

# Regulatory Committee

**Dorset County Council**



Date of Meeting	1 June 2017
<p><u>Local Members:-</u>                  Cllr Shane Bartlett - Member for Colehill West &amp; Wimborne Minster                  Cllr Janet Dover - Member for Colehill East &amp; Stapehill</p> <p><u>Officer</u>                  Andrew Martin - Service Director - Highways and Emergency Planning</p> <p><u>Lead Case Officer</u>                  Martin Farnham, Senior Technical Officer, Regulation Team, Dorset Highways</p>	
<b>Subject of Report</b>	<b>Proposed Prohibition and Restriction of Waiting Various Roads Wimborne</b>
Executive Summary	Following the advertising of proposed changes to the existing prohibition and restriction of waiting on various roads In Wimborne, objections have been received from two individuals to these proposals, This report considers those objections, and whether the proposed changes should be implemented as advertised.
Impact Assessment:	<p>Equalities Impact Assessment: The proposed waiting restrictions will have the usual exemption for disabled badge holders.</p>
	<p>Use of Evidence:</p> <p>Site investigations, public consultation and support of Local Member, Town and District Councils and the Police.</p>
	<p>Budget:</p> <p>The cost of making the Order is estimated at £3,000 inclusive of advertising charges.</p>

	<p>Risk Assessment:</p> <p>Having considered the risks associated with this decision using the County Council's approved risk management methodology, the level of risk has been identified as:  Current Risk: LOW  Residual Risk: LOW</p>
Other Implications	None
Recommendation	That having considered the objections received, Cabinet be recommended to approve the proposed prohibition and restriction of waiting on various roads in Wimborne.
Reason for Recommendation	The proposals will remove the current inconsiderate and dangerous parking situation at the roundabout and the junctions of Cranfield Avenue, Rowlands Hill, Royston Drive and St John's Hill. And contribute to the Corporate Policy out comes enabling people of to be safe and prosperous.
Appendices	Appendix 1 –Plan showing proposals Appendix 2 –Photos of site showing problem parking
Background Papers	<p>The letters of response are available in the Members Room prior to the meeting or in the Regulation Team Office</p> <p>Consultation responses from the District and Town Councils, Dorset Police and the local County Councillors are held on file in the Environment and the Economy Directorate.</p>
Report Originator and Contact	<p>Name: Martin Farnham  Senior Technical Officer, Regulation Team, Dorset Highways  Tel: 01305 225606  Email: m.c.farnham@dorsetcc.gov.uk</p>

## **1 Background**

- 1.1 In May 2016 we received a request from Wimborne Minster Town Council to consider introducing parking restrictions and no loading restrictions at the Rowlands Hill roundabout and the junctions of St John's Hill and Cranfield Avenue. We already had requests for the removal of double yellow lines in East Street to increase on street limited parking, funded by the Wimborne Bid and the provision of new yellow lines in Brook Street at one of the entrances to the Cobham Mission Systems site, funded by Cobham Mission Systems.
- 1.2 Proposals were advertised for public consultation on 1 December 2016 to introduce new prohibition and restricted parking provision in East Street, Brook Road, Cranfield Avenue, Rowlands Hill, St Johns Hill and Royston Drive. This report considers the responses received.

## **2 Information**

- 2.1 The plan attached at Appendix 1 shows the existing restrictions as well as the proposed new restrictions. Appendix 2 includes photographs supplied by the Town Council which shows examples of the inconsiderate parking that takes place in the area. While the request for new restrictions only related to St John's Hill and Cranfield Road, officers are aware that the introduction of new restrictions does not in itself remove the parking problems they just move them further along the roads in question. Therefore, County Council officers have proposed to extend the affected area beyond the two roads in question.

## **3 Law**

- 3.1 Sections 1 and 2 of the Road Traffic Regulation Act 1984 allow the County Council to make an Order prohibiting or restricting the waiting of vehicles or the unloading of vehicles. The circumstance where an Order may be made include:
  - 3.2 For avoiding danger to persons or other traffic using the road.
  - 3.3 For facilitating the passage on the road of any class of traffic.

## **4 Consultation**

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme in October 2016 and was supported at the time by the Local Member for Colehill West & Wimborne Minter, the Local Member for Colehill East & Stapehill, Wimborne Minster Town Council and the Police.
- 4.2 We received no objections to the proposals for East Street and Brook Road and therefore these can be progressed without the need to refer to the Regulatory Committee.
- 4.3 With regard to the proposed new prohibitions and restricted parking for Cranfield Avenue, Rowlands Hill, St Johns Hill and Royston Drive, four letters of support were received along with two letters of objections. These responses are summarised below:

4.4 Responses in support:

<b>Respondent</b>	<b>Summary of Response</b>
1, Resident of Birchdale Road	Supports the proposal for parking restrictions along Cranfield Road.
2, Resident of Wesley Road	Supports the proposed parking restrictions as advertised as the parking of vehicles in the area is in their opinion becoming a danger to drivers.
3, Resident of Oakdene Close	Supports the proposed parking restrictions as advertised as the parked cars in this area have caused by problems for a considerable time.
4, Resident of St Johns Hill	Supports the proposed parking restrictions as advertised.

4.5 Responses in objection:

<b>Respondent</b>	<b>Summary of Response</b>
1, Resident of Cranfield Avenue	Objects to the proposals as the block of flats they live in only has 1 designed off road parking space per flat and only 2 visitor parking spaces. The proposed parking restrictions will have an impact on those residents that have more than 1 car as well as for visitors. The proposal will in their opinion will create unnecessary pressure there is no history of road traffic collisions outside the building and 2 vehicles can pass each other comfortably as long as one side is kept clear. They do agree with the proposal for no parking on the junction of Cranfield Road and St Johns Hill as the present arrangement does let cars park virtually on the junction spoiling any clear view through the junction. They stated that other than the junction the road is rarely busy with parked cars, other than when there are events on in the town and if people are willing to walk a bit further to get free parking then good luck to them. They believe that there has been no history of accidents or even near misses in the area so other than clearing the junction they do not understand why we proposing to carry out these changes.
2, Resident of Hornbeam Way	Objects to the proposals as they had never witnessed any parking that caused any problems. They have lived in the area for over 35 years and have never known of any accident arising from parking in the said roads. They also believe that the proposal will only move parking further along Cranfield Avenue into the Highland Park estate.

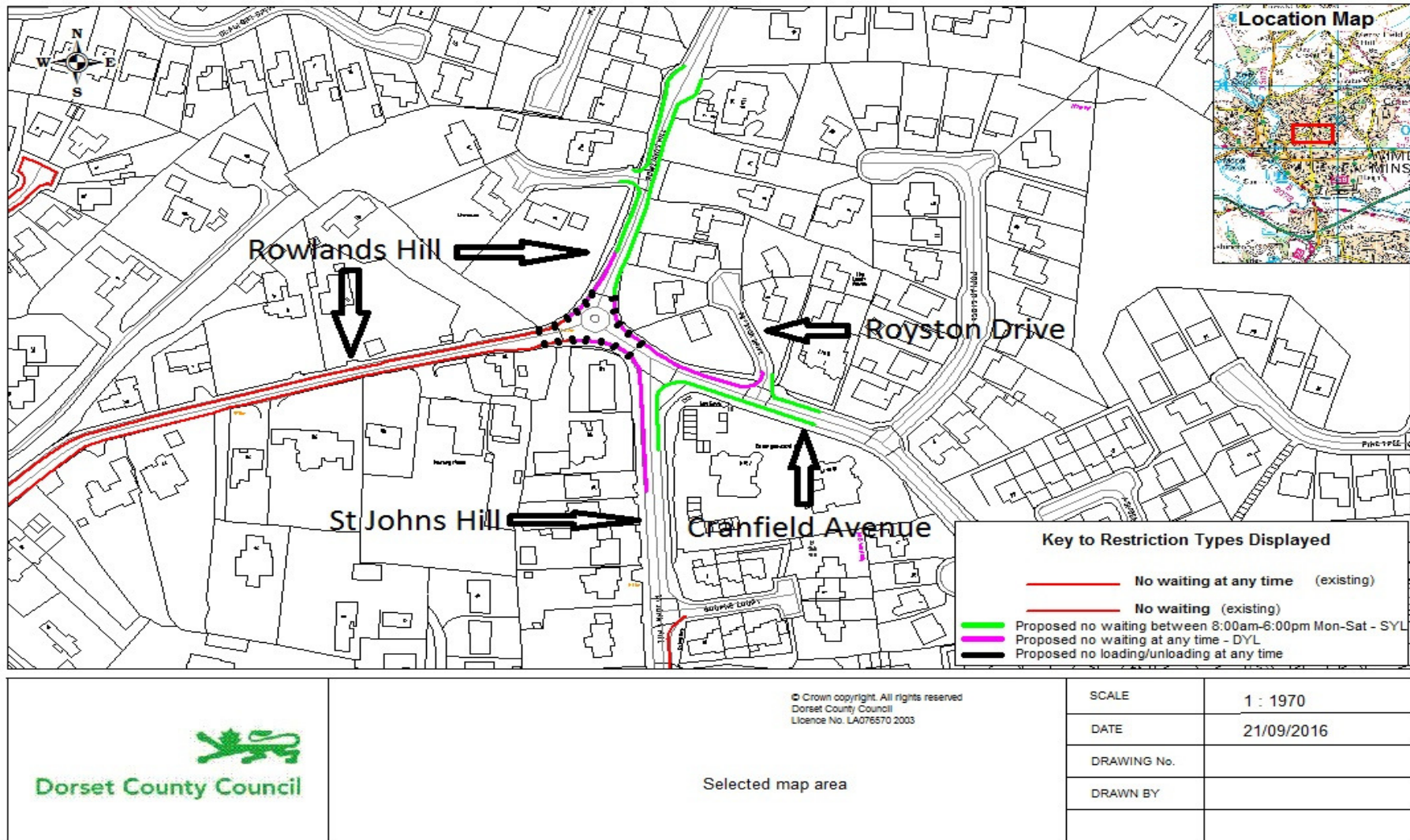
## **5 Comments on the Objections**

- 5.1 The proposals are as a result of a request received from the Wimborne Minster Town Council and this original request was also supported by Cllr Cook the then local member. The pictures in appendix 2 show what the parking can be like, with cars parking on the bend at the junction of St Johns Hill and Cranfield Avenue.
- 5.2 Such parking is not in accordance with the Highway Code which states, “DO NOT stop or park opposite or within 10 metres [32 feet] of a junction, except in an authorised parking space”. The proposal for Cranfield Avenue can be seen in Appendix 1 and is as follows: “No Waiting At Any Time, on the northern side, from its junction with St John’s Hill in an easterly direction for a distance of 44 metres. No Waiting between the hours of 8.00am and 6.00pm Monday to Saturday on the southern side, from its junction with St Johns Hill in a south-easterly direction for a distance of 57 metres. On the northern side, from its junction with Royston Drive eastward for a distance of 13 metres, No Loading or unloading at any time, on the northern side, from its junction with St John’s Hill in a south easterly direction for a distance of 10 metres”. These proposed restrictions are intended to stop the inconsiderate parking at the junctions and on the roundabout at peak times. The limited parking restrictions are intended to stop people leaving their cars at these locations all day, 6 days a week and at the same time allow residents to park on the road in the evenings and overnight 7 days a week and all day on a Sunday.
- 5.3 Both objectors have raised the issue of no record of accidents and near misses. The data we have is supplied by Dorset Police and the definition of the data supplied is as follows; “All road accidents involving human death or personal injury occurring on the Highway and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are to be reported.” We keep data covering reported accidents as described for the previous 5 years. While we do not have any reported accidents we do not have any data in relation to accidents with no injuries or near misses, neither of which have to be reported to Dorset Police. This does not mean that no injury accidents or near misses have occurred.
- 5.4 The object of the proposal is to stop inconsiderate parking, to keep the junction of St Johns Hill with Cranfield and at the roundabout clear of parked cars. This will allow drivers to see oncoming traffic, improve visibility and keep this bus route free from unnecessary obstructions.
- 5.5 In order that cars are not parked at the request Bus Stops in St Johns Hill the proposal extends the restrictions to include these. As Rowlands Hill narrows north of the roundabout the proposals includes a prohibition of parking northward so that drivers do not just park a little further northward.

## **6 Conclusion**

- 6.1 It is accepted that these proposals will not suit everyone. However, having considered the objections, Officers consider that the benefits of the scheme outweigh the objections so that it is proposed that the Regulatory Committee recommend that Cabinet approve the proposals as advertised.

**Andrew Martin**  
Service Director Highways  
15 May 2017





APPENDIX 2 View looking northward from the junction of St Johns Hill with Cranfield Avenue towards the roundabout



APPENDIX 2 another view looking northward from the junction of St Johns Hill with Cranfield Avenue towards the roundabout





APPENDIX 2 View looking southward from the roundabout along St Johns Hill and the junction with Cranfield Avenue



APPENDIX 2 View looking southward along St Johns Hill from the junction with Cranfield Avenue