



Sustainable Swanage Active Travel Plan

Aim:

To get more people moving around the town using sustainable and/or active travel, this includes walking, scooting, cycling, using public transport.

Benefits:

A healthier community who are more active and getting fresh air, reduced air pollution and issues around parking hotspots, reduced use of fossil fuels to get people about. Creates a better sense of community as more people walking around rather than door to door car journeys.

Where:

The focus of this action plan is on trips in and around the town to venues such as school, work, the shops, places of exercise/leisure and visiting friends. We will also work with other local groups on the issues of connecting neighboring villages through safe and accessible cycling and walking routes.

How:

Specific focus projects will be made onto key areas where lots of people travel to and from e.g. local schools and the high street. We will work with schools and help them develop resources and ideas and incentive schemes, assisting them in their aims to reduce cars at the school gates. A general campaign on other journeys around the town, spreading positive messages of the benefits of reducing car use, quotes from people and recording the reduction in car use and possibly looking at air quality figures if possible.

We will engage with the community and other local groups and the councils on identifying barriers to the use of sustainable transport and together identify and promote possible solutions.

Information and support available:

There are several charities and social enterprises that focus on this issue and there is a possibility of forming an affiliated local group to ensure continuity of this project into the future. There are many resources and ideas available also. As a group we would hope to be able to produce our own resources to reduce costs for schools, groups and ourselves.

www.livingstreets.org.uk

A UK charity for everyday walking – they run schemes but a fee is required.

Although this leaflet has some useful tips and information.

<https://www.livingstreets.org.uk/media/3561/family-walk-to-school-kit.pdf>

www.modeshiftstars.org

Modeshift STARS is the Centre of Excellence for the delivery of Effective Travel Plans in Education, Business and Community settings – free to schools funded by D of Transport

www.brightkidz.co.uk

A social enterprise encouraging active travel for schools.

www.sustrans.org.uk

www.twinkl.co.uk

Resources and lesson plans for varying topics including some interesting ones on walking to school, schools may have access to this already.

Progress:

We have had our first open meeting on this topic (see separate notes) and are in the process of setting up a team to work on the ideas. We are looking for more people that could help.

I am currently assisting St Marys school with a walk to school scheme incorporating the use of the car park at north beach. I have also been in contact with the transport team at Dorset Council and have been working on ideas for schools with Johnathon Dixon, the Dorset 'Bike it Plus Officer' from Sustrans. He has also offered advice and support in the possibility of installing bike racks/shelters in the town if we decide to do that.

Sarah Spurling

Sustainable Swanage and Litter Free Coast and Sea Project Officer

November 2020

DRAFT Purbeck Transport Strategy (rev 3)

Introduction

The Purbeck Transport Action Group has agreed that there is an urgent need for a Transport Strategy in Purbeck. The area comes under particular pressure in the summer, especially around Studland, Swanage, Corfe and Lulworth/Durdle Door and there is a need for coordinated action to alleviate the problems of congestion, with its consequences for public safety and the environment.

Such a strategy could be supported by a traffic management plan, covering traffic flows and parking, a cycling/walking plan, drawing on the recently announced government initiative ‘Gear Change: a bold vision for cycling and walking’ and an integrated public transport plan, coordinating bus and rail services and the Sandbanks Ferry.

PTAG comprises representatives from Parish and Town Councils, as well as all transport modes (including the Purbeck Community Rail Partnership, bus companies and cycling groups) and has offered to assist in drafting such a strategy for consideration by Dorset Council.

It is understood that DC has a Purbeck Area Transport Strategy under review and Parish Councils have had discussions about plans for their areas. Clearly it would be beneficial to coordinate these efforts to ensure that all views are considered and widespread support is encouraged.

Aims and Objectives

A Purbeck Transport Strategy could have as its aim the optimisation of transport in the area, with the specific objectives of tackling traffic congestion and parking problems; protecting and enhancing the environment, addressing climate change and ecological emergencies; improving public safety, health and well-being, with particular attention to school students and the elderly; helping local businesses, including tourism, to prosper; ensuring integration of different transport modes and connectivity in rural areas.

Traffic Management Plan

Principal routes and areas of congestion should be identified and input invited from local bodies, such as Parish and Town Councils about possible measures to alleviate problems, including traffic flow control and parking solutions, with an emphasis on encouraging alternatives to private cars. The plan should look at the area as a whole, since changes will have knock-on effects in other parts.

Trigger points may be needed to activate plans that alleviate problems - similar to operation heatwave project in BCP, as well a signing review to make sure that the current signing is fit for purpose - including advance signing from outside the Purbeck area.

Cycling/Walking Plan

Existing and proposed cycle-paths and walking routes should be viewed in the context of connectivity needs throughout the area, so that deficiencies and ‘missing links’ can be identified and solutions considered. Safe and convenient routes, with good signage are necessary to encourage walking and cycling instead of car use.

Integrated Public Transport Plan

Bus routes and train services should be assessed, taking account of the ferry connection and school services. The effect of the fluctuating needs of visitors to the area should be borne in mind, both from the point of view of meeting demands of tourism and supporting local needs. In particular, rural

transport ‘deserts’ need to be identified to address community needs and alleviate isolation, either by extending conventional bus services, or by more actively supporting community buses.

Coordination

Modes of transport cannot be considered in isolation as they interact, both positively and negatively. So congestion may be alleviated by improving public transport, or encouraging cycling and walking. Transport interchanges such as the Purbeck Park have the potential to reduce car use and congestion in this way, but the infrastructure and links must be put in place and information and incentives (such as free parking) must be provided.

Desired outcomes

Reduced impact of seasonal traffic (%), more people travelling by sustainable modes (from X% to Y%), connection of an identified group of communities to main public transport corridors. Reduced transport deprivation: connecting older people and younger people to main settlements of health, education and employment.

Reduced pollution levels – this will require a monitoring system in place at the start of the plan.

Notes:

1. Consultation

The initial process of consulting at local level has been initiated, via the Association of Parish and Town Councils and a template has been sent out to invite inputs from these bodies.

2. Implementation

This strategy could be partially implemented in the Purbeck area and that is the limit of PTAG’s remit, but it would be more effective if it formed part of a Dorset-wide plan, in particular for a zero carbon future. Some elements could be carried out as standalone schemes at local level, but any highway improvements, or changes to cycle routes as part of the national network would need to be considered at County level, at least.

3. Funding

As implied above, the highways budget is a matter for Dorset Council. The limited remits of Town and Parish Councils would only cover local routes and some aspects of parking. However, part of the car park income from across the area, could legitimately be used for community solutions. PDC used to get this income that is now collected by DC, but it is unknown what percentage of it stays within the local community. Transport Plans in other areas ensure that new developments contribute towards funding transport solutions and the same should apply here. For example new development, could support additional journeys on bus services in the area affected, as well as improved walking and cycling routes.

4. Timing

Certain improvements such as local cycling/walking routes could be carried out quickly, if land purchase and funding could be arranged, but road alterations and car parking facilities would need to be incorporated in DC plans. On the other hand, changes to bus and train timetables to improve coordination should be achievable in the short term.

PTAG

November 2020

Purbeck Transport Strategy

Summary of Parish & Town Council Inputs

Introduction

The Purbeck Transport Action Group has agreed that there is an urgent need for a Transport Strategy in Purbeck. The area comes under particular pressure in the summer, especially around Studland, Swanage, Corfe and Lulworth/Durdle Door and there is a need for coordinated action to alleviate the problems of congestion, with its consequences for public safety and the environment.

Such a strategy could be supported by a traffic management plan, covering traffic flows and parking, a cycling/walking plan, drawing on the recently announced government initiative ‘Gear Change: a bold vision for cycling and walking’ and an integrated public transport plan, coordinating bus and rail services and the Sandbanks Ferry.

The Strategy should be seen in the context of climate change and the need for clear plans to cope with it at local, district, regional and national levels.

PTAG comprises representatives from Parish and Town Councils, as well as all transport modes (including the Purbeck Community Rail Partnership, bus companies and cycling groups) and has offered to assist in drafting such a strategy for consideration by Dorset Council.

Accordingly, Parish and Town Councils have been invited to provide input to the plan, so that their concerns and proposals can be coordinated and to ensure that all views are considered and widespread support is encouraged.

A template was provided to facilitate PC and TC inputs and this document is a first attempt at summarising the responses and drawing out the common elements. The template had three headings: Main concerns; Areas of concern; Solutions, however, it was emphasised that inputs should not be limited by these suggested headings. This is a work in progress and this draft is available for comment and subject to amendment and further development.

Responses received:

Corfe Castle; Langton Matravers; Wool (Parish Council & Friends of Wool Station); Winfrith and East Knighton; Affpuddle and Turnerspudde; Studland

Responses expected:

Wareham; Swanage; Lulworth; National Trust (?)

Note: The input documents provided will be referenced in the final version of this plan and made available (in pdf), with permission of the providing bodies

Corfe Castle

A. Main concerns:

- a. Parking
- b. Volume of traffic/congestion/danger to pedestrians
- c. Speeding and failure to stop at crossing by school
- d. Very large vehicles – quarry trucks, supermarket trucks, mobile home transport
- e. Cycling events
- f. Building developments

B. Areas of concern:

- a. Village centre
- b. A351 through village and up to Norden
- c. Approach roads to Corfe, including B3351
- d. Parking in Kingston

C. Solutions:

- a. Development of parking at Purbeck Park, Norden, including West of railway
- b. Shuttle bus from Norden to the Square
- c. Changes to parking in Square and West Street, loading restrictions and permits
- d. Parking in Station Road and Coal Yard
- e. Extending traffic light control to cover Station Road as well as pedestrian crossing
- f. Speed Indicating Devices and warning signs for crossing by school
- g. Weight/size limits on vehicles using the A351 and B3351
- h. Walking route/cyclepath from Norden to NT visitors centre
- i. Restrictions on developments South of Corfe
- j. Plan for cycleways, control of cycling events
- k. Road markings, signage and enforcement to improve parking use
- l. EV charging points in all car parks

Langton Matravers

A. Main concerns

- a. Speeding vehicles and cyclists
- b. Safety of pedestrians and damage to parked vehicles
- c. Traffic volume and congestion
- d. Housing developments
- e. Lack of car parking
- f. Cost of DC Highways work

B. Areas of concern

- a. B3069 (main street)

C. Solutions

- a. 20 mph limit
- b. Traffic calming, rumble strips etc
- c. Community Speed Watch team
- d. Traffic warden (shared?)
- e. Construction Traffic Management Plans
- f. Use of local contractors for road improvements

Winfrith & East Knighton

A. Main concerns

- a. Safety and quality of life/well being
- b. Traffic volume, noise and congestion

B. Areas of concern

- a. Main street

C. Solutions

- a. Speed control
- b. Traffic calming
- c. Connecting/alternative routes

Studland

A. Main concerns

- a. Management of traffic flows
- b. Climate emergency
- c. Clearing of verges and maintenance of road markings
- d. Parking in village and camper vans on Ferry Road

B. Areas of concern

- a. B3351 Corfe-Studland
- b. Ferry Road

C. Solutions

- a. Develop Purbeck Park, including facilities for camper vans
- b. Park & Ride from Holton Heath
- c. Increase train services
- d. Restrict traffic on B3351, including weight limit and encourage cycling on that road
- e. Enforcement of parking restrictions
- f. Better use of NT car parks
- g. More electric vehicle charging points, electric vehicles for hire, rental bikes
- h. Linked up walking routes, safe cycle routes.

Affpuddle and Turners Puddle

A. Main concerns

- a. Traffic volume and speed, esp. HGVs from quarries and building developments
- b. Safety, health and well-being of pedestrians, cyclists and horse riders

B. Areas of concern

- a. B3390 south of Affpuddle
- b. Junction in Affpuddle

C. Solutions

- a. Direct HGVs away from the B3390 at Waddock Cross on to the A35 via Bere Regis

- b. Traffic calming solutions and new road markings around the junction in Affpuddle
- c. Traffic calming solutions and new road markings on narrow section south of village

Wool (Parish Council)

A. Main concerns

- a. Health & well-being
- b. Climate change – flooding
- c. Delays, congestion, accidents, pollution at level crossing
- d. Excessive speed
- e. Safety of cyclists and pedestrians – lack of footpaths and cyclepaths
- f. Poor maintenance of pavements
- g. More housing development
- h. Poor bus services, esp. in Winter
- i. Lack of parking

B. Areas of concern

- a. Level crossing
- b. Lulworth Road, Bindon Lane, Duck Street, East Burton Lane
- c. Junctions with A352

C. Solutions

- a. 20 mph limits, esp. Lulworth Road and East Burton Lane
- b. Improved pavements and cycleways, esp. to Monkey World and Winfrith Newburgh
- c. Community bus service
- d. Limit development and ensure developers provide adequate drainage/flood protection
- e. CCTV (e.g. at level crossing)
- f. Increased parking at station

Wool (Friends of Wool Station)

A. Main concerns

- a. Speeding traffic
- b. Traffic congestion and pollution
- c. Lack of pavements
- d. Inconsiderate parking blocks traffic and impedes buses
- e. Delays and conflicting traffic at level crossing
- f. Interchange with train service
- g. Limited, infrequent bus services

B. Areas of concern

- a. Old village
- b. Lulworth Road
- c. Main street (A352)
- d. Level crossing
- e. Station facilities

C. Solutions

- a. 20 mph limits

- b. Speed control (SIDs)
- c. Additional pedestrian crossings on main road
- d. Extend/improve cyclepaths on Lulworth Road and to Monkey World
- e. Improve traffic marking at crossing
- f. Refurbish/replace station buildings and provide EV charging and cycle storage
- g. Improve bus service

Common elements

Concerns: speed, danger, congestion, pollution, parking, development

Solutions: 20 mph limits, traffic calming, weight/size limits, better cycling/walking routes and bus services

PTAG

November 2020

Purbeck Transport Strategy

Template for Parish & Town Council Inputs (rev 1)

Introduction

The Purbeck Transport Action Group has agreed that there is an urgent need for a Transport Strategy in Purbeck. The area comes under particular pressure in the summer, especially around Studland, Swanage, Corfe and Lulworth/Durdle Door and there is a need for coordinated action to alleviate the problems of congestion, with its consequences for public safety and the environment.

Such a strategy could be supported by a traffic management plan, covering traffic flows and parking, a cycling/walking plan, drawing on the recently announced government initiative ‘Gear Change: a bold vision for cycling and walking’ and an integrated public transport plan, coordinating bus and rail services and the Sandbanks Ferry.

PTAG comprises representatives from Parish and Town Councils, as well as all transport modes (including the Purbeck Community Rail Partnership, bus companies and cycling groups) and has offered to assist in drafting such a strategy for consideration by Dorset Council.

It is understood that some Parish and Town Councils have had discussions about plans for their areas. Clearly it would be beneficial to coordinate these efforts to ensure that all views are considered and widespread support is encouraged. This template is offered to facilitate PC and TC inputs and is not intended to limit or steer those inputs in any particular direction.

A. Main concerns:

- Traffic congestion & Parking
- Safety of pedestrian and cyclists
- Health & well-being
- Climate change and ecological emergencies
- Noise and air pollution
- Other

B. Areas of concern:

- Particular junctions, streets or lanes
- Walking/cycling routes
- Parks and other public spaces
- Other

C. Solutions:

Ideas being proposed locally to reduce or resolve problems:

- Traffic management – road layouts, speed control, traffic calming
- Parking, park & ride, connecting routes
- Walking/cycling routes
- Public transport, bus services, train services, ferry
- Other

PTAG

November 2020

AGENDA ITEM 7 a)

Nicola Clark

Subject: HI1129 ETRO drawing for High Street - amendment proposed
Attachments: HI1129-06-14-Orig.pdf

From: Andrew Bradley
Sent: 12 November 2020 09:40
To: Cllr W Trite; Cllr. Gary Suttle; Martin Ayres; Nicola Clark; Emma Evans
Subject: HI1129 ETRO drawing for High Street - amendment proposed

Dear ALL

We have had complaints that refuse vehicles have difficulty reversing up Mount Pleasant Lane and abandon collections. This is due to the introduction of formalised on-street parking opposite the junction in compensation for the loss further up towards the Town Hall.

We propose changing the experimental Order to remove about 2-3 parking spaces as shown in red on the attached plan. This would then be returned to double yellow lines as previously.

This will not prevent blue badge holders from parking but returns it to more or less the previous status quo.

Please let me know your thoughts ASAP so I can more formally consult with the emergency services and interested parties.

Regards.

Andrew Bradley
Project Engineer (Democratic)
Highways
Dorset Council

[01305 224837](tel:01305224837)
dorsetcouncil.gov.uk

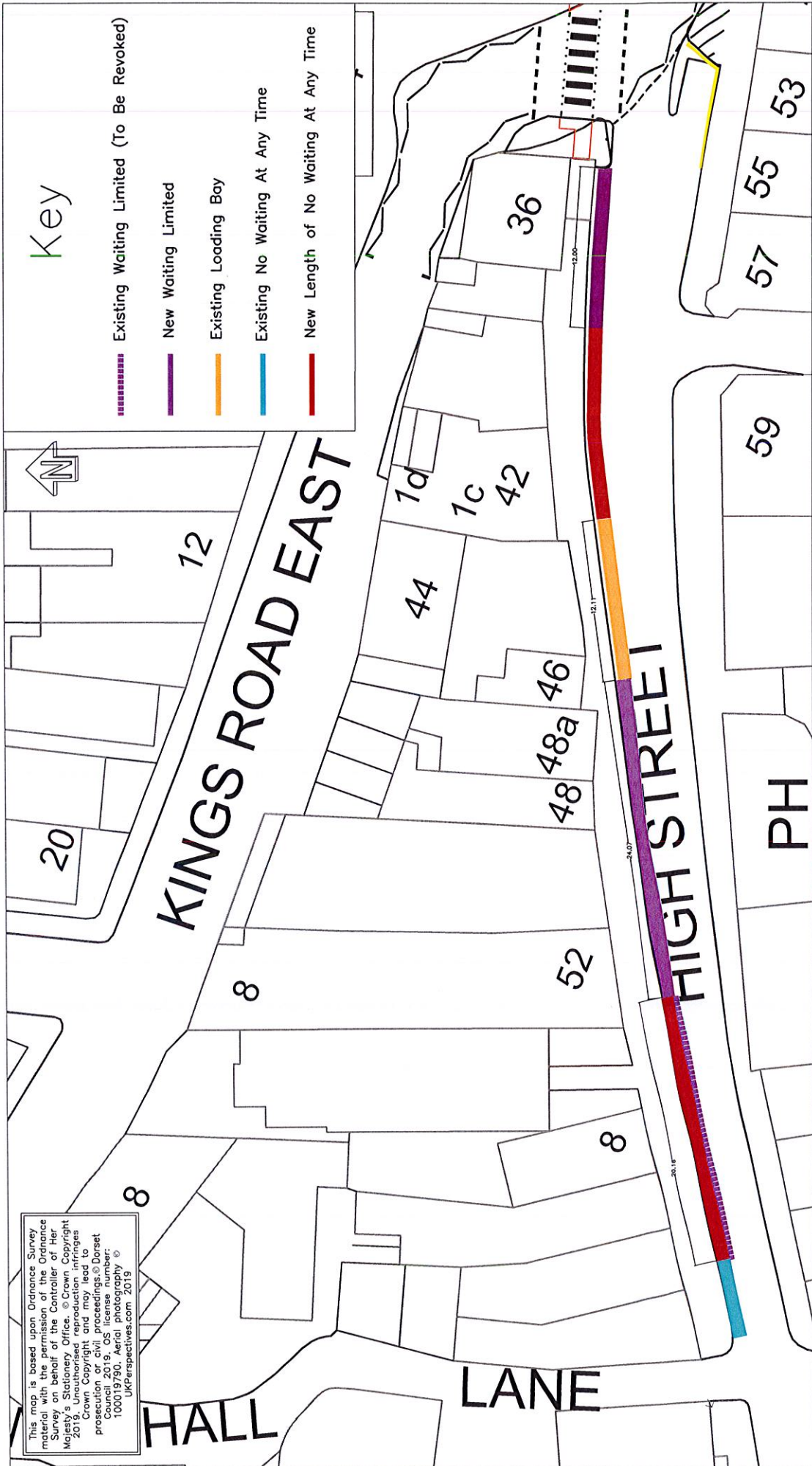


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- Key**
- Existing Waiting Limited (To Be Revoked)
 - New Waiting Limited
 - Existing Loading Bay
 - Existing No Waiting At Any Time
 - New Length of No Waiting At Any Time



<p>DORSET HIGHWAYS Matthew Piles Economic Growth and Infrastructure</p>	<p>Project Title</p> <p>INSTITUTE ROAD SWANAGE FOOTWAY IMPROVEMENTS</p>		<p>Drawing Number</p> <p>HI1129/06/14/Orig</p>	
	<p>Drawing Title</p> <p>EXPERIMENTAL TRAFFIC REGULATION ORDERS</p>		<p>Drawing Status</p> <p>CONSULTATION</p>	
<p>Scale (A4 Size)</p> <p>NTS</p>	<p>Drawn</p> <p>JC</p>	<p>Date</p> <p>07 Oct 20</p>	<p>Rev / Remarks</p> <p>Orig 07Oct20 - -</p> <p>ALB Checked</p>	

Emma Evans

AGENDA ITEM 7(b)(i)

Subject: FW: Swanage Town Council - Day's Park footpath

From: Helen Jackson (Environment)
Sent: 11 November 2020 14:13
Cc: Gillian Barry; Andrew Bradley
Subject: RE: Swanage Town Council - Day's Park footpath

Dear Emma,

This scheme is on the LTP Capital Programme to be constructed in 2021/22 and as agreed with the TC at the Roads and Transport Committee meeting last year, we will be progressing with Option 5. I don't have any further update on scheme progress as I know that Jill has been extremely busy working on other schemes around the county, including Institute Road which is now complete. I will speak to colleagues in Highways Improvements to get this scheme moving as it's small scale and fairly low cost so it should be straightforward to get on with.

Kind regards

Helen

Helen Jackson (Environment)
Transport Policy Manager
Highways
Dorset Council



dorsetcouncil.gov.uk



Subject: Swanage Town Council - Day's Park footpath

Dear Helen and Jill

The next Roads and Transport Committee meeting is scheduled for Wednesday 25th November 2020 at 2.15 p.m. and I wondered if there was an update regarding the footpath works, as noted below in the extracts from the minutes from the Roads and Transport Committee Meeting held on 27th November 2019.

The Council's preferred footpath option was option 5, and it was agreed that STC would look at improving the existing footpath and providing a better footpath from North Beach car park to encourage parents to use the car park when dropping off/picking up their children to/from St Mary's Primary School.

This was the resolution from the Roads and Transport Committee Meeting held on 27th November 2019:

- 5) Dorset Council - Highway Matters
a) Requests for improved traffic management in the following locations:

i) Northbrook Road/Washpond Lane/St Mary's School – consideration of preferred route for proposed footway

Further to Minute No. 6) b) ii) of the Transport Committee Meeting held on 24th September 2019, it was reported that representatives of the Town Council, Dorset Council, and St Mary's RC Primary School, had met on Monday 18th November 2019 to further discussions regarding Dorset Council's pre-feasibility report, scheme options, and costings for the proposed footpath. A copy of the report and option plans had been circulated to Committee Members with the agenda.

The options had been discussed in turn at the meeting and, following these discussions, it had been agreed that Option 5, which included new safe crossing points across the eastern end of Ulwell Road, and promoted the use of the existing route through Days Park, would be the preferred route for the footpath, as previously confirmed by Dorset Council's Safer Travel Officer's Walked Route Assessment. However, it was felt that improvements needed to be made to the footpath through Days Park, including the installation of new lighting and resurfacing, and that consideration should also be given to a new footpath across Journey's End to/from North Beach car park to encourage more use of the car park by parents when taking their children to/from St Mary's School.

During the ensuing discussion Committee Members were in agreement that Option 5 would provide the wider community benefit to local residents and pupils of the school alike, and comments were made that new residents had also started moving in to the housing development (of 90 new homes) in Northbrook Road. This option would also mean that there would be no safeguarding issues for the school.

It was therefore proposed by Councillor Bonfield, seconded by Councillor Monkhouse, and RESOLVED UNANIMOUSLY:-

That the Town Council recommends to Dorset Council that it proceeds with footpath Option 5 as set out in the Northbrook Road to Ulwell Road Link Cycleway Pre-Feasibility Report dated March 2019.

It was further RESOLVED:-

That the proposals for improvements to the footpath in Days Park, and new footpath across Journey's End, be taken forward to the next meeting of the Policy, Finance, and Performance Management Committee being held on 11th December 2019 for further consideration during the budget setting process for 2020/21.

I just wondered if there was an update with regards to working up design/costings for Dorset Council's part in this scheme which can be reported to the next Roads & Transport meeting.

Kind regards.

Emma.

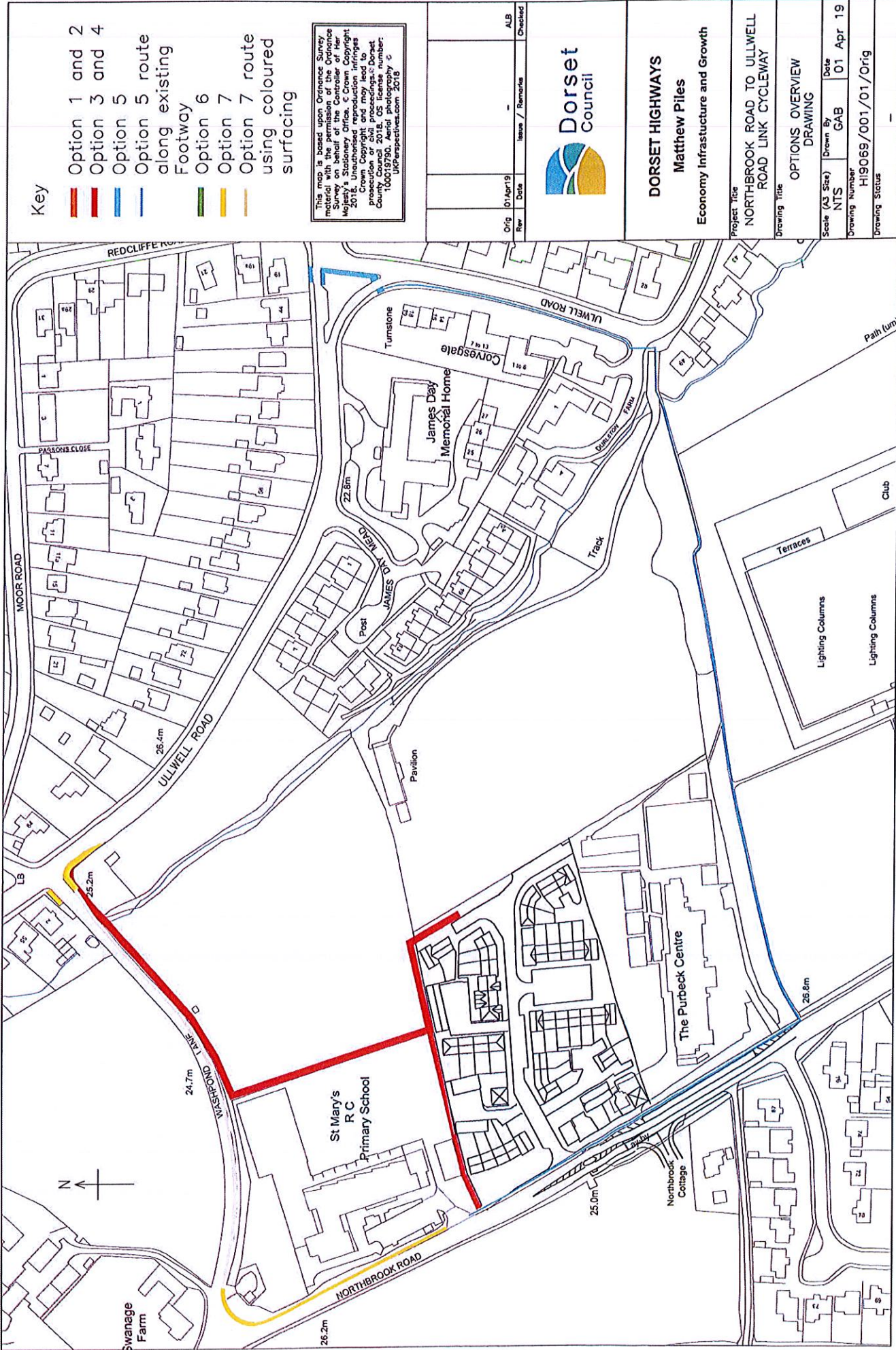
*Emma Evans
Management Support Officer
Swanage Town Council*

Tel: 01929 423636

Website: www.swanage.gov.uk

Tourism Website: www.visitswanageandpurbeck.com

Facebook Page



Key

- Option 1 and 2
- Option 3 and 4
- Option 5
- Option 5 route along existing Footway
- Option 6
- Option 7
- Option 7 route using coloured surfacing

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Orig Rev	Date	Issues / Remarks	Checked
01	Apr 19	-	ALB



DORSET HIGHWAYS
Matthew Piles
 Economy Infrastructure and Growth

Project Title	NORTHBROOK ROAD TO ULLWELL ROAD LINK CYCLEWAY		
Drawing Title	OPTIONS OVERVIEW DRAWING		
Scale (A3 Size)	Drawn By	Date	
NTS	GAB	01 Apr 19	
Drawing Number	HI9069/001/01/Orig		
Drawing Status			

Durlston Bus Service - 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.