverlake reaches a specified threshold). This is only a further 1m 54c down the line from Moreton level crossing, and is currently designated as a Road-Rail Vehicle (RRV) access point. There is an opportunity here for it to be retained as an RRV access point after crossing is closed, using spare land after removal of the level crossing equipment and the old road for storage of the rail materials that are currently at Moreton.



## 6 Recommendations

| Recommendation   | Additional Information   |
|--|--|
| <p><i>Level crossing risk mitigation, either:</i></p> <ul style="list-style-type: none"> <li>- <i>Install footbridge and upgrade crossing to full-barrier, or;</i></li> <li>- <i>Replace crossing with overline road bridge</i></li> </ul> | <p>Doing so would improve passenger experience at the station, as well as addressing the current high level of risk the level crossing poses, that will only continue to increase with the surrounding developments and resulting increase in road traffic and pedestrian use.</p>   |
| <p><i>Improve cycling and walking routes from the station</i></p>  | <p>It would be beneficial for the pavement to be widened and dedicated cycle lanes and footpaths to be created to connect the station with Crossways, future housing developments, and tourist attractions.</p>  |
| <p><i>Improve bicycle storage provision</i></p>  | <p>More bike storage, provided on both platforms, which is covered to protect from the weather, and should have CCTV (standard for all new facilities).</p> <p>Consider options for lockers or restricted access shed outside the station, perhaps allowing access using an app, or by obtaining a pass from a nearby staffed station.</p> |
| <p><i>Increase provision of sheltered waiting space and seating</i></p>  | <p>To ensure there is sufficient covered waiting space and seating on the platforms to accommodate an increase in passenger numbers.</p>   |
| <p><i>Aesthetic and environmental improvements</i></p>   | <p>Install local art and planters to make the station more attractive and support biodiversity.</p> <p>Explore potential for a community garden by Queens Drive.</p>   |

| Recommendation   | Additional Information   |
|--|--|
| <p><i>Clear up storage compound</i></p>                    | <p>If reasonably practicable, move the stored materials to an alternative site to make station look tidier, more inviting, and visible from the main road. As a minimum, a path should be provided to avoid requiring people to walk all the way around.</p>   |
| <p><i>Bus service modification</i></p>                     | <p>Improve bus service provision in the local area, to better serve Crossways and the new developments. Integrate with the train service at Moreton station.</p>   |
| <p><i>Wayfinding</i></p>                                   | <p>Install signage at exits towards cycle and walking routes, plus key local destinations. Signpost the station car park from the B3390 road.</p>  |
| <p><i>Increase parking space</i></p>                       | <p>To be able to accommodate an increase in demand that will likely result from local development, given the propensity for car usage in the local area.</p> <p>Land to the south of the station could be used, if incorporated into development at CRS2 or CRS7. This would have the additional benefit of not requiring cars to cross the railway, reducing traffic over the level crossing.</p> |
| <p><i>Provide electric vehicle charging facilities</i></p> | <p>To contribute towards Dorset Council's Electric Vehicle Strategy and support decarbonisation efforts by encouraging the use of electric vehicles instead of those with combustion engines.</p> <p>Would then also be available for NR vehicles, supporting the ongoing replacement of their fleet with electric cars and vans.</p>  |

## 7 Priorities & Next Steps

This document has explored a number of areas for potential strategic improvements at Moreton station. Whilst these are framed in the context of strategic aspirations and planned developments in the area, many of them could be considered as relevant for the current level of service.

Improvements have the potential to transform passengers' experience of the railway and open the mode to travellers previously unable to access the railway. In a time of suppressed rail demand and limited funding forthcoming for enhancement, improvements which have the potential to open up the market should be pursued wherever possible.

This is not a task for the railway alone, and partners in local authority, government and the private sector have a valuable role to play in the development of strategic improvements. A connected strategy across the rail industry and its partners will help ensure that the railway offering to passengers is fit for purpose.

To develop the recommendations of this document further, the following have been prioritised in the table opposite. These being highlighted does not detract from the importance of other proposals put forward, rather they have the potential to unlock further passenger access to the railway and therefore help us to make the case for further improvements over time.

| Recommendation                             | Benefit  | Next Steps  |
|--|--|---|
| Install footbridge                         | Allow pedestrians to cross the railway and interchange between platforms without using the level crossing – for a better passenger experience, as well as to discourage crossing misuse and reduce risk. | Seek funding opportunities in co-operation with local authority, possibly linked to local developments.<br><br>Investigate feasibility of using a “second-hand” footbridge to reduce costs. |
| Improve cycling and walking infrastructure | Encourage active travel to the station by making it a safer and more pleasant option.  | Develop plans for a specific set of walking and cycling routes between the development sites and the station.   |
| Aesthetic and environmental improvements   | Clearing up the storage compound, installing planters and local art would make the station more inviting.  | Work with local community groups to explore options and decide on interventions.<br><br>Look into possibilities for alternative rail storage sites.   |



Strategic Station Plan: Moreton  
(Dorset) Station

March 2025

V1.0



SOUTHERN REGION  
STRATEGIC PLANNING