

Regulatory Committee

Dorset County Council



Date of Meeting	1 June 2017
Officer	Andrew Martin – Service Director Highways & Emergency Planning
Subject of Report	Dorchester Transport and Environment Plan (DTEP) Proposed Waiting Restrictions in Dorchester High Street
Executive Summary	<p>In 2003 the County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publically acceptable.</p> <p>In September 2014, Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street, be progressed. This included refurbishment of the High West Street / Trinity Street traffic signals and improvement of the setting of the proposed Shire Hall Heritage Centre. A Local Member Led Project Working Group was set up to oversee development of the project with representation from County, District and Town Councils.</p> <p>The proposal is to remove the existing ‘Pay and Display’ parking on the north side of High West Street between Glyde Path Road and Trinity Street and to widen the footway, in order to accommodate a disabled access to Shire Hall and improve its setting. Also, to introduce a peak-time loading ban in the high street, between its junctions with Alington Street and Icen Way, in order to reduce traffic delays and thereby improve air quality. Following advertising of the proposed changes, one message of support, one objection and one representation have been received. This report considers those responses and whether the proposals should be implemented as advertised.</p>

Proposed Waiting Restrictions in Dorchester High Street

<p>Impact Assessment:</p>	<p>Equalities Impact Assessment:</p> <p>An equalities impact assessment has been carried out for this scheme which concluded that there will be no discriminatory or negative consequences for any sector of the community on the grounds of race, gender, disability, faith, sexuality or age.</p> <p>The proposals seek to improve the streetscape visually, provide disabled access to the new Shire Hall Heritage Centre without obstructing the through flow of pedestrians along the northern footway of High West Street and improve air quality. This will particularly benefit the young, elderly, infirm and disabled, but will cause some inconvenience to a disabled resident living in Grey School Passage.</p> <hr/> <p>Use of Evidence:</p> <p>Traffic survey data has been collected and public consultation undertaken. Local Members, Town and District Councils and the Police support the proposals.</p> <hr/> <p>Budget:</p> <p>The overall budget for the project is £3.632 million including contributions from West Dorset District Council, Dorchester Town Council and developer payments relating to the Poundbury, Brewery Square and heritage centre developments. The estimated cost of the works on the High Street, between Glyde Path Road and the Trinity Street Junction, is approximately £326,000, including design and preparation costs.</p> <hr/> <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: MEDIUM Residual Risk: MEDIUM</p> <p>However, the level of risk will reduce as the likelihood of the risks being realised will reduce following completion of the scheme.</p> <hr/> <p>Other Implications:</p> <p>The scheme will update the signal equipment surrounding Trinity Street junction to low voltage / low energy use.</p>
<p>Recommendation</p>	<p>That having considered the objections received, Cabinet be recommended to approve the proposed waiting restrictions and peak-time loading ban as advertised.</p>

Proposed Waiting Restrictions in Dorchester High Street

Reason for Recommendation	The proposals will allow construction of a disabled access to the Shire Hall Heritage Centre without obstructing through flow of pedestrians on the footway and improve the flow of traffic in the high street at peak periods which should provide some improvement to air quality.
Appendices	Appendix 1 - Plan Showing Proposed Changes to Waiting Restrictions and Peak-time Loading Ban Appendix 2 - Plan of Proposed Works at High West St / Trinity St Junction
Background Papers	<ol style="list-style-type: none">1. The responses to the Order Public advertisement as outlined in Para 4.2 are available to view in the Members Room.2. Primary 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.
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Proposed Waiting Restrictions in Dorchester High Street

1 Background

- 1.1 In 2003 the County Council agreed with Dorchester Town Council and West Dorset District Council to prepare a plan to enhance the public realm and reduce the negative impacts of traffic. As the plan was developed maintenance and improvement works at various locations in Dorchester were put on hold. In late 2013 public consultation was held on a scheme proposal, which would provide one-way traffic flow in the High Street, but this was not found to be publically acceptable.
- 1.2 In September 2014, Cabinet resolved that elements of DTEP that include deferred maintenance and improvement works, plus some environmental enhancements, but exclude one-way traffic in the High Street be progressed. This included refurbishment of the High West Street / Trinity Street traffic signals and improvement of the setting of the proposed Shire Hall Heritage Centre.
- 1.3 A Local Member Led Project Working Group comprising members and officers of the County, District and Town Councils was set up to oversee development of the project.
- 1.4 Following a decision by West Dorset District Council in December 2015 to defer support for a link road affecting Fairfield car park, in February 2016 Cabinet again resolved to progress design and construction of improvements at High West Street / Trinity Street Junction and the other locations identified in the revised DTEP project.
- 1.5 The proposals put to public consultation in 2013 had included restriction in traffic on the high street to one-way between Top o' Town and Church Street, with improvements being made to the footways throughout this length and Glyde Path Road being closed to motorised traffic. The resulting changes in traffic flow would have improved air quality in the high street where it is already unacceptably poor, without seriously affecting other areas of the town. Rejection of this scheme means that the air quality problems in the high street remain and for this reason the Working Group asked for proposals to be developed to mitigate the problem. This resulted in the proposal to ban loading and unloading of vehicles at peak traffic times, in order to keep traffic moving without significantly disadvantaging businesses.
- 1.6 The Working Group also decided to widen the footway outside Shire Hall and Stratton House to improve the streetscape and the setting of these historic buildings and permit provision of a disabled access to Shire Hall without obstructing through flow of pedestrians. Widening the footway means that it will no longer be possible to provide 'Pay and Display' parking in this area.
- 1.7 In addition, the Working Group decided that the closure of the narrow section of Glyde Path Road to motorised traffic should be retained, to improve safety for pedestrians and to provide a cycle link northward from High West Street.
- 1.8 The proposed removal of the 'Pay and Display' parking and replacement with 'No Waiting at Any Time', together with introduction of a loading/unloading ban was advertised for public consultation on 23 February 2017. The objection period closed on 16 March 2017, during which one message of support, one objection and one representation were received. This report considers the objection and the representation and whether the proposed waiting restrictions should be implemented as advertised.
- 1.9 In conjunction with the revision of waiting restrictions, the permanent closure of Glyde Path Road to motorised traffic over a distance of about 40 metres from the junction with High West Street and the revocation of the existing 'No entry' from High

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West Street were also advertised. There was only one response, an expression of support. Making of this order will therefore be progressed under delegated powers.

- 1.10 The Director for Environment and Economy had declared a personal interest in the scheme put to consultation, the subsequent Cabinet decisions and the current DTEP proposals, because he lives in Dorchester on a road that could be impacted by some of the proposals. He has taken no part in the development of the project and the portfolio holder has dealt directly with the design team manager, service manager and head of service. Nevertheless, the Director for Environment and Economy remains the nominal Lead Director.

2 Information

- 2.1 Development of a heritage centre in the historic Shire Hall commenced in Autumn 2016.
- 2.2 The works require a level access off High West Street for disabled visitors. In order to provide this access without constructing a ramp on the footway, which would obstruct through flow of pedestrians, it is necessary to widen the footway and reduce the carriageway width. As a result, it will no longer be possible to permit 'Pay and Display' parking between Glyde Path Road and Trinity Street. Removal of the parking will also enhance the setting of the Grade 1 listed building (Shire Hall) and the adjacent Grade 2 listed buildings. The order seeks to introduce 'no waiting at any time' along the length of road where parking is currently permitted.
- 2.3 West Dorset District Council monitors air quality at various locations in the high street. Over recent years this has been shown to be close to or slightly above level at which action should be taken to reduce pollution and an Air Quality Management Area (AQMA) has been designated in lower High East Street. The DTEP proposal put to public consultation in 2013 sought to introduce one-way traffic in the high street between Top o' Town and Church Street. This would have improved air quality throughout the high street without substantially reducing air quality in other areas of the town. When the proposal failed to get sufficient support, it became necessary to find other measures to mitigate the air quality problems.
- 2.4 The proposal to ban loading and unloading over the lengths shown on the plan (Appendix 1) between 8.00 and 9.30am and between 4.00 and 6.00pm will reduce delays at peak periods and keep traffic moving thereby reducing air pollution. Revised signal arrangements at the Trinity Street junction and alterations to the linking of the signals in High East and High West Streets should further assist towards this objective.
- 2.5 The layout of the proposed works in the vicinity of Shire Hall is shown on the plan in Appendix 2.

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 loading and unloading of vehicles. The circumstances where an Order may be made include:

For facilitating the passage on the road or any other road of any class of traffic (including pedestrians);

For preserving or improving the amenities of the area through which the roads run.

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4 Consultation

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme and it is supported by the Local Members for Dorchester, by West Dorset District Council, by Dorchester Town Council and by the Police.
- 4.2 There were three responses to the public consultation process, which are summarised below.

Respondent and Address	Summary of Response
Resident of Orchard Street, Dorchester	Supports the proposal.
Resident of Grey School Passage, Dorchester	Requested information on the proposal and how this might impact a 'blue badge holder'.
Residents of High West Street, Dorchester	Object to the proposal. Consider that the restrictions will unduly affect their ability to unload shopping etc. and that three parking bays should be provided for parking by residents only.

- 4.3 The responses consist of one objection from the residents of High West Street, Dorchester, one expression of support and one request for information about possible effects of the proposal to remove the 'Pay and Display' parking between Glyde Path Road and Trinity Street.
- 4.4 The objectors are concerned about the loss of the potential ability to park in close proximity to their property in High West Street, by Grey School Passage, and the inconvenience this would create when unloading shopping etc. They feel that previous changes in parking restrictions, which removed residents' parking from High West Street, affected them unfairly and resulted in them having to park on The Grove. They consider that they should be given special priority for residents' parking in North Square, although the demand in that zone is oversubscribed.
- 4.5 A resident of Grey School Passage, who is a 'blue badge holder', requested information on the proposed works and how the traffic regulation order might affect his ability to park near his property. He decided not to object.

5 DCC Comment on Representations

- 5.1 The objectors' concerns relate to their ability to park in close proximity to their property, although at present there is no certainty that a parking space will be available in High West Street when they wish to park. The effect of the proposed orders means that they would not be permitted to park outside Shire Hall and Stratton House between 8.00am and 9.30am or between 4.00pm and 6.00pm. Other than at these times they would be permitted to stop (for a short time) on the double yellow lines to load/unload, for example to drop off shopping. The provision of residents' parking bays is inconsistent with the objectives of the scheme. It would appear from their correspondence that they are objecting because they do not have a residents' parking permit for North Square.

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- 5.2 The 'blue badge holder' will undoubtedly be disadvantaged as the existing arrangements allow his vehicle to be parked at any time at a distance of less than 100 metres from his home, provided that a parking space is available. The proposals will virtually double this distance. It would appear from the correspondence that, the blue badge may be utilised to enable his vehicle to be parked in the proposed 'No Waiting' area (subject to the usual restrictions) during periods when the proposed loading ban is not in force. The design team has considered the possibility of providing a dedicated bay for disabled parking at various locations. However, the Local Member Led Project Working Group concluded that there is no suitable location that would provide the respondent with any real benefit.

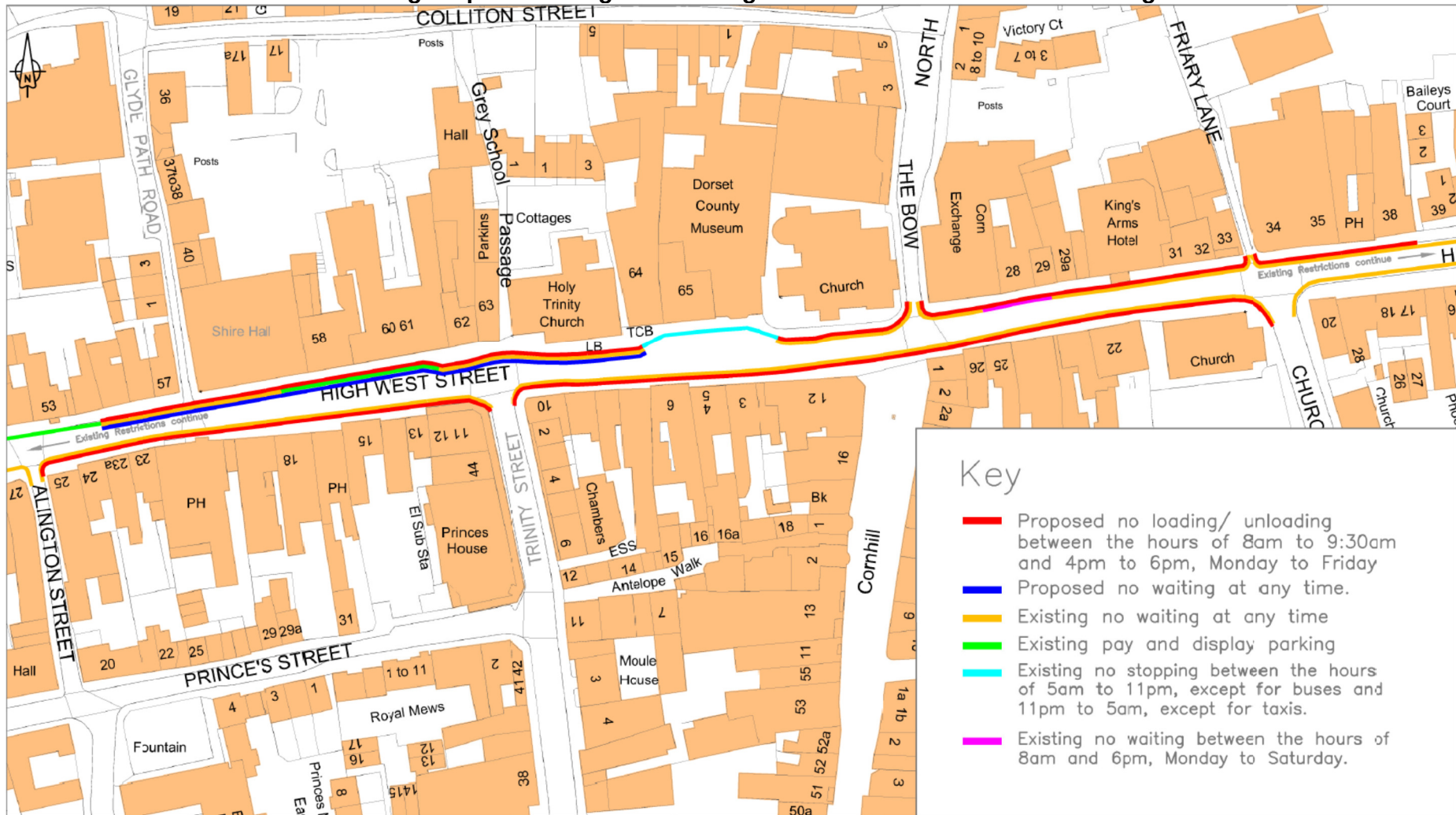
6 Conclusion

- 6.1 The DTEP scheme has been developed as a result of the response to public consultation undertaken in autumn 2013 and subsequent member led community liaison work in 2014.
- 6.2 Having considered the representations submitted, concerns raised have been mitigated, investigated or responded to as detailed in section 5.
- 6.3 The Highway Improvements team considers that the proposed measures are necessary in order to realise the DTEP objectives of: - providing a higher quality environment; protecting and enhancing the historic fabric of the town; increasing pedestrian priority and freedom; and improving access for the elderly and disabled. It therefore asks the Committee to recommend to Cabinet that the order be implemented as advertised.

Andrew Martin

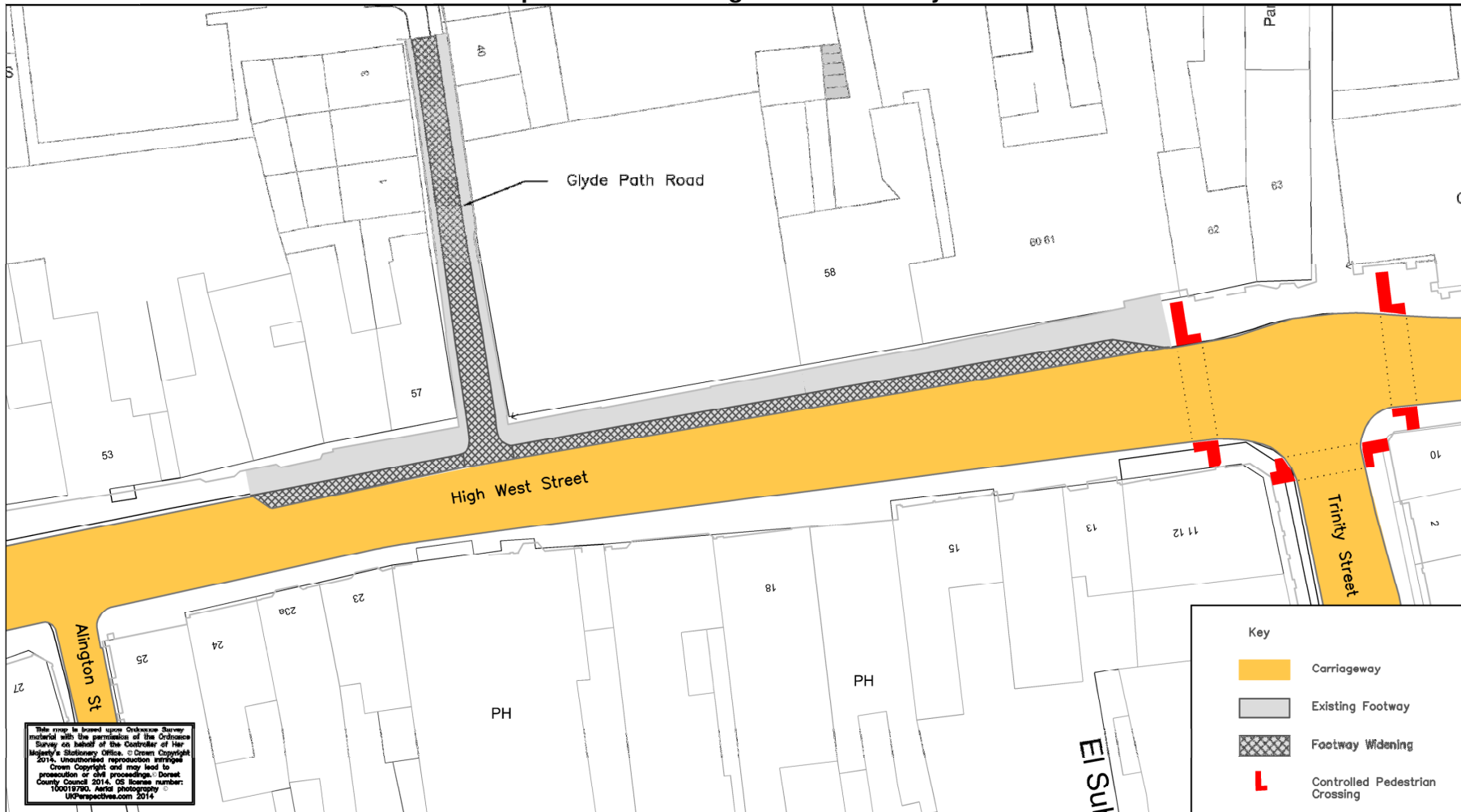
Service Director Highways & Emergency Planning
May 2017

Plan Showing Proposed Changes to Waiting Restrictions and Peak-time Loading Ban



<p>Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harries Director for Environment and the Economy</p> <p>DORSET HIGHWAYS Andrew Martin Head of Dorset Highways</p>	Project Title <p style="text-align: center;">DORCHESTER TRANSPORT AND ENVIRONMENT PLAN</p>		<p style="font-size: small;">This map is based upon Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright, 2004. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Dorset County Council 2004. OS license number: 100019790. Aerial photography © UKrmapdata.com 2003</p>	
	Drawing Title <p style="text-align: center;">HIGH STREET LOADING / UNLOADING RESTRICTION TRAFFIC REGULATION ORDER</p>	Drawing Number <p style="text-align: center;">HI1026/20/01/C</p>		
	Scale (A4 Size) <p style="text-align: center;">DO NOT SCALE</p>	Drawn <p style="text-align: center;">ATG</p>		Date <p style="text-align: center;">13 FEB 17</p>
Rev Date Issue / Remarks Checked		C 13Feb17 B 02Feb17 A 02Mar16 Orig 21Oct15	Amended Restrictions Amended Key Time period amendment - PHH	EVB EVB NWT PHH

Plan of Proposed Works at High West St / Trinity St Junction



Key

- Carriageway
- Existing Footway
- Footway Widening
- Controlled Pedestrian Crossing

 Dorset County Council ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Harries Director for Environment and the Economy	Project Title				DTEP HIGH STREET_TRINITY STREET JUNCTION			
	Drawing Title			SCHEME LAYOUT		Drawing Number		
DORSET HIGHWAYS Andrew Martin Head of Dorset Highways	Scale (A4 Size)		Drawn	Date	Drawing Status			-
	1:500		ATG	11 Apr 17				PHH
		Orig	11 Apr 17					
		Rev	Date	Issue / Remarks				Checked