



suggestion was also made that Shore Road could be used as a promenade only with no parking, and a 20 mph speed limit introduced.

1) **Apologies**

Apologies for their inability to attend the Meeting were received from Councillors Mrs Lejeune and Poultney, Ms K Black (Durlston Country Park) and Mr P Sykes (Swanage Railway).

2) **Declarations Of Interest**

Members were invited to declare their interest under the Code of Conduct as defined by regulations made under section 30 (3) of the Localism Act 2011.

There were no declarations to record on this occasion.

3) **Matters arising from Minutes of the Meeting of the Transport Committee held on 21<sup>st</sup> January 2015**

There were no matters arising.

4) **Dorset County Council Highway Matters**

a) **Strategic issues – traffic flow and Swanage Local Plan**

- i) **Church Hill – possible reversal of traffic flow**
- ii) **Institute Road – concerns over pedestrian safety**
- iii) **Shore Road – potential enhancements and related matters**

An update and presentation was given by officers of Dorset County Council (DCC) Highways Department. The Highways Team were looking at transport improvements including Shore Road and town centre enhancements.

Following the recent traffic incident in Institute Road, concerns were raised which included the fact that there was only a single access road to the south of Swanage. Possible solutions discussed included consideration of a second route to the south of the town, reversing the traffic flow in Church Hill or Kings Road East, a reduction in the length of the loading bay in Institute Road, its relocation, or restriction in loading times, or full pedestrianisation of Institute Road. It was noted that DCC Representatives confirmed that they would be willing to consider the implications of options for Church Hill, Kings Road East and Institute Road, including a possible experimental Traffic Regulation Order to reverse the flow of traffic in Church Hill, on a trial basis of six to twelve months, to gauge public opinion.

During the debate the Chairman invoked Standing Order No.1 p. so as to allow a member of the public to address the Meeting.

It was therefore proposed by Councillor Whitwam, seconded by Councillor Morris and RESOLVED UNANIMOUSLY:

That the Town Council establish a new Traffic Flow Working Party to review and discuss options to improve traffic flow in Swanage, and to liaise with DCC regarding the proposals to be put forward for public consultation later in 2015.

It was agreed that Councillors Poultney, Bonfield, Whitwam, Trite, Morris and Mrs Finch, together with PC K Hickman, be appointed to the new Working Party.

Consideration was also given to changes to traffic flow and road layout along Shore Road, including:

- Removal of two-way flow (north side), making it one-way southbound from Seaward Road to the junction with Victoria Avenue
- Widen existing footway (east side), creating an enlarged high quality promenade

It was proposed by Councillor Bonfield, seconded by Councillor Morris and **RESOLVED UNANIMOUSLY:**

**TO RECOMMEND:**

**That the Town Council supports the introduction of the above changes to traffic flow and road layout along Shore Road, under an experimental Traffic Regulation Order in the first instance if deemed necessary.**

During the debate the importance of addressing the issue of whether or not to permanently close the southern section of Shore Road (Clock Tower to Mowlem) was also raised, with a range of views being expressed.

Mr A Bradley, Ms K Tunks and Mr K Humphreys left the meeting at 3.40 p.m.

**b) Updates from previous meetings**

**i) St Mark's School – '20 mph while lights are flashing' advisory speed limit**

As highlighted in Public Participation Time, Dorset County Council (DCC) Highways Department had advised St Mark's School that it would not be installing the advisory speed limit signs at the school entrances. A copy of DCC's email had been circulated with the agenda paperwork and a discussion ensued regarding the high concentration of children at the entrances to the two schools, twice daily, and the fact that as it was the main highway into the town, with frequent speeding vehicles, this made the danger particularly acute and needed to be mitigated.

It was reported that Poole Borough Council had installed advisory speed limits, road markings and average speed cameras in the roads surrounding schools in Poole. The Dorset Police representative confirmed that Dorset Police were in favour of the signs and that the school children had been involved in undertaking speed surveys recently. There had also been Dorset Police presence at the school to review the situation.

The general consensus of the Committee was that agreement had previously been given for this work to go ahead. It was further felt that consideration should again be given to reducing the speed limit from 40 mph to 30 mph, on the approach to Coombe Farm at the bottom of Langton Matravers to the school, and it was therefore proposed by Councillor Bonfield, seconded by Councillor Trite and **RESOLVED UNANIMOUSLY:**

That the Town Council write a letter to DCC to reiterate its concerns, fully supporting the installation of the flashing advisory signs, and requesting that consideration was again given to reducing the speed limit from 40 mph to 30 mph on the approach to the school in the interests of public safety .

It was further AGREED:

That the County Councillor be requested to raise this matter with Dorset County Council and the Leader of the Council and report back to a future meeting.

**ii) Gilbert Road Service Road – junction with Rempstone Road improvement**

It was reported that the improvement works had still not been completed. DCC had previously confirmed that the works would be carried out during the financial year 2014/15. A letter and copy correspondence had been received from local residents and a request made for the Town Council to chase DCC for a timescale for these works. It was therefore AGREED:

That the County Councillor be requested to follow this matter up with DCC and that copies of the correspondence be presented to relevant officers accordingly.

Further to Minute No. 4 b) of the Transport Committee Meeting held on 21<sup>st</sup> May 2014, it was further reported that the dropped kerb in Rempstone Road, which had been confusing and of no use, had still not been removed by DCC. This action would also be chased.

**c) Review of On-street Parking Restrictions**

**i) Kings Road West, junctions with Linden Road and Princess Road**

It was reported that vehicles regularly parked on the corners of the junctions making it difficult for motorists to manoeuvre into Kings Road West, pushing them into the middle of the road. Concerns were also raised regarding the safety of cyclists and pedestrians. A request had been made for consideration of double yellow lines around the corners of Linden and Princess Roads, which would be comparable to other roads in the vicinity. DCC Highways had confirmed that they could implement this request as part of its on-street parking restrictions review for Swanage.

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

That the Town Council write a letter to DCC Highways fully supporting the introduction of double yellow lines on the corners of Linden and Princess Roads at the junctions with Kings Road West.

**d) Dropped Kerbs**

**i) Station Road, junctions with Commercial Road and Mermond Place – consideration of request received for support for improved dropped kerbs**

Consideration was given to an email received from a local resident, and wheelchair user, raising concerns about the existing dropped kerbs. It was felt that the surface was uneven and that they were difficult to manoeuvre. A brief discussion ensued and comments were made that it could be the camber of the road at these locations and not the dropped kerbs themselves. It was therefore AGREED:

That Councillor Bonfield will undertake a site visit with the local resident to review the dropped kerbs and that if it was concluded that improvement would be worthwhile, that the Town Clerk have delegated authority to write to DCC accordingly.

5) **Traffic management in vicinity of Swanage Station – parking and traffic flow**

Further to Minute No. 7 b) of the Transport Committee Meeting held on 22<sup>nd</sup> October 2014 it was reported that, to mitigate previously highlighted traffic management issues, a Risk Assessment of Traffic & Transport had been undertaken. Brief details were provided of road traffic accidents which had occurred in the Station/Co-op Car Park area over the past two years, and concerns were again raised regarding pedestrian safety in this area.

A copy of the completed Risk Assessment, which had been undertaken in December 2014, had been circulated with the agenda paperwork.

A discussion ensued and further concerns were raised, these included the increased level of traffic flow, position of the station bus shelters, bus passenger queues forcing pedestrians out into the road, and a high number of pedestrians not using the two main crossing points. Possible solutions were discussed, these included the installation of railings, new dropped kerbs, a new crossing point or a change in the flow of traffic. The general consensus was that although a possible redevelopment of the entire site may be considered in the future, the identified risks should be addressed now. It was therefore proposed by Councillor Bonfield, seconded by Councillor Whitwam and RESOLVED UNANIMOUSLY:

That the new Traffic Flow Working Party consider these issues as part of its review of Town Centre traffic management, liaising with DCC Highways accordingly, and making recommendations to the full Council.

6) **Car Parks – consideration of whether to explore the introduction of electric vehicle charging points into Town Council car parks**

It was reported that comments had been received regarding the fact that there were no electric vehicle charging points in the Purbeck area. It was further reported that a new network of rapid charging points would be installed in Poole, Bournemouth and Dorset by the ChargerNet Partnership over the coming months, benefiting electric car drivers who lived, worked or were visiting these areas. There would be a small fee of £4.00 for using the chargers. Details of the scheme, including location of charging points, had been circulated with the agenda paperwork for information.

A discussion ensued and the general consensus was that the use of electric vehicles would increase in the future. It was therefore proposed by Councillor Bonfield, seconded by Councillor Morris and RESOLVED UNANIMOUSLY:

That the Town Council fully support investigation of the possible introduction of electric vehicle charging points, to be considered further once detailed information including costings had been obtained.

7) **Public Transport Matters**

a) **X43 Bus Service – 2015 timetable**

It was reported that the X43 bus service, run by Damory, would be running

from Swanage again for the 2015 summer season and would include Lulworth. A copy of the new timetable had been circulated with the agenda paperwork for information purposes.

**b) First Wessex – consideration of whether to support proposal for additional bus service between Swanage and Weymouth**

An overview was given of a letter and email received from First Wessex which set out proposals for an additional bus service between Swanage and Weymouth, providing three journeys per day with one bus, from the May school holidays until the end of September each year. The proposed service would not include Lulworth but would serve the Tank Museum and Monkey World instead. The service would be run commercially without financial support during the summer school holiday period, however, First Wessex were looking for pump prime funding to provide the journeys during the off peak seasons.

A discussion ensued during which it was noted that the Principal Transport Planner, DCC Highways, had agreed to take the information away and investigate the proposal on behalf of the Town Council. The outcome of this investigation would be reported back at a future meeting.

**8) Items of Information and Matters for Forthcoming Agendas**

**a) Taxi rank, Swanage Station – meeting to be arranged with**

**representatives from Swanage Associated Taxis and independent taxi operators** – it was agreed that the Chairman and Town Clerk would meet with taxi operators to discuss the Risk Assessment of Traffic & Transport, and issues raised therein, which would also give the taxi operators the opportunity to raise any concerns they had regarding operation of the taxi rank.

**b) Bournemouth-Swanage Motor Road Ferry Company – Toll Review**

**Application** – a copy of the Final Decision Letter from the Secretary of State for Transport had been circulated with the agenda paperwork. It was reported that although the Town Council had attended the Public Local Inquiry, and had objected to the proposed increases, they had not been informed of the outcome of the decision when it had been released. It was reported that the fare increases had already been effected.

**9) Date of next meeting**

It was noted that the date of the next meeting had been scheduled for Wednesday 14<sup>th</sup> October 2015 at 2.15 p.m.

The meeting closed at 4.25 p.m.

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