



Regulatory Committee

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

Present:

Margaret Phipps (Chairman – for the meeting)
Shane Bartlett, Kevin Brookes, Ray Bryan, Keith Day, Jean Dunseith, Beryl Ezzard,
Katharine Garcia, Nick Ireland, Jon Orrell, Mary Penfold, Margaret Phipps and David Shortell.

Officers Attending: Maxine Bodell (Economy, Planning and Transport Services Manager),
Vanessa Penny (Regulation Team Leader), David Northover (Senior Democratic Services
Officer) and Phil Crowther (Solicitor), Martin Farnham (Traffic Engineering Technical Officer)
Emma Baker (Project Engineer) and Andrew Bradley (Project Engineer).

Public Speaker

Tony Worth, local resident - minute 37.

(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, 22 June 2017.**)

Election of Chairman

29 In the absence of the Chairman and the Vice-Chairman, the Committee elected a
Chairman from amongst those present to preside for the meeting. Accordingly, it was

Resolved

That Councillor Margaret Phipps be elected as Chairman for the meeting.

Welcome and Introductions

30 The Chairman took the opportunity to welcome the new composition of the Committee
and especially those newly elected Councillors who were now serving on it. Thanks
was also extended to those previous members of the Committee who were no longer
serving Councillors, to whom letters of thanks for their valued contribution to the work
of the Committee were being sent.

Apologies for Absence

31 Apologies for absence were received from Councillors David Jones, Byron Quayle
and Jon Andrews.

Code of Conduct

32 With reference to minute 36, Councillor Mary Penfold confirmed that she had
previously been instrumental in consideration of the DTEP scheme as a West Dorset
District Councillor. Given this, when the item was considered, Councillor Penfold
withdrew from the meeting and did not take part in the debate.

With reference to minute 37, a general interest was declared by Councillor Shane
Bartlett - as one of the two local County Council members - in that, whilst Wimborne
Minster Town Council had considered the matter, he had not come to a view. As this
was not a disclosable pecuniary interest, Councillor Bartlett remained in the meeting
and took part in the debate.

With reference to minute 38, Councillor Mary Penfold confirmed that she had
previously been involved in discussion about the proposed crossing facilities in

Bridport and in that respect had made a representation in connection with it as a West Dorset District Councillor, but had not been involved in coming to any decision about it. Given this, when the item was considered Councillor Penfold withdrew from the meeting and did not take part in the debate.

Minutes

33 The minutes of the meeting held on 6 April 2017 were confirmed and signed.

Public Participation

34 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).

Terms of Reference

35 The Committees Terms of Reference were received and noted.

Dorchester Transport and Environment Plan (DTEP) - Proposed waiting restrictions in High West Street/ High East Street, Dorchester

36 *(Councillor Mary Penfold confirmed that as she had previously been instrumental in consideration of the DTEP scheme as a West Dorset District Councillor she would play no part in the discussion of this item and left the Committee Room for the duration of consideration of the item)*

The Committee considered a report by the Service Director – Highways and Emergency Planning which explained the proposals to introduce waiting and loading restrictions on High West Street and High East Street, Dorchester as part of an enhancement scheme for the town centre, in contributing towards traffic management improvements as part of the Dorchester Transport and Environment Plan (DTEP). Following Cabinet's decision to pare back the original DTEP scheme, certain key elements of DTEP, such as these improvement works, continued to be progressed.

Members were informed that the proposals were designed to remove the existing 'Pay and Display' parking on the northern 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 the Shire Hall Heritage Centre and improve its setting within the townscape. The introduction of a peak-time loading ban along both high streets, between their junctions with Alington Street and Icen Way, was also being proposed in order to reduce traffic congestion and thereby contribute towards the improvement of air quality over that length.

Advertisement of the proposals had resulted in an objection and representations being received and given this there was an obligation for Committee to decide on how to proceed. Accordingly, the Committee was now being asked to give these due consideration and whether the proposed restrictions should be recommended to Cabinet for implementation, as advertised. The objection received considered that the proposed arrangements would be detrimental to their ability to load and unload in the vicinity of their property and their needs would be best served by dedicated parking bays for residents only. However officers considered that the proposals were, on balance, the best achievable in meeting competing needs and addressed the issues being experienced.

With the aid of a visual presentation, officers explained the reasoning behind the need to impose the loading and waiting restrictions and the basis of the objection and representations received. Photographs and plans were shown to the Committee by way of illustration. These showed where the proposals would

be situated, the character of the roads, their setting within the townscape and the relationship between the roads and commercial and residential properties. How the improvements were designed to benefit road capacity along the high street, particularly during peak traffic periods, and enhance the setting of the historic listed buildings alongside the road were described.

Officers confirmed that the proposed measures were necessary in order to realise the scheme's objective of improving access for all road users, particularly taking into account the needs of vulnerable road users and would benefit the unimpeded flow of traffic, as far as was practicable, through the town centre.

The Committee were informed that the Scheme had been endorsed by County, District and Town councils and had the support of the two Dorchester local members, Richard Biggs and Andy Canning, the latter in his capacity as Chairman of the DTEP Project Working Group.

Members were provided with the opportunity to ask questions of the officer's presentation and took this opportunity to have their understanding of what the proposals entailed clarified.

Having considered the objection and representations received, the Committee understood the need for, and the reasoning behind, the proposals and what benefits they would bring to the capacity of the highway through the town centre and the aesthetic enhancements that would be made to its historic setting. They acknowledged that as an integral part of this scheme being successful, there would need to be effective enforcement of the restrictions and officers confirmed that this would be the case. On that basis, and on being put to the vote, it was

Recommended

That Cabinet be asked to approve the waiting and loading restrictions for High West Street and High East Street, Dorchester, as advertised.

Reason for Recommendation

The proposals would 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.

Proposed Prohibition and Restriction of Waiting - Various Roads, Wimborne

37 The Committee considered a report by the Service Director - Highways and Emergency Planning on proposals to implement waiting restrictions on various roads in Wimborne on road safety grounds and in the interests of maintaining the free flow of traffic around the roundabout at the Rowlands Hill, Cranfield Avenue and St. John's Hill junction. The proposals were designed to alleviate the on street parking which occurred, for convenience, at that point. Following the proposals being advertised, two objections had been received raising concerns that limiting parking opportunities was detrimental to their parking needs and was considered unnecessary. However officers considered that the proposals were, on balance, the best achievable in meeting competing needs and addressed the issues being experienced. Consequently, the Committee was now being asked to give consideration to those objections and decide whether the proposals should be implemented, as advertised. As no objections to the proposals for East Street and Brook Road had been received as a result of advertisement, the Committee were informed that the implementation of these could be progressed in any event.

With the aid of a visual presentation, officers explained the reasoning behind the need to impose the waiting restrictions and the basis of the objections received. Photographs and plans were shown to the Committee by way of illustration. This

showed where the proposals would be situated, the character, configuration and topography of the roads and their setting within the townscape. It also showed the relationship between the roads and commercial and residential properties and the effect that displaced parking was having on the roundabout at the Rowlands Hill, Cranfield Avenue and St. John's Hill junction.

Whilst there was no evidence of any reported accidents around the roundabout, the purpose of the proposals was to deter inconsiderate parking at that point in order to ensure that the junction of St Johns Hill with Cranfield Avenue and at the roundabout was kept clear of parked cars. This was designed to improve visibility, keep this bus route free from unnecessary obstructions and generally improve road safety so that there was no need for vehicles to have to veer to the middle of the road to avoid any obstacle. Furthermore, in order that cars did not park at the request bus stops in St Johns Hill, the proposals extended to include these.

The proposals had been supported by the local members for Colehill West and Wimborne Minster and for Colehill East and Stapehill; Wimborne Minster Town Council and Dorset Police. Councillor Shane Bartlett welcomed the proposals as advertised, considering them to be necessary on the grounds of road safety and moved their acceptance by Committee.

The Committee heard from local resident Tony Worth who was wholly in favour of the proposals being implemented on road safety grounds, particularly in that they were designed to avoid traffic from having to manoeuvre their vehicles to negotiate obstacles that compromised their safe passage.

Members were provided with the opportunity to ask questions of the officer's presentation and took this opportunity to have their understanding of what the proposals entailed clarified. A suggestion was made that a "SLOW" marking be painted on the road, at the crest of Rowland's Hill, to complement the measures being proposed was considered to be beneficial and could be implemented in its own right and was not conditional on the waiting restrictions being implemented.

Having considered the objections received, the Committee considered that the proposed waiting restrictions were necessary to address the issues being experienced and were both reasonable and proportionate in achieving this. Given this, and taking into account the support of the local county councillors and other primary consultees, on being put to the vote, the Committee considered that the proposals should be implemented as advertised.

Recommended

That Cabinet be asked to approve the proposed prohibition and restriction of waiting on various roads in Wimborne, as advertised.

Reason for Recommendation

The proposals would 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 would contribute to the Corporate Policy outcomes enabling people to be safe and prosperous.

Proposed Toucan Crossing - East Road, Bridport

38 *(Councillor Mary Penfold confirmed that as she had previously been involved in discussion about the proposed crossing facilities in Bridport and had previously made a representation in connection with it as a West Dorset District Councillor, but had not been involved in coming to any decision about it. Given this, she played no part in the discussion of this item and left the Committee Room for the duration of consideration of the item)*

The Committee considered a report by the Service Director – Highways and

Emergency Planning on a proposal for the implementation of a Toucan Crossing facility on East Road, Bridport as a key link in developing a Bridport Wide cycle network. Following the advertisement of the proposals, objections had been received on the basis that the crossing was being sited too close to the East Road/A35(T) roundabout and consequently this would cause tailbacks and congestion, with its associated pollution issues and the concern that such congestion would potentially block private road access to garages. Consequently, the Committee was now being asked to consider the objections received and whether the proposal should be recommended to Cabinet for implementation, as advertised.

The Committee were informed that the Toucan crossing was part of a wider improvement scheme around the East Road/A35(T) roundabout to improve safety for non-motorised users. With the aid of a visual presentation, officers described the need for the crossing; in that it was designed to improve road safety and access for vulnerable road users crossing East Road. It was considered to be an integral part of a route which would link West Bay to the south and Bradpole to the north, with the longer term aspiration of providing a railway link northwards.

The route was designed to 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 having to use their vehicles, thereby helping to reduce congestion. Photographs and plans were shown to the Committee by way of illustration showing where the crossing was proposed to be situated, its relationship with the roundabout, the bridge over the River Asker residential properties - particularly No. 6 East Street, outside which it was proposed to be located - and other amenities in the area.

The project was being promoted by Highway England, who were funding the proposals, with the support of Bridport Town Council and Sustrans, with the County Council designing the scheme. The local County Council members for Bridport - Ros Kayes and Keith Day - were both wholly supportive of the proposals, considering them to be integral to improving road safety and the needs of vulnerable road users. Councillor Day moved that the proposal be recommended to Cabinet on that basis.

In response to the objections received, officers considered that there was the potential for some minimal flexibility in where the crossing could be sited, but that, principally, in order for it to successfully deliver what it was designed to do, the only option was to site it in the vicinity as proposed. From calculations made, officers were confident that the issues raised about congestion would not be realised as it was not considered that tail backs would be unduly exacerbated. Officers were confident that there was sufficient capacity within the design and location of the Toucan crossing to be able to allow traffic to move as freely as practicable and still deliver the needs for vulnerable road users.

Members were provided with the opportunity to ask questions of the officer's presentation and took this opportunity to have their understanding of what the proposals entailed clarified. This included clarification of the assessments made about how the crossing was to operate and the effect this could have on potential tailbacks on to the roundabout, where and how equipment associated with the crossing could be located, the flexibility in the siting of the crossing and the impact on local residential properties.

Having considered the objections received, the Committee understood that the East Road Toucan crossing was an integral part of a wider scheme to improve road safety around the busy Trunk Road roundabout and was designed to be able to successfully deliver this. On this basis, and on being put to the vote, the Committee agreed that the proposals should be recommended to Cabinet for implementation, as advertised.

Recommended

That Cabinet be asked to approve the provision of a Toucan Crossing, for East Road Bridport, 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.

Dates of future meetings in 2017

39 The dates of future meetings of the Committee in 2017 were noted. There was agreement that the reserve date on Thursday 22 June would be used for the benefit of holding a mock Committee meeting, starting at 10.00 am, to better familiarise members with particular issues that they were likely to be asked to consider in time, which might well be followed by a business meeting that morning.

Questions from County Councillors

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

Meeting Duration: 3.00 pm - 4.30 pm