

**Informal meeting of Roads and Transport Committee – 23rd June 2021
Agenda Item 4)**

Requests for improved traffic management in Northbrook Road/Washpond Lane/St Mary's School

Email correspondence between Angela Turnbull, Emma Evans (STC) and Helen Jackson (Dorset Council).

Email received 18/03/2021

Dear Emma,

I am writing with regard to the safety of pedestrians who walk along Washpond Lane to/from Ulwell Road and Northbrook road, especially since the opening of the St Mary's Primary School site and with the addition of new homes at Compass Point, which will likely increase pedestrian traffic along that route.

I understand that there had been numerous discussions in recent years about the potential provision of a footpath to adjoin Ulwell Road and St Mary's Primary School.

I have seen an email thread which resulted in a planning provision for such a footpath being removed from the planning application. The reason, at that time was that there were apparently NO children living in the Ulwell Road area who would be affected and therefore the planning provision could be removed. However, fast forward several years and there are at least 8 families with multiple children (at least 13 children and 5 younger siblings) who attend St Mary's Primary School (and with a few more potential families/siblings in the coming years).

I appreciate that the view may be that there is an alternative 'safe' route but as parents are asked to avoid using cars due to congestion around the school, families do walk/cycle the Washpond lane route on a regular basis and will continue to do so (as do other residents and holidaying walkers en route to Whitecliff, for example). Furthermore, the alternative 'safe' route is not actually that safe or ideal for primary age cyclists and encourages cycling on pavements etc.

With the focus being on trying to encourage sustainable transport routes I wondered if there may even funds which could be allocated to the provision of a formal path or at least, if the Landowners were willing, a simple cut-through footpath being made?

If those are not an option could the speed limit be reduced? I believe that it was also unanimously decided not to reduce the speed limit to 30mph because only a certain % of cars went over 30mph when surveyed. However, cars in excess of 30mph are a risk regardless of the proportions which do so. It is my view that, it is only a matter of time before a serious accident happens.

I also wanted to add that we are impressed with the refurbishments of the park playgrounds. They have done a fantastic job and the playgrounds are appreciated by many.

Another thought I'd had, in line with trying to encourage cycling from a young age is whether the hard paths around Days Park could be joined across the top of the park (in front of the benches) so that young children can safely learn to ride bikes by cycling around the park in a loop rather than across the grass (dog poo) or by going out onto the pavement, which should not be encouraged.

With very best wishes.

Angela Turnbull

Emails sent: 25/3/2021

Dear Ms Turnbull

Thank you for your email dated 18th March 2021.

As you correctly state, Northbrook Road/Washpond Lane/St Mary's School has been discussed at a number of Town Council meetings in recent years, and in this respect I attach herewith copies of the most recent Transport/Roads and Transport Committee meeting minutes relating to these discussions and would draw your attention to the following minutes contained therein. You will note that Dorset Council, as Highway Authority, has undertaken a recent speed survey in the Lane, and that the Council's Safer Travel Officer has also undertaken a 'Walked Route Assessment' around the area.

- Minute No. 6 a) i) of the Transport Committee Meeting held on 5th June 2019
- Minute No. 6 b) ii) of the Roads and Transport Committee Meeting held on 24th September 2019
- Minute Nos. 5 a) i) and 5 c) of the Roads and Transport Committee Meeting held on 27th November 2019
- Minute No. 7 b) i) of the Roads and Transport Committee Meeting held on 25th November 2020

Dorset Council advised the Town Council that it would be unable to support a reduction in speed limit in Washpond Lane as the results of the survey did not show vehicles excessively speeding, and a safer route from Ulwell Road to Northbrook Road had been established, via Day's Park. Further traffic calming measurements have been installed in Northbrook Road near to St Mary's RC Primary School which has also slowed vehicles down on the approach to the roundabout at the junction with the Lane.

Furthermore, at the most recent Roads and Transport Committee meeting held on 3rd February 2021, the installation of a Community Speed Indicator Device and two poles, one situated in Northbrook Road and one in Ulwell Road was agreed, subject to final costs from Dorset Highways.

I am sure you will appreciate that extensive work was undertaken to investigate, and plan, a safer route, and the agreed scheme (Option 5), is on Dorset Highway's Capital Programme

to be constructed in 2021/22, as agreed with Swanage Town Council at the Roads and Transport Committee meeting held on 25th November 2020.

Other options were discussed in detail, as noted in the Minutes from the Roads and Transport meeting held on 27th November 2019, 5 i) refers, which confirms that consideration of a preferred route for a proposed footway had been discussed with representatives of the Town Council, Dorset Council, and St Mary's RC Primary School.

During the 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 felt that additional improvements needed to be made to the footpath through Day's 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. These improvements have been included in budget setting for 2021/22.

Although I acknowledge this is not the response you were hoping for, I hope that you can understand that in light of extensive discussions over this issue in recent years, it is highly unlikely that further consideration would be given to this matter by Dorset Council or Swanage Town Council.

Should you wish to report vehicle speeding in the vicinity of Washpond Lane, I would advise that Dorset Police (Dorset Road Safe) are responsible for enforcing speed limits and do often use speed cameras in this area. The Dorset Road Safe team would therefore be best placed to respond to your concerns. Reports of excessive speed are referred to them for investigation. Alternatively, you can complete an online contact form via the Dorset Police website. Please find details below:

Dorset Road Safe

Email: dorsetroadsafe@dorset.pnn.police.uk

Make an Enquiry Online

<https://www.dorset.police.uk/do-it-online/make-an-enquiry-online/>

I am copying this reply to councillors so that they are aware of your concerns, and my response.

I do hope that the above information is useful to you, but please do not hesitate to contact me if you require any further clarification.

Kind regards.

Emma.

Dear Ms Turnbull

Further to my recent email, please find attached the footpath pre-feasibility report, which was presented at the Roads and Transport Committee meeting held on 27th November 2019, for your information.

Kind regards.

Emma.

On 25 Mar 2021, at 14:54, Helen Jackson (Environment) wrote:

Dear Angela,

Thank you for your email regarding the pedestrian link between St Mary's School and Ulwell Road.

As you have mentioned there is a fair amount of history to this scheme. Originally there was a footway included in the plans for the new school which ran around the back of the school, around the adjoining field and came out near the junction with Washpond Lane and Ulwell Road. However at the time it was decided that this was a considerable expense for a small number of pupils that were likely to use it and the scheme was dropped. More recently, we'd been asked by a parent and the school to revisit a link along Washpond Lane.

We looked at a number of options for improving pedestrian links to the school ranging in cost and also taking into account the main catchment areas where pupils are likely to walk from. In discussions with Swanage Town Council, local Members and the school we have agreed on developing a scheme that uses the existing route across Days Park and includes improvements on Ulwell Road such as dropped kerbs and tactile paving to help pedestrians cross the road, as the majority of pupils live towards the eastern and southern part of Ulwell Road and parents are also encouraged to use the car park and walk across Days Park to the school. It was felt that this route would benefit more of the local community and was better value for money. We hope to deliver the scheme either later in 2021/22 or early 2022/23.

I hope this is helpful in explaining where we are with this scheme.

Kind regards

Helen

Sent: 12 April 2021 10:23

Subject: Re: Footpath linking Ulwell Road to St Mary's Primary School

Dear Helen and Emma.

Many thanks for your responses, I really appreciate you taking the time to get back to me.

It is interesting to see the costing report and I appreciate how much work must have gone in to these previous investigations. Although I understand the rationale behind the decisions made (i.e serves the wider local community and 'better value for money') I cannot recall there being any consultation with families on these decisions - will families use the North Beach carpark in the way you intend? I walk through Day's Park on the way home from the school pick-up most days and we do not see that many families using North Beach Carpark, also although the grass gets muddy in winter it is still safe to walk across - so I do query that aspect of 'value for money'. I appreciate there will be some work around promoting the use of the route in the coming months though.

I also walk along the Washpond Lane route most days and I am never the only pedestrian - many days there are four parents/families walking at the same time as me. Dog walkers and tourist walkers also use this route regularly to access Whitecliff, for example. You say that most families live in the east and south part of Ulwell Road but I also know of many families who live on the Northern part of Ulwell Road; Moor Road, Hill Road and Whiteliff areas who use Washpond Lane.

In summary, I don't feel the provisions agreed resolve the Washpond Lane safety issue for pedestrians. Things change all the time, and with Barrett's now starting to develop the land next to St Mary's school I wonder whether this should be revisited again before it is too late. All we need as a minimum would be a gravel path or cut-through, even if it were for the families attending St Mary's rather than a public path - although the preference would be to keep everyone using Washpond Lane safe. Would the council be prepared to help find a solution either with Barratts or the land-owner (is that the cricket club)?

Kind regards,
Angela

CC Sarah, Jodi and Maria for info

Email sent 22/04/2021

Dear Ms Turnbull

I acknowledge receipt of your email dated 12th April 2021.

As you recognise in your reply, extensive work was undertaken to investigate, and plan a safer route, and as previously noted in my email to you dated 25th March 2021, there has

been much discussion over the years with the developers, the school, the Town Council and Dorset Council regarding Washpond Lane, and many options have been considered.

In consultation with Dorset Highways, and in light of extensive discussions over this issue in recent years, resulting in an agreed way forward with the developers, the school, the Town Council and Dorset Council, there will be no further consideration given to this matter by Dorset Council or Swanage Town Council at this time.

For additional information, please find attached the Minutes from the Roads and Transport Committee meeting, held on 27th November 2019, item 5 c) refers.

I would reiterate that should you wish to report vehicle speeding in the vicinity of Washpond Lane, The Dorset Road Safe team would be best placed to respond to your concerns and you can complete an online contact form via the Dorset Police website. Please find details below:

Dorset Road Safe

Email: dorsetroadsafe@dorset.pnn.police.uk

Make an Enquiry Online

<https://www.dorset.police.uk/do-it-online/make-an-enquiry-online/>

I again appreciate this is not the response you were hoping for, but hope you can understand that a thorough process has been implemented in reaching the agreed proposal.

Kind regards.

Emma.

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Purbeck Transport Action Group – update on consultation on draft Purbeck Transport Strategy

From: Nick Ward
Sent: 19 May 2021 19:14
To: Nick Ward
Subject: FW: Purbeck Transport Strategy (Rev 10 - Final) - Dorset Council Response

Dear All,
Please see below a further response from Dorset Council on the Purbeck Transport Strategy, answering some of our comments and questions. I do not propose to prolong this correspondence, but we can use the responses as a reference for monitoring progress.
Best wishes
Nick

From: Matthew Piles
Subject: RE: Purbeck Transport Strategy (Rev 10 - Final) - Dorset Council Response

Nick

Good afternoon. Please accept my apologies in the delay in my response. The questions you posed crossed many of my teams and I wanted a collated response.

For ease of reference your questions are in blue and my responses follow in black text.

LTP

It is noted that 'The suggestions in the Purbeck Transport Strategy will be considered, some will be progressed through the LTP' and that 'that the provision of transport infrastructure is included in planning policy through the emerging Dorset Local Plan'.

Presumably these are references to LTP4 (2023-2038), but there must also be some current implementation planned from LTP3, which is still being carried out. Could you advise what is proposed for Purbeck for 2021 to 2023 from LTP funding, please?

This is referring to LTP3 (2011-2026). We will be refreshing the LTP3 core strategy to reflect current national policy and guidance and reviewing all the current LTP Supporting Strategies and Area Based Strategies (e.g. Purbeck Area Strategy) as a lot has changed since the LTP was published in 2011. In terms of schemes being progressed through the LTP programme, these are generally requests that have been submitted by Town Councils, Parish Councils, and Local Members which are ranked against the LTP goals and are delivered through the 3 year Capital Programme.

For Purbeck the following schemes are being actively progressed:

- Lytchett Matravers - Huntick Road Cycleway, Community Project highways improvements at Lytchett Matravers Primary School on Wareham Road which also incorporates an informal crossing on the High Street and Eldon's Drove footway linking the recreation ground to the school.
- Norden P&R to Corfe Castle cycleway/pedestrian link (with Perenco funding).
- Norden to Studland cycleway (with Perenco funding).

- Corfe Castle – A351 upgrade signalised crossing near primary school.
- Wool – East Burton Road footway and traffic management (developer funding).
- Swanage – improving pedestrian link from Ulwell Road to Northbrook Road and Primary School via Days Park.
- Wareham - pedestrian and cycle link via A351 overbridge.

These are the main schemes, there may be smaller projects being progressed through the Community Highways Officers and the Rights of Way Team.

Please see responses to the suggested PTAG 'Specific goals':

- [Integrating transport planning with the Dorset Council Climate Emergency Plan](#). – this is ongoing work that the Transport Planning Team are actively engaged with.
- [Encouraging sustainable tourism, using innovative information systems and incentives](#) - we are looking at ways to promote sustainable tourism in Purbeck but acknowledge that further work is needed.
- [Supporting Swanage Railway's plans for a scheduled Swanage-Wareham rail service](#), - we are working with SR to support this amenity service through the development of a Business Case for the Restore Your Railway fund. This will also require input from South Western Railway depending upon who would be operating the service.
- [Encouraging bus operators to provide more frequent and integrated services](#) - Dorset Council was unsuccessful with its bid made last year to the Rural Mobility Fund. However, the launch of the new National Bus Strategy gives us the opportunity to review transport delivery in rural areas. We can confirm that we have been allocated some initial funding from the DfT to help with resourcing the work to establish an Enhanced Partnership and develop a Bus Service Improvement Plan. We are compiling a list of stakeholders for community engagement and have included all Transport Action Groups on this list.
- [A comprehensive network of walking/cycling routes linked to public transport hubs](#) – we are working with Network Rail in First Mile Last Mile project which is looking at the region as a whole in ways to improve links to rail stations. We are also ensuring that the emerging Dorset Local Plan includes policy that enables pedestrian and cycle links to rail stations to be secured through the planning process.
- [Review of criteria for speed limits and crossings to meet the needs of local communities](#).

Speed Limits:

Dorset Council's approach to setting speed limits is to follow DfT guidance; we are therefore in line with national guidance. However, it is acknowledged that the summary information provided on our webpages could have given the impression that we were not in line with DfT guidance. Part of the interpreted misalignment is due to 20mph limits for villages not being mentioned on our speed limit webpage under the rural speed limit management section. This has now been rectified, please follow link below which provides a summary of the approach to setting speed limits and includes links to DfT guidance.

[Dorset Council's Approach to Setting Speed Limits - Dorset Council](#)

Setting speed limits, particularly in rural areas is often a case of striking a balance between the various demands on rural roads. The speed limit set can often be a balanced reflection of the various needs and demands on a road:

- collision and casualty savings
- conditions and facilities for vulnerable road users
- impacts on walking and cycling and other mode shift
- congestion and journey time reliability

- environmental, community and quality of life impact

Crossings:

The ITS team assess requests for pedestrian crossings based on nationally recognised criteria to best ensure a consistent approach across Dorset. Please see attached DC Policy for Crossing Requests.

- [Regulation of HGV traffic, with weight limits, signage and diversionary routes](#) - any HGV restrictions would have to allow for access and most HGV traffic using the public highway in the Purbeck area are unlikely to be for reasons other than access. If there are isolated incidents of HGV appearing to misdirected or are using routes that are unsuitable then this should be raised with the Community Highways Team to investigate.
- [All development approval conditional on traffic management and mitigation measures](#). – as mentioned above this will be covered in the planning policy through the Local Plan.
- [Expanding park and ride areas to control parking provision and manage visitor traffic](#) – there is a careful balance to be maintained especially in highly sensitive locations e.g. Lulworth Cove/Durdle Door, Norden P&R.
- [More EV charging points, community car-sharing schemes and bike/e-bike hire at hubs](#). – we are developing a network of EVCP in public car parks across the county and there will be further phases to come. We are generally supportive of community car share schemes and bike/ebike hire hubs and are happy to liaise with community groups and provide them with contacts. We're not able to provide financial support for such schemes but could assist in pathfinding for funding that may become available to support community-led projects.

I hope this shows our commitment to the issues you have raised and thank you.

Matthew Piles

From: Nick Ward

Sent: 28 April 2021 21:23

To: Matthew Piles

Cc: Cllr. Ray Bryan Cllr. Cherry Brooks

Subject: RE: Purbeck Transport Strategy (Rev 10 - Final) - Dorset Council Response

Dear Mr Piles

Thank you again for your response to the Purbeck Transport Strategy. After discussion the Purbeck Transport Action Group has agreed the following reply:

Introduction

You have noted that the Purbeck Transport Strategy duplicates 'many issues that Community Highway Officers are assessing in terms of safety benefit or will be addressed as part of the Local Transport Plan refresh through the area-based transport strategies, including Purbeck'.

PTAG looks forward to seeing action and implementation in these matters and would like to see which specific issues Dorset Council's Community Highway Officers are addressing.

Speed limits

The statement that 'introducing 20 mph speed limits in villages that lie along main routes in Purbeck, will affect the timings of the bus' is questionable. Advice from bus operators and experience in other

areas has shown that 20 mph limits do not significantly affect bus running times. There are also locations not on bus routes where 20 mph limits are proposed and there may be situations where changing timetables is justified by the safety and environmental benefits of slower traffic.

It is pointed out that Dorset Council guidelines on speed limits are not in alignment with national guidance (or indeed with guidance in the BCP area) and need to be updated. Could you advise when Dorset Council will be consulting on the review of the criteria for setting 20mph speed limits, and provide a copy of the outcome of this review, please?

Coordinating services

The difficulty of coordinating bus and train services is overstated. It is a requirement of the Government's Bus Back Better Initiative to integrate bus journeys and there are obvious examples in Dorset where not even bus services provided by different companies are coordinated with each other (X54 and 40).

The use of smaller buses and community-run services should be encouraged and DC's bid for rural bus funding should assist with this - connecting smaller communities, such as those in the north of Purbeck and relieving road congestion. Since community-run services frequently rely on volunteers, this should be a supplement to rather than a substitute for a robust network of services jointly provided by Dorset Council and bus operators, as envisioned by the National Bus Strategy for England.

On the same subject it is noted that Purbeck Community Rail Partnership is proposing joint ticketing arrangements between rail, bus and ferry services.

Could Dorset Council confirm whether an application has been made for initial funding for consultants to assist with the transformation work under the Bus Back Better Strategy, ahead of establishing Enhanced Partnerships with operators and producing a Bus Service Improvement Plan?

LTP

It is noted that 'The suggestions in the Purbeck Transport Strategy will be considered, some will be progressed through the LTP' and that 'that the provision of transport infrastructure is included in planning policy through the emerging Dorset Local Plan'.

Presumably these are references to LTP4 (2023-2038), but there must also be some current implementation planned from LTP3, which is still being carried out. Could you advise what is proposed for Purbeck for 2021 to 2023 from LTP funding, please?

Traffic management

It is agreed that the overall approach should be to encourage alternatives to the private car. Can we expect the 'missing links' to be filled in rapidly as a result of recent Government funding schemes? e.g. 'Gear Change: a bold vision for cycling and walking'

It is noted that the Park and Ride at Norden is now referred to as Purbeck Park, with signs indicating walking and cycling options, but these options do not exist. If, as you say, DC continues 'to support this facility as an interchange for transferring to other modes of travel to Corfe Castle, Swanage and Studland', then walking and cycling routes should surely be provided as a matter of urgency. DC 'is currently progressing a scheme to provide a cycle/pedestrian link from Norden P&R to the village', but this has been ongoing for nearly ten years, with no apparent progress. At recent meetings there seemed to be a lack of awareness of previous proposals. Could you provide an indicative timescale for the start of works on this essential missing link, please?

Rail

The main line through Purbeck and the four stations (Holton Heath, Wareham, Wool, Moreton) on that line are very important to everyday travel. PTAG believes that DC needs to do all it can to persuade SWR to restore its full service to Weymouth, i.e. two trains per hour through to Waterloo. There are also "Onward Travel" requirements for each SWR station, e.g. improved access routes for pedestrians and cyclists, which need continuing support and investment.

Swanage Railway's plan is to run a tourist service without revenue support on as many days as possible, forming a trial service with a view to an eventual, scheduled commuter service. In 2020 the Government announced a Recover Your Railway Fund to support rail re-openings and Swanage Railway made an application for financial support to firmly establish a tourist service within 2-3 years, together with exploration of the ways in which a year-round amenity service can be provided. Swanage Railway is willing to be cooperative with a range of methods of delivering the amenity service providing it can be done without undermining income.

In December 2020 the DfT announced first stage approval of the application and consultants have been appointed and have begun work on the next stage of approval.

PTAG urges DC to support these initiatives actively so that an amenity service becomes a reality as soon as possible, since it has the potential to replace numerous car journeys, and even reduce car ownership in Purbeck, in combination with other public transport and active travel enhancements,

Conclusions

PTAG appreciates the agreement and support of DC for the aims and objectives of the Strategy and looks forward to further engagement in a meaningful consultation process on the refresh of the Local Transport Plan and the development of the Dorset Local Plan.

It is recognised that Government funding for transport is focused on urban areas, but Dorset Council represents an important rural district of significant size and population and should be exerting pressure on Government to ensure that national funding opportunities are appropriately allocated to rural areas as well.

Specific goals should be set, such as:

- Integrating transport planning with the Dorset Council Climate Emergency Plan.
- Encouraging sustainable tourism, using innovative information systems and incentives
- Supporting Swanage Railway's plans for a scheduled Swanage-Wareham rail service,
- Encouraging bus operators to provide more frequent and integrated services
- A comprehensive network of walking/cycling routes linked to public transport hubs
- Review of criteria for speed limits and crossings to meet the needs of local communities.
- Regulation of HGV traffic, with weight limits, signage and diversionary routes
- All development approval conditional on traffic management and mitigation measures.
- Expanding park and ride areas to control parking provision and manage visitor traffic
- More EV charging points, community car-sharing schemes and bike/e-bike hire at hubs.

I hope that you find these comments helpful and constructive and look forward to further discussion on these matters.

Kind regards

Nick Ward (PTAG Chair)

From: Matthew Piles

Sent: 29 March 2021 09:20

To: nick.ward

Subject: Purbeck Transport Strategy (Rev 10 - Final) - Dorset Council Response

Dear Mr Ward

We are grateful for the information that PTAG has provided in this detailed report and appreciate the hard work that has been put into it. It does duplicate many issues that Community Highway Officers are assessing in terms of safety benefit or will be addressed as part of the Local Transport Plan refresh through the area-based transport strategies, including Purbeck. Some subjects that have been raised in this report have been included in previous versions of the Purbeck Transport Strategy and after feasibility work have been proven to be undeliverable with the limited funding available to us, mainly through the Local Transport Plan (LTP).

It is important to consider fully the consequences of individual aspirations and manage expectations, by clear prioritisation. For example, introducing 20mph speed limits in villages that lie along main routes in Purbeck, will affect the timings of the bus. Increasing journey times of a service that is already long would not be encouraged as it may become unviable. The aspiration for integrated bus and train journeys at stations is not always achievable. For example, if a bus service meets a train at Moreton or Wool, it can't necessarily meet another service that might be operated by a different operator at Wareham as the different services could already be trying to make other connections or commitments. It would be easier for trains to meet smaller Demand Responsive Transport or Community Transport routes.

In terms of timescales and budgets, several of these proposals are already being progressed through the 3 year LTP programme. All LTP scheme requests from across the Dorset Council area go through a prioritisation process to determine if/when they will be implemented. The suggestions in the Purbeck Transport Strategy will be considered, some will be progressed through the LTP (if not already), some will be for the longer-term beyond the 3 year programme, and some which are out of our control (e.g. rail) will be promoted as much as we are able through regular discussions with the Purbeck Community Rail Partnership, South Western Railway and Network Rail. There will be some schemes that are just not feasible and will therefore not be progressed through LTP funds. Potentially some schemes could be funded through development e.g. station improvements, cycle/pedestrian links, and we will continue to ensure that the provision of transport infrastructure is included in planning policy through the emerging Dorset Local Plan.

Below are some of the measures that we have implemented, or are progressing to help to improve transport in the Purbeck area:

Traffic management:

- Congestion hotspots on the A351 and promoting alternatives to the car – we are providing new cycle routes, we are in regular discussions with Swanage Railway, and we acknowledge the importance of the Sandbanks Ferry in reducing congestion, but recognise that there is still a way to go on filling in the missing links.
- Park and Ride at Norden – we continue to support this facility as an interchange for transferring to other modes of travel to Corfe Castle, Swanage and Studland.
- Transporting goods by rail – apart from gravel/sand from Wool this is unlikely due to physical constraints e.g. narrow gauge, low bridges. The costs involved to upgrade the existing rail infrastructure would be prohibitive.

Sandbanks Ferry:

- This service undoubtedly takes a substantial amount of traffic off the network as there is notably more traffic congestion when it is out of service. It is a valuable service in helping to reduce congestion in the Purbeck area. Dorset Council and BCP Council continue to work with the Sandbanks Ferry Company to ensure that this service continues.

Cycle/pedestrian links:

- Transforming Cities Fund (TCF) has provided a limited amount of funding for improving cycle links between the BCP conurbation and Wareham and these are being progressed.
- Wareham Bypass cycleway has now been completed with further phases are to be progressed when more funding becomes available.
- Off-road cycle routes in Purbeck linking Norden and Corfe Castle to Studland and Swanage are being progressed through working with the National Trust and financial backing from Perenco.
- Dorset Council continues to support the use of Norden P&R for Corfe Castle visitors to reduce congestion in the village centre and is currently progressing a scheme to provide a cycle/pedestrian link from Norden P&R to the village.
- We acknowledge that there is still a missing cycle link on the A351 between Sandford school and the Blackhills roundabout at Holton Heath – this is a difficult section to construct a cycleway in engineering terms, hence the lack of progress.
- Cycleways linking Wool Station to the Dorset Innovation Park and Wool Station to Bovington have been completed, apart from the final section from Bovington Lane to Monkey World which should be funded by Monkey World as this benefits them directly but they are currently unwilling to negotiate. Both of these schemes have been completed using s106 funding from the Purbeck Gate development in Wool.

Rail:

- Swanage Railway – providing a frequent (and cheaper) utility service has been an aspiration for many years (since the original Purbeck Transport Strategy was written in 2004). However, since running a summer pilot service a few years ago, more recent challenges such as Covid has resulted in Swanage Railway being unable to trial another service. It is hoped that when we return to a new normal, Swanage Railway will be able to run a regular service. We are also supportive of other TOCs who may wish to run a regular service from the mainline to Swanage. Dorset Council continues to work with the Purbeck Community Rail Partnership to move this forward.
- Swanage Rail Reconnection to mainline service - the physical infrastructure is already in place to connect to the mainline service at Wareham but a regular service has not started yet as it down to the train operating company to get this service running.
- Improvements to and/or provision of cycle and pedestrian links to all stations in Purbeck to promote active travel. We agree that this should be a focus, especially in areas of new development where links to the nearest station should be provided.
- Provision of travel interchange facilities at stations – Dorset Council is supportive of Mobility Hubs at stations. Potentially this could be funded through new development close to rail stations and LTP funding. There are also national funding schemes promoted by Network Rail and Train Operating Companies e.g. South Western Railway's CCIF which may become available and could be used for station improvements.
- As previously mentioned, Dorset Council has no control of the rail network but we do continue to lobby our local MPs and work with the rail sector to promote station and service improvements where possible.

In conclusion

Overall we agree with and support the aims and objectives of the Strategy which are very much aligned with wider strategic transport objectives for Dorset as a whole.

We welcome further engagement with the Purbeck Transport Action Group as a key stakeholder on the refresh of the Local Transport Plan and the development of the Dorset Local Plan.

Ultimately, funding is a major blocker to the delivery of many of these schemes as we have a limited LTP budget so funding will have to be pursued through other sources such as developer contributions and external funding bids through Government as and when they become available. Generally Government funding for transport is focused on urban areas which unfortunately means that large parts of Dorset such as Purbeck tend to miss out on national funding opportunities. This being said, Dorset Council will continue to work with local MPs to lobby Government for financial support for improving connectivity in rural areas.

Yours sincerely
Matthew Piles

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Installation of additional bike racks

In the last few years, and particularly since the pandemic, cycling has become very popular, both for visitors and residents. Indeed, the Council has received several letters from residents who feel that the current cycle storage solutions are relatively poor. Sustainable Swanage are keen to improve on this and also look to a future where electric bikes start to play a major part in local journeys and commuting.

On 19th May 2021, the Environment Working Group met to discuss a report produced by Tom Wishart of the Sustainable Swanage Active Travel Group.

This coincided with an application to the Dorset Council managed Welcome Back Fund by the Visitor Services Manager for the supply of a number of bike racks. The application subsequently proved to be successful and it is hoped that these racks will be supplied shortly.

The Working Group proposed the following locations:

- Swanage Information Centre garden
- Main Beach Car Park – 1 car space to be given up
- Mermond Place – As near to the car charging electric points as possible – 1 car space to be given up and consideration given to the inclusion of an electric charging point in 2021-22
- Prince Albert Gardens – precise location to be approved by the management team

While the bike racks would be supplied by Dorset Council, this would not include any signage. Costs associated with signage would be considered out of current budgets for 2021-22 if possible, otherwise they would need to be included in next year's budget.

It should be noted that the racks to be supplied are considered to be temporary as they are simply bolted to the ground. This provides an element of flexibility as locations can be moved easily, if not deemed to be appropriate. Please see picture below.

The Swanage Information Centre will also look to develop a digital map of bike racks around the town along with other relevant information for bike users.

The Environment Working Group would next consider options for other areas around the town which were not on land operated by Swanage Town Council. Invariably this would be more difficult to deliver as it will require working with different land owners.



Culvin Milmer
Visitor Services Manager
June 2021

Informal meeting of Roads and Transport Committee – 23rd June 2021

Agenda Item 8 a)

Priests Road—to consider request received regarding narrow road conditions and a request for one way traffic flow.

Sent: 06 February 2021 20:31

Subject: Making bottom end of Priests Road between Gordon Road & High Street

Dear Martin

I trust you are well and in good spirits.

Our highways officer Ian Styring asked me to approach the Town Council regarding this subject. He phoned me earlier in the week asking about an issue I raised at the bottom of Priests Road. During our conversation he was alarmed to see someone going the wrong way there and he said to me it should be one way there as it is so narrow.

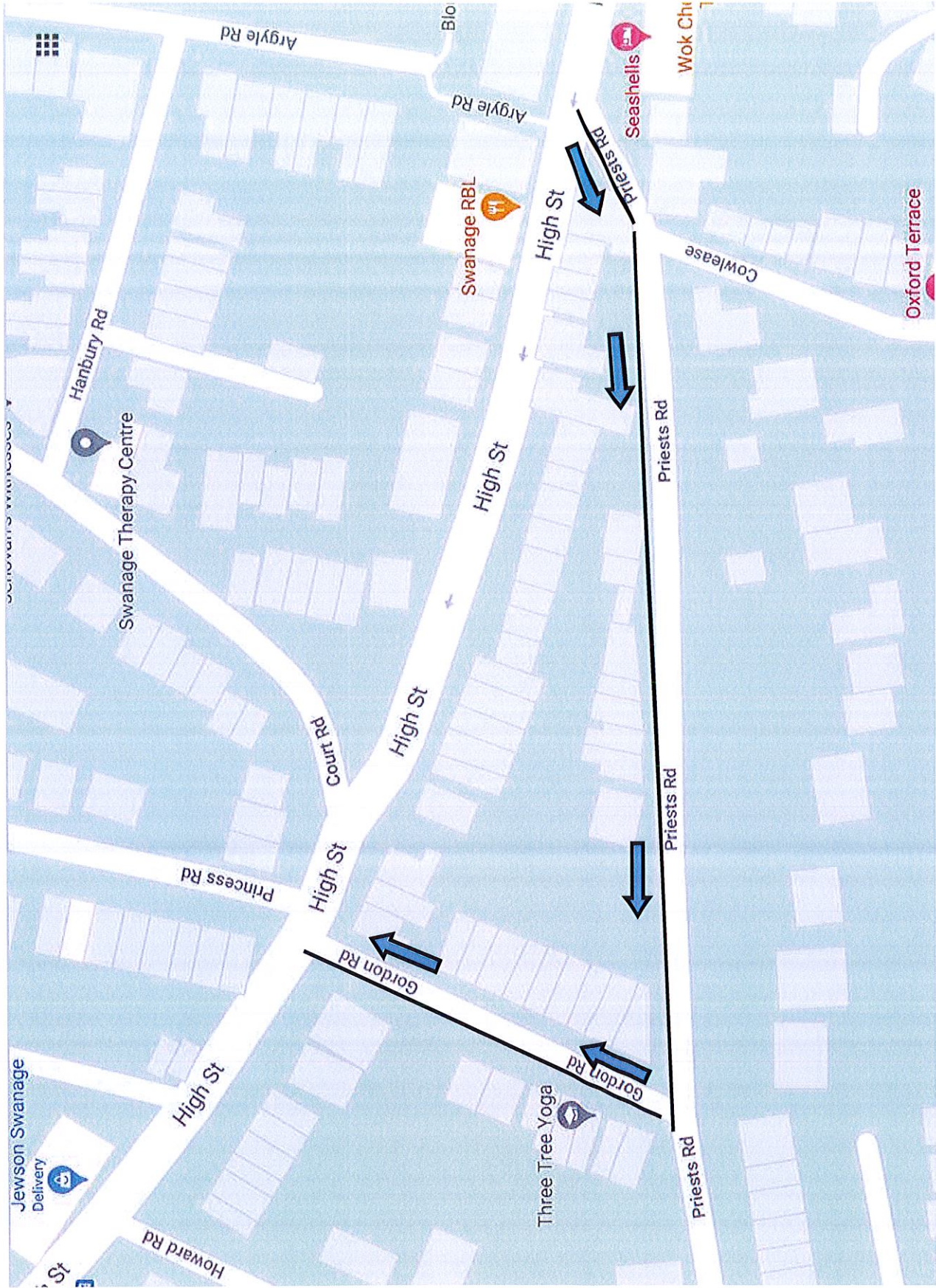
My reply was that it is a no brainer and I have always thought the same. He was adamant I should raise the issue..so I am asking you to kindly put forward a proposal to the traffic committee on my behalf.

Would it not make sense to make Priests road one way from the high street up to Gordon road and make Gordon road one way down to the high street? Have witnessed many drivers speeding up Gordon road to avoid traffic trying to come down and vice versa.It would only mean the cab drivers going through the town instead of cutting up Gordon road.

Trust you will raise this matter.

Kind regards Rob Nunn

Priests Road—proposal for one way traffic direction



Informal meeting of Roads and Transport Committee – 23rd June 2021

Agenda Item 8) b)

Report and Update from Community Highways Senior Team Leader

Hi Emma

For inclusion within upcoming RTC meeting -

HIGHWAYS REPORT –

Sitting out licences.

- Castaway, High St - approved but will monitor available space on footway and impact on pedestrians.
- Gee Whites, High St – approved
- Old Stables, Commercial Rd – refused. Unfortunately not enough footway width to safely accommodate tables and chairs at requested location.

Dropped kerb map – kindly supplied by Emma / Tina – digitised and attached as 4 plans.

Traffic Regulation Orders

- Northbrook Rd, removal of 3 parking spaces for safety reasons. Legal Order has been made and lines painted in last few days
- Queens Rd, “loading ban” to prevent parking on double yellow lines at junction with Bon Accord (opposite Hospital entrance) required in support of Durlston bus service. This has gone to public consultation and received no objection, proceeding to make legal order.

New request for TRO or traffic calming measures at junction of Victoria Avenue and Northbrook Rd – a resident has contacted DC to complain / advise of difficulty when joining Victoria Ave from northern section of Northbrook Rd. Claiming junction is dangerous due to poor visibility of west bound traffic (leaving Swanage on A351) – believes this may be improved by removing some of the parking bays (probably outside 16 and 18 Victoria Avenue). Mini roundabouts and traffic lights have also been suggested as possible improvements by resident. Due to engineering criteria, high costs and low collision statistics and evidence of a danger these will not be pursued.

Minor Patching Works

Have been completed - small amount of patching along Victoria Avenue/Northbrook Road/De Moulham Road/Shore Road. DCs Asset team are waiting for core samples to come back for Kings Road West. These will determine what course of action we take treating the surface.

Improvement to pedestrian route from Ulwell Rd area through Days Park to Northbrook Rd / St Marys RC School entrance currently due to be delivered through LTP scheme in 22/23.

There was a reinstatement by a utility who replaced some old flag stones along High Street (outside 128A I think) with thin paving slabs. All have been smashed but didn't meet

intervention levels within COP. DCs Traffic Team “trench and re-instatement inspector” is due to investigate (SSE I believe).

Stephen Mepham



AGENDA ITEM 9a)

402900 402950

Centre Easting: 402886.01
Centre Northing: 78427.23
Zoom: 194.616m (19)
Date: 03/12/2020

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402850

Queens Rd, Swanage



402900 402950

402850

402800

Informal meeting of Roads and Transport Committee – 23rd June 2021
Agenda Item 10) b)

Sent: 25 February 2021 08:28

Subject: 20109: New Free Parking Policy

Dear Town and Parish Councils,

Thank you for your feedback and comments with regards to the new Dorset Council Free Parking Policy. Overall, there was a lot of support for the policy, but for those who made suggestions for change the comments have been considered and the policy updated as follows:

To support local economy, Dorset Council will give a total of **6 free parking days** in Dorset Council car parks each year. This is made up of the following:

- At the request of the Town or Parish Council free parking in all Dorset Council car parks for **four** days each year, for events which generate valuable footfall for that town. These four days cannot be used in December but can be used on Sundays
- At the request of the Town or Parish Council free parking in all Dorset Council Town Centre car parks for that town on **one** weekday in December
- Free parking in all Dorset Council Town Centre car parks on **Small Business Saturday** in December

No other days in December will be considered unless the Town Council or Local BID is willing to meet the cost of the lost income at an amount to be calculated by the Council's parking team based on average weekend costs for that time of year.

Any requests for free use of the six days will be compiled by the Parking Services Team and a record maintained. Requests for free parking days should be emailed to parking@dorsetcouncil.gov.uk at least **six weeks** prior to the free parking date and you should expect a response within 5 working days.

Notes:

- i. It is the decision of Parking Services Manager whether to include free parking in all Dorset Council car parks in area or in specific car parks only.
- ii. It is the decision of the Town/Parish Council whether to include free parking in car parks that are owned by them but managed by Dorset Council.
- iii. It is the decision of the Town/Parish Council whether to use all 6 free parking days or not.
- iv. By 'year' the policy is referring to a calendar year.
- v. If an event is cancelled, the free parking day can be reallocated, but 5 days' notice must be given otherwise the day will be lost. Days cannot be reallocated in December. Cancellations should be emailed to parking@dorsetcouncil.gov.uk
- vi. Free days not taken in one calendar year **cannot** be carried over to the next calendar year with no exceptions.
- vii. It is the responsibility of the requester (Town/Parish Council, BID, other) to advertise free parking days, cover pay & display machines and put up free parking signs.

viii. Dorset Council are not responsible for payments made in error.

This policy commences from 1st March 2021.

If you have any further queries regarding the policy, please email elizabeth.murray@dorsetcouncil.gov.uk

If you would like to book free parking days, please email parking@dorsetcouncil.gov.uk



**Dorset Council Proposed Parking
Charges Strategy Report**

June 2021

**Elizabeth Murray
Strategic Parking Project Manager**

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1. Executive Summary

The purpose of this strategy is to align parking charges across Dorset Council locations. This will bring consistency and structure to charges.

The strategy objectives are to:

- Implement a 3-level tariff structure that recognises the difference between coastal, town and rural locations
- Support Dorset Councils goals to reduce carbon footprint
- Fairer charging options for Dorset Council

The strategy includes car park tariffs, on-street tariffs and car park permits only. On-street residents' permit schemes, blue badge schemes and health care permits are not included in this strategy.

2. Background

Dorset Council Parking Services is currently working under the Parking Orders of the former six Councils, this has led to a disparity of tariffs between areas to the extent that some areas are free to park all day and others pay £9. An alignment of the Parking Orders is necessary to standardise charges to ensure equality for residents.

Parking charging cannot be considered in isolation, as the impact can create either a negative or positive ripple across a community and the surrounding areas. Thus, local needs and pressures have been investigated in formulating the charging structure.

Work on the strategy started in September 2020 with research, analysis and benchmarking activities. To fully understand local areas, there has been stakeholder engagement since March 2021, this will continue until the final strategy is taken to Dorset Council Overview Committee and Cabinet in the Autumn of 2021. The new charges are planned to be implemented in January 2022.

3. Legal Duty

Legal advice was sought to confirm that the method for updating the parking charges follow guidance as per the Road Traffic Regulations Act 1984.

3.1 Consultation

Dorset Council are statutorily required to consult with the chief officer of police for the area before making the order under schedule 9 of the Road Traffic Regulations Act 1984. The former Council parking policies state that consultation is required with Chambers of Commerce, Business Improvement Districts and Town Councils as part of any charges review.

Dorset Council has chosen to undertake a non-statutory engagement in advance of publishing its proposals although there is no general duty to consult with the public at large. Engagement is also being undertaken with Parish Councils.

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4. Proposed Charging Strategy

4.1 Proposed Levels

The Parking Charging Strategy is based on a 3-Level structure that acknowledges the rural, coastal and town locations that Dorset enjoys. It also takes into consideration Dorset's popular visitor and tourist destinations.

The following table shows which location sits under each level:

Level 1	Level 2	Level 3
Location	Location	Location
Beaminster	Blandford	Corfe Castle
Charmouth	Bridport	Lyme Regis
Ferndown	Dorchester	Portland
Gillingham	Shaftesbury	Swanage
Sturminster Newton	Sherborne	West Bay
Verwood	Wareham	Weymouth (beach area)
West Bexington	Weymouth (shops)	
	Wimborne	

Level 1 is Dorset's smaller and more rural locations. It is proposed to have one all year-round charge for this level, except for West Bexington and Charmouth that will have a seasonal charge (see tariff in section 4.2 Proposed Car Park Tariff). Level 2 is Dorset's shopping destinations. It is proposed that there is one all year-round charge for these car parks.

Level 3 is Dorset's main tourist destinations. It is proposed that this level have seasonal charges. Weymouth appears in level 2 and 3. The car parks in Weymouth that are used for shopping will sit in level 2 and the beach area car parks will sit in level 3. Swanage refers to on-street charges only as the car parks are owned by the town council.

4.2 Proposed Car Park Tariff

The following table shows the proposed tariff for each level:

	30 minutes	1 hour	2 hours	3 hours	4 hours	5 hours	All day
Level 1 Low season	£0.50	£0.70	£1.00	£1.50	£2.00	£2.50	£4.00
Level 1 High season (Charmouth & West Bexington only)	£1.00	£1.50	£2.50	£3.50	£4.50	£5.50	£10.00
Level 2	£0.50	£1.00	£1.50	£2.20	£3.00	£4.00	£6.00
Level 3 Low season	£0.50	£1.00	£1.50	£2.20	£3.00	£4.00	£6.00
Level 3 High season	£1.00	£1.50	£2.50	£3.50	£4.50	£5.50	£10.00

The tariff simplifies current charges and aims to be logical and gradual. The three levels acknowledge the diversity of Dorset's locations, by having charges that suit the local environment.

The tariff supports local high streets as they are at a low rate (compared to benchmarked locations). It aims to keep charges at a point that will entice customers into the car parks, so that parking is not displaced onto residential roads. It intends to be priced at a point that customers will choose to use active or green forms of travel rather than driving.

Peak season charges are 1st April to 31st October, to cover the extended visitor season that is now seen in Dorset. Level 1 high season charges refer to Charmouth and West Bexington only, the other locations in level 1 and all locations in level 2 do not have seasonal charges as these car parks tend to be used by Dorset Council residents more so than visitors.

Peak season charges are aimed at visitors to Dorset, these charges are benchmarked to similar tourist destinations. Level 3 low season matches level 2, which enables residents to access our tourist destinations at the same cost during the low season.

4.3 Proposed Dorset Car Park Permit

There are currently approximately 76 different car park permits that are issued across Dorset Council. As part of this strategy the former permits will be discontinued in a phased approach (live permits will not be withdrawn but will be replaced by the new 'Dorset Car Park Permit(s)' when they expire).

The permit will have the option for monthly or annual payment. Market research is being done into the cost and offer of the permit.

There will be eligibility criteria for permit applications and the vehicle must be registered in the name of the permit holder. Residents will need to prove that they are a resident of Dorset Council. Businesses will need to prove that they pay business rates (or equivalent) to Dorset Council. People who work in the Dorset Council area will need to evidence this to be eligible for the permit.

4.4 Proposed On-Street Tariff

The following table shows the proposed tariff for each level:

		30 mins	1 hour	1 hour 30 mins
Level 1	Proposed car park charges	£0.50	£0.70	£1.00
Low season	Proposed on-street	£1.00	£1.10	£1.50
Level 1	Proposed Car park charges	£1.00	£1.50	£2.50
High season	Proposed on-street	£1.50	£2.00	£3.00
Level 2	Proposed Car park charges	£0.50	£1.00	£1.50
	Proposed on-street	£1.00	£1.50	£2.00
Level 3	Proposed Car park charges	£0.50	£1.00	£1.50
Low season	Proposed on-street	£1.00	£1.50	£2.00
Level 3	Proposed Car park charges	£1.00	£1.50	£2.50
High season	Proposed on-street	£1.50	£2.00	£3.00

On-street charges are higher than car park charges to encourage drivers into car parks. This helps to keep town centres clear of traffic and thus supports the safety of pedestrians and cyclists. Currently, there is no change to parking waivers, blue badges and health care permits. There are no on-street charges in Level 1 locations at present.

5. Charging Strategy Review

Charges will be reviewed annually. When reviewing parking charges Dorset Council will take into account a large number of factors, including but not limited to:

- a. The recovery of expenditure incurred on the provision and management of the public car parks to avoid this financial burden falling on to the council taxpayer and depriving other vital council services of crucial funds.
- b. The parking charges of its competitors, including the charges made by private sector car parks within the local area, as well as comparing its charges with Dorset's Town Councils.
- c. The effectiveness of short-term parking charges in town centre car parks in facilitating turnover of car parking spaces in order to attract more visitors/shoppers to the town centres.
- d. The demand for car parking, as evidenced by occupancy rates at different time and date points
- e. The consumer price index to understand the impact of inflation rate on parking charges.

Any increase in charges will be subject to the usual legal procedure for consultation and advertisement.

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6. Conclusion

The Parking Charging Strategy will enable Dorset Council to align parking charges that are currently inconsistent across Dorset, which is unfair for residents. It also appreciates that Dorset's areas are unique by having a 3-level charging structure and utilises prime locations.

Through the strategy Parking Services will be assisting Dorset Council's goal to reduce the carbon footprint and it will also give residents fairer options for paying for parking.

AGENDA ITEM 10 d)

