

Minutes of the Meeting of the **TRAFFIC MANAGEMENT
ADVISORY COMMITTEE** held at the Town Hall, Swanage, on
WEDNESDAY 21st FEBRUARY 2024 at 2.15 p.m.

Chair:

Councillor M Whitwam

Swanage Town Council

Present: -

Councillor T Foster

Swanage Town Council

Councillor C Moreton

Swanage Town Council

Councillor D Monkhouse

Swanage Town Council

Also Present: -

Councillor W Trite

Swanage Town Council/Dorset Councillor

Dr M Ayres

Town Clerk

Mrs E Evans

Democratic Services Officer

Ms G Percival

Assets and Compliance Manager

Ms M Attwood

Dorset Police

Mr P Channer

Dorset Council

Mr C Moors

Dorset Council

There were two members of the public and one member of the local press present at the meeting.

Public Participation Time

The following matters were raised during Public Participation Time:-

- In respect of agenda item 7 a), concern was expressed about the use of the parking bays between the Pier and Gee Whites. It was stated that campervans frequently parked in the bays, for an extended period of time and at times positioned chairs/tables on the footway, which caused an obstruction to pedestrians and spoiled the view for others. The inconsiderate parking of vehicles on DYL's at either end of the bays, was also noted. It was suggested that a change to the TRO be requested, to be consistent with Shore Road where signage states, 'No minibuses, caravanettes, or other vehicles adapted for eating, sleeping or cooking.'
In response it was noted that further discussion would be held under agenda item 7 a).
- A query was raised regarding the duration of the works to the northern section of Shore Road, which had required a temporary road closure due to the damaged road surface caused by Storm Ciaran. In response it was noted that Dorset Highways had initially indicated an aspiration to complete the works by the Easter holidays, however an update would be sought from Dorset Council officers.
- It was stated that the condition of the surface of De Moulham Road, which was being used as an alternative route due to the northern section of Shore Road being closed, was deteriorating. In response it was noted that the Town Council would make enquiries with Dorset Council.
- A concern was raised regarding the route taken by school children accessing St Mark's Primary School and The Swanage School, via Washpond Lane

(near the junction with the High Street). It was noted that the national speed limit applied and the lane had no footway. In response it was noted that at the Informal meeting of the Traffic Management Advisory Committee held on 12th October 2022, the issue had been raised and it was suggested that Dorset Council provide a minibus service to transport the children. It was noted that this was unlikely. However, a request to formally reduce the speed limit could be considered by the committee.

1) **Apologies**

Apologies for their inability to attend the meeting were received from Councillor Bishop and Mr S Mepham, Community Highways Senior Team Leader (CHSTL), Dorset Council Highways.

2) **Declarations of Interest**

Members were invited to declare their interests and consider any requests for Grants of Dispensations in accordance with Section 9 and Appendix B of the Council's Code of Conduct.

There were no declarations to record on this occasion.

3) **To approve as a correct record Minutes of the Meeting of the Traffic Management Advisory Committee held on 30th October 2023**

It was proposed by Councillor Foster, seconded by Councillor Moreton and AGREED:-

That the Minutes of the Traffic Management Advisory Committee Meeting held on 30th October 2023 be approved as a correct record.

4) **Shore Road improvements – To consider options put forward by Dorset Council, for highways modelling work**

Further to Minute No. 180 (b) of the Council Meeting held on 29th January 2024, a presentation regarding highways modelling options was provided to the advisory committee by two Dorset Council officers.

At the Council meeting held on 29th January 2024, Members had agreed to jointly commission, with Dorset Council, a feasibility study to investigate options to amend the layout of Shore Road and the surrounding highway network. This had been suggested following feedback received from the public consultations for both the Swanage Seafront Masterplan and the Swanage Green Seafront Stabilisation Scheme.

It had been agreed, at the Council meeting, that four highway improvement options be considered for the northern section of Shore Road, against each of the two proposed Green Seafront enhancement schemes, the essential and enhanced, as follows:

- a. Close with gates or features such as bus enforcement cameras to restrict vehicular access. Similar to existing closure along southern section of Shore Rd.
- b. Restrict to one-way traffic, remove parking bays and widen pavements.
- c. As option b. with additional changes to the wider traffic network around the town.
- d. As option a. but a full road closure with the removal of highways features and implementation of placemaking measures.

It had been suggested that the modelling would be undertaken during the peak summer season and although the extent of the work had yet to be fully determined, the cost estimates ranged from £15,600 for a desk top study up to £53,000 for a full highway model. Although Dorset Council had indicated that these costs would have to be borne exclusively by the Town Council, a query was raised regarding whether a jointly funded option could be considered. The officers confirmed that they would make enquiries and report back to the Town Council.

The Dorset Council officers provided an explanation of the different types of vehicle count, ATC (Automatic Traffic Count) which involved a device installed across the road to count vehicles that travelled over the rubber strips over a two week period and CTC (Classified Turning Count) which involved the use of a camera for one day between 7 a.m. and 7 p.m. and could accurately specify the type of vehicle travelling that route. The maps were displayed which indicated the proposed locations for the different methods of vehicle counts (16 ATC and seven CTC locations would cost £53,000).

Members confirmed that the intention of the scheme was to improve pedestrian safety, as had been highlighted in the results of the public consultation, and further acknowledged the benefit of accurate modelling as an effective way in which to mitigate the risks associated with altering the traffic flow. It was suggested that a third highway modelling option be developed to maximise value for money in terms of data collection.

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

That Dorset Council be requested to provide a third option for the highway modelling report, which includes detailed information and a breakdown of costs for consideration at the next meeting of the Community Services Committee.

5) Station Approach – update following site visit by Accessible Swanage

The contents of a briefing paper prepared by the Assets and Compliance Manager was noted. It was reported that following an onsite meeting with representatives from Accessible Swanage and Dorset Council a suggestion had been made to move the bus stops due to their position and subsequent pedestrian congestion outside of the Station building. However, a statement had subsequently been received from Dorset Council’s Public Transport and Infrastructure Team, which stated that the bus stops could not be relocated due to various factors. Accessible Swanage had been made aware of the decision and it was noted that other suggested minor amendments to the Station Approach improvement plans, as highlighted by the group, had been incorporated into the revised plan. The position was noted.

6) Highway Matters – update on previous requests

Location	Concern raised	Potential solution
a) High Street, Herston.	Improved traffic management for increased pedestrian safety.	Pedestrian crossing in the vicinity of Costcutter, 208 High Street. Refer to Dorset Council to consider improvement to traffic management and determine next steps. – Update.
Further to Minute No. 4 a) of the Traffic Management Advisory Committee meeting held on 30 th October 2023, it was reported that the Town Council had requested an update from Dorset Council and was awaiting further information. An update would be provided to a future meeting.		
b) High Street, Swanage.	Request for the removal of parking restrictions in the winter months and extension from 1	Alteration to parking restrictions in the High Street (section between Methodist Church and United Reformed

	hour to 2 hours in the summer months.	Church). Refer to Dorset Council to consider a change to the parking restrictions. – Forms received. (Information enclosed)
<p>Further to Minute No. 4 b) of the Traffic Management Advisory Committee meeting held on 30th October 2023, and subsequent approval at the Community Services Committee meeting, held on 8th November 2023, the Town Council sent letters and a form to the households directly affected by the proposal, as outlined above. The residents from this section of the High Street had proposed a residents parking permit scheme (eight in favour/one against any change). Members agreed that the next step of the process would be to make a request to Dorset Council to confirm the eligibility criteria for a permit scheme at this location and the associated costs. An update would be provided to a future meeting.</p>		
c) Shore Road, Swanage.	Vehicles parking in front of the gates causing an obstruction and blocking access to emergency vehicles and refuse vehicles.	Refer to Dorset Council to restrict parking at the southern gates. (Blips are situated at the northern gates). (Information enclosed)
<p>Further to Minute No. 5 c) of the Traffic Management Advisory Committee meeting held on 30th October 2023, it was reported that the Visitor Services and Business Development Manager (VSBDM) and the Community Highways Senior Team Leader (CHSTL), were reviewing this area in light of the permanent closure of the southern section of Shore Road. A review of signage and the effect on the street scene would be considered as part of this process.</p>		
d) Ballard Way, Swanage (junction of Ballard Estate).	Vehicles parking on both sides of Ballard Way, causing an obstruction and difficulties for refuse/delivery vehicles and emergency vehicles.	Form distributed, no reply to date.
<p>Further to Minute No. 5 d) of the Traffic Management Advisory Committee meeting held on 30th October 2023, it was reported that the Town Council had sent a Community Highways Request form to the resident, however, this had not been returned to date.</p>		
e) Greensands Way, Swanage (junction of Northbrook Road).	Vehicles parking close to junction obscuring visibility and speeding vehicles along Northbrook Road.	DYL's on corner of road. DC proposes DYL's. Public Notice issued 15th February 2024 for comment.
<p>Further to Minute No. 5 e) of the Traffic Management Advisory Committee meeting held on 30th October 2023, it was reported that Dorset Council proposed the installation of DYL's on the corner of the junctions of Greensands Way and D'Urberville Drive onto Northbrook Road.</p>		

f) Priests Road, Swanage (near junction of Panorama Road)	Narrow pavement and parked vehicles causing an obstruction to pedestrians.	DYL's and/or road markings. Form distributed, no reply to date.
Further to Minute No. 5 f) of the Traffic Management Advisory Committee meeting held on 30 th October 2023, it was reported that the Town Council had sent a Community Highways Request form to the resident, however, this had not been returned to date.		
g) Ancaster Road, Swanage (junction of Victoria Avenue)	Vehicles parking close to junction obscuring visibility. Impact on refuse collection.	DYL's on corner of road. DC proposes DYL's.
Further to Minute No. 5 g) of the Traffic Management Advisory Committee meeting held on 30 th October 2023, it was reported that Dorset Council proposed the installation of DYL's on the corner of the junction of Ancaster Road onto Victoria Avenue.		
h) Northbrook Road (north section) and Washpond Lane, Swanage	Safety concerns	DC proposes a reduction in the speed limit to 30 m.p.h. Public Notice issued 15th February 2024 for comment.
<p>Further to Minute No. 10) of the Traffic Management Advisory Committee meeting held on 30th October 2023, it was reported that Dorset Council had proposed an extension to the 30 m.p.h. limit at the northern end of Northbrook Road, near to the mini roundabout, and the length of Washpond Lane up to the junction with Ulwell Road.</p> <p>A discussion ensued regarding concerns raised during public participation time in relation to the route taken by school children accessing St Mark's Primary School and The Swanage School, via Washpond Lane (near the junction with the High Street). It was acknowledged that the layout of the road, which contained high banks, corners and a bridge, was not conducive to speeding, however, it was stated that any measures to highlight a lower speed would be beneficial, and signage to indicate children/pedestrians in the road would be of use.</p> <p>It was, therefore, proposed by Councillor Monkhouse, seconded by Councillor Foster and AGREED:-</p> <p style="text-align: center;">TO RECOMMEND: That a request be made to Dorset Council to reduce the speed limit, the length of Washpond Lane, to 30 m.p.h. and install signage to indicate children in the road, on the grounds of pedestrian safety.</p>		

7) **Highway Matters – to formulate Council views on the following**

Location	Concern raised	Potential solution
a) High Street, Swanage.	Campervans parking in lower High Street, between junction of Seymer Road and the Pier.	Form returned - request to prohibit the parking of campervans in the Lower High Street.

		To consider referral to Dorset Council.
<p>Further to comments made during public participation time, it was noted that the designs for the proposed flood defence scheme may impact vehicle flow and parking in this area and therefore an update on the scheme would be beneficial. A discussion ensued regarding the current restrictions in place and the proposal by the resident to prohibit the parking of campervans, as was the case on Shore Road.</p> <p>The Chairman then invoked Standing Order No.1 p. to briefly suspend the meeting so as to allow a member of public present to address the Committee and respond to questions.</p> <p>Following a discussion it was agreed that officers would contact Dorset Council to ascertain the details of the current TRO for this area in order to determine the next steps.</p>		
b) Queens Road, Swanage.	Entrance to Swanage Hospital car park - no road markings/double yellow lines. Vehicles park right up to the entrance on either side and opposite the car park entrance. Extremely difficult and dangerous to turn into or out of the car park.	Form has been distributed. DC has been contacted by resident. To consider referral to DC as a safety issue.
<p>Further to the information received from a resident, the chairman confirmed he had visited Queens Road and stated that there were no DYL's at either side of the entrance/exit to the hospital car park.</p> <p>It was therefore proposed by Councillor Whitwam, seconded by Councillor Moreton and AGREED:-</p> <p style="text-align: center;">TO RECOMMEND: That a request be made to Dorset Council to install DYL's at each side of the entrance/exit to the car park to improve visibility for vehicles exiting the hospital car park on to Queens Road.</p>		

8) Items of Information and Matters for Forthcoming Agendas

- a) Swanage Town Council (Off-Street Parking Places) Order 2024 – to note consultation (closes on 28th February 2024).
Members noted that a majority of the responses to the consultation, to date, had related to an existing condition regarding prohibition of the use of the Town Council's car parks by learner drivers.
- b) Shore Road – to note permanent closure of the southern section of Shore Road
It was noted that this had been discussed under agenda item 6 c).
- c) To consider the installation of an additional SID post, High Street, Swanage, near the newly installed 30 m.p.h. signs and junction with High Street, Langton Matravers

It was noted that a meeting of the Southeast Purbeck Parishes would be held on Friday 8th March 2024 and a request would be made for this item to be added to the agenda for discussion.

d) Dorset Council - 20 m.p.h. Limits and Zones and Dorset Road Safe Community Speed Watch.

A presentation was provided by the Dorset Police Community Speedwatch co-ordinator. It was reported that the Speedwatch scheme had been successfully set up in neighbouring parishes, and there were approximately 1,000 volunteers collecting data across Dorset. The data collected was used to inform the Police on the locations where most speeding occurred and where the Dorset Road Safe van should be deployed. An explanation was provided regarding the process to set up a group and the training and equipment provided by the Police. It was noted that the collection of data was a requirement to progress a 20 m.p.h. speed limit zone application, should this be considered in the future. A discussion ensued around possible ways to publicise the scheme and attract volunteers to start a group in Swanage which included promotion on the Town Council's Facebook page, website, and at the Swanage Friday market. It was noted that any interested parties could approach the Community Speedwatch co-ordinator directly.

9) **Date of next meeting**

The date of the next meeting was confirmed as Wednesday 5th June 2024 at 2.15 p.m.

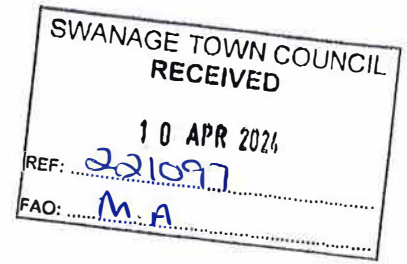
The meeting closed at 4.00 p.m.

Highway Matters

Location	Concern raised	Potential solution
a) Horsecliffe Lane, Victoria Avenue	Vehicles travelling the wrong way along Horsecliffe Lane.	New sign erected on left hand section of Victoria Avenue, between Shore Road and Horsecliffe Lane, 'No immediate left turn. (Information enclosed)
b) Railway Bridge	No footway over bridge. Bridge is used by school children and numerous others observing and photographing Heritage trains and becomes increasingly crowded through the summer months.	A one way system for vehicles allowing for a small footway to be created both sides of carriage way enabling railway enthusiasts to view the heritage railway safely. (Information enclosed)
c) Prospect Way Flats	Impaired visibility when exiting the car parking facility of the flats, due to parked vehicles close to junction.	Double yellow lines to be installed on corner of junctions to deter parking. (Information enclosed)
d) High Street, Swanage.	Request for the removal of parking restrictions in the winter months and extension from 1 hour to 2 hours in the summer months.	Alteration to parking restrictions in the High Street (section between Methodist Church and United Reformed Church). Refer to Dorset Council to consider a change to the parking restrictions. – (Briefing note enclosed)
e) Shore Road, Swanage.	Vehicles parking in front of the gates causing an obstruction and blocking access to emergency vehicles and refuse vehicles.	Refer to Dorset Council to restrict parking at the southern gates. (Kerb lips are situated at the northern gates). (Information enclosed)

	Information only	
Location	Concern Raised	Potential Solution
a) High Street, Herston.	Improved traffic management for increased pedestrian safety.	Pedestrian crossing in the vicinity of Costcutter, 208 High Street. Swanage. DC have confirmed that they will be carrying out a survey in due course
b) Queens Road, Swanage	Entrance to Swanage Hospital car park - no road markings/double yellow lines. Vehicles park right up to the entrance on either side and opposite the car park entrance. Extremely difficult and dangerous to turn into or out of the car park.	Form has been distributed. DC has been contacted by resident. Swanage Town Council has sent request to DC
c) High Street, Swanage.	Campervans parking in lower High Street, between junction of Seymer Road and the Pier.	Form returned - request to prohibit the parking of campervans in the Lower High Street. Update - CHSTL will make enquiries with the Regulation team and ascertain the next steps in order to accommodate the change in the TRO

[Redacted]
[Redacted]
[Redacted]



6th April 2024

Doctor Martin Ayres
The Clerk
Swanage Town Council
High Street
Swanage.

Dear Martin

As requested, I write to confirm our conversation on Thursday last regarding traffic entering Horsecliffe Lane from Victoria Avenue.

I have discussed the problems with the highway authority, who just seemed to say the signs are adequate. Admittedly there are 'no entry' roundels displayed at the north end as well as a large sign painted on the road. However, the problems persist because of cars entering from east and west Victoria Avenue, as drivers are blissfully unaware of the restrictions.

Although there is a blue sign adjacent to Sandpit Field saying 'No entry to Horsecliffe Lane it is situated on the junction and on the wrong side of the road. I feel it would be prudent to have a new sign on the left-hand section Victoria Avenue between Shore Road and Horsecliffe Lane saying something like 'No immediate left turn'.

A few months ago, I was nearly hit by a vehicle going the wrong way and with the number of youngsters playing on the Recreation Ground there could be an accident in the near future.

For information, I attach a copy of an e-mail I received from the Highway Authority and should be glad if you will kindly draw this matter to the attention of your Traffic Management Committee.

As to the other issue we discussed regarding the person regularly dropping a bag of food most days on the Recreation Ground to feed the seagulls and pigeons, I will monitor the situation over the coming days and report back to you if it continues with the hope a sign similar to those in other parts of the town can be placed near the car park.

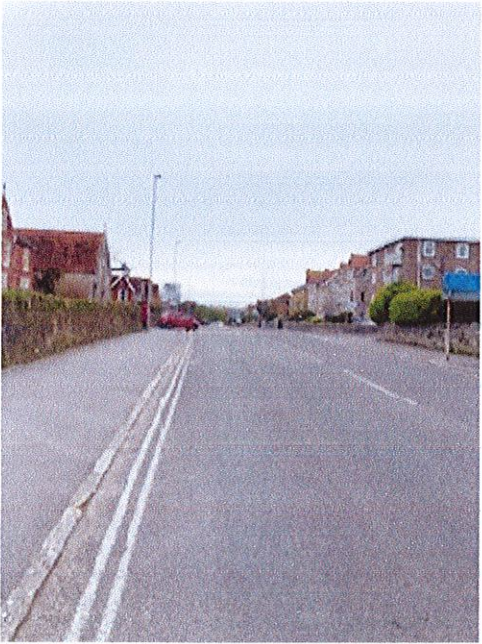
Thank you for listening to my concerns on both issues.

With kind regards.

[Redacted]

[Redacted]

[Redacted] 3 CARS CAME THE WRONG WAY TODAY IN 1/2 HOUR PERIOD !!
[Signature]



← BLUE SIGN SAYING
NO ENTRY TO
HORSECLIFFE LANE.

From: [REDACTED]
Subject: FAO Mr Roger Wilcox - Horsecliffe Lane, Swanage
Date: 6 Mar 2024 at 09:06:15
To: [REDACTED]

Dear Mr Wilcox,

Thank you for your recent call regarding your concerns with Horsecliffe Lane, Swanage. I am from the road safety team, specifically looking at collision reduction. Dorset Council carry out an annual review of 'cluster sites' these are locations that have recorded 4 or more injury collisions within a 30-metre radius in the last 5 years using data that is verified from the police. At this time, it is important to note that we only receive data from the police if an injury has occurred, therefore we do not have visibility of damage only or non-injury collisions, however, we have the ability for members of the public to report these non injury or damage only collisions online [Report a non injury collision or near miss - Dorset Council sel - Introductionf-service portal \(achieveservice.com\)](#).

Horsecliffe Lane has recorded zero injury collisions in the last 5 years (data up-to date to 30th November 2023) therefore it hasn't flagged as a location needing analysis from us. I have spoken to the community highways officer for that area and they are satisfied that all signage is adequate.

I have requested that the next time this road is resurfaced/relined the 'No Entry' text is moved to the other side of the give way markings (Please see attached photo and example below), I do not have a timescale for this to take place.

I would advise that if you still have concerns about this location to contact Swanage Town Council or your local councillor, details are provided below. If they share your concerns they can put forward a request for us to look into some additional measures at this location.

Horsecliffe Lane:



An example of a similar location:



Swanage Town Council - Home Tel: [01929 423636](tel:01929423636)

cllgary.suttle@dorsetcouncil.gov.uk
cllrwilliam.trite@dorsetcouncil.gov.uk

I hope you find this information helpful,

Kind Regards,

James Hussey

James Hussey
Collision Reduction Officer
Economic Growth and Infrastructure
Dorset Council



dorsetcouncil.gov.uk



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Railway Bridge



Prospect Way Flats



High Street, Swanage (between Methodist Church and United Reformed Church)

The parking restriction is currently for 1 hour limited waiting, Mon to Sat 8am to 6pm. The request submitted is to consider the removal of these parking restrictions for the winter months and increase the parking time limit from one hour to two hours during the summer months (15th May to 30th September).

At the Traffic Management Advisory Committee meeting held on 21st February 2024, the responses to a letter and form (distributed by the Town Council) to households directly affected by any change in parking regulations was reported as follows:

“Further to Minute No. 4 b) of the Traffic Management Advisory Committee meeting held on 30th October 2023, and subsequent approval at the Community Services Committee meeting, held on 8th November 2023, the Town Council sent letters and a form to the households directly affected by the proposal, as outlined above. The residents from this section of the High Street had proposed a residents parking permit scheme (eight in favour/one against any change).

Members agreed that the next step of the process would be to make a request to Dorset Council to confirm the eligibility criteria for a permit scheme at this location and the associated costs.

An update would be provided to a future meeting.”

Further to that meeting Dorset Council have reviewed the policy and provided the following information:

The restriction is currently for 1 hour limited waiting, Mon to Sat 8am to 6pm and some respondents were in favour of establishing a “residents’ parking scheme”.

Although each individual property in this area would meet the general criteria – this does also present a major problem. There are approximately only 18 parking spaces available in the 3 bays (1 long one on the north side and 2 short bays on the south side) however looking at properties in this area, there would probably be far greater demand than supply. In the immediate vicinity of the bays alone there are 58 private properties plus nearby residential streets also have very limited parking (with little or no off-street provision).

Even if permits were limited to 1 per property (a significant proportion of households have 2 or more vehicles these days) and no visitor permits were issued – the 18 bays would be oversubscribed. There are also 2 large churches, 1 day centre and 1 youth club, 3 shops, although these centres have limited private parking I would be very surprised if it would always be sufficient and feel sure they would object to the removal of this parking provision.

This is just within the immediate area – some people may use the 1 hour parking when visiting the Town Hall, Police Station or Tourist info office or any of the many shops between here and the Kings Rd West junction.

The “Policy” asks – “Can demand be met with available spaces?” – having liaised with the Service Manager for Parking Services (responsible for implementation and enforcement of “resident permit schemes” – we believe this is clearly not the case and this request cannot be considered.

Appendix 1 shows the responses received in regard to the original proposal, the change to the parking regulations, as follows: *To remove the parking restrictions during the winter months and increase the parking time limit from one hour to two hours during the summer months (15th May to 30th September).*

Decision required:

To consider making a referral to Dorset Council to consider a change to the current parking regulations in the High Street, Swanage, as follows: To remove the parking restrictions during the winter months and increase the parking time limit from one hour to two hours during the summer months (15th May to 30th September).

Emma Evans
Democratic Services Officer

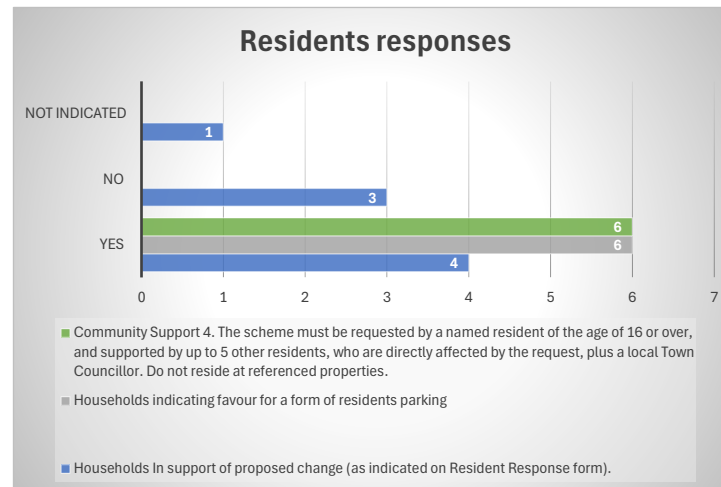
June 2024

Proposal for the changes to the parking restrictions in High Street (between the Methodist Church and the United Reform Church).

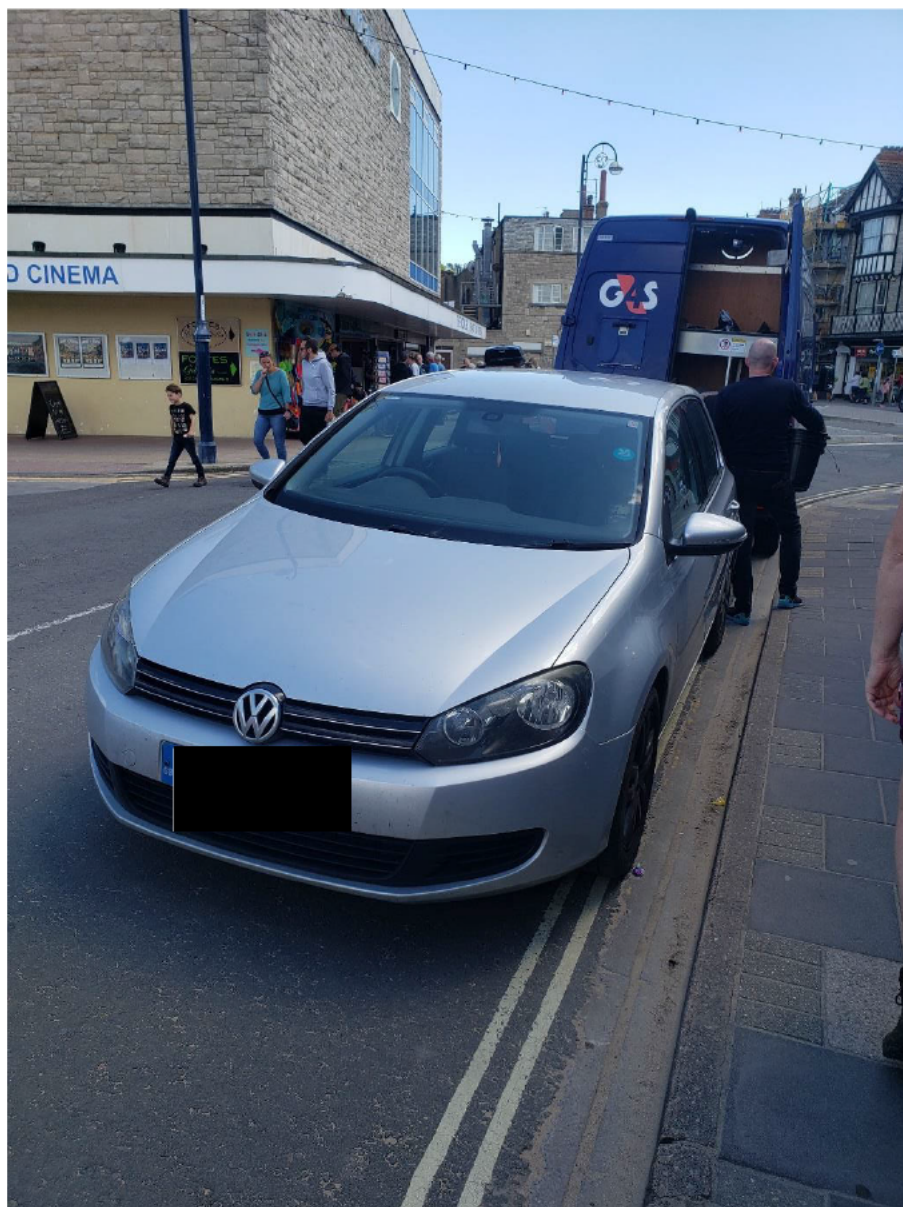
Original Proposal - To consider the removal of these parking restrictions for the winter months and increase the parking time limit from one hour to two hours during the summer months. (15th May-30th Sept).

Update - The original request submitted was for the parking restrictions to be altered. We are in receipt of responses (please see below data), some of which agree with the original proposal. However, some residents of the section of road in question are in favour of an alternative solution, a form of parking permit for residents. **DC have confirmed that a permit scheme is not viable.**

	Yes	No	Not indicated
Households In support of proposed change (as indicated on Resident Response form).	4	3	1
Households indicating favour for a form of residents parking	6		
Community Support 4. The scheme must be requested by a named resident of the age of 16 or over, and supported by up to 5 other residents, who are directly affected by the request, plus a local Town Councillor.	6		
Do not reside at referenced properties.			
Town Councillor in support	1		



Shore Road



Mowlem Turning Circle – Regulation of parking

As part of the revision of the Town Council’s Off-Street Parking Places Order, over recent months consideration has been given to measures that could be taken to better regulate parking in the Mowlem Turning Circle. At the time of the previous parking order review in 2007 it was agreed that the Mowlem Theatre would manage parking in this area on behalf of the Town Council, but arrangements have never been confirmed officially.

In December 2023 officers from Swanage and Dorset Councils, the Chairman of the Community Services Committee and representatives from the Mowlem Theatre met at the turning circle to discuss the issue of ongoing inconsiderate parking in this location and the risk that this presents to pedestrians. This is particularly apparent in the summer season when there is a high footfall. In addition, there have been several incidences where the dropped kerbs on the adjacent pavement have not been accessible due to parked vehicles.

As a result of this meeting it was agreed that additional road markings would be installed clearly designating a pedestrian route across the area. This work has been completed. It was further proposed that access to the area would be regulated by the installation of a removable bollard that was locked with access being provided to authorised users only and managed by the Mowlem. A limited number of permits would be issued to the Mowlem for them to distribute and any vehicles parking in this location without displaying a valid permit would be subject to an Excess Charge Notice.

Following discussions with the Mowlem in early May 2024 they have set out in writing the proposed criteria for managing the permits. Given the size of the location it is proposed that a maximum of 6 vehicles (size of an average car) could be accommodated in the space at any given time.

The criteria proposed by the Mowlem is set out below.

Further to our meeting on the 22nd May, I would like to confirm the position of the Mowlem in relation to the six parking spaces to the North of the building.

Managing these spaces has been a problem over the years both logistically and from the perspective of Health and Safety. So we very much support the Councils concern and Health Safety policy in trying to resolve these problems.

Clearly, we welcome the decision to give the rights and control of these spaces to the Mowlem and would justify this in terms of the Mowlem being a charitable venue for the public, both in the theatre and the community room, as opposed to the commercial spaces on the ground floor. Like the other shops, cafes and commercial venues along Station Road and Institute Road the leases for the commercial spaces beneath the Mowlem have no provision for parking within them.

In its day-to-day activity the Mowlem needs to have access to these spaces for a number of purely logistic reasons. We need to use the space to enable our users, theatres, flower arrangers, artists to effect their get ins and outs. We also need to have access for trades people and contractors working in the Mowlem as well as access for people who are

vulnerable, elderly or disabled. When the spaces are not occupied in this way, we would be grateful for those staff who live outside Swanage to be able to park. None of the Trustees have access to or use these spaces, they would just be used as described above.

We hope that this clarification is helpful and would be happy to assist further should that be necessary.

Yours sincerely

Finance, Operations and Building sub-committee Chair
Mowlem Institute

Should this approach be recommended for approval by the advisory committee the proposed revisions to parking in this location would be discussed with stakeholders prior to final agreement. If implemented appropriate signage would also be installed.

Decision required

To consider recommending approval of the installation of a removable locked bollard to regulate parking in the Mowlem turning circle by the agreed use of permits in accordance with the criteria proposed by the Mowlem Institute.

Gail Percival, Assets & Compliance Manager
June 2024

To consider the cost of installation of an additional SID post, Valley Road, Swanage, near newly installed 30 mph signs and junction with High Street, Langton Matravers.

At the Traffic Management Advisory Committee meeting held on 21st February 2024 it was noted that at the next meeting of the Southeast Purbeck Parishes the installation of an additional Speed Indicator (SID) post on the approach to Swanage, sited within the parish boundary of Langton Matravers Parish Council (LMPC), would be included on the agenda for discussion.

At that meeting LMPC and Swanage Town Council (STC) agreed to work co-operatively and approach Dorset Council to determine the suitability of this location for a SID. It was agreed that the SID, currently used by STC at two locations in the town, could be utilised at this location and included in STC's rotation of the device.

Dorset Council's Road Safety team have since confirmed that this location is suitable for a SID, following the speed survey on this section of road.

A quotation has been provided by Dorset Council to install the post at a total cost £530.00 (excluding VAT), and the Town Clerk at LMPC has confirmed the parish council would share the cost of post installation equally with STC at a cost of £265.00 each (excluding VAT).

Decision required:

To consider the cost of the installation of an additional SID post, Valley Road, Swanage, near the newly installed 30 mph signs and junction with High Street, Langton Matravers at a cost to the Town Council of £265.00 (excluding VAT).



Emma Evans
Democratic Services Officer

June 2024