

Review of Traffic Management Advisory Committee function

EXTRACT FROM MINUTES OF THE COUNCIL MEETING HELD ON 24TH APRIL 2023:

186. **Review of Committee Structure – To consider recommendation from Finance and Governance Committee**

Recommendation 2

The Finance and Governance Committee had reviewed the role of the Traffic Management Advisory Committee (TMAC), and further to discussion had concluded that it should report to the Community Services Committee in future, as opposed to the Planning and Consultation Committee. It was suggested that the TMAC should undertake a review of its function in light of recent comments made by Dorset Council highways officers, questioning whether Town Council recommendations represented the settled view of the local community. It was agreed that the review should consider the relationship between Dorset Council, the Town Council, and local residents in order to improve the efficiency of decision making in respect of traffic management measures.

Members acknowledged that the Community Services Committee would be better placed to review traffic management concerns as it holds community safety within its remit. It was, therefore, proposed by Councillor Bonfield and seconded by Councillor Harris:-

That the Traffic Management Advisory Committee should continue to meet and carry out a review of its function, reporting to the Community Services Committee until the completion of the committee review in autumn 2023.

Upon being put to the Meeting, TEN Members voted IN FAVOUR of the Proposition, and there was ONE ABSENTION, whereupon the Proposition was declared CARRIED.

Further to the above resolution, it was noted that changes to the relevant committees' terms of reference would be required, as set out in the briefing note that had been circulated prior to the meeting, and it was agreed that these should be made accordingly.



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Request new traffic management measures

We are looking to encourage local communities, to decide upon new traffic management measures for their areas at a local-level. These decisions can then be made efficiently and democratically, in the best interest of the local and wider community.

We will continue to prioritise and deliver these measures as requested, and where appropriate.

We understand that restrictions such as speed limits and traffic calming are often emotive subjects within communities.

All requests must be passed through local parish and town councils or the local elected Member for the respective ward. We cannot accept requests directly from individual residents.

Make a request for new traffic management measures

Requests for new traffic management measures need to be directed to town, parish council or Elected Members

[Contact your town or parish council](#)



Once discussed at a local level, town and parish councils or local Member, can make a request to Dorset Council to carry out initial investigations.

Things to consider

Town and parish councils, and local Member, should discuss, consider the proposal, consult with residents and carry out a local analysis which takes into account four key factors:

Things to consider when requesting new traffic management measures

Consideration Comments

- Suitability
- is the introduction of a restriction suitable for the area?
 - consider the advantages and disadvantages
 - does the road already have traffic calming features; such as signs, speed bumps and on-street parking? All these can contribute to road safety in one way or another
 - if the proposal does not meet our various criteria, they are unlikely to be implemented
-

- Cost
- would the proposals be achievable financially? It is not a case of just of introducing a restriction, so consider the costs of advertisement, consultation and materials required, which can run into thousands of pounds
 - Dorset Council's funding for traffic management has reduced substantially in recent years
-

- Opinion
- do other residents agree that there is an issue in the area?
 - would the proposal actually inconvenience you, your neighbours, the community and others?
 - if your concerns are related to traffic offences, have you contacted [Dorset Police](#) to see if they are able to carry out enforcement? It may negate the need for any changes in the first place
-

- Impact
- if implemented, would the restriction have the desired effect or will it actually introduce more problems?
 - will the introduction of a restriction just move the problem to another area?
-

Prioritisation

When we receive requests, we will consider the proposals carefully, looking practically at each request as well as against criteria, before making any final decisions.

In principal, priority is given to work at sites where there are a number of historical recorded collisions.

Please note that in the current financial climate we are only able to introduce a very small number of new measures in comparison to years past.

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COMMUNITY HIGHWAYS REQUEST POLICY

Introduction

The purpose of this policy is to guide Councillors in assessing requests for support from the public for Highways improvements related to parking, speeding and the anti-social use of vehicles.

Swanage Town Council is not the provider of these improvements, but Dorset Council will only consider improvements that meet a number of criteria and are supported by the Town Council. Dorset Council determines which projects can move forward within the available budgets, taking into account the evidence available. A list of matters that will be taken into consideration is set out in Appendix 1.

If the Town Council resolves to support a particular request, this is no guarantee that Dorset Council will be able to take action after assessing the relative need and budget available. There are many competing demands across Dorset for such interventions and Dorset Council officers will determine priorities.

The following information can be found on Dorset Council's website:

<https://www.dorsetcouncil.gov.uk/roads-highways-maintenance/traffic-management/request-new-traffic-management-measures>

In order for a request to be added to a Town Council Traffic Management Advisory Committee agenda for consideration the following points will need to be met:

Submitting a request

1. The request must be made via the Community Highways Request Form (email permitted) and include the relevant information along with a map clearly showing the area and the exact location of requested interventions.
2. Written requests must also be accompanied by the name of at least one of the local ward Town Councillors who already supports the proposal.
3. Requests without the required level of support will be returned to the requester detailing the additional information needed.

Community Support

4. The scheme must be requested by a named resident of the age of 16 or over, and supported by up to 5 other residents, who are directly affected by the request, plus a local Town Councillor.

Speed related request

5. For requests regarding speed related interventions, local residents are requested to operate a community speed watch in the specific area and that this must show clear evidence of excessive speeds and to have operated for a period of time sufficient to enable an assessment to be made on the success of the speed watch to change driver behaviour. Community speed watch is a proven way for the community to address local speeding issues and can bring about tangible changes in driver behaviour.



<https://www.dorsetroadsafe.org.uk/enforcement-operations/community-speed-watch/>

6. Members should bear in mind that if the Committee resolves to support a speed related scheme and speed data is not available for that site, STC may be requested to fund the speed survey at a minimum cost of £250.00 per site. Dorset Council has a limited budget for surveys that it allocates to its priority sites. It is unlikely that community requests will become a priority.

DRAFT

Adopted on: (date)
Review due: (date)



Appendix 1

Things to consider when requesting new traffic management measures

- Suitability
- is the introduction of a restriction suitable for the area?
 - consider the advantages and disadvantages
 - does the road already have traffic calming features; such as signs, speed bumps and on-street parking? All these can contribute to road safety in one way or another
 - if the proposal does not meet our various criteria, they are unlikely to be implemented.
- Cost
- would the proposals be achievable financially? It is not a case of just of introducing a restriction, so consider the costs of advertisement, consultation and materials required, which can run into thousands of pounds
 - Dorset Council's funding for traffic management has reduced substantially in recent years.
- Opinion
- do other residents agree that there is an issue in the area?
 - would the proposal actually inconvenience you, your neighbours, the community and others?
 - if your concerns are related to traffic offences, have you contacted [Dorset Police](#) to see if they are able to carry out enforcement? It may negate the need for any changes in the first place.
- Impact
- if implemented, would the restriction have the desired effect or will it actually introduce more problems?
 - will the introduction of a restriction just move the problem to another area?

Swanage Town Council
Traffic Management Request Form

Should you wish to fill in an electronic copy please follow the link: [\(Google form\)](#)

Please read the Community Highways Request Policy, prior to completing the form to ensure all criteria is met: [Dorset Council Highway Request new traffic management measures](#)

Date		
Name of applicant		
Address		
Tel:		
Email:		
Location	Concern raised	Suggested solution

Cont.		
Dorset Councillor support	Name	Signed Date
Map attached	Yes	No
Photographs attached	Yes	No
In support	Name	Address
In support	Name	Address
In support	Name	Address
In support	Name	Address

Review Terms of Reference

8. Traffic Management Advisory Committee Draft Terms of Reference

Main Objective/Remit: To consider proposals relating to traffic management and highway safety in the parish of Swanage, in consultation with Dorset Council, and formulate recommendations to the ~~Planning & Consultation Committee~~ Community Services Committee accordingly.

Reports to: ~~Planning & Consultation Committee~~. Community Services Committee

Outside Representatives: Dorset Police, Community Highways Officer (Dorset Council).

Quorum: Three Members/Outside Representatives.

Frequency of Meetings: Quarterly, otherwise as and when required.

Member Training requirements: None.

Other Matters: Although this committee has no delegated decision-making powers, it can provide guidance to officers to assist them in taking forward minor matters that do not require referral to the parent committee.

Functions:

- 1.1 To consider the following matters, taking into account advice from a relevant Highways Officer, and where appropriate make recommendations to the ~~Planning & Consultation~~ Community Services Committee about a response to Dorset Council as the Highway Authority.
 - a) Proposals to improve traffic management on the public highway (e.g. parking restrictions and changes to speed limits).
 - b) Proposals to improve highway and pedestrian safety (including pavements).
 - c) Concerns regarding parking enforcement.
- 1.2 To work with Dorset Council in respect of any town-wide parking review.
- 1.3 To consider traffic management measures in respect of Town Council owned roads and highways (i.e. Station Approach, Peveril Point Road, Panorama Road, De Moulham estate service roads).
- 1.4 To consider any other traffic management measure within the parish of Swanage, not otherwise described above.
- 1.5 To consider any matter referred to it by the Town Council or the ~~Planning & Consultation~~ Community Services Committee.
- 1.7 To approve the minutes of its meetings for accuracy.

Highway Matters – Shore Road

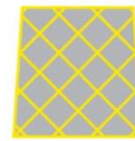
Request to restrict parking for all vehicles in the area at Shore Road gates (northern end near junction with Victoria Avenue). Parking in this area, including blue badge holders, is blocking access to the gates and thus restricting movements by emergency vehicles.



No loading or unloading at any time



No loading or unloading at the times shown



Box junction



Do not block that part of the carriageway indicated

Highway Matters – Ulwell, Swanage

Request for increased parking enforcement outside Gainsborough Nursing Home (new yellow lines have been installed). Reports of speeding vehicles in Ulwell Road.



Highway Matters – High Street

Request to install one bollard within the public highway - this will require a rigid bollard to resist vehicle impact as previously, damage sustained to listed structure has been significantly expensive to repair. Owner of property has suggested "Glasdon Guardsman". Consider three way funding between owner of property, Dorset Council and Swanage Town Council.



Highway Matters - Ballard Way

Request for some parking restrictions along Ballard Way which is currently unrestricted both sides meaning visitors to the beach, then walk through Ballard Estate, park both sides reducing traffic to single file only.

It has been reported that this causes particular safety issues around the Bay Crescent turning, where drivers can't see approaching traffic with vehicles parked both sides, particularly problematic with larger vehicles involved e.g. delivery vans, building contractors vehicles - plus of course the road needs to be quickly accessible for emergency vehicles also

Suggested installation of DYL's on one side of the road.



Highway Matters - Greensands Way

Vehicles parking on the corner of road off Northbrook Road, including Greensands Way, which obscures the vision for motorists. Reports of vehicles travelling at speed and inconsiderate parking, particularly during school pick up/drop off times.

Suggested safety measures such as yellow lines on the corners of Greensands Way and Northbrook Road, also a 20 mph speed limit during school drop off and pick up, and a speed camera.



Priests Road

Sent: Friday, July 28, 2023 8:02 PM

To: Councillor Mike Whitwam

Subject: Pavement obstruction

Dear Mike

There is a problem on Priests Road north side near Panorama Road.

The pavement shrinks to cause an obstruction for pedestrians, especially parents with children in buggies and the disabled.

I am attaching a link to a short video I have made to illustrate the problem.

<https://photos.app.goo.gl/eUbjG6tpCLRMGgur8>

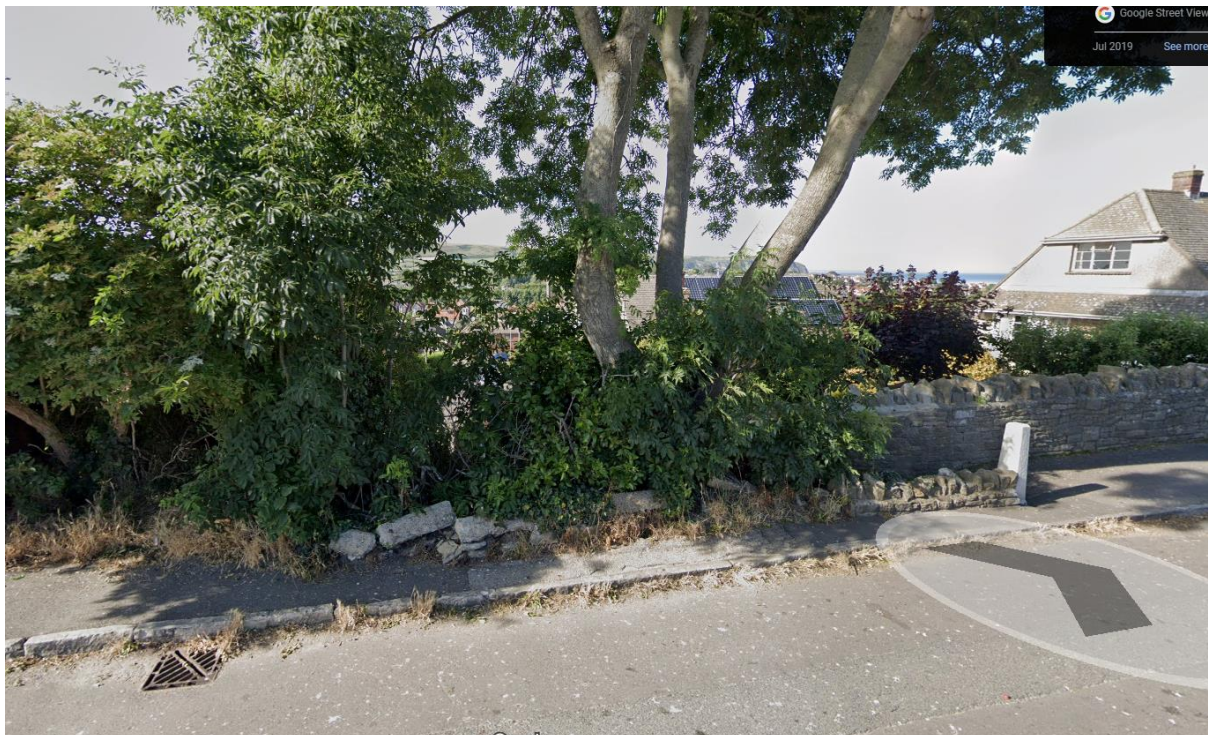
I think you will be able to see that car parking blocks pedestrian access and creates a hazardous situation.

I know that this is a County Council Highways matter but I would like to enlist local support and create an awareness for the Town Council

The simple solution would be to use double lines and maybe some hatching at the pinch point to keep the space clear.

I look forward to hearing your thoughts on this matter

Regards



Ancaster Road

Enquiry: Dangerous/ illegal parking at the junction of Ancaster Road and Victoria Avenue. Refuse collection cancelled this week due to vehicles blocking the junction. But this occurs on a regular basis and makes it dangerous for residents who want to drive out of Ancaster Road. Particularly dangerous for cyclists on Victoria Ave as we have to literally creep out with no way of seeing oncoming traffic. Is there anything the council can do to help make it safer? Thank you.



Additional SID post

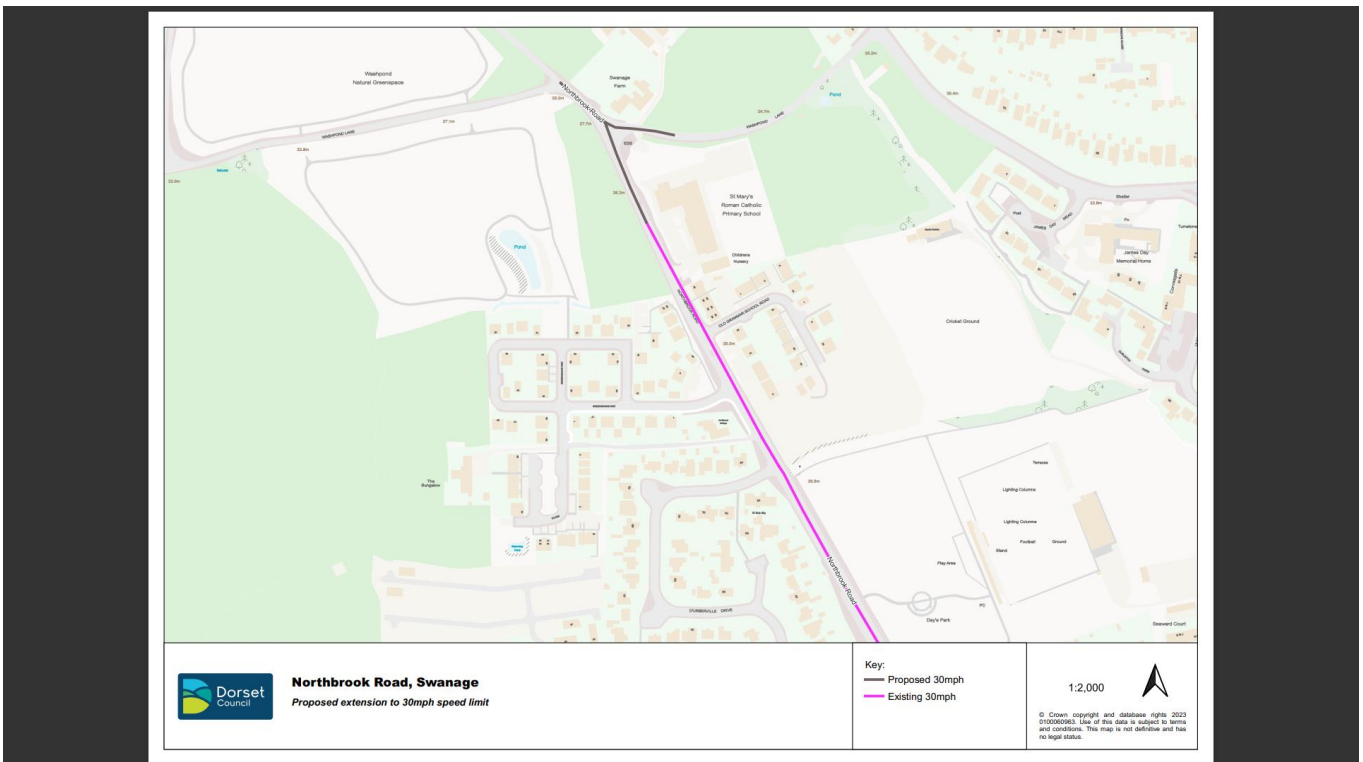


Northbrook Road, Swanage
Proposal to extend existing 30 mph speed limit beyond school towards Washpond Ln.

Background
Towards the end of Northbrook Road is St Marys RC Primary School. When the school was built in 2015 the existing speed 30mph limit was extended to outside the school where it becomes national speed limit. A number of road safety issues have been raised by the school, not least why the 30mph limit was not extended further north towards Washpond Lane. There would seem good justification to extend the 30 mph possible beyond both entrance roads to the roundabout. This would create 30mph limit covering the entirety of the school's access from Northbrook Road, and as such create safer environment at school times. Further measures are proposed with an extension of existing School Keep Clear markings that will further encourage appropriate driving and parking around the school entrance.

Refer to map below:
Existing 30mph – Blue
Proposed 30mph extension - Red

Map of proposals



Purpose

To address road safety concerns raised by the school and investigated by the Road Safety Team. To provide a speed limit that meets the needs of the local community and School. To create safer environment outside the school, that should encourage more walking and cycling.

Documents considered
<ul style="list-style-type: none"> • DfT guidance on setting local speed limits 01/2013. • Dorset Councils approach to setting speed limits. • Revised Highways Code - 2022. • Map showing extent of revocation.

Statistical Analysis
Statistical analysis – Nearby data in Washpond Lane has an average speed of 25.7mph, along with professional judgement, a speed revision along Northbrook Road is considered appropriate in line with DfT guidance for lowering speed limits.

Considerations
<p>a. Before introducing or changing a local speed limit, it is important that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, the following factors are considered when considering speed limit requests:</p> <ul style="list-style-type: none"> • collision and casualty savings • conditions and facilities for vulnerable road users • impacts on walking and cycling. • congestion and journey time reliability • environmental, community and quality of life impact <p>b. DfT guidance states that as a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5% (Taylor, Lynam and Baruya, 2000). For typical types of road traffic collisions, the risk of death for drivers and pedestrians involved reduces with reduced vehicle speeds and it is particularly important to consider those speeds where the balance tips in favour of survival.</p> <p>c. DfT guidance states “There may be many roads below A and B classification that serve a mixed through-traffic and access function. Where that traffic function is currently being achieved without a high collision rate, these roads should be judged as through-traffic roads. If, however, for all or parts of these roads there is a substantial potential risk to vulnerable road users, these sections should be assessed as roads with a local access function.”</p> <p>d. DfT guidance advises that for consistency within routes, separate assessments should be made for each length of road of 600 metres or more for which a different speed limit might be considered appropriate. When this is completed, the final choice of appropriate speed limit for individual sections might need to be adjusted to provide reasonable consistency over the whole route.</p> <p>e. The revised Highways Code creates the ‘hierarchy of road users’, which is a concept that places those road users most at risk in the event of a collision at the top of the hierarchy. The hierarchy does not remove the need for everyone to behave responsibly. The road users most likely to be injured in the event of a collision and therefore more at risk are pedestrians, cyclists, horse riders, motorcyclists, children, older adults and disabled people.</p>

f. Member comment: Gary Suttle – Very sensible approach.
Supported by Stephen Mepham, Team Leader

Outcome

Sources

[Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

Rob Camp
Road Safety Officer
Dorset Council

Accessible Swanage – Proposed priority areas for pavement improvements in Swanage

1. Introduction

Accessible Swanage was set up in September 2023 to create a group, consisting of people with direct knowledge of disabilities, to help and support the town to become more accessible. The Town Council is supporting the group in its first year. Councillors Finch, Tomes and Bonfield, along with the Visitor Services and Business Development Manager sit on the group at the current time. However, the group is not part of the Town Council and the views expressed within this report are those of the group. Following a meeting of Accessible Swanage on Tuesday 24th October 2023, the group proposed the priority areas listed in the table below.

2. The Proposal

The group are keen to get involved in a number of areas to improve the town, but acknowledge that a useful start would be to focus on a relatively small number of problem areas, in or near the town centre, with regards to pavement accessibility issues. Therefore Accessible Swanage would like the Town Council to consider the following pavement safety improvements. All of these improvements have been identified by the group from their own personal experience. These are considered to be the first tranche of a subsequently larger list of proposed improvements which will be developed at a later stage. These are listed in priority order in Appendix 1 below.

Culvin Milmer
Visitor Services and Business Development Manager
October 2023

Appendix 1 – List of priority proposed pavement safety improvements for Swanage

No.	Name of Area	Google Map	Reason	Proposal
1.	Swanage Angling Centre	Swanage Angling Centre - Google Maps	The width of pavement forces wheelchair users into the road, however the kerb means that wheelchairs can easily tip. In addition parked cars here restrict the width, making this area very challenging and dangerous to pass.	Ideally the pavement would be increased to allow safe unrestricted passage. Otherwise, perhaps remove kerb entirely along this area so wheelchair users can partly use road, combined with the double yellow kerb marks to restrict all parking in this area.
2.	Shore Road	9 Shore Rd - Google Maps	When Shore Road is closed, the nearest dropped kerbs by the Mowlem end of the road are by the Hardstanding. This means that there is no accessible exit from the closed road onto the pavement near the southern gate, which results in a need to return a long distance for those who have travelled down the closed road.	Install a drop kerb each side of the blue road gates to allow entry and exit to the road and pavement. Dropped kerbs should not be within the arc of the road gates.
3.	Commercial Road entrance on Station Road	37 Commercial Rd - Google Maps	This area does have dropped kerbs but one member of the group explained that these 'are the ones where you fall out of your wheelchair'. Due to deterioration, it would appear that these dropped kerbs are no longer fit for purpose and pose a danger to users of the main shopping throughfare.	Improve the two current dropped kerbs to make them fit for purpose.
4.	Victoria Avenue	30 Victoria Ave - Google Maps	Access to the Friday Market and KGV Playing Field from the western end of town along Victoria Avenue is extremely difficult. Dropped kerbs do exist but of very poor quality (as they are for vehicle driveways). To access the area above, there is a need for wheelchairs to travel along Victoria Avenue road for some distance before accessing the public facilities at this location.	To install two dropped kerbs at the following 'what 3 word' locations: <ul style="list-style-type: none"> • processor.snapper.relay • reminder.harmonica.ideals
5.	Mount Pleasant Lane	59 Mount Pleasant Ln - Google Maps	Similar to the Commercial Road dropped kerbs, the two here are not fit for purpose and need to be improved. In addition there are no dropped kerbs on the opposite side of the road, thus restricting access to and from these shops.	Improve the two current dropped kerbs to make them fit for purpose. Install a dropped kerbs in the area opposite Mount Pleasant Lane
6.	Shore Road	Shore Rd - Google Maps	Dropped kerbs were installed outside the Swanage Information Centre a few years ago. These are great to access Shore Road, but there are no dropped kerbs immediately opposite, thus restricting access to the pavement at this location.	To install a dropped kerb opposite the Swanage Information Centre.

1. Swanage Angling Centre



2. Shore Road



3. Commercial Road entrance on Station Road



4. Victoria Avenue



5. Mount Pleasant Lane



6. Shore Road

