

Report on responses to public consultation on the potential pedestrianisation of southern section of Shore Road

The Shore Road Closure survey was instigated as a result of various committee and working party meetings, where it was decided that the need to seek public opinion was essential prior to consideration to propose a change to the current traffic regulation order, which would be referred to Dorset Council, as Highways Authority.

The Shore Road Closure Survey was held between 20th January 2020 and closed on 20th March 2020. The survey was available to complete online, using Google forms, and was promoted via Facebook. Paper format was also available, and the survey was printed on the Swanage Town Council newsletter which was delivered to all Swanage homes with postcodes BH19 1 and BH19 2.

The responses received via Google forms was 726 and paper forms returned totalled 121, making the overall total responses 847.

Under the heading *'Would permanent closure be beneficial, if yes why?'* the highest number of comments made related to safety, as a reason for permanent closure. Many of the respondents mentioned the confusion over the opening and closing of the road, near miss accidents and parked cars impacting the visibility of pedestrians crossing the road.

Suggestions for using the area, should this section of road be closed permanently, included an attractive seating area, splash area for children, an area for events, exhibitions, games, and a market.

The image of the town was also mentioned, and the benefit of a designated pedestrian area by the seafront. Other suggestions included installing additional benches and attractive planting, improved leisure space, increased tourism and greater beach hut hire.

Reducing the pollution levels and increasing the 'green' status of the town was also noted as beneficial, should the road be closed to vehicles.

Comments made under the heading *'Would permanent closure be detrimental, if yes why?'* could largely be grouped in four categories; congestion, access to other areas of the town, parking and that the current arrangement was suitable as it was.

Other suggestions made included providing a one-way system in De Moulham Road, opening Shore Road permanently, reducing the speed limit, the effect of permanent closure on businesses and some suggested an extension to the closure period to include the Easter holidays.

Given the opportunity to make any other comments or suggestions regarding Shore Road, respondents noted the confusion due to the road opening in September and closing in May, as an area of concern, as well as the issue of parked cars obstructing the view for pedestrians crossing the road.

Further comments included the suggestion of closure of the entire length of Shore Road to vehicles, traffic calming measures such as road humps, a 20-m.p.h. speed limit, crossing points or traffic lights.

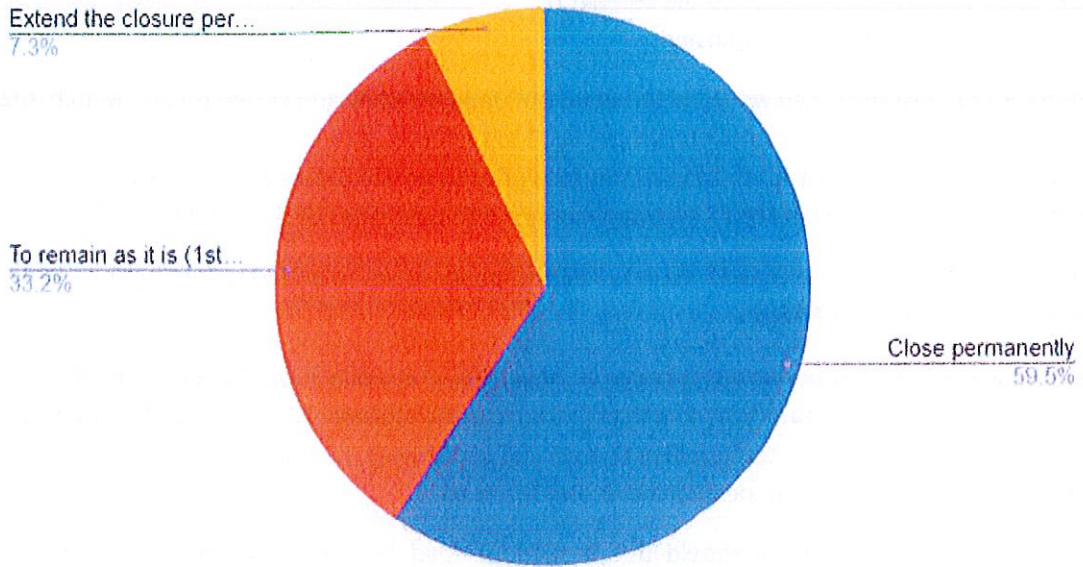
Emma Evans

Management Support Officer

Swanage Town Council.

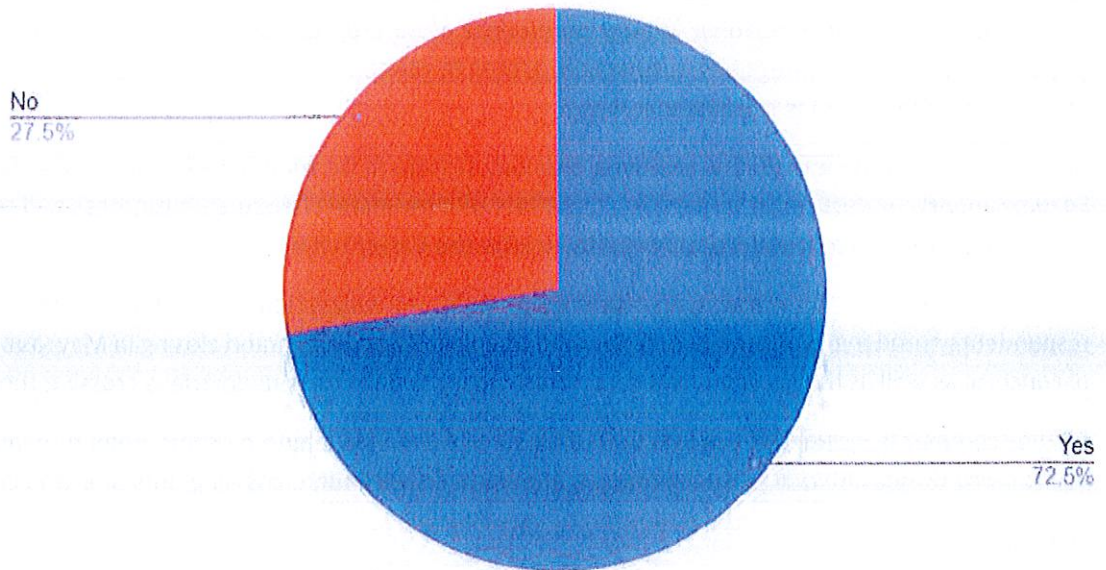
Shore Road Closure survey response charts

Count of Would you like to see the existing road closure arrangement:



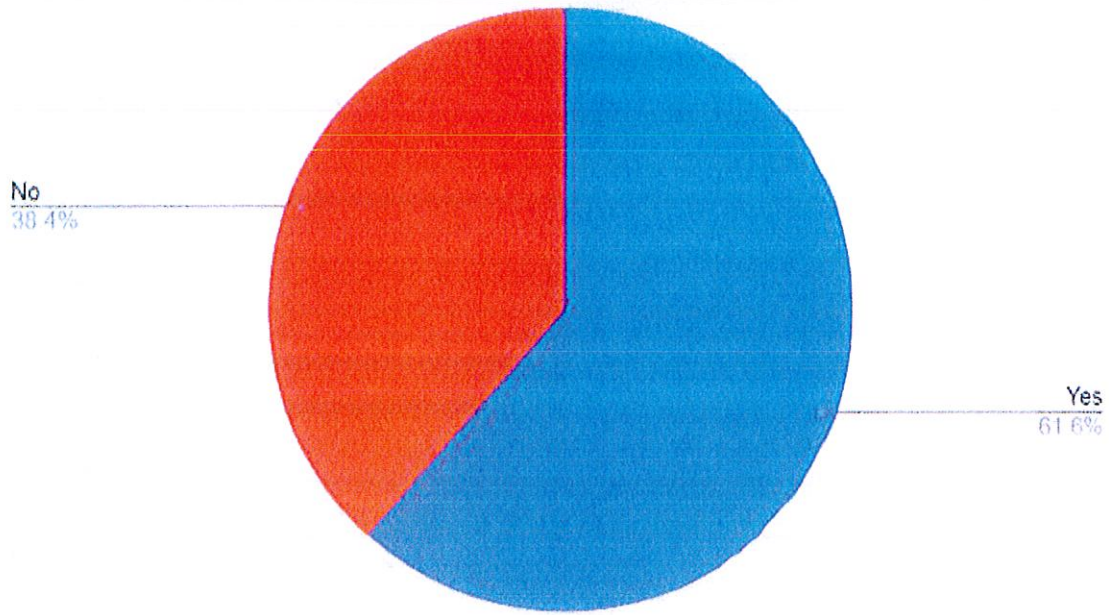
Close permanently 59.5% To remain as is 33.2% Extend the closure 7.3%

Count of Are you concerned about safety along the south end of Shore Road?



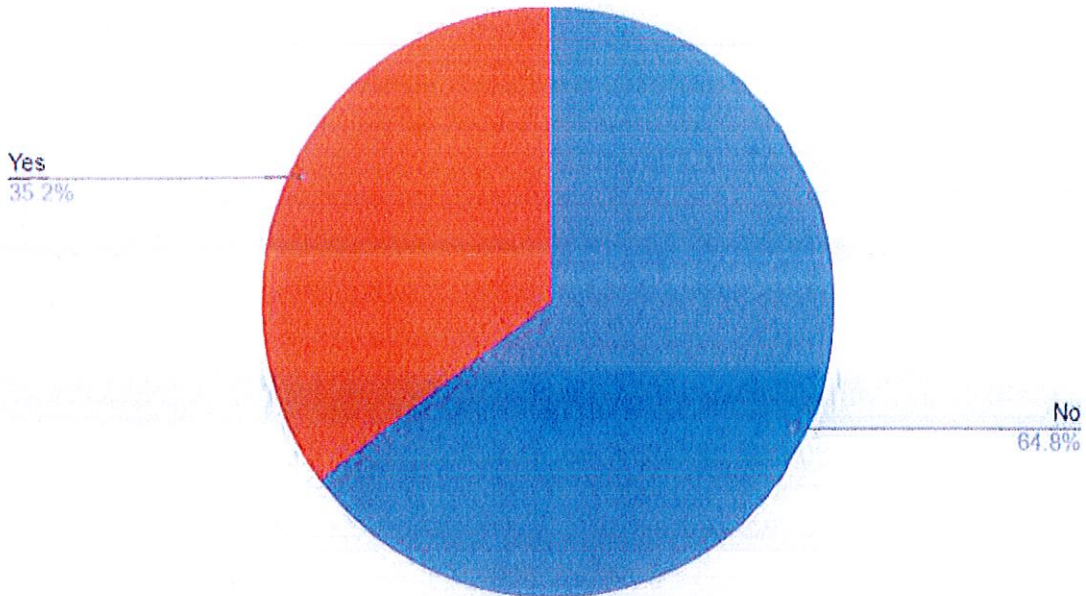
Yes 72.5% No 27.5%

Count of Would permanent closure be beneficial?



Yes 61.6% No 38.4%

Count of Would permanent closure be detrimental?



Yes 35.2% No 64.8%

Highways

SPEED INDICATOR DEVICE (SID) Information sheet for local communities

As the Highway Authority the community SID programme is operated in accordance with Health and Safety and Traffic Regulation requirements, therefore it is imperative communities refrain from any advanced decisions or expenditure until first meeting with representatives of Dorset Council, who will guide you through the process (contact details below). Under no circumstances should communities purchase a SID until authorised to do so.

- SID is a temporary vehicle activated illuminated sign.
- In order to ensure the SID programme remains consistent, local communities can only **purchase (make /model) SIDs approved by Dorset Council.**
- The cost of a SID is £2,495 plus VAT. Solar modification available through Dorset Council (additional cost of £175 per post)
- A budget SID is available at £2,000.00 excluding VAT but has a smaller screen and limited functionality. Solar modification available (additional cost)
- An initial speed survey will be required to establish whether a SID can be authorised and this can cost up to £250 unless existing speed data is already available.
- Cost for installing a SID post is between £300 & £500 depending on location and health and safety requirements.
- SIDs should not be deployed permanently. but as directed by Dorset Council as the Highway Authority.
- Deployment periods are currently for 4-6 weeks per site, with an upper limit of 3 sites per SID.
- SIDs should only display vehicle speeds and authorised messages
- The parameters for the SID speed display should be limited to the speed limit and above. Ideal setting on a 30mph road: Display to activate at 30 MPH up to 45MPH, subject to site conditions.
- SIDs can only be deployed at locations approved and assessed by Dorset Council that meet the required **speed criteria** (see below) and risk assessment criteria.
- **Local communities deploying their own SID should do so in accordance with Dorset Council operational guidance and pursuant S72 Road Traffic Regulation Act 1984. Adequate Public Liability Insurance is also required by the community group to cover this activity.**
- Local communities deploying their own SIDs must keep Dorset Council informed on deployment periods. This should include location, time deployed and dates.

- Volunteers will only be authorised to deploy SIDs on the Highway after the required training is completed and signed off, which will include Health and Safety guidance and Risk Assessment details.

Speed Criteria

Any site considered for a community owned SID has to meet the following criteria. The 85%ile speed (This being the speed threshold at which 85 percent of vehicles are travelling at or below) needs to be a minimum of 10%+2mph greater than the speed limit, as set out in the Association Chief Police Officers (ACPO) guidelines. This is done to take account of inaccuracies in equipment and vehicle speedometers. For example a 30mph limit would need to be 35mph or greater; $30 \times 10\% + 2 = 35\text{mph}$.

This information and guidance is provided to ensure Speed Indicator Devices are deployed appropriately on the Highway and in line with thorough evaluation. It also conforms to the Department of Transport guidance below.

DfT Traffic Advisory leaflet for vehicle activated signs & TRAFFIC SIGNS MANUAL - CHAPTER 1

1.20 Authorities should consider requiring the removal of any object or device erected privately on land adjacent to their roads which has the apparent or express intention of guiding, warning or directing road users.

1.23 Signs are used to control and guide traffic and to promote road safety. They should only be used where they can usefully serve these functions. Warning signs will not, for instance, promote road safety if used widely where there is no unusual degree of danger. On the other hand their omission where guidance, control or danger warrants the use of a sign is not in the best interests of road users.

Contact Details

Email: sids@dorsetcouncil.gov.uk

Rob Camp: 01305 224548

Joe Allen: 01305 225370

AGENDA ITEM 7a)

	A	B
1	Location	Objection
	Sturminster Newton	<p>Dear Sirs</p> <p>Are you aware that there are at least TWO diving companies that need the pier to pick up and discharge divers. Divers have heavy equipment that needs to be carried onto the pier. The pier has very limited parking, so they need to drop off their kit next to the pier, before parking in your car park (and obviously giving you MONEY!!). If you prevent us from dropping off kit at the pier the diving companies will suffer (and likely go bust) and you will severely reduce the number of divers paying for parking and spending their cash in the town. May I suggest that you create 20 minute DROP OFF areas next to the pier so that you do not kill off a lucrative source of income for your town.</p> <p>I await your decision with interest!</p>
2	Blandford Forum	<p>My son and I are scuba divers. The 1 hour parking allows us to park near the pier and unload our kit and check its safety, adjusting if necessary using tools kept in the car, which takes time. Then we park in paid car park for duration of dive. Double yellow lines will prevent this and potentially lead us to dive elsewhere</p>
3	Blandford Forum	<p>Swanage Pier is a major attraction for the town of Swanage, The Pier's income is to a very large degree dependent financially on the sport of Scuba diving. Swanage benefits from Scuba divers visiting the town, staying in hotel, eating in restaurants, etc. Parking in provided on the pier. The on road parking provides additional parking for diver's whose equipment is very heavy. Hence the additional on road parking is a vital resource for diver, the pier and the town of Swanage</p>
4	Ferndown	<p>Swanage pier is the only safe place to launch small boating vessels. It is completely impossible for the general public to carry vessels down from the car park to the waters edge. Swanage has a vibrant and enthusiast population who use the slipway regularly bringing in much needed visitors and revenue. The denial of access would make this impossible for small sea based businesses to continue as carrying equipment from the main carpark is not viable.</p>
5	Templecombe	<p>Have the council considered the reduction of tourism if this order goes through and the effect it will have on the local economy. I am also a diver and whilst this is a hobby it is difficult enough to be able to carry on our sport (I am an instructor and regularly use this area and the pier) at the best of times. You will find that there will be an incredible decrease in revenue if this plan goes ahead. Please also bear in mind that if these flats are sold to people outside the area and used as holiday homes this would mean the town virtually dying apart from a couple of weeks a year.</p>
6		

	A	B
7	Blandford Forum	<p>Having no parking is fine but at the entrance to the pier this is regularly used by divers to off load and load their equipment into their vehicles if the pier is full parking wise. This is a regular occurrence during the summer months when the pier is open and attracts divers who dive under and around the pier as well as making use of the charter boats that operate diving trips to the many offshore dive sites. Typically if the pier is full divers will offload their equipment at the entrance and then park in the upper car park and walk back. Diving equipment is very heavy and carrying it down from the top car park is not feasible. The pier provide trollies for the very purpose of moving equipment from the cars to the boat pickup points or the dive shop for refills of cylinders. Allowing loading and offloading in the area directly outside the pier entrance would suffice</p>
8	Sturminster Newton	<p>As a member of a local dive club, North Dorset Subaqua Club who regularly use the pier as a dive site and support local boat charter companies, I would like to point out that the proposal would prevent divers from unloading heavy diving kit onto the trollies provided when the pier is full and we are using the paying car park. Our long term support for the pier and local businesses would be jeopardised as people would not take the risk of arriving only to be prevented from unloading.</p>
9	Wimborne	<p>I can't find any reasonable reason why a small number of people can't unload/load in a short time and a controlled common sense manner.</p>
10	Wimborne	<p>Dorset Council (& Purbeck) should be supporting residents and encouraging visitors to Swanage in their engaging with outdoor sporting and leisure activities such as kayaking, paddleboarding and the like to aid with levels of personal mobility and fitness as well as mental well-being. Very short drop off times are the usual occurrence with vehicles then being moved to long or short stay parking. To deter - or fail to encourage this sort of activity is detrimental to the community and contrary to the principle aims of Dorset Council. (* Staying safe and well * Strong, healthy communities) A very limited-time drop-off zone could easily be reserved and if created would demonstrate the council's support of the principle of community 'well-being' In addition visitors are supporting the local economy at a very important time.</p>
11	Wimborne Christchurch	<p>Danger to pedestrians as paddlers will need to carry equipment further from car parks to shore Responsible loading in this location can, and always has been when I have been there, be conducted without casing danger or obstruction to other road users. Loading here supports use of the local amenities, the loading restriction would diminish rather than improve the local amenity. If loading was banned at this location I would visit Swanage less often and spend less in the area. My personal use of the loading area tends to be outside peak hours and seasons, so spreading the disruption from more general tourism.</p>
12	Bournemouth	<p>We unload kayaks there to launch from the beach before parking in the car park. Hauling kayaks up the hill would mean some older paddlers wouldn't be able to access Swanage bay and the surrounding area.</p>
13		

	A	B
14	Wimborne	I am a long standing member of Poole Harbour Canoe Club which includes kayakers from Swanage and the Purbecks. This ban on unloading will be discriminatory to our female and older members who will now require assistance to carry their sea kayaks to the launch point. Rather than bother others many will simply not come on our club trips and are less likely to stay as members. Our members cause no problem and always promptly park up the hill after unloading their kayaks.
15	Wimborne	Its a great place for unloading for water based activity. Removal of this restricts launching and therefore discourages exercise.
16	Salisbury	This does not make sense. I feel it is more to do with the new flats being built than for traffic reasons. What about less able, disabled or those with poor mental health who will be discouraged now because of this arbitrary ruling. I beseech you to not implement this regulation.
17	Fordingbridge	I object to this proposal, I support local events/businesses by providing safety and need to drop my gear off at the beach before parking, I wont be supporting them if this regulation comes into affect, they in turn will suffer and then Swanage. We need to support one another not keep putting in rules and regulations in place without consideration, are you trying to turn people away from Swanage?
18	Swanage	As a member of Poole Harbour Canoe Club I sometimes participate in group paddles from this area of Swanage. The beach here is used to launch as there is then no danger to the public. Sea kayaks can be quickly unloaded from a car before parking the car in the car park above. Carrying a sea kayak along pavements and roads is a hazard to pedestrians and vehicles. Loading and unloading is necessary to provide easy access to the water for those of us partaking in a healthy form of exercise.
19	Weymouth	I'm then unable to unload my sea kayak off the car
20	Bournemouth	I am a older single lady (NHS physio) who kayaks for enjoyment and relaxation and to stay fit. Parking for 10 minutes near the beach at swanage to unload and load up my 15ft long sea kayak makes a real difference to me being able to partake in my sport. I move my car to the long stay car park once unloaded but would struggle to carry my boat up and down the hill to the car park. In the NHS we are all trying to get people to be more active generally but as a system really need to ensure we help support people to do so. I dont think restricting parking further on the seafront is helpful as I imagine many people use the seafront to unload their stand up paddle boards, kayaks and other personal water craft. I would ask that you reconsider the negative impact these proposed changes will have - I do not see what harm parking in this area is doing.

A	B
Wareham	By restricting ability people to unload will impact on people's access to health and leisure including kayakers, Paddleboarders etc using public beach. The proposals will force people to have to carry equipment from nearby car parks and navigate roads which will be greater hazard for traffic and pedestrians
38 New Milton	At present there needs to be parking to allow water sports drivers to either load or unload equipment plus people at this location as exists already. This also discriminates against less able sports people who may find it difficult to access this area from higher up locations.
39 Bournemouth	The proposal to stop loading and unloading presents challenges for those with kayaks etc wishing to partake in water sports. This may make the location in accessible for some. It will also mean visitors needing to transport equipment and boats down the roads by hand causing traffic disruption.
40	It is a very useful place for dropping off kit for boating.
41 Poole	Prohibiting loading will prevent the many people who go kayaking to be able to do so. It is not practical to unload kayaks from a car park and trolley them down to the seafront and then take the trolley back to the car park. Being able to unload for a matter of minutes has not been a problem in the last 20 years I've been doing it. We cannot launch at the slipway without paying exorbitant launching fees on top of parking fees. If Swanage Town Council want tourism and the revenue we bring as tourists, then easy access to the water is essential.
42	I feel loading and unloading should be allowed for a restricted time limit.
43 Poole	The proposed changes will impede access and use of that part of the shoreline to water sports users and thus impede and make more difficult the access to leisure and health.
44 Bournemouth	Swanage has a lot of day visitors who spend money in local economy as a kayaker it will make it harder to launch kayaks from further away .it will deter us from using Swanage as place you kayak from hence trade will suffer long term
45	Kayak drop off location i have a mini bus and 5 sea kayaks on board with paddlers
46 Bournemouth	This area is one of the only spaces in Swanage for the unloading of sea kayaks, SUPs etc close to the water. Preventing access at this point will require a long carry from the nearest car park (not easily done with a full laden 17.5 foot sea kayak).
47 Poole	I am 78 years old and keep fit by kayaking with small groups. We are all experienced Sea Kayakers that respect the environment and the rights of other beach users. Please let us continue to quickly unload and reload our kayaks before we drive our cars into the car parks. This is particularly important during lockdown because car sharing is forbidden.
48	

	A	B
Wimborne		<p>This area is used regularly by sea kayakers who unload their boats and then transfer their vehicles to the car park. In this world of obesity why is it that people taking exercise have it made more difficult if not impossible to use the few access points we have to the sea. We care for our environment and regularly collect waste from the area surely having an unloading area is not too much to ask for</p>
49 Poole		<p>At present, we are allowed to load and unload in this area. This enables many people to load and unload canoes, kayaks and other watercraft to the beach below and access the waters of Swanage bay. At the moment we are encouraged to take exercise and watersports provide a very good means of socially distanced exercise. Vehicles are only stopped for several minutes to load/unload. The alternative is to use the car park above, where loading/unloading is done in close proximity to other vehicles. This is worse for manual handling and makes the likelihood of damage to vehicles is higher. The restriction will affect the enjoyment of the seaside by many people. There are three criteria that need to be met for this order to be enforced: 1. Danger to people or traffic. This road is wider than surrounding roads and is also part of a no through road, so traffic will be moving more slowly here. 2. Facilitating road traffic. Vehicles parked here will only be for a short time, to load/ unload. As detailed above the road is wider here. 3. Preserving or improving amenities. This order has the opposite effect. People will be discouraged from using the beach and Swanage bay as a recreational area. It will discourage visits to the area. It will encourage people to use the very few other places along the coast where we can access the water. Canoes or kayaks will have to be carried a longer distance if people still want to use this area. Therefore the amenities will be much worse.</p>
50 Ferndown		<p>This area is used by many leisure users who are both resident and visitors to the town for supporting the pier and using the beach to engage in watersports including kayaking paddleboarding fishing and diving. There is no alternative place to unload in the area and it will cause even worse congestion further into the busy town e.g. the square and approach to</p>
51 Poole		<p>As a canoeist and scuba diver I frequently have to drop heavy kit off in this location as the weighting area is often full of illegal parked Campervans and space is very limited, then move off to use the parking facilities provided. Removal of this option will result in us not using Swanage as a base resulting in a loss of income to your selves for parking, the cafe's, bars, chip shop other shops and the diving facilities on the pier. the ill thought reduction in access to the public slipway was bad enough but this move sends out a message that water sport participants are not welcome in Swanage.</p>
52 Sturminster Newton		<p>The pier provides an amenity to the diving community and this order will stop people diving and using the local companies who are based on the pier. There has been no impact on the safety and use to other users in all the time that the pier has been used for diving. We will not use the pier and its companies if we cannot drop off and pick up our equipment onto the trolleys provided by the pier for divers.</p>
53		

	A		
54	unknown	object	B

AGENDA ITEM 7a)

1	A	B
1	Location Sturminster Newton	Objection Dear Sirs Are you aware that there are at least TWO diving companies that need the pier to pick up and discharge divers. Divers have heavy equipment that needs to be carried onto the pier. The pier has very limited parking, so they need to drop off their kit next to the pier, before parking in your car park (and obviously giving you MONEY!!). If you prevent us from dropping off kit at the pier the diving companies will suffer (and likely go bust) and you will severely reduce the number of divers paying for parking and spending their cash in the town. May I suggest that you create 20 minute DROP OFF areas next to the pier so that you do not kill off a lucrative source of income for your town. I await your decision with interest!
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11 Christchurch	Responsible loading in this location can, and always has been when I have been there, be conducted without causing danger or obstruction to other road users. Loading here supports use of the local amenities, the loading restriction would diminish rather than improve the local amenity. If loading was banned at this location I would visit Swanage less often and spend less in the area. My personal use of the loading area tends to be outside peak hours and seasons, so spreading the disruption from more general tourism.
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A	B
Wimborne	Would prevent safe access to the water for leisure and well being not to mention the increased risk / hazards involved in transporting craft from the car park to the water edge eg lifting and carrying longer distances, crossing roads, avoiding moving traffic and other road pavement users..
21 Poole	I have used this launching area a lots over the years and it is perfectly safe for off loading quickly water craft to gain access to the water, for all to enjoy with out danger. It is one of the only places in swanage that is available.
22 Poole	Swanage is a wonderfull place i have dived and kayaked many times in the last 30 years and use these spaces for gear drop off before parking up , restricting parking will mean less visits for me and my associated sport as you well know the gets very busy with regular queing before they even open trolleying from the car park with either kayaks or dive gear will not only be inconvenient but dangerous
23	This will impede access to the beach front for those with kayaks, canoes, paddleboards etc.
24 Christchurch	I and many others require this access to the sea.
25 Poole	I use the area as access for my sea kayak and there is no-where else to load and unload it in Swanage. If this is to be closed off there should be another suitable location made available first.
26 Wareham	Minimal nuisance caused by unloading boats there. This restriction further reducing chance if physical activity when it should be encouraged
27 Wimborne	I am a member of Poole Harbour Canoe Club and completely barring loading/unloading in this area will make it very difficult to get my sea kayak on and off the water, before removing my car to and from the car park.
28 Broadstone	Essential spot for unloading watercraft
29 Wareham	I can see no reason for preventing unloading and loading. No traffic hazard is created and kl have used tgis facility on many occassions. This drop of point is vital for kayakers, please reconsider
30 Wimborne	Kayaking with kids will be a nightmare to unload and carry from car park. Please rethink this.
31 Poole	Limits access for leisure and exercise. Encourages manual handling of large sea kayaks on pedestrian walkways.
32 Weymouth	

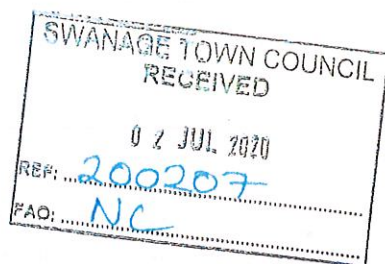
	A	B
Ringwood		<p>Implementing restrictions on this stretch of road will impede the ability to use the beach for the launch and recovery of kayaks and other small crafts. The stated reason for the proposal will not be addressed but are likely to be counterproductive as users will be forced to carry boats and equipment from the local carparks and thereby increasing the duration and nature of any impact on others also using the space. For avoiding danger to persons or other traffic using the roads, or any other road, and for preventing the likelihood of any such danger arising - Having to carry a 17' kayak from water front to carpark will increase the chances of danger to both the kayaker and to other users both in terms of manual handling risks but also with having to manoeuvre the boat for a longer distance impeding both traffic and pedestrian activity for a longer distance and duration. • For facilitating the passage on the road, or any other road, of any class of traffic (including foot passengers) or of vehicles. Carrying boats and equipment from beach front to carpark will increase the duration of any impact to the passage of vehicles and pedestrians - a couple of minutes to load a boat on a car becomes a 10 to 15 activity per load creating • For preserving or improving the amenities of the area through which the road runs. Direct contradiction given the impediment created to being able to use the existing amenities in a safe manner.</p>
33 Weymouth		<p>I have unloaded/ loaded kayaks here for years before going and paying to park in the car park. I cant see what harm this does and to change it will deter people from partaking in leisure activities which we all need for our mental wellbeing, especially at the moment. Please do not ban loading / unloading in this location, thankyou.</p>
34 Poole		<p>This will drive watersports people away from the area. Swanage is a firm favourite with kayaker, paddle boarders etc who all use the area to load/unload momentarily.. they bring lots of business to the area. Please rather make an allocated area for this purpose.</p>
35 Wareham		<p>Temporary unloading of kayaks and sups at the waters edge is an important social amenity and should be encouraged not made more difficult. If water users are forced to unload in other areas and then transport the kayaks on public roads and pavements potentially over long distances that would create much more danger to road and pavement users - accident waiting to happen. I think the unloading areas should be increased but the time allowed to stop reduced, eg 15/30 minutes, and enforced. Much safer and community spirited all round. Swanage is a sea side resort.</p>
36 Wimborne		<p>What a shame to restrict the access to small craft from this location - there is nowhere else in Swanage to unload a kayak near the water and enjoy the exceptional local coastline. This move would restrict access to the water for so many local people for what gain? Please reconsider</p>
37		

A	B
Wareham	By restricting ability people to unload will impact on people's access to health and leisure including kayakers, Paddleboarders etc using public beach. The proposals will force people to have to carry equipment from nearby car parks and navigate roads which will be greater hazard for traffic and pedestrians
38 New Milton	At present there needs to be parking to allow water sports drivers to either load or unload equipment plus people at this location as exists already. This also discriminates against less able sports people who may find it difficult to access this area from higher up locations.
39 Bournemouth	The proposal to stop loading and unloading presents challenges for those with kayaks etc wishing to partake in water sports. This may make the location in accessible for some. It will also mean visitors needing to transport equipment and boats down the roads by hand causing traffic disruption.
40 Poole	It is a very useful place for dropping off kit for boating.
41 Poole	Prohibiting loading will prevent the many people who go kayaking to be able to do so. It is not practical to unload kayaks from a car park and trolley them down to the seafront and then take the trolley back to the car park. Being able to unload for a matter of minutes has not been a problem in the last 20 years I've been doing it. We cannot launch at the slipway without paying exorbitant launching fees on top of parking fees. If Swanage Town Council want tourism and the revenue we bring as tourists, then easy access to the water is essential.
42 Wimborne	I feel loading and unloading should be allowed for a restricted time limit.
43 Poole	The proposed changes will impede access and use of that part of the shoreline to water sports users and thus impede and make more difficult the access to leisure and health.
44 Bournemouth	Swanage has a lot of day visitors who spend money in local economy as a kayaker it will make it harder to launch kayaks from further away .it will deter us from using Swanage as place you kayak from hence trade will suffer long term
45 Bournemouth	Kayak drop off location i have a mini bus and 5 sea kayaks on board with paddlers
46 Beaminster	This area is one of the only spaces in Swanage for the unloading of sea kayaks, SUPs etc close to the water. Preventing access at this point will require a long carry from the nearest car park (not easily done with a full laden 17.5 foot sea kayak).
47 Poole	I am 78 years old and keep fit by kayaking with small groups. We are all experienced Sea Kayakers that respect the environment and the rights of other beach users. Please let us continue to quickly unload and reload our kayaks before we drive our cars into the car parks. This is particularly important during lockdown because car sharing is forbidden.
48	

	A	B
Wimborne		<p>This area is used regularly by sea kayakers who unload their boats and then transfer their vehicles to the car park. In this world of obesity why is it that people taking exercise have it made more difficult if not impossible to use the few access points we have to the sea. We care for our environment and regularly collect waste from the area surely having an unloading area is not too much to ask for</p>
49 Poole		<p>At present, we are allowed to load and unload in this area. This enables many people to load and unload canoes, kayaks and other watercraft to the beach below and access the waters of Swanage bay. At the moment we are encouraged to take exercise and watersports provide a very good means of socially distanced exercise. Vehicles are only stopped for several minutes to load/unload. The alternative is to use the car park above, where loading/unloading is done in close proximity to other vehicles. This is worse for manual handling and makes the likelihood of damage to vehicles is higher. The restriction will affect the enjoyment of the seaside by many people. There are three criteria that need to be met for this order to be enforced. 1. Danger to people or traffic. This road is wider than surrounding roads and is also part of a no through road, so traffic will be moving more slowly here. 2. Facilitating road traffic. Vehicles parked here will only be for a short time, to load/ unload. As detailed above the road is wider here. 3. Preserving or improving amenities. This order has the opposite effect. People will be discouraged from using the beach and Swanage bay as a recreational area. It will discourage visits to the area. It will encourage people to use the very few other places along the coast where we can access the water. Canoes or kayaks will have to be carried a longer distance if people still want to use this area. Therefore the amenities will be much worse.</p>
50 Ferndown		<p>This area is used by many leisure users who are both resident and visitors to the town for supporting the pier and using the beach to engage in watersports including kayaking paddleboarding fishing and diving. There is no alternative place to unload in the area and it will cause even worse congestion further into the busy town e.g. the square and approach to</p>
51 Poole		<p>As a canoeist and scuba diver I frequently have to drop heavy kit off in this location as the weighting area is often full of illegal parked Campervans and space is very limited, then move off to use the parking facilities provided. Removal of this option will result in us not using Swanage as a base resulting in a loss of income to your selves for parking, the cafe's, bars, chip shop other shops and the diving facilities on the pier. the ill thought reduction in access to the public slipway was bad enough but this move sends out a message that water sport participants are not welcome in Swanage.</p>
52 Sturminster Newton		<p>The pier provides an amenity to the diving community and this order will stop people diving and using the local companies who are based on the pier. There has been no impact on the safety and use to other users in all the time that the pier has been used for diving. We will not use the pier and its companies if we cannot drop off and pick up our equipment onto the trolleys provided by the pier for divers.</p>
53		

	A		B
54	unknown	object	

AGENDA ITEM 7b)



Mrs G Leonard
2A, Burlington Road
Swanage
Dorset BH19 1LS

Dr Martin Ayres
Town Clerk
Swanage Town Council
Town Hall
Swanage

Monday, 22nd June 2020

Dear Dr Ayres,

TREE OBSTRUCTION

I would be grateful if you would bring the following problem to the attention of Swanage Town Council 'Roads and Transport Committee' for their consideration and support.

Yours sincerely

LOCATION: 2A, Burlington Road, Swanage. BH19 1LS

TREE OBSTRUCTION

The above property is a three bedroom bungalow which I purchased in December 2019. Since first built this property has always been used as a holiday bungalow hired out on a season basis. It has never been used for permanent and domestic use. This is now my home and I am living here permanently.

Since moving here I have been aware of a tree growing in the pavement which is partially blocking the access and egress to my property. There are a number of mature trees (possibly lime trees) which are growing in the pavements on either side of Burlington Road. None appear to be causing obstruction problems except for the one growing at the access to my driveway.

When the tree was originally planted as a sapling its girth would have been minimal and would have not caused a foreseeable problem. However as the tree has matured the trunk has become excessively wide, particularly the lower part thus causing obstruction to my driveway by 3ft 2ins. This leaves me just 7ft 4ins to access and egress my driveway.

The problem is also compounded on a safety basis. To leave my property I need to turn at a 90 degree angle to turn left. However I cannot do so because not only is the mature tree obstructing my line of vision; I am also forced to angle my car to the right to avoid the tree's width of root growth. Consequently by the time I can look to my left I have to drive partially onto the opposite side of the road which puts me in danger from vehicles accessing Burlington Road from Ulwell Road. In addition my line of vision to the right is often obstructed by parked vehicles. This means that my right side sight line is blocked from any vehicles travelling down Burlington Road towards Ulwell Road.

When I purchased the property this danger was identified by my surveyor in her report. In addition some years ago the previous owner of the property had lobbied Dorset County Council regarding the dangers posed by the tree and she had requested its removal. Her request was ignored.

I wrote to Dorset Council on 14th February 2020 requesting their attendance for consideration of removing the tree for safety reasons. - My letter (copy enclosed) was ignored.

Early in April 2020 I telephoned Dorset Council and a lady said she would call to see the problem. She attended, took some photographs and she agreed with me that in her opinion the tree was causing an obstruction. She said that Mr Andy Beale would contact me. - Again I heard nothing!

On Friday, 22nd May 2020 I telephoned Dorset Council and I spoke to Mr Andy Beale whose responsibility it is to address tree problems. Mr Beale was unhelpful and stated that the tree could not be moved because "trees are precious". He had been advised by his manager Steven Moors and the deputy

Mike Westwood to decline my request. They had made this decision without visiting Burlington Road to address my complaint. - When I protested Mr Beale suggested that I should seek support from Swanage Town Council; hence my report to you.

On 9th June 2020 I emailed Mr Beale requesting reasons why my request had been refused (copy enclosed). Mr Beale replied that same day first advising me that the 'crown' of the tree would be trimmed (pollarded) when the council team were able to do so. He also sent an outline of the Council's Tree Policy. (copy enclosed). Clearly Mr Beale had no understanding whatsoever what the details of my complaint are about. I had made it clear to him that the problem is the spread at the base of the tree which is causing the obstruction neither the foliage nor the branches) and the danger and safety aspect. Mr Beale also seemed to believe that I was complaining about inconsiderate car parking in the road, which I clearly was not. - By now I was getting frustrated by his ineptitude.

I emailed Mr Beale again pointing out that he was totally misunderstanding my complaint and that someone should visit the site to appreciate the safety problem.

I am enclosing a plan of the site plus photographs which clearly show the tree obstruction to my property. All these documents were initially submitted to Dorset Council.

Dorset Council officials do not appear to understand that since I have made them aware of this dangerous and hazardous situation, they now have a Health & Safety legal responsibility to me and other road users. On making their decision to refute my concerns, they have failed to attend and assess the situation and they are placing me and other road users at unnecessary risk. In addition they have failed to prepare an adequate Risk Assessment and to provide me with a copy of that Risk Assessment.

Dorset Council has a legal responsibility under the Health & Safety Act to assess and to prepare a Risk Assessment and to make all necessary provisions to ensure the safety of myself, road users, and the public. Failure to do so is a criminal offence by those individuals making these decisions. Subjective and reactive hindsight is not an acceptable defence.

Dorset Council's decision seems only to be "*Trees are precious*". I agree trees are precious; however they are failing to consider that the safety of my life and that of the public is also precious!

To date I have heard nothing more from Dorset Council.

Mrs Glenda Leonard
22nd June 2020

N/A 1

Sent: 09 June 2020 11:17

Subject: Ref:1146318

Dear Mr Beale, I phoned yesterday to ask if you would be kind enough to e mail me an outline of the reasons my request for removal of the tree has been refused, this is before I approach Swanage Town Council. I will just mention I am not a recent retiree who has moved to the area and wants to change things! I have lived happily in Swanage for 50 years, had 2 businesses, and served on the Chamber Of Trade. Kind regards, Glen Leonard. My e



09/06/2020

glen leonard

From: "glen leonard"
To: "Andy Beale"
Sent: 10 June 2020 12:54
Subject: Re: Ref:1146318

il.gov.uk>

Thankyou for your reply, but I fear I'm being misunderstood. I have no objection at all to the car parking facilities along Burlington Road, indeed they are very important to locals and holiday makers. No, my worry is the base of the enormous tree which is well within my dropped kerb and less than one and a half metres from my boundary wall, a little further from my service pipes. This prevents me turning into the left hand lane when leaving my drive, to miss the tree I have to drive straight across into the right hand lane then back into the left, of course, hoping no cars are coming from either direction. As I explained in my original letter to Mr Jack Wiltshire, my surveyor reported a possible threat to my service pipes and boundary wall as the tree is so close to both. Sadly no photo can show the difficulty but I'm sure if someone visited the site all would be made clear. Kind Regards Glen Leonard

3

↑ My reply to this ✓

Sent: Tuesday, June 09, 2020 1:36 PM
Subject: RE: Ref:1146318

Dear Mr Leonard

2

Thank you for your enquiry, concerning the Council owned trees along Burlington rd Swanage.

According to our records the highway trees on Burlington rd have been inspected as part of our systematic inspection process.

In response to this recent enquiry (1146318) tree works to crown lift the highway trees along Burlington Rd to statutory heights have been recommended and will take place at the councils Arb teams earliest convenience.

A brief outline of the Council Tree Policy;

The Council only removes or prunes branches/trees which are dead, dying or dangerous and then only from outside your property boundary, and/or below statutory height.

The Council does not prune trees on requests such as loss of light, effects on TV reception, interference with private vegetation and leaf litter as such requests are not legal nuisances. Equally, people parking inconsiderately isn't a reason to fell a perfectly healthy tree.

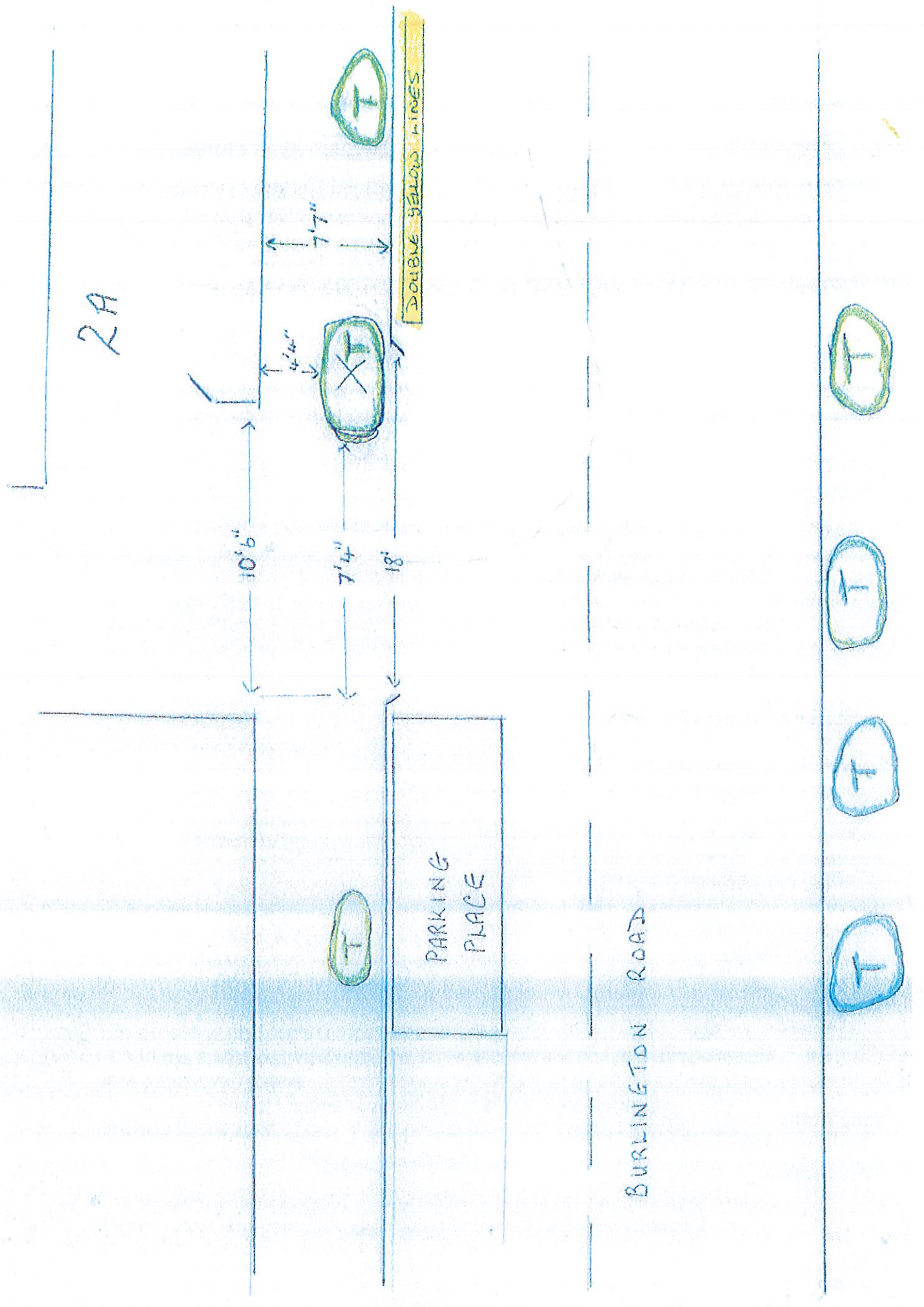
I would advise if there issues with people parking inconsiderately along Burlington rd you should report this to Swanage Town Council.

Kind Regards

Andy

Andy Beale
Arboricultural Officer (East)
Place Services

10/06/2020







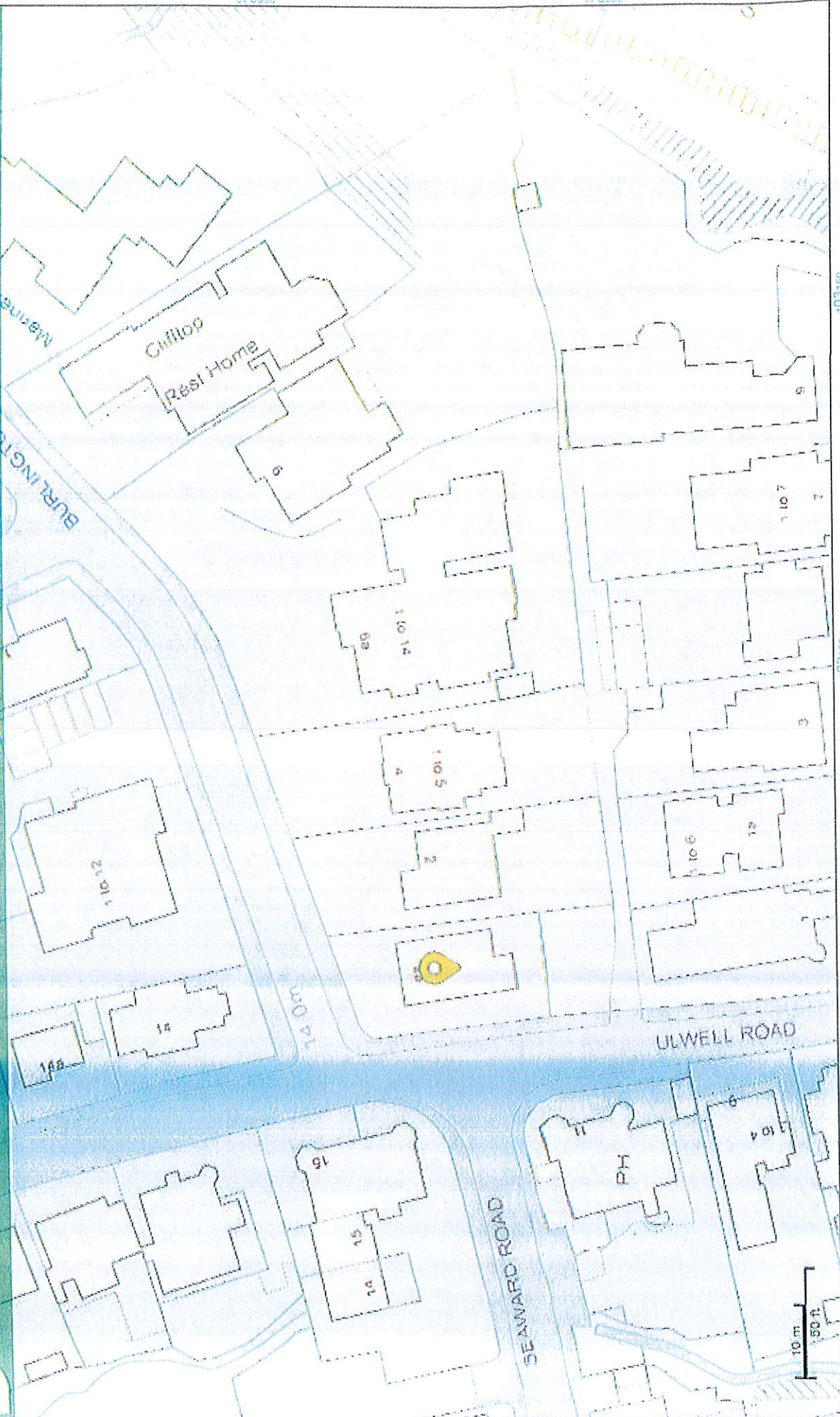


Centre Easting: 403092.64
Centre Northing: 79882.10
Zoom: 194.562m (19)
Date: 18/08/2020

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403150
403100
403050

403000
2a Burlington Road



079850
079900
403150
403100
403050
403000

Durlston Bus - update

A town bus for SWANAGE – August 2020

This observation is written in the full knowledge that the pandemic has created an enormous dent in the Town's finances, but the plea for innovative thinking regarding a town bus is nevertheless long overdue.

Controversy has arisen regarding the direction of the one-way system in King's Street East. Whichever way this is resolved, surely the main concern for the decision makers is how to reduce traffic in the heart of the town.

The experimental traffic routes may well be a valid concern for those living on the *Durlston* side of town (of which this writer is one). However, a longer view should be given full consideration. During the 2020 Spring 'Lockdown', the immediate concerns of climate change, air pollution and traffic congestion country-wide were proved beyond doubt to be alleviated by the utterly exceptional circumstances. These very serious problems can be alleviated if new habits for all were put in place, and everyone 'did their bit'. Swanage has declared itself a plastic-free town, and has improved pedestrian safety in Institute Road; reduced traffic congestion should now be encouraged. We, as a nation, keep being told:

- 1) Lose weight
- 2) Walk more
- 3) Exercise more
- 4) Do not use the car unless it is really necessary – i.e. to combat air pollution, and making walking a more natural alternative.

As one of the volunteers conducting the survey on the D5 bus during the 2019 summer, it became clear to me that the older residents of the *Durlston* area of town were so pleased to have the bus running again, and always the comments were "and in the winter too, please!" They were not the minority of bus users, they were virtually a significant half of the passengers, especially outside the expected busy times for tourists. Without a bus the alternatives for older residents are: a car (which they may not have), a lift with a friend, a taxi, or stay at home. During the survey so many residents were observed using the bus to bring themselves and their shopping up the hill to their home.

If there were an electric 'town bus' that managed to connect all the key locations of the town, the reduction in town centre vehicular traffic could be achieved. The limited route for the D5 in 2019 needed expanding. A possible one-way/circular route could include:

- a. The **Rail and Bus station**
- b. The **Main Beach car park** (the existing short bus stop was no help in attracting customers)
- c. The **Northbrook Road** area of town and the **North Beach car park**
- d. A once-an-hour stop outside the **Information Centre** (the only vehicle allowed – at 4pmh – along Shore Road in the high season)
- e. **The Mowlem**
- f. **The Square** (the unused taxi rank has now become a loading bay which, admittedly, is necessary)
- g. **The Pier / Broad Road car park** – the total lack of physical bus stops on either side of Encombe Road was lamentable during 2019, only regulars knew where to stand for the bus. NB: for example visitors from the *Solent Scene* ferry then used the bus to get up to Durlston Country Park.
- h. **Seymer Road into Durlston Road** – there being no ‘bus stop’ markings, the roadside was always used as a car park
- i. **Wordsworth House** – a popular stop for all those living ‘on the hill’ and visitors taking residents ‘out’ from Wordsworth House
- j. Sunnydale – popular for residents in that area; plus, once *The Shed* project is able to open again, a need for access to that community facility
- k. **Durlston Castle** – many like the bus to go up the hill, especially with smaller children, but are happy to walk back down to the town – what could be healthier!
- l. **The Cottage Hospital**
- m. Black Swan / Church Hill junction left into...
- n. ...the High Street...
- o. ...either to the Court Hill junction and back to the Station/bus station, or...
- p. ...to the Herston Junction
- q. Victoria Avenue back to the Main Beach car park.

An hourly round route could serve much of the population, especially in the winter and an electric bus would be environmentally vital (and more reliable...?)

C Findell

A Swanage resident concerned for both the residents of, and visitors to, the town. Residents and visitors of all types used the bus, including a wheelchair user with carer, and families with toddlers and buggies.