

Northbrook Road/Washpond Lane/St Mary's RC Primary School – update on request for improved traffic management

Notes from a meeting between representatives of Swanage Town Council and St Mary's RC Primary School on Thursday 4th November 2021 @ 3.30pm

Present: Councillor Harris (Town Mayor)
Councillor Suttle (Swanage Town Council, and Dorset Council)
Councillor Whitwam (Chair of Roads and Transport Committee)
Mr A Frame (Headteacher)
Miss N Clark (Administration & Communications Manager, Swanage Town Council)
Mrs E Evans (Management Support Officer, Swanage Town Council)

It was reported that the meeting was being held primarily to discuss safety concerns raised by members of the public regarding pedestrian/vehicle interaction around St Mary's Primary School, in particular in Washpond Lane. Details of requests made for improved traffic management were also discussed.

The minutes and relevant supporting papers from previous Council and Roads and Transport Committee meetings were shared with the group and a brief overview of the situation was provided.

It was acknowledged that, although using Washpond Lane as a walked route to school could pose safety concerns, mitigation of this had been established in the provision of an alternative route from North Beach car park, through Days Park to Northbrook Road. The Washpond Lane to Ulwell Road Cycleway Pre-feasibility report, prepared by Dorset Highways dated March 2019, was referred to during the discussion, and the additional time to reach the school from a point at the centre of the north Swanage estate was reported as four minutes.

Attendees felt that the walked route to school from the south side of Northbrook Road posed no safety concerns, and was the preferred route. However, it was noted that regular instances of inconsiderate/illegal parking on the double yellow lines on the north side of the entrance to the school, leading towards the build-out/mini roundabout, and on the Barratts housing estate opposite the school, were still causing some issues. Further to discussion, a query was raised regarding the possibility of extending the white Zig-Zag lines outside the school gates, to the north, to help mitigate these issues in future.

It was noted that Washpond Lane had not been used as a walked route for swimming lessons at the Ulwell Caravan Park by the school in over 18 months, and that an alternative route via the SANGS opposite the school may be an option in the future when/if lessons resumed there.

During the discussion an alternative footpath route was suggested, through to the north corner of the field behind the school into the proposed Barratts housing development, to the east of Northbrook Road. Further discussion would need to be held with Barratt Homes regarding this matter.

In addition it was noted that a proposal had been put forward for a new pond/wildlife area in the field, which could potentially also be considered as part of the new footpath suggestion.

A brief discussion was held regarding the Barratts development site adjacent to the school and the potential impact the commencement of works on the land may have on the school. A discussion was held regarding the requirements surrounding a Construction Management Plan, which would need to be produced and approved by the Local Planning Authority prior to construction of the properties. The Headteacher advised that he had spoken to Barratt representatives on site regarding current works being undertaken.

The following action points were agreed:

- Contact Dorset Highways to investigate whether it would be possible to extend the Zig-Zag lines outside of the school, on the northern section of Northbrook Road.
- Councillors to engage with Barratt Homes to discuss the possibility of installing a new footpath from the proposed new housing development east of Northbrook Road, across to the north corner of the field behind the development.
- Proposals for a new pond/wildlife area to be considered in conjunction with the new footpath proposal.
- The current number of primary and pre-school children living in the north Swanage area who attend St Mary's Primary School to be established.

For further information - actions as agreed at the Council Meeting held on 26th July 2021:

EXTRACT FROM: Minutes of the Council Meeting held on 26th July 2021

32. **TO CONSIDER REQUESTS FOR IMPROVED TRAFFIC MANAGEMENT IN NORTHBROOK ROAD/WASHPOND LANE, FURTHER TO DISCUSSION AT INFORMAL MEETING OF THE ROADS AND TRANSPORT COMMITTEE HELD ON 23rd JUNE 2021**

Further to Minute No. 4 of the informal Meeting of the Roads and Transport Committee, and concerns raised during Public Participation Time at that meeting regarding the safety of pedestrians using Washpond Lane, consideration was given to requests for improved traffic management in Northbrook Road/Washpond Lane, which included the following:-

Short term

- A new speed survey to be conducted during the summer months.
- Request for Dorset Council to ensure that the hedgerows/verges in Washpond Lane were kept cut back and well maintained to improve visibility for motorists and pedestrians alike.
- To ascertain whether Dorset Council could position temporary yellow road signs at each end of Washpond Lane periodically to increase driver awareness of pedestrians using the lane.

Longer term

- A reduction in the speed limit in Washpond Lane from 60mph to 30mph.

- Engagement with Barrett Homes regarding the possibility of a footpath through the new housing development, to be constructed on the former Grammar School site, into Day's Park.
- To provide Barratt Homes with a copy of the Northbrook Road to Ulwell Road Link Cycleway Pre-feasibility Report which had been undertaken in March 2019.

During the ensuing discussion Members were sympathetic to the concerns raised by residents, but felt that a speed survey would be required before a decision could be made regarding the requests for improvements.

Reference was made to the previous survey which had been undertaken in Washpond Lane in March 2019, following which Dorset Council had informed the Town Council that it could not support a reduction in the speed limit from 60mph to 30mph as the majority of vehicles using the lane were already driving under 30mph, and that there was an alternative, safer pedestrian route from Ulwell Road to Northbrook Road. Members were therefore in agreement that it would be prudent to conduct the speed survey during September/school term time to provide a truer indication of road use. The results of the survey would be brought back to a future Council Meeting for further consideration. The cost of the survey would be £250 + VAT.

Emma Evans
Management Support Officer
November 2021

St Aldhelm's Court rear service road – consideration of request for improved traffic management

Email received from St Aldhelm's Court Residents' Association on 2nd November 2021:

Dear Councillor Whitwam,

Once again, I wish to thank you and your fellow members of the Council group who came to meet us at St Aldhelm's Court on 11 October 2021. It was good to be able to express our concerns to you and to receive the helpful comments from the members of the group. At the meeting we were made aware that a meeting of the Transport Committee is scheduled for November, and we wish to request that the matter of the passage of traffic through the car park area at St Aldhelm's Court be considered.

Our initial concern was that there have been documented incidents of car and motorbike drivers travelling through this area at dangerous speeds. These drivers appear to have no recognition that the residents are mainly of older age, and some are quite limited in their mobility. A number of suggestions to deal with this danger were made at the meeting and the members of the Council suggested that the best course of action would be to employ a traffic surveyor to assess this situation and to bring forward solutions to mitigate the danger. We wish to ask the committee to consider this.

We believe that the surveyor should consider such matters as signage, traffic calming and speed reduction measures. They might wish to consider the possibility of introducing a one-way traffic system from Walrond Road towards Gannetts Park. It was also pointed out that the use of the two parking spaces on either side of our access from Walrond Road can make exit in that direction problematic. Our concern about the parking in that area has been accentuated by an incident which occurred on Thursday 21 October. A refuse collection vehicle had difficulty turning into our access from Walrond Road as a result of vehicles being parked on those corners and considerable damage was done to the wall of a neighbouring property by the lorry. We understand that the arrangement of parking spaces is a matter for Dorset Council, and we ask that consideration should be given by the Committee to referring this matter to them.

It was also suggested that the Council should write to the residents of Gannetts Park asking them to exercise extreme caution if they drive through St Aldhelm's Court.

Our other concern was the amount of debris deposited in our car park area by lorries servicing the building work which they could only access by use of the back lane between Gannetts Park and Walrond Road. We were told that these lanes were the Council's responsibility, and the suggestion was made that a letter to residents in these roads might ask that they should point out to the contractors doing the work that they had a responsibility in this matter. A related matter on which we are greatly concerned is the forthcoming development at 23 De Moulham Road, which has the potential to increase the use of the route through St Aldhelm's Court by contractors on that site.

We offer these matters for consideration by the Transport Committee.

Yours sincerely

Chairman of the Residents' Association

Priests Road, junction with High Street – consideration of request for a review of signage

Request for examination of road signs at junction of Priests Road and High Street.

I live at 165 High Street, Swanage and have vehicular access to the road from my drive, as well as a view of the High Street from my lounge. It is a one way street from the Arkwrights store up to the junction with Court Hill. However it is not unusual to see cars, motorbikes and cycles going the wrong way down to Swanage past my drive.

This is extremely dangerous as walkers and cars are not expecting traffic coming the wrong way as their attention is focused on looking out for the traffic in this busy narrow road coming up and out of Swanage.

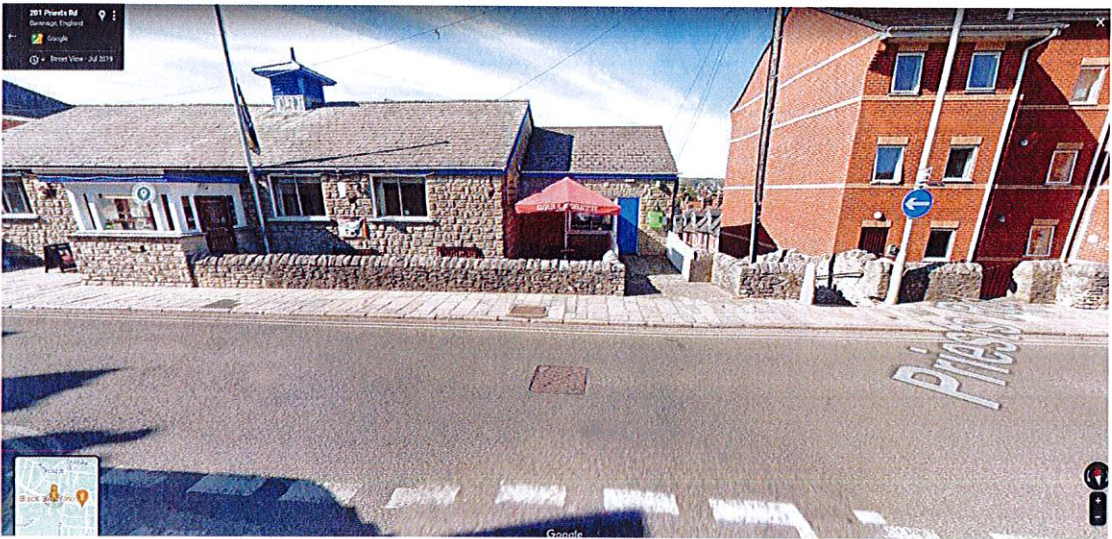
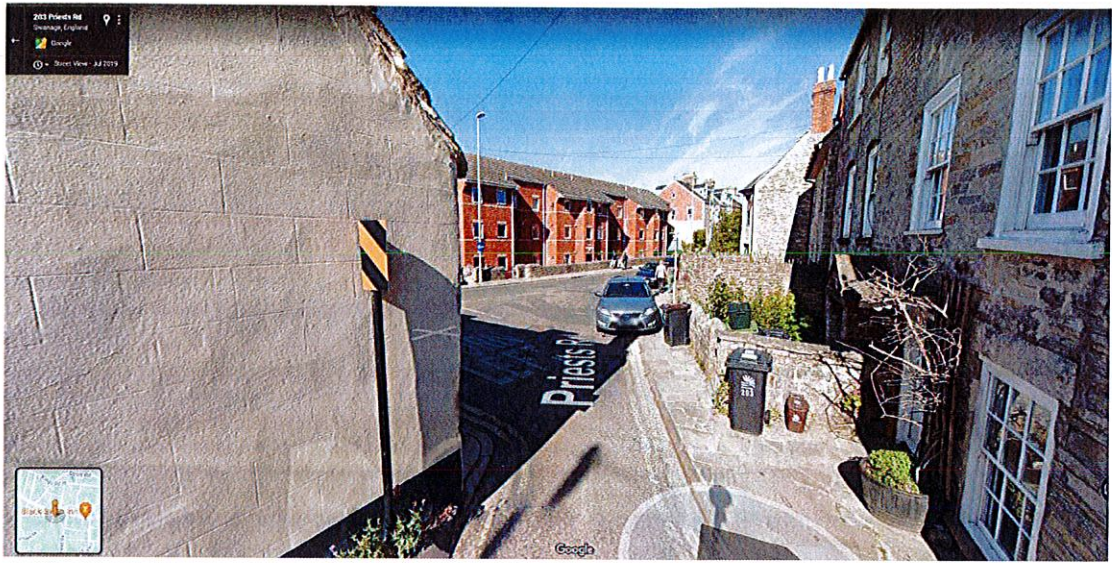
The main cause of the problem is, I believe, traffic coming down Priests Road to the narrow pinch point at the junction with High Street facing down into town missing the existing signage and proceeding the wrong way. Many only realising they are driving in the wrong direction as they near the Black Swan and can see the road opening up at the Arkwrights store accelerating to get out of the problem – and I have so nearly hit them as I inch out of my drive looking right (where the traffic should be coming from).

There are three signs at the Priests Road/High Street junction. Firstly, there is a keep left sign in Priests Road 40 yards back but visually easily lost by the line of parked cars and vans that are permanently there. Secondly, there is a painted sign on the road where it meets High Street opposite the British Legion. This is well to the left of the road and easily missed if the driver is unaware of the road and assumes he can go right. It is also faded from wear. Thirdly, there is a small sign on the pavement on the opposite side of the High Street, but this is such a unique junction drivers have much to take in and can – and do – miss this sign as well.

I am not sure what signage is required but if one looks at the recently refurbished junction in north Swanage to direct the traffic around the one way system of All Saints Church, the difference is significant – despite in my opinion the possible confusion factor being much less. Here, there are blue arrow signs, a one way post, and four red no entry signs.

Cllr J Bishop

28 October 2021



Queens Road and Mount Scar – consideration of request for new parking restrictions adjacent to Swanage Primary School

Sent: 09 November 2021 12:31

Subject: FAO: Roads and Transport committee

Good morning Emma

I have spoken with Cllr Mike Whitwam yesterday and would like to propose an agenda item for the upcoming Road and Transport committee meeting later this month.

We are proposing that double yellow lines are installed on the narrow, upper part of Mount Scar to enable safer and improved access to both the school and to the properties in the area. In a separate issue, we would also like a sign to accompany the zig zags at the bottom of Mount Scar as well.

I have attached some photos of the area affected by the double yellow lines for the members to view. Thank you.

Have a good day.

Martin Godfrey
Headteacher
Mon - Fri
Swanage Primary school
BH19 2EY

Good afternoon Michael

I have spoken with some of the local residents again this morning and they would appear to favour a single yellow line approach with restrictions in place only during the school day (e.g. 8:30am - 4:30pm).

As for the sign, we currently have zig zags at the bottom of Mount Scar but my understanding is that on their own they are only to be used as a 'guide' and there is no legal status to them. With an added sign, I understand that enforcements could then be handed out by Traffic Wardens, if required.

I hope this all makes sense. Thank you for your support with this matter.

Take care.

Martin Godfrey
Headteacher
Mon – Fri
Swanage Primary School
BH19 2EY



Transport Committee Meeting 24th November 2021
Car Parking Report

General Overview

Income from car parking is the largest source of revenue for Swanage Town Council, consistently annually accounting for between 43-44 per cent of the Council’s income derived from its operational activities. As shown in Chart 1 the percentage allocation of the total of the council’s income from its operating activities has remained consistent at this level despite Covid-19 for the 2020/21 financial year.

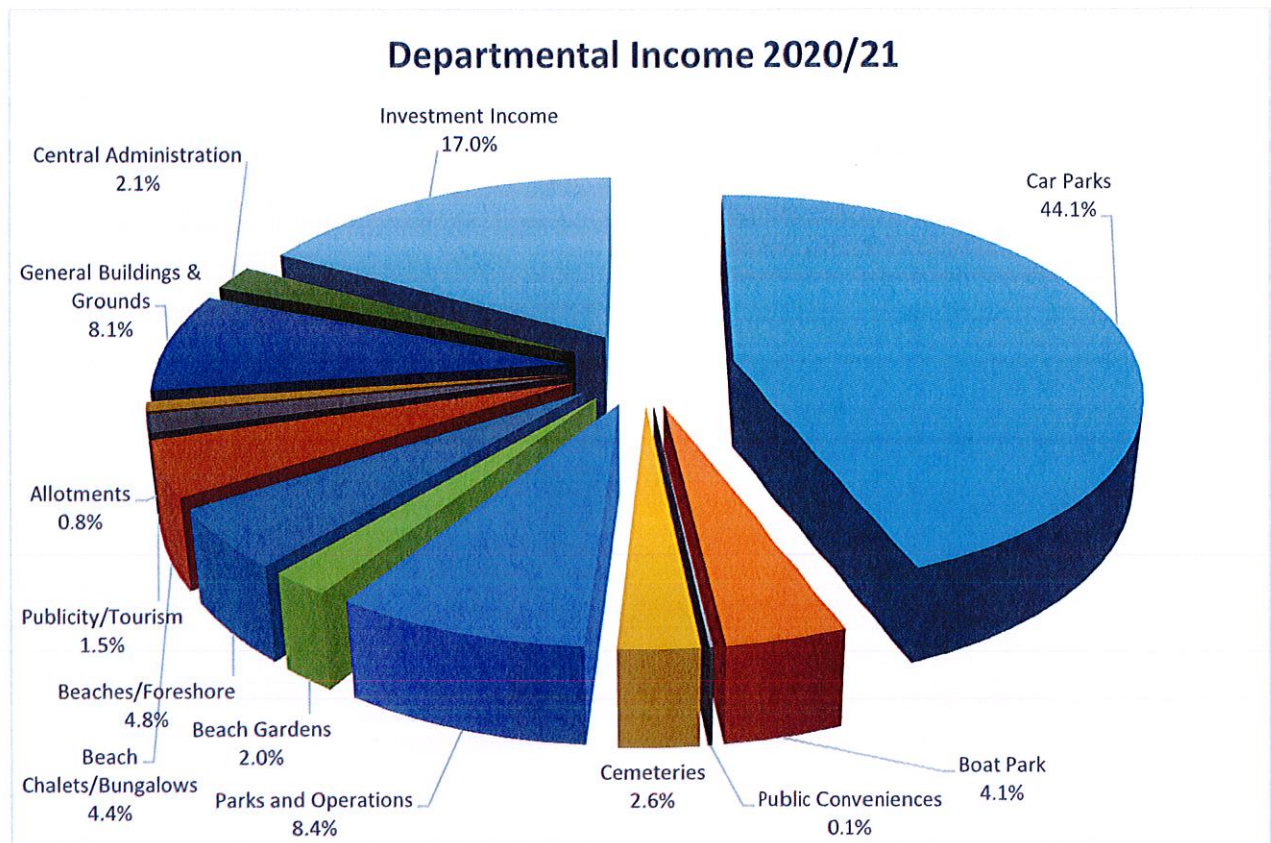


Chart1: Operational Income by Department 2020/21

The Council’s main objective in managing its car parks is to find the correct balance between keeping the charges at a level that will not deter visitors from coming to the town and to support the services that are used by those visitors. Car parks are also an important traffic management tool. Parking charges should not be seen as an alternative to raising the precept as a means of raising revenue.

The annual car park report generally includes comparisons with previous years’ data, so as to assess how well they have performed in terms of usage and revenue. However, due to the continuing pandemic it should be noted that although comparative data has been provided, it is not necessarily helpful in determining performance or making decisions on a revised charging strategy.

It would be remiss not mention the loss of the Council’s Enforcement Officer, Clive Dragon, in August of this year while on duty. He was a great asset to the Town Council and contributed greatly to the effective running of the car parks, often in difficult circumstances, going above and beyond his normal duties. He will be greatly missed by all who worked with him.

2021 Summer Season

Once again, it has been quite an extraordinary year for the Council, and its largest revenue generating operation, car parking. The 2020 season was a contrasting one with regards to April to June being affected adversely by the lockdown, and July to October benefiting from the ‘bounce back’. The 2021/22 financial year started tentatively, with step 1 of lockdown restrictions having been eased in March 2021, with the further easing of restrictions, step 2, in April 2021. Step 3 occurred in May 2021 and step 4 in June 2021. The complete easing of all restrictions saw a quite remarkable number of visitors, certainly in comparison with recent years.

In terms of performance, Table 1 below, details the car parking income against budget by month for each car park.

Table 1: April – October 2021 Budget v Actual (rounded) Net Revenue by car park

	Broad Road		Main Beach & King Georges		North Beach		Mermond		Residents		Total		
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Variance
	£	£	£	£	£	£	£	£	£	£	£	£	
April	18,000	15,190	20,400	13,785	500	415	7,000	5,895	1,250	1,135	47,150	36,420	(10,730)
May	23,000	22,900	25,500	25,320	1,000	2,110	8,500	9,715	1,250	1,280	59,250	61,325	2,075
June	26,000	35,615	25,200	43,870	2,000	4,630	9,000	12,620	1,500	1,345	63,700	98,080	34,380
Q1 Total	67,000	73,705	71,100	82,975	3,500	7,155	24,500	28,230	4,000	3,760	170,100	195,825	25,725
July	36,000	48,280	40,600	62,255	4,000	7,055	12,000	15,325	1,750	1,525	94,350	134,440	40,090
August	47,000	58,375	58,000	86,955	8,000	11,625	16,000	18,110	1,750	1,990	130,750	177,055	46,305
September	21,500	32,905	25,300	39,365	950	3,390	8,500	11,840	1,250	1,460	57,500	88,960	31,460
Q2 Total	104,500	139,560	123,900	188,575	12,950	22,070	36,500	45,275	4,750	4,975	282,600	400,455	117,855
October	10,000	18,635	11,000	18,165	300	890	6,000	7,765	1,250	1,455	28,550	46,910	18,360
Summer Total	181,500	231,900	206,000	289,715	16,750	30,115	67,000	81,270	10,000	10,190	481,250	643,190	161,940

With the exception of April, actual income received has been higher than that budgeted. When setting the budget for the current financial year an adjusted 4-year average for income up to 2019/20 was used, with a slight adjustment for the short-stay car parks due to the lower usage figures seen in recent years. In total, income was in excess of budget by £161k at the end of October 2021.

The long stay car parks, due to the higher tariffs, have seen the greater variances against budget, particularly Main Beach car park, with the overflow car park being available at this site. North

Beach car park, a good indicator of the season, again saw record levels of income for the summer period. Mermond has returned to the higher levels of income that would have been expected in this car park 5+ years ago. The Residents' car park continues to generate a stable source of income.

As shown in Chart 2 below, the long stay, visitor car parks accounted for 86% of the Council's car parking revenue, with Broad Road, Main Beach and North Beach contributing 45%, 36% and 5% respectively.

The Council's shopper's car parks, Mermond and Residents accounted for 13% and 1% of revenue respectively. Even with the disruptions caused by lockdowns and restrictions, this distribution is consistent over the same period for previous years with only a distribution shift between Broad Road and Main Beach being seen. However, as stated earlier, this may be due to the greater capacity available at Main Beach due to overflow facilities.

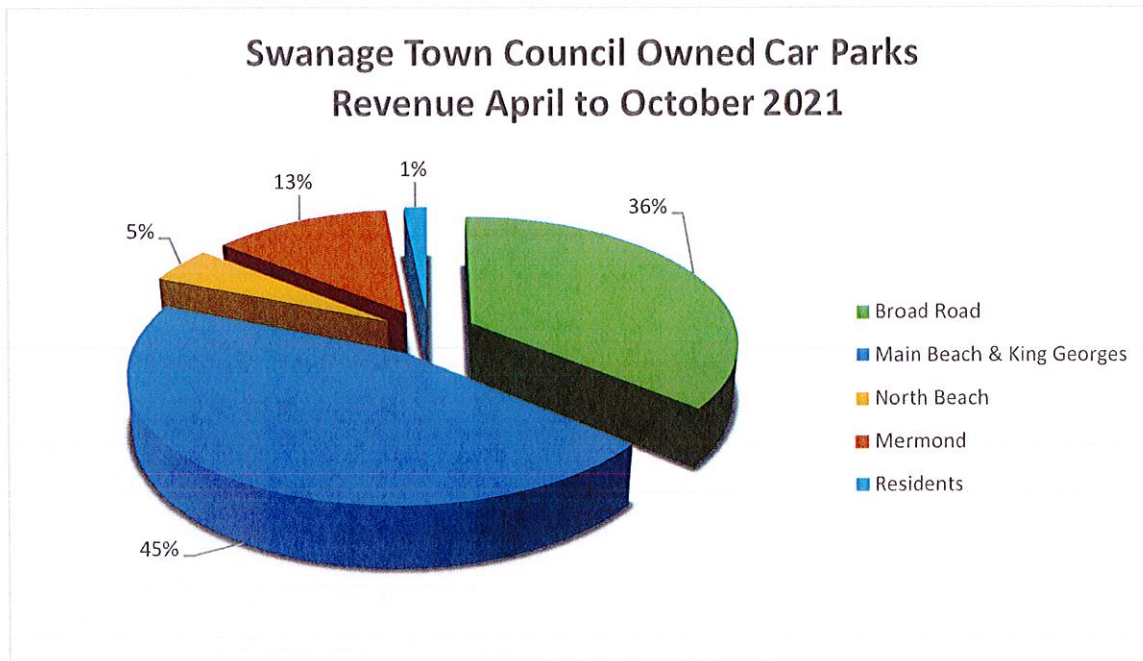


Chart 2: Car Parking Net Income Summer Season 2021

The Central/Co-operative car park is not shown in Table 1 and Chart 2 as this car park is only managed by the Town Council, by way of a management agreement, for which the Council receives a management fee.

Revenue generated from this car park is paid over to the Co-operative less the management fee, which generally contributes c.£20k to the Council's revenue account. It should also be noted that the Council sets the tariffs for this car park as part of the management agreement. The Council may review this agreement in the forthcoming months due to operational difficulties realised in managing the car park, with a disproportionate amount of time spent managing this car park often to the detriment of its own car parks during busy periods.

The Co-operative usage statistics have been included in the usage figures for the charts in the remainder of this report, as this undoubtedly has an effect upon the Council’s car parks and can be used for comparative purposes.

For information, a summary of the number of tickets purchased & revenue generated over the last two years has been provided in **Appendix A**, with this information broken down by tariffs in **Appendix B**.

Car Park Usage

In reviewing the visitor numbers to the Council’s car parks, Chart 3 below shows these by month for the seven months April to October. Figures from 2016 to 2021 have been used to show the movement outside of the pandemic period.

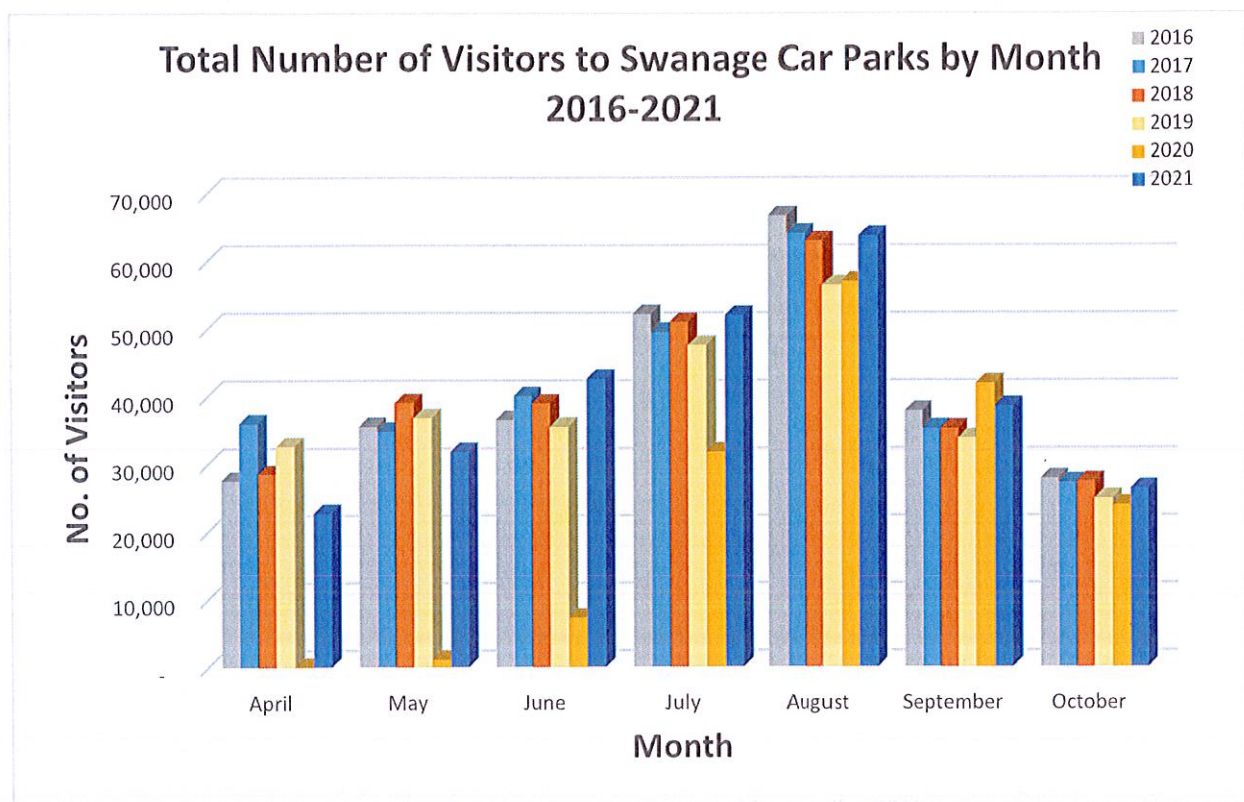


Chart 3: Total number of visitors April to October

It can be seen from viewing the chart above how impacted 2020 was in terms of car park usage and how 2021 has been a period of recovery. In looking at the usage figures as a whole, it would initially appear that visitor numbers in the 2021 summer season were not as great as would be indicated by the income figures. However, it is important to drill down a little more into the car park usage by car park type.

In viewing the long stay car park usage in isolation, see chart 4, it is clear to see that the visitor numbers in 2021 are higher than previous years for the main summer period. The autumn shoulder period for 2020 and 2021 are also significantly higher than pre-pandemic levels.

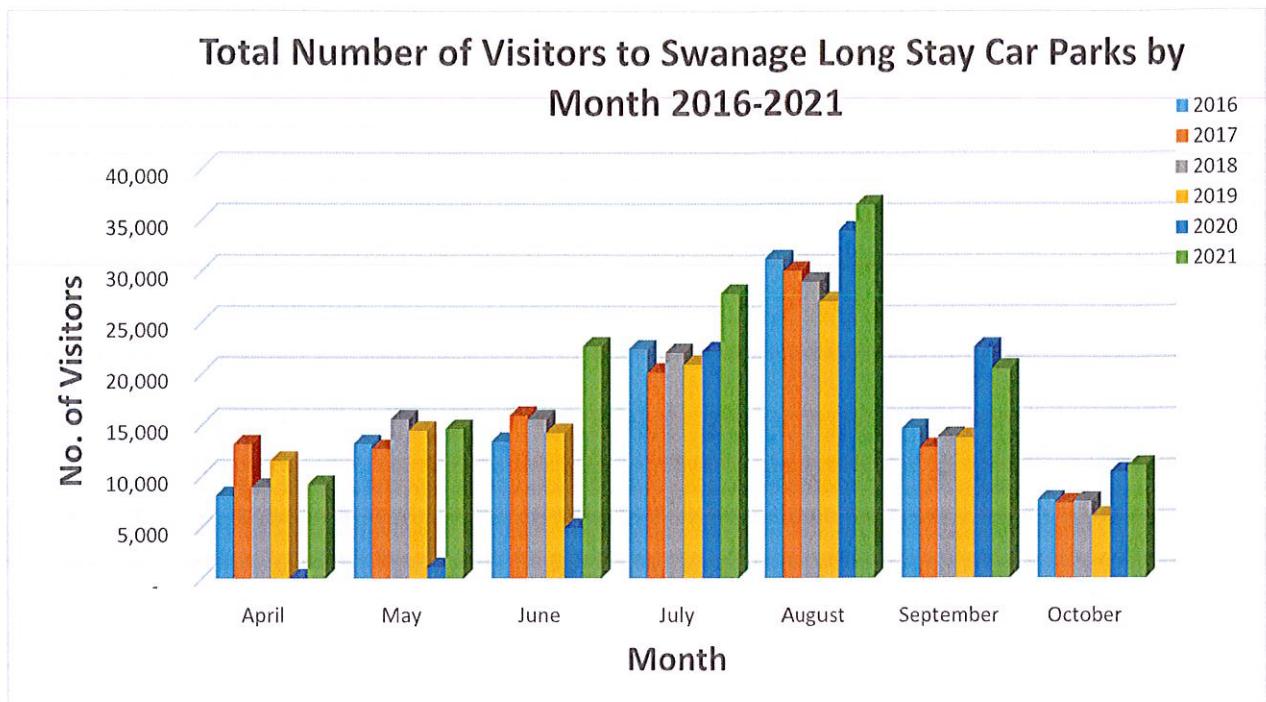


Chart 4: Total visitor numbers to long stay car parks April to October

On the other hand, the number of visitors to the short stay car parks has decreased quite dramatically over the period reviewed, chart 5. This is mainly due to the numbers using the co-operative car park decreasing significantly.

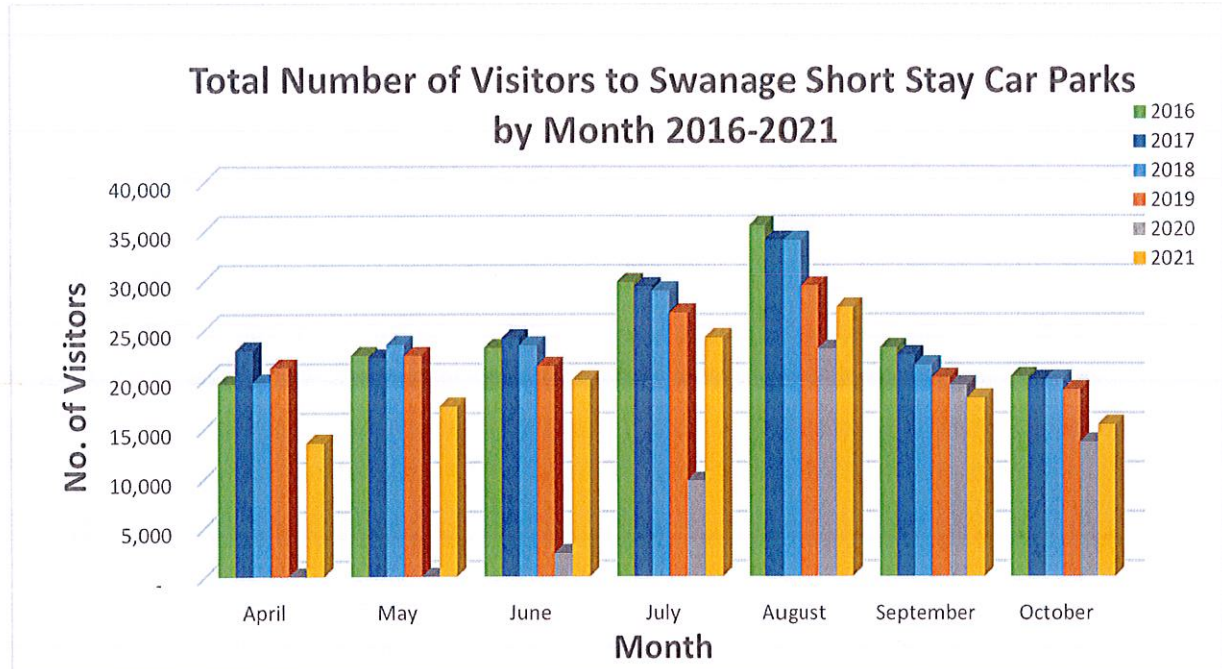


Chart 5: Total visitor numbers to short stay car parks April to October

Parking Tariffs

As previously noted, the Council’s car parks are separated into two types of parking: long stay/visitor and short stay/shopper’s car parks. The tariffs are distinctly different and are aimed

at different user groups. The current and proposed tariffs for 2022/23 are shown in **Appendix C**, with no increases being recommended.

Long Stay/Visitor Car Parks

The Council has three long stay car parks namely Broad Road, Main Beach and North Beach. The Council operates a peak and off-peak period in the Broad Road and Main Beach long stay car parks, with the peak period being July and August. A lower, flat rate summer period charge applies in the North Beach car park, having been implemented in 2016. In 2015 an overnight charge of £1.00 was also introduced at the Broad Road car park, in order to try and actively encourage the use of this car park in the evening, rather than indiscriminate on-street parking in the Lower High Street. The effectiveness of this tariff in resolving this issue may, however, be questionable. All tariffs in Main Beach and Broad Road have remained unchanged since 2015 and it has generally been accepted that the charges applied by the Council are appropriate.

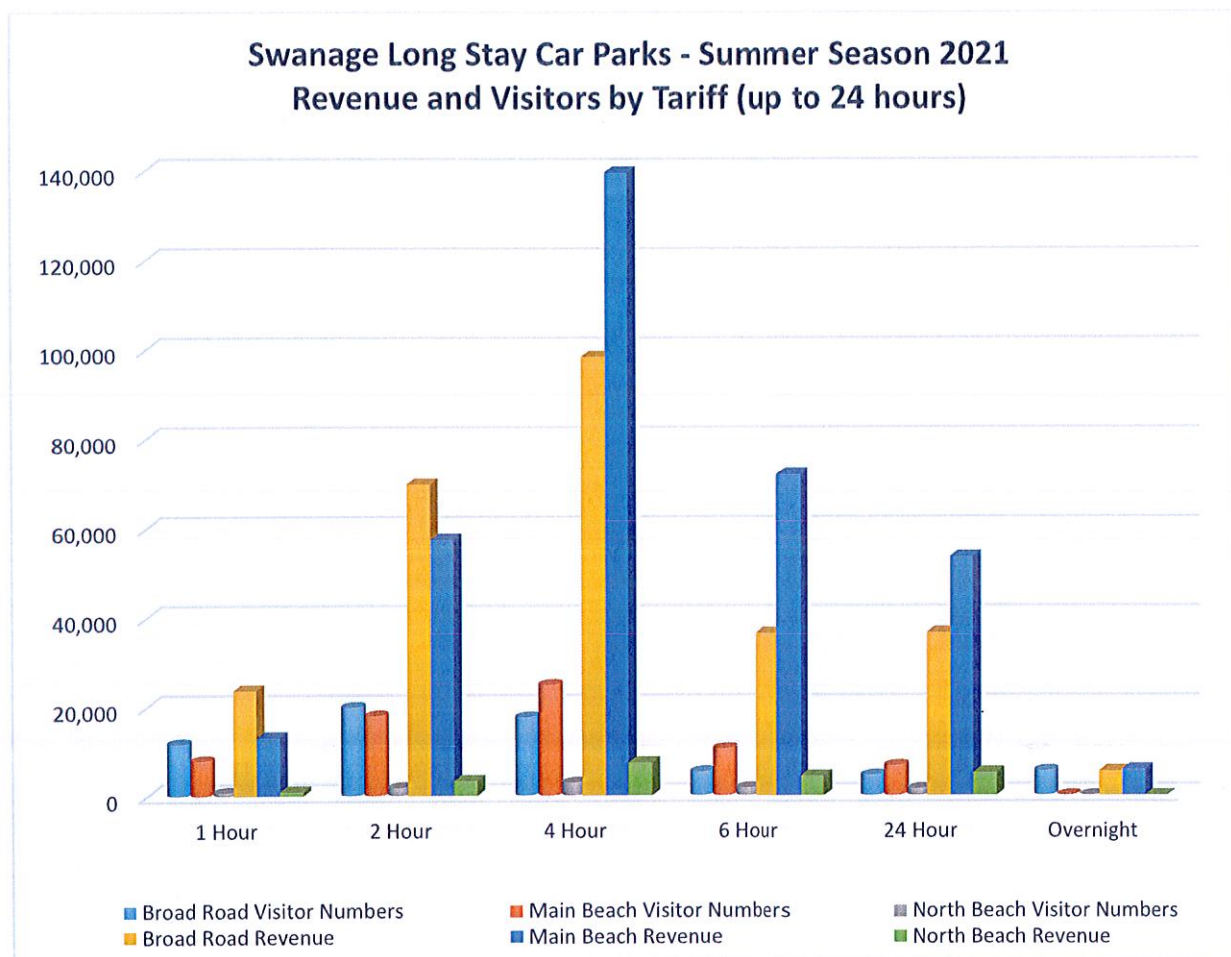


Chart 6: Revenue & Visitors by tariff type-long stay car parks 2021

As shown in chart 6 above, the 4-hour tariff remains the most popular ticket, 32% of tickets purchased generating £249k, or 39% of revenue in long stay car parks. This is followed by the 2-hour ticket, 28% of purchases and 20% of revenue. The 6-hour ticket accounts for 13% of purchases and 18% of revenue, 1-hour ticket 14% of purchases and 6% of revenue and 24-hour ticket 9% of purchases and 15% of revenue. The overnight is only available in Broad Road

and includes any additional hours purchased with the overnight ticket, being 4% of purchases and 2% of revenue.

Motor Caravans

The Town Council has recognised for many years now the increasing importance of catering for motor caravans in the Council's long stay car parks and has recently introduced specific parking bays for motor caravans in its Main Beach and North Beach car parks. Parking for motor caravans is allowed in the long stay car parks up to a maximum period of 24 hours (no sleeping, no cooking) with the same tariff as cars. The charges, stay periods and provision of bays may be reviewed during the next few years given the increasing numbers of motor caravans using the Council's car parks.

Coaches

Coach parking is permitted in the North Beach and Main Beach car parks. With the restrictions that have been in place over the last two years, it is difficult to make a relevant comparison with prior years. However, the tickets purchased are shown in **Appendix B** for information only. It should be noted that occasionally car users purchase coach tariffs in error using JustPark, and this may lead to the overstatement of some coach usage.

Short Stay/Shoppers' Car Parks (including the Co-operative)

The charging period in the Mermond and Co-operative short stay car parks is between 08:00 and 19:00, with a 2-hour maximum stay in force. Overnight parking from 19:00 to 08:00 is free. Free parking is also offered to Residents Permit holders between 08:00 and 10:00 in these car parks. The chargeable period in the Residents short stay car park is between 10:00 and 19:00, again with a 2-hour maximum stay.

The tariffs in the short stay car parks are:

	Summer		Winter	
	1 hr	2 hr	1 hr	2 hr
Mermond/Co-op	£1.20	£2.10	£0.60	£1.20
Residents	£0.60	£1.20	£0.00	£0.00

The charging structure that was introduced in the last few years has significantly streamlined the short stay car parks' tariff and maximum stay periods.

As reported earlier in this report there has been a noticeable decrease in the use of the short stay shopper's car parks in recent years notwithstanding the pandemic, and most strikingly in the Co-operative car park and this will continue to be monitored.

For information, comparable charges in surrounding areas can be found in **Appendix E** including the charges that are due to be implemented by Dorset Council in January 2022, Agenda Item 8b) refers. During the next few months Members of the car parking working group will be asked to review the Council's parking schedule as part of a wider review of the Council's parking order.

Payment Methods

There are three methods of payment available in the Council's car parks. These are by coin, card using the Pay and Display machines (not available at Residents) and cashless, using JustPark, the Council's cashless payment provider. For information the percentage of transactions and revenue split into the payment type for the 2021 summer season are given in table 2 below:

Table 2: Transaction and revenue percentage by payment type 1st April 2021 – 31st October 2021

	Transaction Numbers			Revenue		
	Cash	Card (P& D)	Cashless	Cash	Card (P& D)	Cashless
Main Beach	26%	41%	33%	23%	44%	33%
North Beach	28%	40%	32%	24%	42%	34%
Broad Road	29%	39%	32%	24%	42%	34%
Residents	86%	0%	14%	85%	0%	15%
Mermond	46%	30%	24%	47%	30%	23%
Co-op	64%	25%	11%	63%	26%	11%

There was a significant shift towards using non-cash payment methods in 2020 and this usage has been sustained in 2021. In 2019, 72% of all transactions were made using cash payments, 20% card and 8% cashless. In 2020 cash transactions decreased to 43%, cards increased to 35% and cashless increased to 22%. In 2021 the transaction figures were 43%, 32% and 24% for cash, card (P&D) and cashless (JustPark) respectively. In the long stay car parks the shift towards non-cash payments has been more pronounced with only 28% of transactions being made by cash in 2021, with 40% being made by card P&D and 32% using JustPark.

There was also a significant move away from cash payments in the short stay car parks during 2020, although cash remains the prevalent method of payment. The number of cash transactions has been at a sustained level in 2021 accounting for 59% of all transactions in short stay car parks in both years.

Residents' Permits

The Residents' Permit scheme remains popular, albeit with take up being curtailed somewhat in 2020/21 due to Covid, with 145 permits being issued in the 2020/21 financial year and 199 permits issued to date in the current financial year. The one-off charge for a Residents' Permit is £5.

Excess Charge Notices

In the period April to October 2021, 436 excess charge notices were issued and for the 2020/21 financial year 801 ECNs were issued. £4,480 was generated from ECNs in 2020/21 and £6,270 has been raised in 2021 to date.

Winter Season Usage and Revenue

The winter season in the Council's car parks stretches from 1st November through to 31st March. The total usage figures for the last four winter seasons are shown below, with the increase or decrease given as a comparison for the last two winter seasons. The Covid-19 lockdown period during the winter period of 2020/21 has obviously had an extremely negative

impact upon visitor numbers, with a 37% decrease year on year, and makes any comparison with prior years difficult. However comparative data has been given for information purposes.

Table 3: Winter season usage figures

Usage Figures						
	2017/18	2018/19	2019/20	2020/21	Increase/ (Decrease) in/ Usage/ 19/20 to 20/21	Increase/ (Decrease) in Usage 19/20 to 20/21 %
Broad Road	8,391	11,364	9,013	4,969	(4,044)	(45%)
Main Beach	7,326	12,265	7,461	3,800	(3,661)	(49%)
Mermond	12,902	13,425	13,926	8,375	(5,551)	(40%)
Residents	20,562	19,066	18,936	13,934	(5,002)	(26%)
Total	49,181	56,120	49,336	31,078	(18,258)	(37%)
Co-op	57,005	59,038	55,561	23,973	(31,588)	(57%)

In 2018/19 the Council introduced a £1.00 all day (24 hours) tariff for the winter period in its two chargeable long stay car parks, Broad Road and Main Beach to try and encourage the use of off-street parking rather than on-street parking during the winter period, with customer feedback is being very positive.

Financially, as shown in table 4 below, the Council saw a 21% decrease in income year on year.

Table 4: Winter season revenue

Usage Figures						
	2017/18	2018/19	2019/20	2020/21	Increase/ (Decrease) in Gross Revenue £	Increase/ (Decrease) in Gross Revenue %
Broad Road	£15,365	£11,492	£9,325	£5,176	(4,149)	(44%)
Main Beach	£12,830	£12,378	£7,669	£3,940	(3,729)	(49%)
Mermond	£13,265	£13,714	£14,079	£7,348	(6,731)	(48%)
Total	£41,460	£37,584	£31,073	£16,464	(6,511)	(21%)
Co-op	£46,077	£48,140	£45,019	£18,198	(26,821)	(60%)

In the winter period, any variances are magnified when using percentage comparisons but usually prove to be insignificant in terms of any financial loss/gain due to the low tariffs in winter.

Although the Council only manages the Co-operative car park, it is interesting to note that there has been a significant decrease in usage of this car park, which may be a combination of Covid restrictions, and the construction works which were carried out during this period. However, this decline is also reflected in the summer usage figures.

Electric Vehicle Charging Points

In March 2018 two electric vehicle charging points (EVCPs) were installed in the Main Beach car park and one charging point was installed in June 2018 in the Mermond (Recreation Ground) car park. The EVCPs are fast 7kW chargers and each charging point has two sockets. The chosen supplier was PodPoint as they use an app enabled open charge system which means that no membership or RFID card is required to use the chargers.

The installation of the charging points has been very welcome, with positive feedback having been received. Overall usage of the EVCPs has been steady with use of the EVCPs doubling over the last 12 months.

Table 5: EVCP Usage

Car Park	12 months to 31st October 2021	12 months to 31st October 2020	12 months to 31st October 2019
Main Beach	925	461	211
Mermond	849	421	290
Total	1,774	882	501
kWh used	18,831	9,313	4055
*CO ₂ saved (kg)	10,544	5,215	2,271

*The amount of CO₂ saved is calculated using the following assumptions: the average EV consumes 1kWh every 4 miles; the average petrol car emits 0.28kg of CO₂ per mile; and the electricity used by an EV will create the equivalent of 0.14kg of CO₂ per mile. Podpoint use the DEFRA figure of 0.49kg per kWh of electricity produced

Currently demand does not outweigh supply, even in peak periods. However, a strategy for the future provision of EVCPs will need to be developed over the coming years, looking at the provision of EVCPs for residents, shoppers and visitors alike. In a wider picture of provision, Dorset Council are phasing the installation of EV charging points in Dorset Council owned car parks, which excludes Swanage with the exception of Durlston Country Park, leaving the Town Council as the only public provider in the town itself.

The use of chargers continues to increase with the increase in the purchase of electric vehicles. The high use of the chargers in Mermond indicates a high demand for those people resident in or in the general locale of Swanage rather than just visitors from greater distances away. A budget has been made for the installation of one EVCP in the current financial year, and one per year thereafter over the period of the budgets. The exact location of these is dependent upon the supply of electricity and this should be included in the strategy.

Draft 2022/23 Budgets

In presenting the draft budget book for the car parks, it has been assumed that no lockdown measures will be re-introduced during 2022/23 and a view has been taken that car parking tariffs should be frozen for at least the next financial year. Two tariffs are highlighted, those

being permits for coaches on North Beach car park and seasonal permits for cars at the Main Beach & North Beach car parks. The coach permit has been issued for the last few years to a local coach operator, with the charge to be ratified by Members. The period of the car permit starts in May, however, several enquiries have been made for permits at North Beach, which has a charging period of April to October. Members may look to change the period and charge for seasonal car permits.

The income estimates for 2022/23 have been based upon an average of the income received from 2016-2019 with an uplift to account for any sustained increase in visitors.

Provision has also been made for changes to the kerbing surrounding the Pay & Display machines to ensure DDA compliance and £4,000 has been provided for the purchase of one EVCP.

The draft budget book for the car parks for 2022/23 is shown in **Appendix D** for Members to review.

Decision required: To recommend to the Policy, Finance & Performance Management Committee the proposed scale of Fees and Charges (**Appendix C**), a freeze on parking charges and the estimates for car parking (**Appendix D**). The financial impact of any changes recommended by the Committee to the tariffs/charging periods other than those in Appendix C will be assessed and reported to the Finance and Performance Management Committee on 15th December 2021 and will form the basis of the 2022/23 budgets.

Alison Spencer
Finance Manager

November 2021

Appendix A

Car Parking Net Income & Usage Summary

1st April to 31st October

	2020/21			2021/22			YoY Increase/ (Decrease) in Income	YoY Percentage Increase/ (Decrease) in Income
	Budget	Actual Net	Difference	Budget	Actual Net	Difference		
Broad Road	£182,500	£165,725	(£16,775)	£181,500	£232,870	£51,370	£67,145	41%
Main Beach & King Georges	£207,000	£175,120	(£31,880)	£206,000	£290,585	£84,585	£115,465	66%
North Beach	£16,750	£22,760	£6,010	£16,750	£29,970	£13,220	£7,210	32%
Mermond	£69,900	£49,890	(£20,010)	£67,000	£81,200	£14,200	£31,310	63%
Residents	£12,500	£5,750	(£6,750)	£10,000	£10,185	£185	£4,435	77%
Total	£488,650	£419,245	(£69,405)	£481,250	£644,810	£163,560	£225,565	54%
Co-op	£130,000	£32,380	(£97,620)	£130,000	£80,065	(£49,935)	£47,685	147%

	Usage Figures			Percentage Increase/ (Decrease) in Usage
	2020/21	2021/22	Increase/ (Decrease) in Usage	
Broad Road	46,986	64,881	17,895	38%
Main Beach & King Georges	41,503	68,803	27,300	66%
North Beach	6,545	8,601	2,056	31%
Mermond	32,847	53,394	20,547	63%
Residents	8,211	14,434	6,223	76%
Total	136,092	210,113	74,021	54%
Co-op	27,082	67,901	40,819	151%

Car Parking Income & Usage Summary By Tariff

1st April to 31st October 2021

Broad Road

		2020/21				2021/22				YoY difference				
		Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Increase/ (Decrease) in charge	Number of Tickets purchased	Approx. Gross Revenue	% Increase/ (Decrease) in Visitors	% Increase/ (Decrease) in Income
Cars up to 1 hour	Off-Peak	£1.50	3,053	£4,723	£3,936	£1.50	5,270	£8,136	£6,780	£0.00	2,217	£3,413	73%	72%
	Peak	£1.80	3,054	£5,685	£4,738	£1.80	2,627	£4,880	£4,067	£0.00	(427)	(£805)	(14%)	(14%)
	+Overnight	£2.50	883	£2,409	£2,008	£2.50	1,796	£4,877	£4,064	£0.00	913	£2,468	103%	102%
	Peak	£2.80	1,948	£5,874	£4,895	£2.80	1,947	£5,801	£4,834	£0.00	(1)	(£73)	(0%)	(1%)
Cars up to 2 hours	Off-Peak	£3.00	6,658	£20,072	£16,727	£3.00	11,489	£34,618	£28,848	£0.00	4,831	£14,546	73%	72%
	Peak	£3.40	7,172	£24,692	£20,577	£3.40	6,507	£22,391	£18,659	£0.00	(665)	(£2,301)	(9%)	(9%)
	+Overnight	£4.00	444	£1,841	£1,534	£4.00	862	£3,571	£2,976	£0.00	418	£1,730	94%	94%
	Peak	£4.40	842	£3,849	£3,208	£4.40	952	£4,362	£3,635	£0.00	110	£513	13%	13%
Cars up to 4 hours	Off-Peak	£5.00	5,742	£29,195	£24,329	£5.00	10,298	£51,542	£42,952	£0.00	4,556	£22,347	79%	77%
	Peak	£6.40	5,932	£38,031	£31,693	£6.40	6,192	£39,691	£33,076	£0.00	260	£1,660	4%	4%
	+Overnight	£6.00	324	£1,960	£1,633	£6.00	605	£3,652	£3,043	£0.00	281	£1,692	87%	86%
	Peak	£7.40	373	£2,760	£2,300	£7.40	466	£3,449	£2,874	£0.00	93	£689	25%	25%
Cars up to 6 hours	Off-Peak	£6.50	1,280	£8,333	£6,944	£6.50	2,654	£17,273	£14,394	£0.00	1,374	£8,940	107%	107%
	Peak	£7.20	2,038	£14,688	£12,240	£7.20	2,345	£16,895	£14,079	£0.00	307	£2,207	15%	15%
	+Overnight	£7.50	187	£1,202	£1,002	£7.50	299	£2,243	£1,869	£0.00	112	£1,041	60%	87%
Cars up to 24 hours	Off-Peak	£8.00	824	£6,572	£5,477	£8.00	1,966	£15,700	£13,083	£0.00	1,142	£9,128	139%	139%
	Peak	£8.00	2,085	£16,691	£13,909	£8.00	2,606	£20,864	£17,387	£0.00	521	£4,173	25%	25%
Overnight	Off-Peak	£1.00	1,018	£1,106	£922	£1.00	2,266	£2,436	£2,030	£0.00	1,248	£1,330	123%	120%
	Peak	£1.00	2,920	£3,155	£2,629	£1.00	3,215	£3,384	£2,820	£0.00	295	£229	10%	7%
3 Days	Off-Peak	£18.00	32	£576	£480	£18.00	143	£2,574	£2,145	£0.00	111	£1,998	347%	347%
	Peak	£18.00	60	£1,080	£900	£18.00	87	£1,566	£1,305	£0.00	27	£486	45%	45%
Weekly	Off-Peak	£33.00	48	£1,572	£1,310	£33.00	130	£4,290	£3,575	£0.00	82	£2,718	171%	173%
	Peak	£33.00	109	£3,597	£2,998	£33.00	159	£5,247	£4,373	£0.00	50	£1,650	46%	46%
			47,026	£199,663	£166,386		64,881	£279,442	£232,868		17,855	£79,779	38%	40%
			Budget	£219,000	£182,500		Budget	£217,800	£181,500					

Main Beach & King Georges Field

		2020/21				2021/22				YoY difference				
		Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Increase/ (Decrease) in charge	Number of Tickets purchased	Approx. Gross Revenue	% Increase/ (Decrease) in Visitors	% Increase/ (Decrease) in Income
Cars up to 1 hour	Off-Peak	£1.50	1,792	£2,759	£2,299	£1.50	4,515	£6,931	£5,776	£0.00	2,723	£4,172	152%	151%
	Peak	£1.80	2,372	£4,396	£3,663	£1.80	3,357	£6,165	£5,138	£0.00	985	£1,769	42%	40%
Cars up to 2 hours	Off-Peak	£3.00	4,991	£15,061	£12,551	£3.00	9,660	£29,139	£24,283	£0.00	4,669	£14,078	94%	93%
	Peak	£3.40	7,023	£24,194	£20,162	£3.40	8,244	£28,305	£23,588	£0.00	1,221	£4,111	17%	17%
Cars up to 4 hours	Off-Peak	£5.00	6,733	£33,711	£28,093	£5.00	13,926	£69,718	£58,098	£0.00	7,193	£36,007	107%	107%
	Peak	£6.40	8,371	£53,670	£44,725	£6.40	10,890	£69,819	£58,183	£0.00	2,519	£16,149	30%	30%
Cars up to 6 hours	Off-Peak	£6.50	2,391	£15,568	£12,973	£6.50	5,444	£35,454	£29,545	£0.00	3,053	£19,886	128%	128%
	Peak	£7.20	3,740	£26,946	£22,455	£7.20	5,077	£36,580	£30,483	£0.00	1,337	£9,634	36%	36%
Cars up to 24 hours	Off-Peak	£8.00	917	£7,332	£6,110	£8.00	2,794	£22,384	£18,653	£0.00	1,877	£15,052	205%	205%
	Peak	£8.00	2,785	£22,303	£18,586	£8.00	3,901	£31,235	£26,029	£0.00	1,116	£8,932	40%	40%
3 Days	Off-Peak	£18.00	12	£216	£180	£18.00	82	£1,476	£1,230	£0.00	70	£1,260	583%	583%
	Peak	£18.00	26	£468	£390	£18.00	95	£1,710	£1,425	£0.00	69	£1,242	265%	265%
Weekly - Cars	Off-Peak	£33.00	17	£561	£468	£33.00	44	£1,452	£1,210	£0.00	27	£891	159%	159%
	Peak	£33.00	53	£1,749	£1,458	£33.00	96	£3,168	£2,640	£0.00	43	£1,419	81%	81%
4 hours - Coaches		£7.00	207	£1,452	£1,210	£7.00	537	£3,770	£3,142	£0.00	330	£2,318	159%	160%
Daily - Coaches		£9.50	73	£694	£578	£9.50	138	£1,314	£1,095	£0.00	65	£620	89%	89%
3 Days - Coaches		£21.50	0	£0	£0	£21.50	2	£43	£36	£0.00	2	£43	n/a	n/a
Weekly - Coaches		£40.00	0	£0	£0	£40.00	1	£40	£33	£0.00	1	£40	n/a	n/a
			41,503	£211,080	£175,900		68,803	£348,703	£290,586		27,300	£137,623	66%	65%
			Budget	£248,400	£207,000		Budget	£247,200	£206,000					

North Beach														
2020/21					2021/22					YoY difference				
	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Increase/ (Decrease) in charge	Number of Tickets purchased	Approx. Gross Revenue	% Increase/ (Decrease) in Visitors	% Increase/ (Decrease) in Income	
Cars up to 1 hour	£1.50	528	£810	£675	£1.50	751	£1,149	£958	£0.00	223	£339	42%	42%	
Cars up to 2 hours	£2.50	1,377	£3,480	£2,900	£2.50	1,743	£4,402	£3,668	£0.00	366	£922	27%	26%	
Cars up to 4 hours	£4.00	2,269	£9,081	£7,568	£4.00	2,866	£11,468	£9,557	£0.00	597	£2,387	26%	26%	
Cars up to 6 hours	£5.00	1,208	£6,040	£5,033	£5.00	1,667	£8,338	£6,948	£0.00	459	£2,298	38%	38%	
Cars up to 24 hours	£6.00	1,089	£6,540	£5,450	£6.00	1,461	£8,773	£7,311	£0.00	372	£2,233	34%	34%	
3 Days - Cars	£18.00	30	£540	£450	£18.00	55	£990	£825	£0.00	25	£450	83%	83%	
Weekly - Cars	£33.00	13	£430	£358	£33.00	16	£528	£440	£0.00	3	£98	23%	23%	
4 hours - Coaches	£7.00	22	£154	£128	£7.00	33	£231	£193	£0.00	11	£77	50%	50%	
Daily - Coaches	£9.50	9	£85	£71	£9.50	9	£85	£71	£0.00	0	£0	0%	0%	
3 Days - Coaches	£21.50	0	£0	£0	£21.50	0	£0	£0	£0.00	0	£0	0%	0%	
Weekly - Coaches	£40.00	0	£0	£0	£40.00	0	£0	£0	£0.00	0	£0	0%	0%	
		6,545	£27,160	£22,633		8,601	£35,964	£29,970		2,056	£8,804	31%	32%	
	Budget		£20,100	£16,750			£20,100	£16,750						
Mermond														
2020/21					2021/22					YoY difference				
	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Increase/ (Decrease) in charge	Number of Tickets purchased	Approx. Gross Revenue	% Increase/ (Decrease) in Visitors	% Increase/ (Decrease) in Income	
Cars up to 1 hour	£1.20	11,392	£14,113	£11,761	£1.20	18,333	£22,628	£18,857	£0.00	6,941	£8,515	61%	60%	
Cars up to 2 hours	£2.10	21,455	£45,832	£38,193	£2.10	35,061	£74,813	£62,344	£0.00	13,606	£28,981	63%	63%	
		32,847	£59,945	£49,954		53,394	£97,441	£81,201		20,547	£37,496	63%	63%	
	Budget		£83,880	£69,900			£80,400	£67,000						
Residents														
2020/21					2021/22					YoY difference				
	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Increase/ (Decrease) in charge	Number of Tickets purchased	Approx. Gross Revenue	% Increase/ (Decrease) in Visitors	% Increase/ (Decrease) in Income	
Cars up to 1 hour	£0.60	5,273	£3,307	£2,756	£0.60	9,052	£5,651	£4,709	£0.00	3,779	£2,344	72%	71%	
Cars up to 2 hours	£1.20	2,938	£3,590	£2,992	£1.20	5,382	£6,570	£5,475	£0.00	2,444	£2,980	83%	83%	
		8,211	£6,897	£5,748		14,434	£12,221	£10,184		6,223	£5,324	76%	77%	
	Budget		£15,000	£12,500			£12,000	£10,000						
Co-op														
2020/21					2021/22					YoY difference				
	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Charge	Number of Tickets purchased	Approx. Gross Revenue	Approx. Net Revenue	Increase/ (Decrease) in charge	Number of Tickets purchased	Approx. Gross Revenue	% Increase/ (Decrease) in Visitors	% Increase/ (Decrease) in Income	
Cars up to 1 hour	£1.20	20,608	£25,084	£20,903	£1.20	53,003	£64,480	£53,733	£0.00	32,395	£39,396	157%	157%	
Cars up to 2 hours	£2.10	6,474	£13,713	£11,428	£2.10	14,898	£31,597	£26,331	£0.00	8,424	£17,884	130%	130%	
		27,082	£38,797	£32,331		67,901	£96,077	£80,064		40,819	£57,280	151%	148%	
	Budget		£156,000	£130,000			£156,000	£130,000						

Data received from the P&D machine information system may vary slightly from actual received.

SWANAGE TOWN COUNCIL**Proposed Scale of Fees & Charges - 2022/23**

	Date of Last Increase/ (Decrease)	Agreed Fees 2021/22 £/p	Proposed Fees 2022/23 £/p
1. CAR PARKS			
Broad Road			
Cars Weekly #	1/4/11	33.00	33.00
Cars 3 days #	1/4/14	18.00	18.00
Cars/Motor caravans up to 24 hours *	(1/4/12)	8.00	8.00
Cars/Motor caravans up to 6 hours	1/4/14	7.20	7.20
Cars/Motor caravans up to 4 hours	1/4/11	6.40	6.40
Cars/Motor caravans for 2 hours	1/4/11	3.40	3.40
Cars/Motor caravans for 1 hour	1/4/11	1.80	1.80
Overnight 6 p.m. to 8 a.m.	(1/4/15)	1.00	1.00
Charges will apply 1st July to 31st August (inclusive).			
Cars Weekly #	1/4/11	33.00	33.00
Cars 3 days #	1/4/14	18.00	18.00
Cars/Motor caravans up to 24 hours *	(1/4/12)	8.00	8.00
Cars/Motor caravans up to 6 hours	1/4/14	6.50	6.50
Cars/Motor caravans up to 4 hours	(1/4/14)	5.00	5.00
Cars/Motor caravans for 2 hours	(1/4/14)	3.00	3.00
Cars/Motor caravans for 1 hour	(1/4/14)	1.50	1.50
Overnight 6 p.m. to 8 a.m.	(1/4/15)	1.00	1.00
Charges will apply 1st April to 30th June and 1st September to 31st October (inclusive).			
Cars/Motor caravans up to 24 hours *	(1/4/18)	1.00	1.00
Charges will apply 1st November - 31st March (inclusive)			
Main Beach (Victoria Avenue)			
Cars Weekly #	1/4/11	33.00	33.00
Cars 3 days #	1/4/14	18.00	18.00
Cars/Motor caravans up to 24 hours *	(1/4/12)	8.00	8.00
Cars/Motor caravans up to 6 hours	1/4/14	7.20	7.20
Cars/Motor caravans up to 4 hours	1/4/11	6.40	6.40
Cars/Motor caravans for 2 hours	1/4/11	3.40	3.40
Cars/Motor caravans for 1 hour	1/4/11	1.80	1.80
Coaches Weekly \$	1/4/14	40.00	40.00
Coaches 3 day \$	1/4/14	21.50	21.50
Coaches Daily (upto 24 hours)	1/4/13	9.50	9.50
Coaches 4 hours or less	1/4/14	7.00	7.00
Charges will apply 1st July to 31st August (inclusive).			
Cars Weekly #	1/4/11	33.00	33.00
Cars 3 days #	1/4/14	18.00	18.00
Cars/Motor caravans up to 24 hours *	(1/4/12)	8.00	8.00
Cars/Motor caravans up to 6 hours	1/4/14	6.50	6.50
Cars/Motor caravans up to 4 hours	(1/4/14)	5.00	5.00
Cars/Motor caravans for 2 hours	(1/4/14)	3.00	3.00
Cars/Motor caravans for 1 hour	(1/4/14)	1.50	1.50
Coaches Weekly \$	1/4/14	40.00	40.00
Coaches 3 day \$	1/4/14	21.50	21.50
Coaches Daily (upto 24 hours)	1/4/13	9.50	9.50
Coaches 4 hours or less	1/4/14	7.00	7.00
Charges will apply 1st April to 30th June and 1st September to 31st October (inclusive).			

Cars/Motor caravans up to 24 hours *	(1/4/18)	1.00	1.00
Coaches for up to 24 hours	(1/4/18)	1.00	1.00

Charges will apply 1st November - 31st March (inclusive)

North Beach (De Moulham Road)

Cars Weekly #	1/4/11	33.00	33.00
Cars 3 days #	1/4/14	18.00	18.00
Cars/Motor caravans up to 24 hours (not a roaming ticket)	(1/4/13)	6.00	6.00
Cars/Motor caravans up to 6 hours	1/4/14	5.00	5.00
Cars/Motor caravans up to 4 hours	(1/4/13)	4.00	4.00
Cars/Motor caravans for 2 hours	(1/4/13)	2.50	2.50
Cars/Motor caravans for 1 hour	1/4/14	1.50	1.50
Coaches Weekly \$	1/4/14	40.00	40.00
Coaches 3 day \$	1/4/14	21.50	21.50
Coaches Daily (upto 24 hours)	(1/4/13)	9.50	9.50
Coaches 4 hours or less	1/4/14	7.00	7.00

(No camping - No sleeping)

Charges will apply 1st April to 31st October (inclusive).

Free parking in North Beach when attending NHS mobile units

* This daily ticket is transferable between Main Beach and Broad Road long stay car parks only.

#The 3 day & weekly ticket is transferable between all long stay car parks and is available on JustPark only

\$ The 3 day & weekly coach ticket is transferable between Main & North Beach car parks and is available on JustPark only

Recreation Ground (Mermond Place) and Co op Pioneer (Central)

(Maximum of 2 hours between 8 a.m. & 7 p.m)

Cars 1 hour - Summer (1st April to 31st October)	1/4/08	1.20	1.20
Cars 2 hours - Summer (1st April to 31st October)	1/4/11	2.10	2.10
Cars Hourly - Winter (1st November to 31st March)	1/4/11	0.60	0.60
Overnight parking 7 p.m. to 8 a.m.	1/4/07	no charge	no charge

(No camping - No sleeping)

Recreation Ground (Residents)

(Maximum of 2 hours between 10 a.m. & 7 p.m)

Cars 1 hour - Summer (1st April to 31st October)	1/4/08	0.60	0.60
Cars 2 hours - Summer (1st April to 31st October)	1/4/11	1.20	1.20
Cars Hourly - Winter (1st November to 31st March)	1/4/05	no charge	no charge
Overnight parking 7 p.m. to 10 a.m.	1/4/00	no charge	no charge

(No camping - No sleeping)

Residents Parking Permits (per permit-not an annual fee) 1/4/12 5.00 5.00

Permit holders are entitled to park in the Residents Car Park, Horsecliffe Lane subject to the restrictions and charges as set out above. Additional entitlement to parking in Swanage Town Council Operated Car Parks is as follows:

Summer Period

Mermond/Co-op Car Park -free parking between 08:00 and 10:00

Main Beach Car Park -free parking between 08:00 and 10:00 on a Market Day

Winter Period

Broad Road and Main Beach Car Parks-free parking max. 24 hr stay

Mermond/Co-op Car Park -free parking between 08:00 and 10:00

Annual Private & Business (Main & North Beach)	1/4/20	276.00	276.00
Summer Season Ticket (1st May-31st October) cost to be 2/3 of annual ticket (agreed Car Parks Best Value Working Group 13/10/06 minute 3)d))	1/4/20	184.00	184.00
North Beach Annual Coach Permit	New	New	330.00
Annual Taxis (per permit) Charges will apply throughout the year.	1/4/19	684.00	684.00
Excess Charge Penalty * Reduced for payment within 10 days.	1/4/04 1/4/04	60.00 30.00	60.00 30.00
Peveril Point Residents Tickets max of 4 per household	1/4/07	25.00	25.00
Cashless Parking Transaction Fee Charges will apply throughout the year.	(1/4/14)	0.00	0.00

Appendix D

Actual 2020-21	Estimate 2021-22	2021-22	Budget Holder	S E R V I C E	Estimate 2022-23
				CAR PARKS	
				Payroll	
43907	44560	29550	GP	Employee Costs-Enforcement	43640
1058	2230	2295	CM	Employee Costs-Market	2400
44964	46790	31845			46040
				Expenditure	
26112	26630	26115	GP	Rates - Broad Road	26640
35328	36030	35330	GP	- Main Beach	36040
10105	10310	10105	GP	- Mermond	10300
7111	7250	7110	GP	- North Beach	7250
2545	2600	2545	GP	- Residents	2595
121693	10000	15000	GP	Repairs & Maintenance - Car Parks	14000
6192	6245	6580	GP	- Machines & EVCPs	7000
8567	18000	12800	MA	Cash Collection/Security Services	13310
13981	15000	21300	MA	Credit Card/Cashless parking fees	22000
0	4000	4750	GP/AS	EVCP - Equipment Purchases	4000
310	480	420	GP/AS	MIS - EVCPs	720
2520	3290	3115	AS	- Machines	2750
2008	2050	3025	GP	Electricity	3500
310	1000	1075	CM	Market	800
3507	2000	1000	MA	Advertising and Legal Fees	3000
528	625	580	GP/AS	IT/Telephone	600
862	4500	2000	GP/AS	Printing, Stationery & Equipment	4500
241679	150010	152850			159005
				Income	
170032	190000	232017	MA	Parking Fees - Broad Road	200000
177382	210000	279407	MA	- Main Beach	220000
56071	75000	87906	MA	- Mermond	84000
22760	17000	30482	MA	- North Beach	21000
5824	10000	9985	MA	- Residents	12000
4488	5000	8150	MA	ECNs	6000
1325	1400	1400	MA	Peveril Point Residents Permits	1400
8132	11400	11654	MA	Taxi Permits	11400
604	1250	1300	MA	Residents Permits	1250
150	150	0	MA	Concessions	0
3950	4000	3950	MA	Rent - Vodafone Main Beach	4000
9415	9000	18000	CM	Market Rents	20000
1229	700	2300	MA	EVCP- Electricity recharged	2400
461362	534950	686551			583450
Cr. 174719	Cr. 338150	Cr. 501856		NET EXPENDITURE	Cr. 378405
				(Surplus)/Deficit on the General Fund	

Reviewed by Tourism Committee

Comparative Charges 2021/22 - Beach/Long Stay Car Parks

	BCP Council				Charges between 1st April and 31st October	Charges between 1st April and 31st October	Charges between 1st July and 31st August		
	Charges between 1st March and 31st October	Charges between 1st April and 31st October	Charges between 1st April and 31st October	Charges between 1st June and 31st October					
Up to 1 hour	2.20	2.70	Christchurch (e.g. Avon Beach)	1.90	Dorset Council Level 2 (eg. Weymouth shops, Wareham, Wimborne)	Dorset Council Level 3 (e.g. Lyme Regis, Weymouth Beaches, Corfe Castle)	Swanage Broad/Main	Swanage North Beach	Swanage North Beach
Up to 2 hours	4.40	5.40		3.50			1.80	1.50	1.50
Up to 3 hours	6.60	8.10		4.90			3.40	2.50	2.50
Up to 4 hours	8.80	10.80		6.30	3.50	5.00	6.40	4.00	4.00
Up to 5 hours	-	-		-	5.00	-	-	-	-
Up to 6 hours	13.20	16.20		-	6.00	-	7.20	5.00	5.00
Up to 7 hours	-	-		-	7.00	-	-	-	-
Up to 8 hours	-	-		11.60	8.00	-	-	-	-
Up to 9 hours	-	-		-	9.00	-	-	-	-
Up to 10 hours	-	-		-	10.00	10.00	-	-	-
Up to 11 hours	-	-		-	11.00	-	-	-	-
Up to 12 hours	-	-		14.40	12.00	-	-	-	-
Up to 14 hours	17.80	-		-	-	-	-	-	-
Up to 24 hours	-	20.00		-	-	-	8.00	6.00	6.00
Overnight	2.40	-		closed	free	free	1.00	-	-
3 Day Ticket	-	-		-	-	-	18.00	18.00	18.00
Weekly	-	-		-	-	-	-	-	-

Comparative Charges 2021/22- Town/Short Stay Car Parks

	All year	All year	All year	All year	All year	Charges between 1st April and 31st October
Up to 30 minutes	-	-	-	-	Dorset Council Level 2 (eg. Weymouth shops, Wareham, Wimborne)	Co-op & Mermond Residents
Up to 1 hour	1.00	1.60	1.40	1.00	Lyme Regis Town Council	-
Up to 2 hours	2.00	2.50	2.80	1.50	Christchurch (e.g. Wick Lane)	1.20
Up to 3 hours	3.00	3.50	4.20	2.20	Bournemouth (e.g. Alumhurst Rd)	2.10
Up to 4 hours	4.00	4.50	5.60	3.50	Dorset Council Level 3 (e.g. Lyme Regis, Weymouth Beaches, Corfe Castle)	-
Each additional hour	-	-	1.40	-		-
Overnight	2.00	-	free	free		free
Up to 30 minutes						
Up to 1 hour						
Up to 2 hours						
Up to 3 hours						
Up to 4 hours						
Overnight						

High Street – request for change to existing parking restrictions

From: Mrs Crowley

Sent: 08 November 2021 16:46

Subject: 210772: PARKING RESTRICTIONS ON HIGH STREET SWANAGE

Dear Sirs

Once again I am writing to request consideration for the one hour parking on the High Street by the Methodist Church through to URC Church buildings to be relaxed during the winter season in line with those restrictions on Rempstone Road and Victoria Avenue, whereby there is availability to park free of time issues.

Even an extension to a two hour timed restriction would avail a greater help (during the summer period) for when I have tradesmen, gardeners and family visiting my property. The side roads are often full of cars and along our street section which is wide, the hour parking means quite often free spaces during the Winter Season.

I have corresponded in August 2019 and June 2020 with reply saying the whole infrastructure was to be reviewed locally. However with the lockdown and Covid I appreciate things have been busy. But it is now becoming very difficult with one hour parking, especially to see our area with spaces free, when tradesmen need more than an odd hour. Visitors alike it is hard to understand what can be done within one hour slots for socialising.

Really appreciate that in Summer you want uniform timing restrictions across the town; so please may that apply to free parking as other roads, I have mentioned, locally have ease of parking during the off season.

Awaiting your consideration and response, favourably I hope.

Yours faithfully
Mrs Crowley

Response dated 10th November 2021:

From: Dorset Highways BSU <dorsethighwaysbsu@dorsetcouncil.gov.uk>

Sent: 10 November 2021 11:18

Subject: PARKING RESTRICTIONS ON HIGH STREET SWANAGE

Dear Mrs Crowley

Thank you for your email enquiry. I notice that you've copied in Swanage Town Council.

It will be the Town Council that has to agree with your request in the first instance.

If the Town Council agrees they will send a formal request to our traffic regulation team.

This team will 'score' this request and consider it against other requests around the county before the traffic regulation is changed.

This process can take up to 18 months.

I hope that helps.

Thanks.

Ian Styring

Community Highways Officer

Highways

dorsetcouncil.gov.uk

From: Mrs Crowley

Sent: 03 September 2020 17:28

To: Admin <admin@swanage.gov.uk>

Subject: 200582: PARKING RESTRICTIONS ON HIGH STREET SWANAGE
BETWEEN METHODIST CHURCH AND ARKWRIGHTS

Dear Sirs

Once again I submit my request to lift the restrictions of parking in the High Street of Swanage. The one hour slot is causing difficulties for trades people or friends and family to avail suitable time for visiting. The surrounding areas are always full of parked vehicles naturally for residents. Please may we living in this area be afforded a better availability for parking also. We are not on a bus route and sufficient width is at this part of the High Street for large vehicles to move through easily.

Please could you, once again consider the change from the one hour restrictive parking in this area.

Respectfully
Mrs Crowley

Response 6th October 2020:

Dear Mrs Crowley

Thank you for your email dated 3rd September 2020, and my apologies for the delay in responding to you.

Please find attached a copy of the minutes from the Town Council's Roads and Transport Committee Meeting held on 24th September 2019 at which your request regarding the parking restrictions in the High Street were discussed.

As noted in the minutes, Dorset Council has advised that a large number of parking issues are being reported on a regular basis regarding many roads in the town and would therefore be prepared to undertake an overall review of the whole town instead of looking at individual requests on a 'piecemeal' basis. Such a review would take into account the

views of local residents, businesses, stakeholders, and the emergency services alike, however, in view of the unprecedented times we have experienced in recent months, the implications of such a review have yet to be discussed, and Dorset Council staff are continuing to work from home at the present time.

It must also be noted that Dorset Council has considerable pressures on its finances at present due to the Covid-19 pandemic.

However, at the recent (online) Roads and Transport Committee Meeting held on 23rd September 2020, Dorset Council's Community Highways Team Leader, Mr Steve Mepham, confirmed that an officer has now been newly appointed to the Dorset Highways Team, and parking/town reviews will form part of their role. This officer will liaise with the Town Council in due course regarding a possible review of the town, and an update will be provided at a future meeting. A copy of the minutes of this meeting are also attached for your information.

Agendas for future meetings can be found on the Council's website:

<https://www.swanage.gov.uk/Meeting-Agendas.aspx>

I trust that the above information satisfactorily answers your query. Thank you.

Kind Regards.

Emma

Sent: 18 June 2020 14:03

To: Admin <admin@swanage.gov.uk>; parking@dorsetcouncil.gov.uk

Subject: 200106 Fw: PARKING RESTRICTIONS ON HIGH STREET SWANAGE BETWEEN METHODIST CHURCH AND ARKWRIGHTS

Dear Sirs

As you will see from my letter of last year, I am respectfully asking for a change in the restrictions of one hour parking on the High Street, Swanage.

I am really appreciative that parking is always an issue but would appreciate that the one hour be given over to two hourly slots. I am having difficulty in getting handy men or gardeners who would take over an hour to call when they are restrained by tight timing. Also friends and family are unable to park nearby for drop in visits. I am sure when the Fusions hairdressers open again clients would appreciate parking close by for a longer appointment.

A few small points but would make life living in my flat a lot more assessable for all to visit.

Please may this be given due consideration at your next opportunity.

Respectfully yours
Mrs Crowley

Sent: Thu, 22 Aug 2019 at 16:13

Subject: PARKING RESTRICTIONS ON HIGH STREET SWANAGE BETWEEN
METHODIST CHURCH AND ARKWRIGHTS

Dear Sirs

My residence is opposite the Methodist Church in the High Street, not far from the Town Hall.

May I respectfully request that, during your next meeting within the agenda, consideration of the parking times (ie one hourly) could be discussed for the lifting of the restrictions in the off-season (winter months) from the hourly waiting time for parking. Already on Victoria Avenue and Rempstone Road (a bus route) the restrictions are eased over the off-season.

It was only some 5-6 years ago, one side of the road was free parking and whilst I appreciate certain reasons for applying controlled time slots, it would be appreciated to have availability (for family visiting etc and inclement weather) of having unrestricted parking over some months in the year. Even a 2-hour stay in the summer would be helpful instead of the short one hour slot.

Yours faithfully
Mrs Crowley

Dorset Council – Electric Vehicle Chargepoint Installation Programme - update

Sent: 27 October 2021 13:52

Subject: Update and feedback on Dorset's EV Chargepoint Installation Programme

Good afternoon

Dorset Council's Phase 1 electric vehicle charge point installation programme is now complete. 42 charging bays have been installed in 21 locations around the county, including 5 replacement rapid chargers and one new rapid charger at the Langton Road Car Park in Blandford Forum. The chargepoints can be viewed on the [Mer Driver Portal](#).

Phase 2

The Transport Planning Team are now moving on to Phase 2 of the programme, which focuses on placing more chargepoints in Dorset Council's public car parks. It will also include our first trial of an on-street chargepoint in Cranborne to support their community car club plans, and chargepoints at the Moors Valley and Durlston country parks.

Below is a proposed shortlist of sites and charger types included in Phase 2. The list is subject to funding, and detailed site surveys. Delivery is dependent on funding awards and hardware availability, but the team hope to begin work at some sites by the new year:

Town	Site	Proposed Hardware
Ashley Heath	Moors Valley Country Park	2 x 22kW Dual Socket Fast Charger
Beaminster	Yarn Barton car park	22kW Dual Socket Fast Charger
Blandford Forum	Church Lane car park	22kW Dual Socket Fast Charger
Bridport	South Street car park	2 x 22kW Dual Socket Fast Charger
Bridport	Rope Walks car park	Rapid (50kW) or Ultra-rapid (150kW)
Charmouth	Lower Sea Lane car park	22kW Dual Socket Fast Charger
Corfe Castle	West Street car park	22kW Dual Socket Fast Charger
Corfe Castle	Purbeck Park, Norden Car Park	22kW Dual Socket Fast Charger
Cranborne	High Street	2 x 22kW Single Socket Fast Charger
Dorchester	Durngate street car park	22kW Dual Socket Fast Charger
Dorchester	Top O'Town short stay car park	Rapid (50kW) or Ultra-rapid (150kW)
Dorchester	Fairfield long stay car park	Rapid (50kW) or Ultra-rapid (150kW)
Ferndown	Penny's Lodge car park	Rapid (50kW) or Ultra-rapid (150kW)
Lyme Regis	Holmbush car park	Rapid (50kW) or Ultra-rapid (150kW)

Shaftesbury	Bell Street car park - short stay	Rapid (50kW) or Ultra-rapid (150kW)
Sherborne	Culverhayes car park	22kW Dual Socket Fast Charger
Sherborne	Old Market Yard car park	Rapid (50kW)
Sturminster Newton	Station Road car park	2 x 22kW Dual Socket Fast Charger
Swanage	Durlston Country Park	22kW Dual Socket Fast Charger
Wareham	Streche Road car park	22kW Dual Socket Fast Charger
Wareham	Bonnets Lane (East) car park	22kW Dual Socket Fast Charger
West Bay	West Bay Road car park	Rapid (50kW)
Weymouth	Lodmoor car park, Weymouth	2 x 22kW Dual Socket Fast Charger
Weymouth	Nothe car park	22kW Dual Socket Fast Charger
Weymouth	Swannery car park / Harbourside car park	Rapid (50kW) or Ultra-rapid (150kW)
Wimborne Minster	Leigh Road car park	22kW Dual Socket Fast Charger

Phase 2b

The team are also starting to build a list of potential Phase 2b sites. These sites could be in our larger villages, where there are often a significant number of households without access to off-street parking. However, this second tier of sites will present more of a funding challenge for the council, as they tend to be viewed as less commercially viable to private sector funders.

We want to hear from town and parish councils who would be interested in talking to us about a chargepoint for a particular location, particularly if they have ideas for fully or partially funding a local chargepoint e.g. via partnership with local businesses or community groups.

If you have feedback about Phase 2, or suggestions for Phase 2b, please email:

ElectricVehicles@dorsetcouncil.gov.uk

Many thanks.

Katie Rickard
Senior Communications Officer
Communications and Engagement

Dorset Council - Blue Badge Car Park Charging Policy – invitation to discussion group

From: Elizabeth Murray <elizabeth.murray@dorsetcouncil.gov.uk>

Sent: 12 November 2021 11:49

Subject: Dorset Council Blue Badge Car Park Charging Policy

Dear Town and Parish Councils,

At Dorset Council we have been working on the 'Blue Badge Car Park Charging Policy'. We have completed the document to the draft stage and naturally, would like to get some feedback to make sure that it will work for Blue Badge holders. The policy will cover Dorset Council car parks, this does not include car parks in the Bournemouth, Christchurch and Poole areas.

I would like to get a group of people together (virtually), so that we can have an informal discussion and really dig deep into the policy. I think it would be good to have a mix of people that either have a Blue Badge or are carers/drivers of Blue Badge holders to try to capture the span of people that use Blue Badges. By getting feedback this way, I am hoping that I can get a really good understanding of how the proposed policy may impact people positively or negatively.

If you or someone you know would like to be involved in this group, please email me with your/their contact details by **Friday 26th November**.

Please feel free to circulate this email.

Many thanks in advance.

Elizabeth Murray
Pronouns: She/Her
Strategic Parking Project Manager
Parking Services
Dorset Council

dorsetcouncil.gov.uk

