



Meeting: Regulatory Committee

Time: 3.00 pm

Date: 1 June 2017

Venue: Committee Room 1 - County Hall, County Hall, Colliton Park, Dorchester DT1 1XJ

David Jones (Chairman)	Byron Quayle (Vice-Chairman)	Jon Andrews
Shane Bartlett	Kevin Brookes	Ray Bryan
Keith Day	Jean Dunseith	Beryl Ezzard
Katharine Garcia	Nick Ireland	Jon Orrell
Mary Penfold	Margaret Phipps	David Shortell

## Notes:

- The reports with this agenda are available at [www.dorsetforyou.com/countycommittees](http://www.dorsetforyou.com/countycommittees) then click on the link "minutes, agendas and reports". Reports are normally available on this website within two working days of the agenda being sent out.
- We can provide this agenda and the reports as audio tape, CD, large print, Braille, or alternative languages on request.
- **Public Participation**  
Guidance on public participation at County Council meetings is available on request or at <http://www.dorsetforyou.com/374629>.

## Public Speaking

Members of the public can ask questions and make statements at the meeting. The closing date for us to receive questions is 10.00am on 26 May 2017, and statements by midday the day before the meeting.

**Debbie Ward**  
Chief Executive

Contact: David Northover  
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224175

Date of Publication:  
Tuesday 23 May 2016

## 1. Apologies for Absence

To receive any apologies for absence.

## 2. Code of Conduct

Councillors are required to comply with the requirements of the Localism Act 2011 regarding disclosable pecuniary interests.

- Check if there is an item of business on this agenda in which the member or other relevant person has a disclosable pecuniary interest.
- Check that the interest has been notified to the Monitoring Officer (in writing) and entered in the Register (if not this must be done on the form available from the clerk within 28 days).
- Disclose the interest at the meeting (in accordance with the County Council's Code of Conduct) and in the absence of a dispensation to speak and/or vote, withdraw from any consideration of the item.

The Register of Interests is available on Dorsetforyou.com and the list of disclosable pecuniary interests is set out on the reverse of the form.

**3. Minutes** 5 - 8

To confirm and sign the minutes of the meeting held on 6 April 2017 (attached).

**4. Public Participation**

Public Speaking

To receive any public questions and or public statements or requests to speak in accordance with Standing Order 21 (2).

**5. Terms of Reference** 9 - 10

To note the Terms of Reference of the Committee (attached).

**Traffic Matters**

**6. Dorchester Transport and Environment Plan (DTEP) - Proposed waiting restrictions in High West Street/ High East Street, Dorchester** 11 - 20

To consider a report by the Service Director – Highways and Emergency Planning (attached).

**7. Proposed Prohibition and Restriction of Waiting - Various Roads, Wimborne** 21 - 30

To consider a report by the Service Director – Highways and Emergency Planning (attached).

**8. Proposed Toucan Crossing - East Road, Bridport** 31 - 42

To consider a report by the Service Director – Highways and Emergency Planning (attached).

**9. Dates of future meeting in 2017**

Dates of future meetings of the Committee during 2017:-

- Thursday 22 June (Reserve)
- **Thursday 13 July**
- Thursday 17 August (Reserve)
- **Thursday 7 September**
- Thursday 28 September (Reserve)
- **Thursday 19 October**
- Thursday 16 November (Reserve)

- **Thursday 7 December**

**All meetings are scheduled to start at 10.00 am.**

**10. Questions from County Councillors**

To answer any questions received in writing by the Chief Executive by not later than 10.00am on Friday 26 May 2017.

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### Regulatory Committee

Minutes of the meeting held at County Hall, Colliton Park,  
Dorchester, DT1 1XJ on Thursday, 6 April 2017

#### Present:

David Jones (Chairman)

Pauline Batstone, Beryl Ezzard, Ian Gardner, Paul Kimber and David Mannings.

#### Member Attending

Andy Canning – minutes 25 and 26.

Officer Attending: Mike Potter (Project Engineer), Emma Baker (Project Engineer), Phil Crowther (Solicitor) and David Northover (Senior Democratic Services Officer).

#### Public Speaker

David Sharman, local resident – minute 26.

(Notes: These minutes have been prepared by officers as a record of the meeting and of any decisions reached. They are to be considered and confirmed at the next meeting of the Cabinet to be held on **Thursday, 1 June 2017.**)

#### **Apologies for Absence**

21

Apologies for absence were received from Councillors Barrie Cooper, Fred Drane, Mervyn Jeffery, Mike Lovell, Steven Lugg, Margaret Phipps, Peter Richardson, Daryl Turner and David Walsh.

#### **Code of Conduct**

22

There were no declarations by members of disclosable pecuniary interests under the Code of Conduct.

#### **Minutes**

23

The minutes of the meeting held on 16 March 2017 were confirmed and signed subject to reference in minute 15 to reflect the comment raised by Councillor Mannings that, in designing proposals such as these, consideration should in future be given to how facilities for bus stop provision might be accommodated, if at all practicable.

#### **Public Participation**

24

##### Public Speaking

There were no public questions received at the meeting in accordance with Standing Order 21(1).

There were no public statements received at the meeting in accordance with Standing Order 21(2).

#### **Traffic Matters**

##### **Proposed speed limit reduction - A353, White Horse Hill, Osmington**

25

The Committee considered a report by the Service Director – Highways and Emergency Planning for a proposed change to the speed limit on the A353 at White Horse Hill, Osmington. Following primary consultation of the proposals to proceed to advertisement, support was received from the local County Councillors for Lodmoor

and Linden Lea, Osmington Parish Council and Dorset Police. However as an objection was received from Weymouth and Portland Borough Council, the Committee was now being asked to agree whether the proposed change should be advertised, despite the objection received.

Officers described the proposal, for a reduction of the speed limit from 60 mph to 40 mph, what it entailed and why it was considered to be necessary. Speed survey data had assessed that it would be reasonable and appropriate for the speed limit to be reduced to 40mph limit. The topography of the road was described, there being a significant incline and decent in the road's configuration with bends throughout which restricted visibility.

Consequently there had been a number of injury collisions on this route and it was considered that by significantly reducing the speed permitted would assist in reducing this and considerably benefit road safety.

Within the length of road over which the reduction was proposed to be imposed were entrances to three farms and three businesses: a holiday park, a garage and a car sales operation. During the summer holiday season, two of the three farms operated successful and very busy camp sites, significantly increasing the traffic accessing these sites. The road was a county "A" road which carried significant amounts of traffic in an east/west direction, particularly during the summer season.

Upon consulting with primary consultees, an objection had been received from the Borough Council on the basis that the proposals would not necessary solve any road safety issues and a footpath would be more beneficial. However, as there were no recorded collisions involving pedestrians, there was no justification for a footpath in the circumstances.

The County Councillor for Linden Lea, Andy Canning, considered that the speed limit reduction was necessary given the limited visibility and the activity generated by the amenities over that length, particularly from the camp sites and for vehicles exiting the garage and by pedestrians. Given that there was widespread local support for the reduction, including the Parish Council, he sought the Committee's approval for the matter to be progressed.

The County Councillor for Lodmoor, David Mannings, fully supported the proposals given the activities from premises along the road and the tortuous westbound decent which obscured the entrances to these businesses meant that a reduction was necessary on road safety grounds. He too particularly mentioned the traffic generated by the camp sites and the difficulty for vehicles exiting the garage, where assistance was often required. A new bus service between Poole and Dorchester could exacerbate problem and the lack of pedestrian provision meant that he fully backed the scheme.

Given the Committee's understanding of the issues at hand, the activity taking place on a busy "A" road, the number of traffic incidents recorded, and how this was seen to be the most suitable means of improving road safety, on being put to the vote, the Committee considered that the proposals should be progressed to advertisement.

### **Resolved**

That having considered the objection received, the proposed new speed limit for the A353 to proceed to the public consultation advertisement stage be approved.

### **Reason for Decision**

The proposals would regulate or reduce the speed of vehicles to a level which drivers can readily meet the general dangers which may be expected on this road.

### **Dorchester Transport and Environment Plan (DTEP) - Proposed Access Only Order in Victoria Road, Dorchester**

26 The Committee considered a report by the Service Director – Highways and Emergency Planning on proposals for an access only order to be imposed on Victoria Road, Dorchester as a consequence of the implications of the DTEP scheme for highway and pedestrian movement improvements at the Great Western Cross (GWC) junction, Dorchester which was currently being implemented.

Members were reminded that in order to provide the pedestrian crossing facilities at Great Western Cross without adversely affecting the traffic capacity of the junction, it was necessary to prohibit certain traffic movements. However there was concern that as a consequence, this could lead to increased traffic in Victoria Road as motorists sought an easy alternative to the banned turns. For this reason, a ban on right turns from Damers Road into Victoria Road was considered integral to the overall scheme. However following the prohibition of turns being advertised concerns were raised that Victoria Road would be used as an alternative means for traffic seeking to circumnavigate the Cross. Consequently the Access Only Order was proposed to mitigate against this and was developed in association with local residents. Advertisement of this proposal generated the objection members were now being asked to consider. This had been received from a resident of Victoria Road who considered that the Order would be unenforceable and ineffective. Notwithstanding this, and for the reasons set out in the report, the Committee was being asked to recommend to Cabinet that the proposed prohibition of access should be implemented as advertised as a means of preventing inappropriate and disproportionate use of this residential street.

With the aid of a visual presentation officer's described what the Order was designed to achieve, how it would be implemented and its provisions applied. Photographs and plans showed the setting of the road within the character of the townscape and the local road network, the road's characteristics and configuration and its relationship with the Great Western Cross. Clarification was provided at how the provisions of the Order would be applied. Whilst there would be access to properties and on street parking bays, the use of the road by through traffic would not be permitted. It was recognised that effective enforcement was critical in its success. The Order had the support of both local County Councillors for Dorchester, Trevor Jones and Richard Biggs, West Dorset District Council and Dorchester Town Council who all understood its necessity.

As one of the local members and as the Chairman of DTEP, Andy Canning, considered that the DTEP scheme showed what a joint partnership venture could achieve and how working with local residents directly could achieve positive outcomes, such as this. He advocated that its introduction should be supported with it subsequently being monitored to assess its effectiveness.

David Sharman, local resident, speaking on behalf of a number of other residents of Victoria road supported the proposal in that it would deter traffic from using the road as a "rat run" principally to avoid the Cross's signals and the designated alternative route. There had been cause for concern amongst residents that rat running occurred for some time and improvement works only heightened that concern. Whilst he hoped the GWC improvements were a success he emphasised that the only reason an objection had not been lodged by residents of Victoria Road to the works was that mitigating measures would be put in place for them and, on that basis, felt that the committee had somewhat of an obligation to approve this scheme.

Members of the Committee asked what alternative measures might be considered to enhance the Order if necessary. Officers responded that they were not in a position to determine what these would be until the access only scheme had been in place and monitoring undertaken to determine its success, or otherwise, and having taken advice from design engineers. One member asked that as parking was limited in the area to access the amenities, consideration should be given to addressing this. However, it was clarified that that was not part of the proposals being debated.

On the basis that a consequence of the GWC improvement scheme being implemented would be that traffic would be seeking alternative routes for convenience, being detrimental to those residential streets, the Committee considered that the Access Only Order would be fundamental to the success of, and an integral part of the overall scheme, and necessary to how it successfully operated. They also recognised that enforcement was critical in its success. However the Committee were mindful that this might not do all that it was designed to do and that other measures may well need to be considered in time. Given this, it was

### **Recommended**

That having considered the objection received, the proposed prohibition of access for Victoria Rod, Dorchester as advertised be approved

### **Reason for Recommendation**

The proposals were designed to deter inappropriate use of a quiet residential street by unsuitable through traffic.

### **Questions from County Councillors**

27 No questions were received from members under Standing Order 20(2).

### **Acknowledgements**

28 As this was the final meeting of the Committee in this administration, the Chairman took the opportunity to thank officers and members alike for their contribution to the work of the Committee since its inception in ensuring that it was the success it was. The quality of the contribution made was much appreciated by him and he thanked in particular his Vice-Chairman, Pauline Batstone, for her stoical support during his tenure and Mike Lovell, his predecessor as Chairman of the former Planning Committee. The Committee duly reciprocated.

Meeting Duration: 10.00 am - 11.00 am



## Regulatory Committee - Terms of Reference

### Planning Matters

1. In relation to County matters (with the exception of slurry stores in the areas of these districts that have accepted delegations from the County Council to determine these matters) and applications under Regulation 3 of the Town and Country Planning General Regulations 1992, to determine applications for:-
  - (i) planning permission
  - (ii) certificates of lawfulness of existing use or development
  - (iii) certificates of lawfulness of proposed use or development
2. To respond to consultations on development proposals of strategic importance, by making recommendations to the Cabinet.
3. In relation to review powers incorporated in the Environment Act 1995.
  - (i) the approval of conditions and updating of old mineral permissions.
  - (ii) carrying out a periodic review of all mineral permissions.
4. Enforcement of planning control.
5. To make orders for the modification, suspension, revocation, discontinuance or prohibition of mineral workings.
6. Power to enforce or dispense with the duty to replace trees whether inside Conservation Areas or not and to grant consents under a Tree Preservation Order, also functions relating to the protection of hedgerows.

### Roads and Rights of Way Matters

7. Making recommendations to the Cabinet on traffic regulation including:-
  - (i) making of traffic regulation orders
  - (ii) installation of minor traffic calming measures
  - (iii) aids to pedestrian movement
  - (iv) provision for cyclists
8. Legal proceedings and enforcement action relating to roads and bridges.
9. Power to make new street Byelaws.
10. To review the Definitive Map and Statement of Rights of Way.
11. To determine applications to modify the Definitive Map and Statement of Rights of Way.
12. To consider applications for the creation, diversion and extinguishment of rights of way including power to create footpaths and bridleways.
13. To promote and protect the rights of the public to use and enjoy highways.
14. The functions of the County Council as registration authority for commons and town and village greens.

### Licensing and Registration Matters

15. Power to issue, amend or replace safety certificates (whether general or special) for sports grounds,
16. Power to issue, cancel, amend or replace safety certificates for regulated stands at sports grounds.
17. Power to licence the employment of children.

18. To hear and determine appeals from applicants for or existing holders of "approved premises" licences in accordance with the Marriage Act 1949 (as amended).
  19. To determine applications made under Section 7 of the Explosives Act 1875 (now amended to the Manufacture and Storage of Explosives Regulation 2005) for the establishment of a factory or magazine.
  20. The functions of the County Council in relation to elections.
- Membership: 15 (not being members of the Cabinet)

# Regulatory Committee

**Dorset County Council**



Date of Meeting	1 June 2017
Officer	Andrew Martin – Service Director Highways & Emergency Planning
<b>Subject of Report</b>	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"><li>1. The responses to the Order Public advertisement as outlined in Para 4.2 are available to view in the Members Room.</li><li>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.</li></ol>
Officer Contact	Name: Paul Hannam Tel: 01305 225325 Email: <a href="mailto:p.l.hannam@dorsetcc.gov.uk">p.l.hannam@dorsetcc.gov.uk</a>

## **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

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.

#### 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.



- 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.

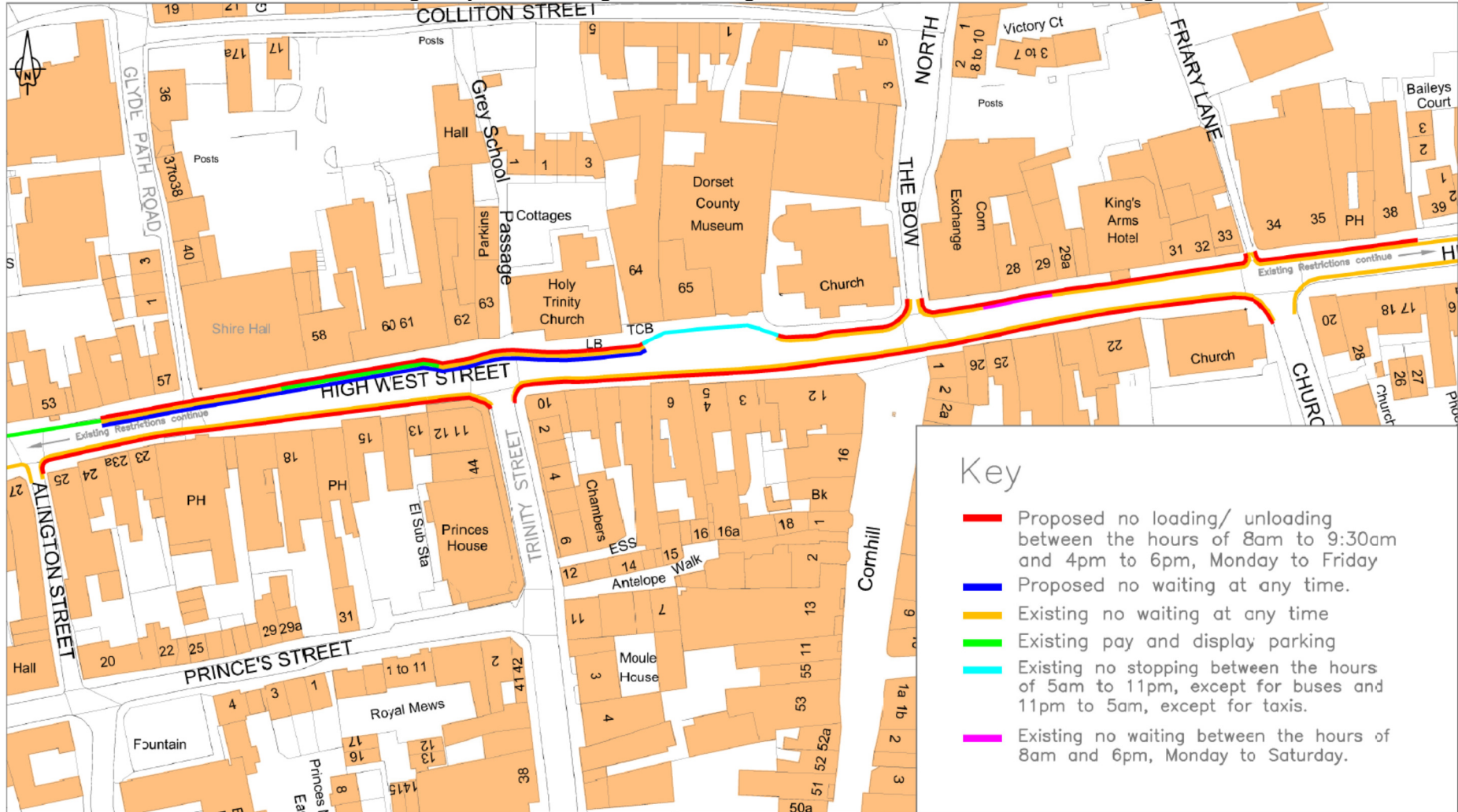
## **6 Conclusion**

- 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



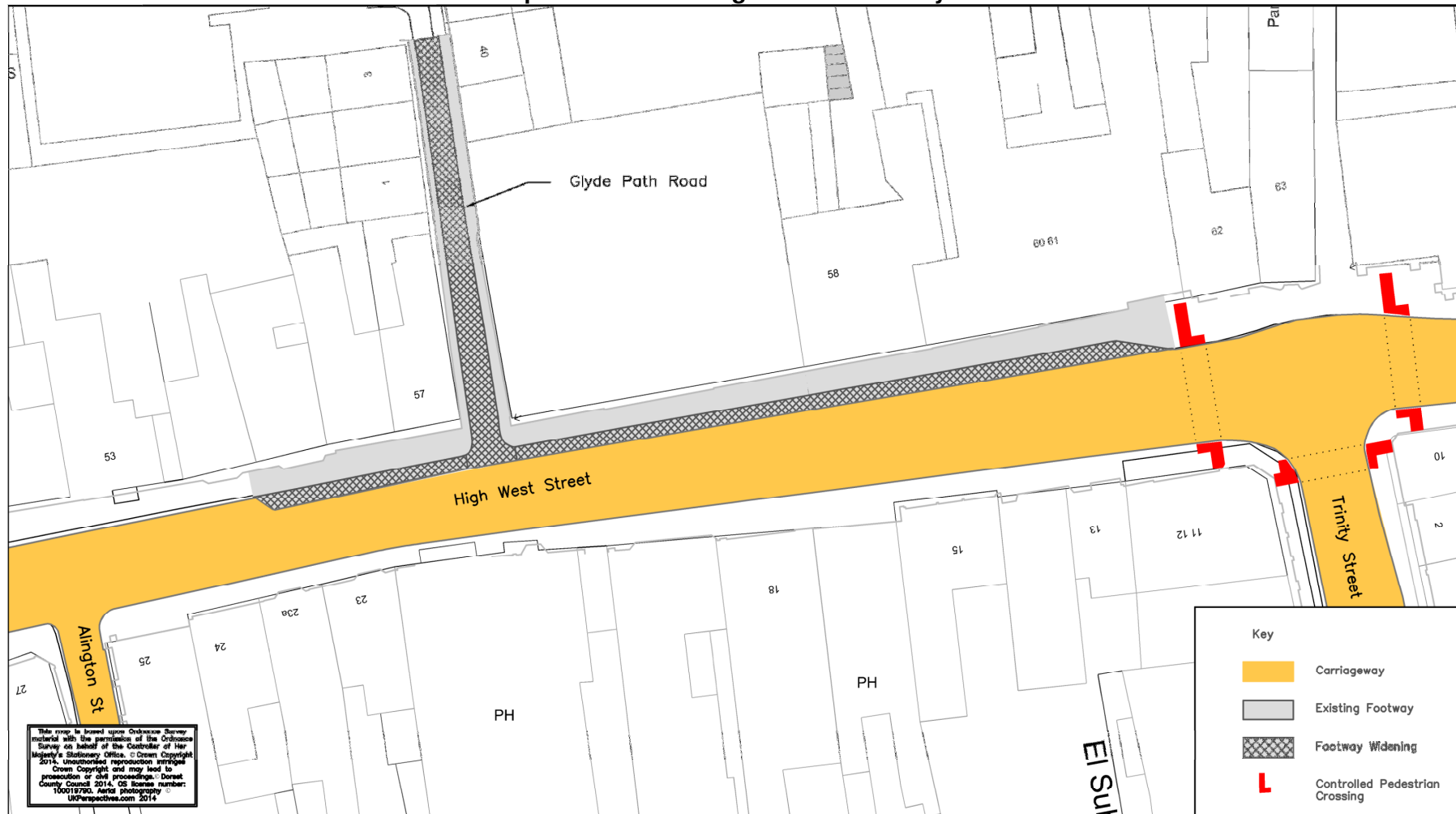
Key

- Proposed no loading/ unloading between the hours of 8am to 9:30am and 4pm to 6pm, Monday to Friday
- Proposed no waiting at any time.
- Existing no waiting at any time
- Existing pay and display parking
- Existing no stopping between the hours of 5am to 11pm, except for buses and 11pm to 5am, except for taxis.
- Existing no waiting between the hours of 8am and 6pm, Monday to Saturday.

Page 18

<p><b>Dorset County Council</b>                  ENVIRONMENT AND THE ECONOMY DIRECTORATE                  Mike Harries Director for Environment and the Economy</p> <p><b>DORSET HIGHWAYS</b>                  Andrew Martin                  Head of Dorset Highways</p>	Project Title <p style="text-align: center;"><b>DORCHESTER TRANSPORT AND ENVIRONMENT PLAN</b></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: 100018790. Aerial photography © UKrmapdata.com 2003</p>	
	Drawing Title <p style="text-align: center;"><b>HIGH STREET LOADING / UNLOADING RESTRICTION TRAFFIC REGULATION ORDER</b></p>	Drawing Number <p style="text-align: center;"><b>HI1026/20/01/C</b></p>		C 13Feb17 B 02Feb17 A 02Mar16 Orig 21Oct15 Rev Date Issue / Remarks Checked
	Scale (A4 Size) <p style="text-align: center;"><b>DO NOT SCALE</b></p>	Drawn <p style="text-align: center;"><b>ATG</b></p>		Date <p style="text-align: center;"><b>13 FEB 17</b></p>

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



**Key**

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

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 <b>Dorset County Council</b> 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		
<b>DORSET HIGHWAYS</b> Andrew Martin Head of Dorset Highways	Scale (A4 Size)		Drawn		Date		Drawing Status	
	1:500		ATG		11 Apr 17		-	
				Orig 11 Apr 17				PHH
				Rev		Date		Issue / Remarks
								Checked

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# 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:	Equalities Impact Assessment: The proposed waiting restrictions will have the usual exemption for disabled badge holders.
	<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.



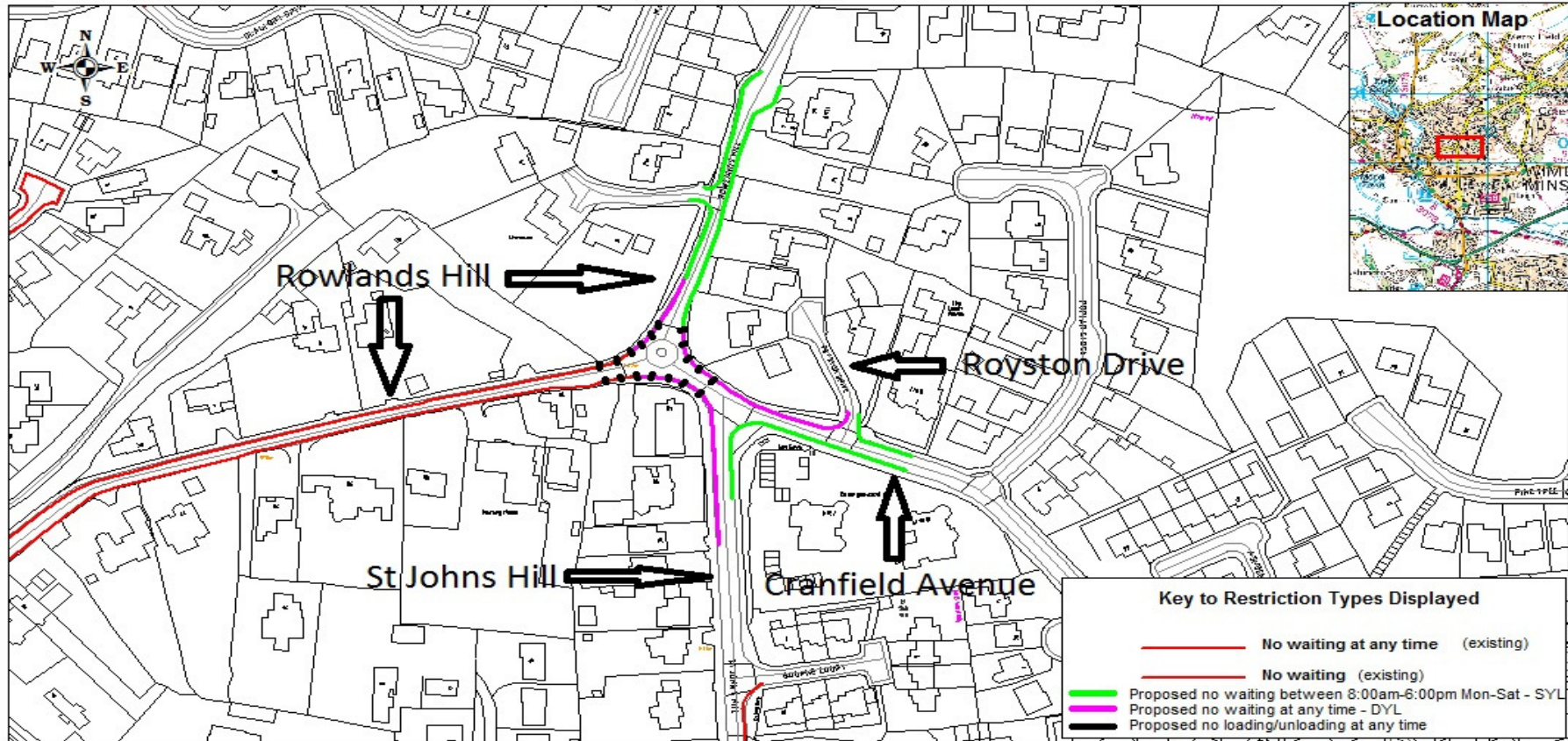
## **5 Comments on the Objections**

- 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



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		DATE	21/09/2016
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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

# Regulatory Committee

**Dorset County Council**



Date of Meeting	1 June 2017
Officer	Andrew Martin, Service Director, Highways and Emergency Planning
<b>Subject of Report</b>	<b>Proposed Toucan Crossing, East Road, Bridport</b>
Executive Summary	<p>In 2008 a study was undertaken to identify a Bridport wide cycle network. Much work has been carried out over the intervening years to deliver the routes and the proposed Toucan crossing on East Road is a key link in developing the network.</p> <p>The Toucan crossing is part of a wider improvements scheme around the East Road/A35(T) roundabout to improve safety for non-motorised users. The project is being promoted by Highway England, who are funding the proposals, with the support of Bridport Town Council and Sustrans. Dorset County Council has designed the scheme and will act as contractors under licence for Highway England. Subject to approvals the works are programmed to start in September 2017.</p> <p>Following advertisement of a Public Notice in January 2017 of the intention to install a Toucan crossing a number of objections and representations have been received. This report considers the objections and representations and whether the proposed Toucan crossing should be implemented as advertised.</p>
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>An Equalities Impact Assessment for overall scheme was carried out in February 2017. This concluded that there will be no discriminatory or negative consequences for any sector of the community on the grounds of gender, race or ethnicity, religion or belief, sex, sexual orientation or other socially excluded groups.</p> <p>The proposals seek to introduce two new Toucan crossings and linked footway/cycleways which will positively benefit the sectors of age, disability and pregnancy and maternity.</p>

	<p>Use of Evidence:</p> <p>Non-Motorised User assessment, traffic surveys including video monitoring, public consultation and support of Local Member, Town and District Council and the Police.</p>
	<p>Budget:</p> <p>£522,000.00 funding from Highways England</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:</p> <p>Current Risk: LOW Residual Risk: LOW</p>
	<p>Other implications:</p> <p>None</p>
Recommendation	That having considered the objections received, Cabinet be recommended to approve the provision of a Toucan Crossing as advertised.
Reason for Recommendation	The proposals should allow the provision of controlled Toucan crossing facilities on East Road without adversely affecting traffic flows in the vicinity of the roundabout.
Appendices	<p>Appendix 1 - Scheme Location Plan</p> <p>Appendix 2 - Sea Road South, East Road and Sea Road North Routes</p> <p>Appendix 3 - Consultation Plan</p>
Background Papers	<ol style="list-style-type: none"> <li>1. The responses to the advertisement of the Public Notice as outlined in section 4 of this report are available to view in the Members Room.</li> <li>2. Primary consultation responses from the District and Town Councils, Dorset Police and the local County Councillor are held on file in the Environment and the Economy Directorate.</li> </ol>
Officer Contact	<p>Name: Andrew Bradley Tel: 01305 224837 Email: a.l.bradley@dorsetcc.gov.uk</p>



## **1. Background**

- 1.1 In 2008 a study was undertaken to identify new cycleway links in Bridport that could augment the existing sections of cycleway to create a more coherent cycle network in the town. Nine routes were identified and since the report several sections have been completed.
- 1.2 The proposed Toucan crossing forms part of an improvements scheme around the East Road/A35(T) roundabout. It is an integral part of a route which would link West Bay approximately 2.5km to the south and Bradpole 1.8km to the north, the longer term aspiration is to provide a trailway link northwards to the mainline railway station at Maiden Newton.
- 1.3 The route would provide a safe off-road route linking the beaches and facilities in West Bay to local businesses, shops, supermarkets, schools and residential areas. As well as providing a sustainable footway/cycleway route for residents it would also enable visitors and holiday makers the option to walk or cycle rather than use the car thus helping to reduce congestion.
- 1.4 The development of the route is a partnership project between Dorset County Council, Bridport Town Council, Highways England and the sustainable transport organisation Sustrans.

## **2. Information**

- 2.1 The proposed Toucan crossing is situated on the B3162 East Road approximately 50m to the west of the East Road / A35 Trunk Road roundabout and as such is a busy main route into the town (See Appendix 1). At peak times the route carries around 9500 vehicles per day (combined east/west).
- 2.2 Highways England (HE), as responsible highway authority for the A35(T), have investigated safety issues associated with the roundabout where 5 casualties involving Non-Motorised Users (NMU's) were identified between January 2009 and December 2013. Discussions were held with DCC during 2016 and the HE commissioned further studies in order to identify potential improvements to the roundabout and its environs.
- 2.3 Several options were considered and the preferred option now being promoted includes (see Appendix 2):
  - (a) Upgrading the existing Pelican crossing on the A35(T) Sea Road South to a Toucan Crossing to enable shared use by pedestrians and cyclists.
  - (b) Providing a new Toucan crossing on DCC's local network on East Road, the subject of this report (See Appendix 3).
  - (c) Widening of the footway to shared use between these two Toucan crossings and the existing cycleway on Sea Road South.
  - (d) Widening the footway to the north of the proposed East Road Toucan crossing to shared use. This would link in to a proposed widened footway/cycleway on Sea Road North as far as the Co-Op supermarket where crossing facilities are proposed as part of a further package of works.
  - (e) Widening splitter island on the north arm to make crossing the road on foot much easier.

- (f) A new modern system of lighting on the roundabout reducing the need for ongoing maintenance.
  - (g) Generally improving and rationalising the footways around the junction.
  - (h) Removal of the overgrown shrubs on the roundabout to improve visibility.
- 2.4 The budget for the scheme is £522,000.00 which the HE will fully fund with DCC delivering the scheme under agreements. Subject to approvals the works are programmed to start in September 2017.
- 2.5 Other sections of this route that link into the proposal are being developed concurrently;
- (a) The widening of the footway on the west side of Sea Road North (See Appendix 2) to the Co-Op store where it is proposed that a new Toucan crossing will replace a pedestrian refuge. This link provides a safe route to Bridport Primary school and an onward link to the existing footway/cycleway through the open space at Happy Island to Bradpole. This proposal is being funded with £235,000.00 funds from the Local Transport Plan. This proposed Toucan crossing is programmed to go to public Advert in May/June 2017.
  - (b) A new shared use facility from the Crown Roundabout at the southern end of Sea Road South along the B3157 Burton Road to link in with the existing bridleway to West Bay which will also be improved. This proposal was subject to a successful Coastal Communities bid and secured £270,624.38 in funding. The proposal is at detailed design stage.
  - (c) A new shared footway/cycleway through Riverside Gardens (See Appendix 2) is being developed in partnership with Bridport Town Council. It is situated to the north of East Road Bridge and would link the proposed Toucan crossing to the upgraded route along Sea Road North.
  - (d) There is an existing cycle-route from East Road Bridge following the River Asker to Morrisons superstore approximately 800m to the south. As a part of the development of this route a new bridge was constructed over the river which links in to the town centre and residential areas.

### **3. Law**

- 3.1 Under Section 23 of the Road Traffic Regulation Act 1984 it allows the provision of pedestrian crossings subject to first carrying out the prescribed consultation and publicity. The Toucan crossing proposal was advertised between 5 and 27 January 2017 as part of the public consultation process. Copies of the Public Notice were placed on lighting columns at the proposed site and also hand delivered, together with a scheme plan, to approximately 20 residential properties and businesses in the immediate vicinity.

### **4. Consultation Responses**

- 4.1 Under Dorset County Council's procedure, primary consultation was carried out on the proposed scheme and it is supported by the Local Member, by West Dorset District Council, by Bridport Town Council and by the Police.
- 4.2 As a consequence of the public consultation representations were received from 4 of the properties bordering the proposed crossing; 1 in broad support, with a query relating to the form of the crossing, and 3 objections.

- 4.3 The resident in support thought that the crossing was required and would help children, young families and the elderly cross the road and to gain access to Bridport Primary School. The query they had related to the visual impact of a Toucan crossing on the Listed Regency houses and wondered if a Zebra crossing would not be less visually intrusive, less expensive and more effective. The reasoning for the Toucan was set out in an email and the resident responded that they were happy with the explanation and looked forward to the crossing being built. A copy of the email is available on project files.
- 4.4 The principle of proposal for a crossing was supported by all the residents but the main reasons for raising concerns in writing was the view that the position of the crossing is too close to the roundabout; thus causing tailbacks, associated pollution, and potentially blocking their private road access to their garages. The suggestion was made to move the crossing closer to the bridge which it was felt would prevent the perceived backing-up issue. During discussions and a site meeting with one resident the visual impact on the Listed Regency properties and the Bridport Conservation Area was also raised. Officers acknowledge that the introduction of modern street furniture (signal poles and heads) would not enhance the Conservation Area. However it is felt that the benefit of providing a safe crossing facility outweighs any negative visual impact.
- 4.5 Following discussion with the lead resident a number of possible concessions were investigated, these are:
- (a) Move the crossing marginally towards the bridge by around 1m. This is subject to establishing the position and extent of buried services which have the potential to dictate the final position. This can only be established on-site at the start of construction should the scheme go ahead.
  - (b) Move the control box from the footway in front of numbers 4 and 6 to the north side of the road. Again this is in part reliant on the buried services but also the necessity to provide a safe area for maintenance of the equipment.
  - (c) Introduce a "KEEP CLEAR" marking to protect their private access road; this is not technically possible as it would conflict with the zig-zag markings on the run in to the crossing. These markings make parking or loading in the area illegal and are enforceable. However the combination of the crossing with associated signals, and the presence of the zig-zag markings, should help with exiting from the layby as drivers will be inclined to slow within the area of the crossing.
- 4.6 The residents have agreed that the compromise is the best that can be achieved and as such have withdrawn their opposition. However it should be noted that officers cannot guarantee the concessions due to the potential constraints.
- 4.7 One further objection was also received from The Bridport and District Tourism Association (BDTA) which states it represents around 60 local tourism businesses including holiday parks, hotels, B&B's, pubs and taxi companies.
- 4.8 The objection reads, in italics below, with officer comments after each bullet point objection:

*The Association objects to the installation of a toucan crossing in East Road, Bridport for the following reasons:*

- *East Road is already very congested at weekends and during school holidays.*

- (a) Comment: East Road can be congested due to the sheer volume of traffic on the Trunk Road, it is not unusual at busy summer periods to have westbound queues trailing back from the roundabout for more than 1km. This traffic extends along Sea Road South to the Crown Roundabout. The same can be said for East Road and East Street which can be bumper to bumper through the town all the way to the Town Hall. During these times the Toucan crossing would only be a short physical gap in stationary traffic and would not extend journey times or cause additional congestion.
- *Installing a crossing at this point will cause tailbacks onto the roundabout.*

(b) Comment: This was the common perception in the representations received and the theory was tested to assess the effects. To get a more accurate picture at busy times video monitoring was undertaken around the busy May Bank Holiday this year. It showed that the highest number of recorded westbound vehicles was on 28 April in the morning peak (08:30 to 09:30) at 508 vehicles (approximately 1 vehicle every seven seconds entering East Road). The time the lights are on red, including the amber phase and allowing for clearing of traffic is 23 seconds. This has been mathematically tested and, even with a 50% additional safety loading, it equates to a maximum traffic queue of 36m. The distance from the stop line for the crossing and the exit from the roundabout is 41m. This indicates that there will be no backing up of traffic through the roundabout during these periods. As commented point 4.8 a) above, at extremely busy summer periods when the network can be overwhelmed the crossing would only be a short physical gap, about a cars length, in the queuing traffic whilst causing no negative impact.

  - *The roundabout already blocks up when the pedestrian crossing in Sea Road South is in use.*

(c) Comment: currently this can be the case for traffic entering Sea Road South. However as part of the scheme the crossing on Sea Road South is also being upgraded to a Toucan Crossing. The detection equipment will be more reliable and accurate in detecting, thus reducing delays to traffic. The same system is also proposed for the crossing on East Road. As set out in the comment on point 2 the crossing on East Road will not cause traffic to back up onto the roundabout.

  - *The toucan crossing will make a bad situation worse.*

(d) Comment: The congestion is caused by the sheer volumes of traffic on the Trunk Road and not as a result of the crossing on Sea Road South. Our research has shown that there will be no negative impact on journey times and no traffic tailing back through the junction.

  - *The need for a toucan crossing in this location is highly questionable.*

(e) Comment: a Non-Motorised User audit was undertaken by DCC in January 2017. It identified the following existing pedestrian or cycle trip generators:

    - Sir John Colfox Academy
    - Bridport County Primary School

- Town centre shops and businesses
- Shops and businesses along St. Andrews Road and Sea Road North.
- Co-op, Lidl and Travis Perkins stores
- Existing cycle routes at Bradpole and Askers Meadow.

The audit also identified the existing level of traffic flow and the existing usage by pedestrians and other NMU's.

A count of cyclists was undertaken at the site of the proposed toucan crossing in East Road between 07:00 and 19:00 on Friday 15 January 2016. A total of 12 cyclists were observed crossing at this location. At the roundabout, a total of 42 cyclists were observed on road whilst 40 cyclists were observed using the footways. However, it should be noted that these counts were undertaken on cold wet days in January which may account for the figures being quite low.

The reasons stated by cyclists for cycling this route in a January 2016 traffic survey (as a percentage) were as follows: 35% commuting; 20% recreational; 15% business; 15% school and 15% shopping.

This study was submitted to Highways England as part of the evidence to support the successful funding bid.

- *What usage statistics justify the expense and the negative impact on town and A35 traffic circulation?*

(f) Comment: please see responses to b) and e) above.

4.9 An email outlining the wider project, including the potential benefits to tourism and sustainable transport was sent to the association but they have asked that their objection stands with particular reference to the queueing back of traffic.

## **5. Conclusion**

5.1 The Toucan crossing is an integral part of a wider scheme to improve safety around the busy Trunk Road roundabout for non-motorised users. The proposals are being promoted and funded by Highways England in partnership with the County Council, Bridport Town Council and Sustrans.

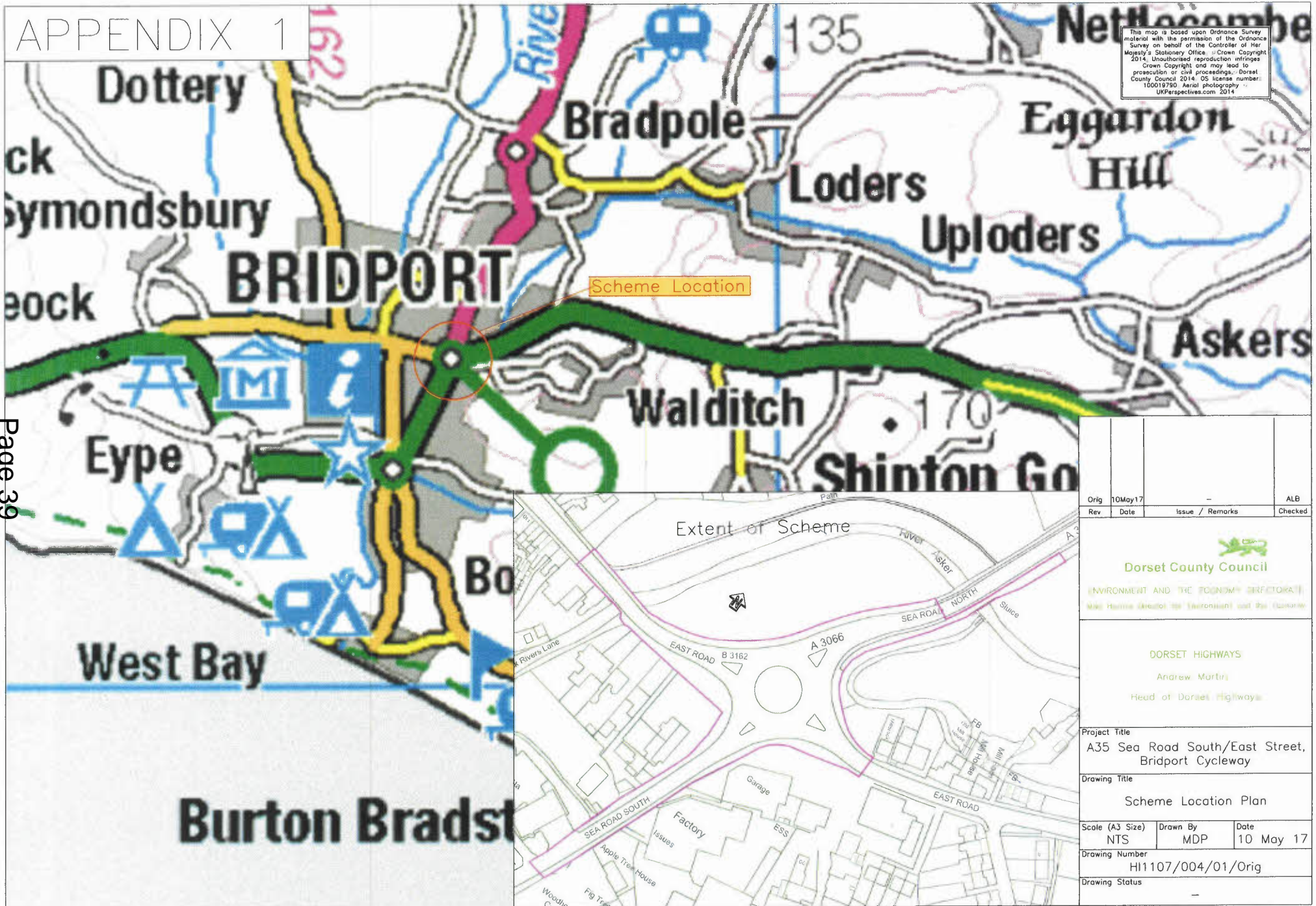
5.2 Having considered the representations submitted some concerns may be addressed subject to further investigations on site. The main concern was that of the potential queueing of traffic back through the roundabout when the crossing was in use. Having assessed the impact using data collected on the Friday before the May Bank Holiday officers are confident that no such queueing will occur.

5.3 It is recommended that the Committee recommend to Cabinet that the Toucan crossing be implemented as advertised.

**Andrew Martin**  
**Service Director**  
Highways and Emergency Planning  
May 2017

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# APPENDIX 1



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Page 39

Orig	10May17	-	ALB
Rev	Date	Issue / Remarks	Checked

  
**Dorset County Council**  
 ENVIRONMENT AND THE ECONOMY DIRECTORATE  
 Mike Harris (Director for Environment and the Economy)

**DORSET HIGHWAYS**  
 Andrew Morris  
 Head of Dorset Highways

Project Title  
 A35 Sea Road South/East Street, Bridport Cycleway

Drawing Title  
 Scheme Location Plan

Scale (A3 Size)	Drawn By	Date
NTS	MDP	10 May 17

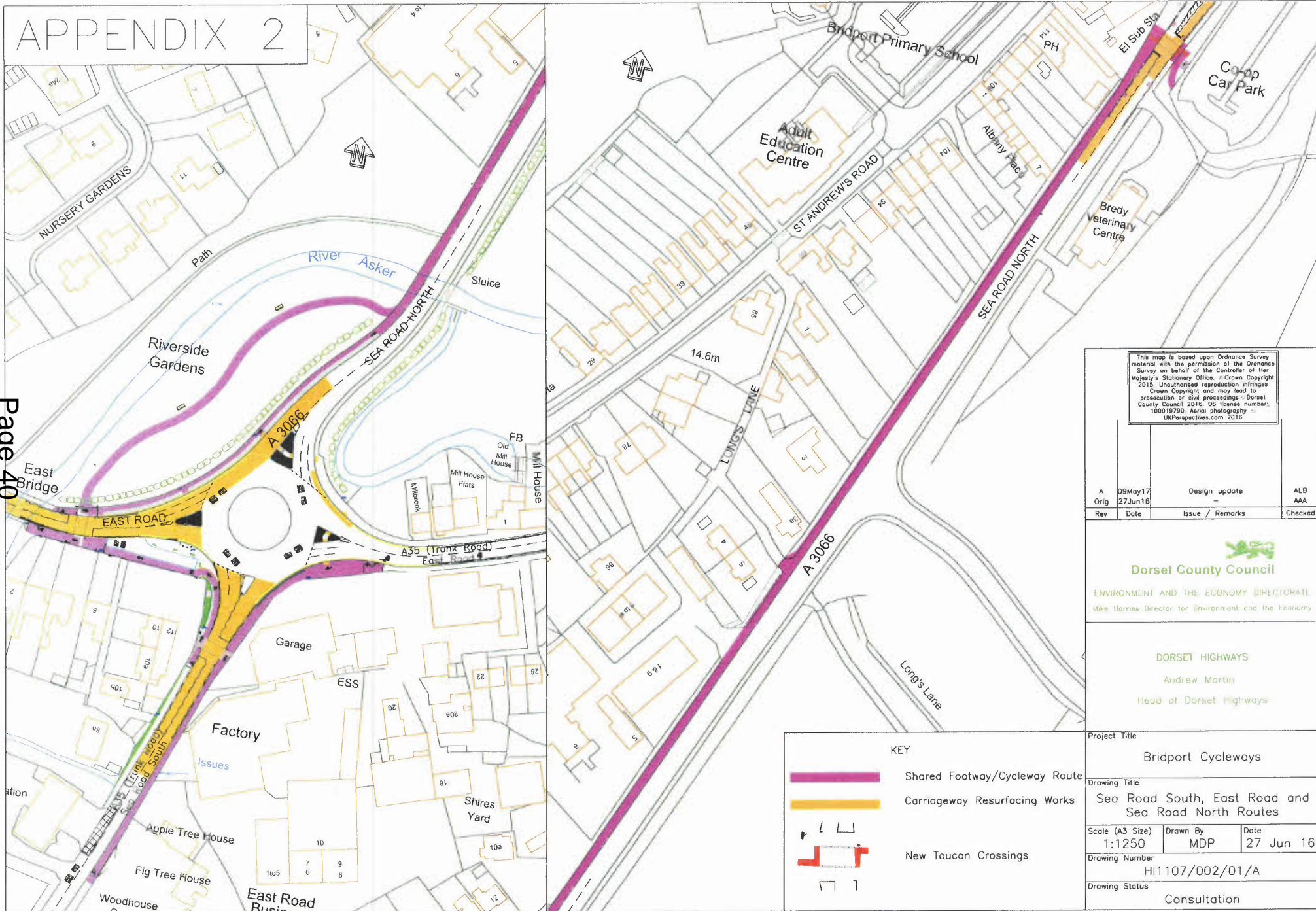
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 H11107/004/01/Orig

Drawing Status  
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# APPENDIX 2

Page 40



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A	09May17	Design update	ALB
Orig	27Jun16		AAA
Rev	Date	Issue / Remarks	Checked

**Dorset County Council**  
 ENVIRONMENT AND THE ECONOMY DIRECTORATE  
 Mike Harries Director for Environment and the Economy

**DORSET HIGHWAYS**  
 Andrew Martin  
 Head of Dorset Highways

Project Title		
Bridport Cycleways		
Drawing Title		
Sea Road South, East Road and Sea Road North Routes		
Scale (A3 Size)	Drawn By	Date
1:1250	MDP	27 Jun 16
Drawing Number		
HI1107/002/01/A		
Drawing Status		
Consultation		

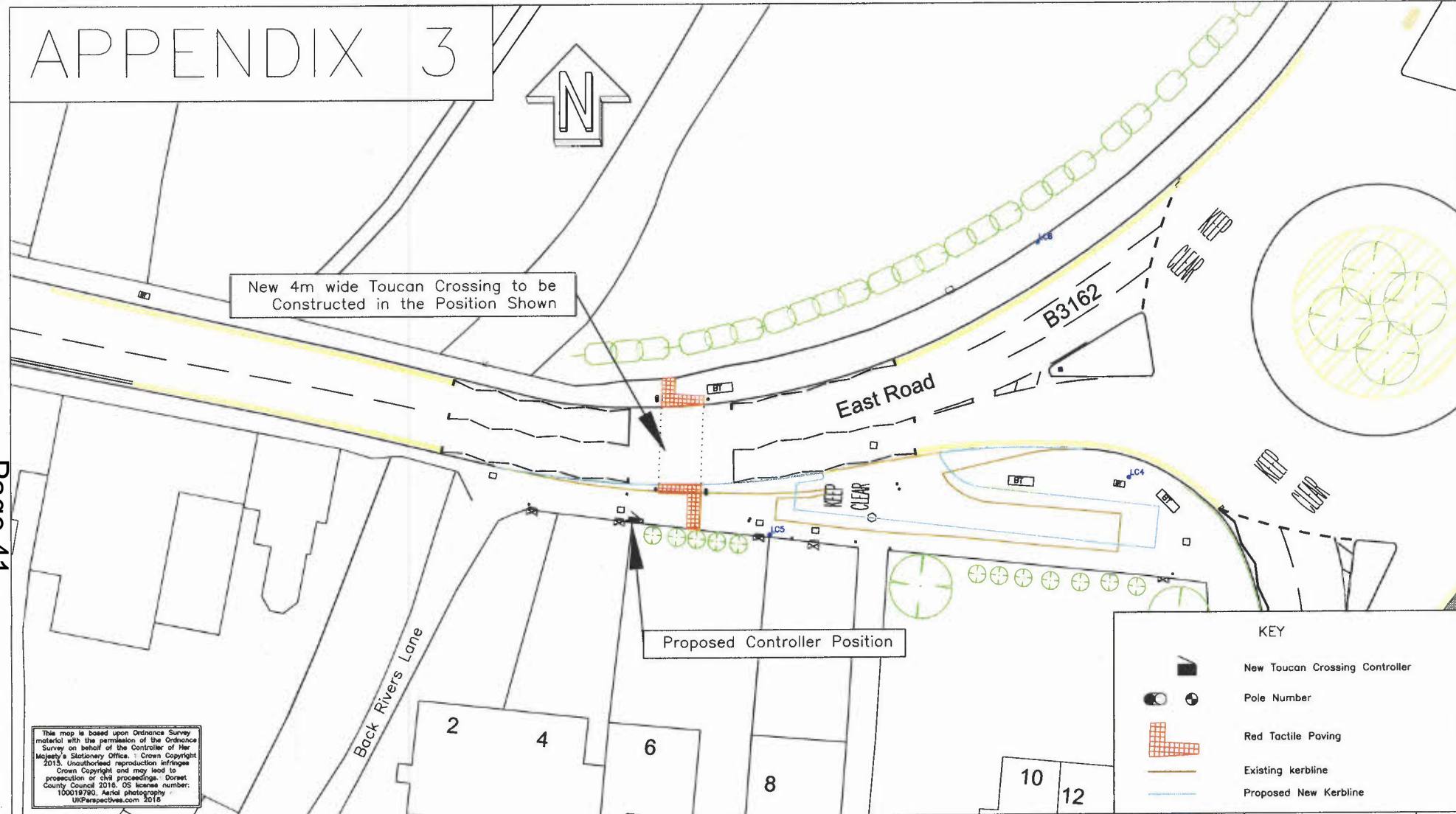
KEY	
	Shared Footway/Cycleway Route
	Carriageway Resurfacing Works
	New Toucan Crossings



# APPENDIX 3



New 4m wide Toucan Crossing to be Constructed in the Position Shown



Proposed Controller Position

KEY	
	New Toucan Crossing Controller
	Pole Number
	Red Tactile Paving
	Existing kerbline
	Proposed New Kerbline

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Page 41

<p><b>Dorset County Council</b> ENVIRONMENT AND THE ECONOMY DIRECTORATE Mike Horries Director for Environment and the Economy</p>	Project Title <b>Bridport Cycleways B3162 East Road Toucan Crossing</b>		Drawing Number <b>HI1107/307/01/A</b>	Kerblines added -	ALB AJB
	Drawing Title <b>Consultation Plan</b>				
<p><b>DORSET HIGHWAYS</b> Andrew Martin Head of Dorset Highways</p>	Scale (A4 Size) 1:500	Drawn MDP	Date 07Dec16	Rev Date	Issue / Remarks Checked

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