



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