

# Regulatory Committee

**Dorset County Council**



Date of Meeting	6 December 2018
Local Member	Cllr Cherry Brooks – Member for South Purbeck
Officer	Matthew Piles - Service Director, Environment, Infrastructure and Economy
<b>Subject of Report</b>	<b>Proposed waiting restrictions on the C8 at West Lulworth</b>
Executive Summary	This report considers objections received resulting from public advertisement of a proposal to extend the existing 'no waiting at any time' on the C8 at West Lulworth.
Impact Assessment:	Equalities Impact Assessment:  The proposed waiting restrictions will have the usual exemption for disabled badge holders.
	Use of Evidence:  Site investigations, public consultation and support of the Local Member, District Council, Parish Council and the Police.
	Budget:  The cost of making the Order if extending the existing double yellow lines is estimated at £2,500 inclusive of advertising costs. This will be met from the current TRO budget.

	<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>
Recommendation	That the Committee recommend to the Cabinet that the Order for extending the current waiting restrictions on West Road (C8) at West Lulworth is introduced as advertised.
Reason for Recommendation	To avoid danger to persons or other traffic using the road and preventing the likelihood of any such danger arising and for facilitating the passage on the road, of any class of traffic (including pedestrians).
Appendices	<p>Appendix 1 – Consultation plan showing existing and proposed restrictions</p> <p>Appendix 2 – Summary of objections received</p> <p>Appendix 3 – Statement from the local County Councillor for South Purbeck</p> <p>Appendix 4 – Plan of West Lulworth</p>
Background Papers	<p>Copies of objections received are available on the case file.</p> <p>Consultation responses from the local County Councillor, District Council, Parish Council and the Dorset Police are held on file in the Environment and the Economy Directorate.</p>
Officer Contact	<p>Name: Denise Stubbs – Senior Technical Officer, Traffic Team (Regulation)</p> <p>Tel: 01305 221709</p> <p>Email: denise.stubbs@dorsetcc.gov.uk</p>

## **1. Background**

- 1.1 A request was received from West Lulworth Parish Council and the local County Councillor to extend the current 'no waiting at any time' on West Road (C8) at West Lulworth from Church Road up to Daggars Gate (as shown at Appendix 1) to allow emergency vehicles easier access to the village.
- 1.2 The proposal was advertised for public consultation on 5 April 2018.
- 1.3 Nine objections were received to the proposal for the Church Road end, six from the same property on West Road (C8). No objections were received for the Daggars Gate end.

## **2. Law**

- 2.1 Sections 1, 2, 3 and 4 of the Road Traffic Regulation Act 1984 allow the County Council to make an Order to restrict or prohibit vehicles from using a road in certain circumstances. The circumstances where an Order may be made include:
  - For avoiding danger to persons or other traffic using the road;
  - For allowing certain classes of vehicles to use the road.
- 2.2 Section 122 of the Road Traffic Regulation Act 1984 imposes a duty on the County Council. It must exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. In doing so, the Council must have regard, so far as practicable, to the desirability of securing and maintaining reasonable access to premises; the effect on the amenities of any locality affected; the national air quality strategy; the importance of facilitating passage of public service vehicles and the safety and convenience of persons using such vehicles and any other matters that appear relevant.
- 2.3 The County Council is required to advertise the draft Order it intends to make to allow a period for objections and representations to be submitted. The County Council has to consider any objections received. Having done so, it can make an Order as advertised, make a modified order (subject to first consulting those likely to be affected by the modifications) or abandon it.

## **3. Consultation**

- 3.1 Under County Council procedure, primary consultation was carried out on the proposed scheme and was supported by the local County Councillor for South Purbeck, Purbeck District Council, West Lulworth Parish Council and the Dorset Police.
- 3.2 There have been nine responses to the public consultation process, which are summarised in Appendix 2.
- 3.3 Six of the responses are from joint owners of a property fronting West Road (C8) that do not have off-street parking except for a single garage. They are generally concerned about parking as the property can sleep up to ten people and therefore more than one car is often there. They have also mentioned that they have elderly and / or disabled guests that need to be able to load or unload from cars outside the property. It has been explained to one of the owners that double yellow lines allow boarding / alighting and loading / unloading.

3.4 Others have said:

- problems only occur on a few fine days of the year and at certain times of the day
- at the eastern end the road is wide so could the restrictions just be on the north side of the road

3.5 Additional consultation with the emergency services has taken place since the advertising of the proposal with the following comments received:

3.5.1 Received from a local paramedic – ‘We have not had to abandon our vehicle at all, we were caught in a jam last August bank holiday partly due to a broken down vehicle which exasperated the situation of getting through where cars were parked on both sides of the road on West Road leading to Durdle Door. Our vehicle is standard width so we manage to get through. My personal concern is that by stopping all the parking people will still find somewhere to park and then creates the problem in another place’.

3.5.2 Received from the Fire Service – ‘During peak tourist times, the section of road between West Lulworth and Durdle Door Holiday Park experiences poor and double parking which has in the past created delays to our attendance to some incidents. Although we have always managed to get through, these delays could be significant to those requiring our help’.

3.5.3 Received from the Ambulance Service – ‘We had issues accessing the area due to parking and excess traffic which effectively cut both Lulworth and Durdle Door off which was highlighted in a cardiac arrest at The Festival of Lights at Durdle Door back in 2015 where attending paramedics has to abandon their vehicles and get to scene on foot (or the back of someone’s bike). I have asked staff based at stations in the local area if they had encountered any problems and I had three instances highlighted where access to scene had been significantly delayed due to parking and gridlocked traffic. It always has the potential to be difficult in that area given the type of roads and the congestion at busy times but it hasn’t created any issues for us recently’

3.5.4 Received from the Coastguard Service via Dorset Highways – ‘They drive a small vehicle and have found at peak times the number of vehicles parked have slowed their entrance and exit but they have never been prevented from getting to the station’.

3.6 Parking Services have also commented that when patrolling over the two bank holidays in May air-wave discussion between the Lulworth Estate staff showed they were well organised and monitored the car park usage closely and were ready to open up additional car park space as and when car parks at the bottom of the village became full. It was felt that this contributed greatly to the lack of vehicles parking on the roads.

#### 4. Discussion

4.1 As a result of the objections received officers considered what parking restrictions already exist in other areas of West Lulworth that may be suitable for West Road (C8). In Britwell Drive and Main Road there is a restriction of ‘no waiting between the hours of 10.00am and 7.00pm, between 15 March and 30 September’ plan of the village is attached at Appendix 4 showing the location of Britwell Drive and Main Street.

Councillor Cherry Brooks believes that a similar seasonal restriction would be a reasonable compromise to deal with the issues on West Road.

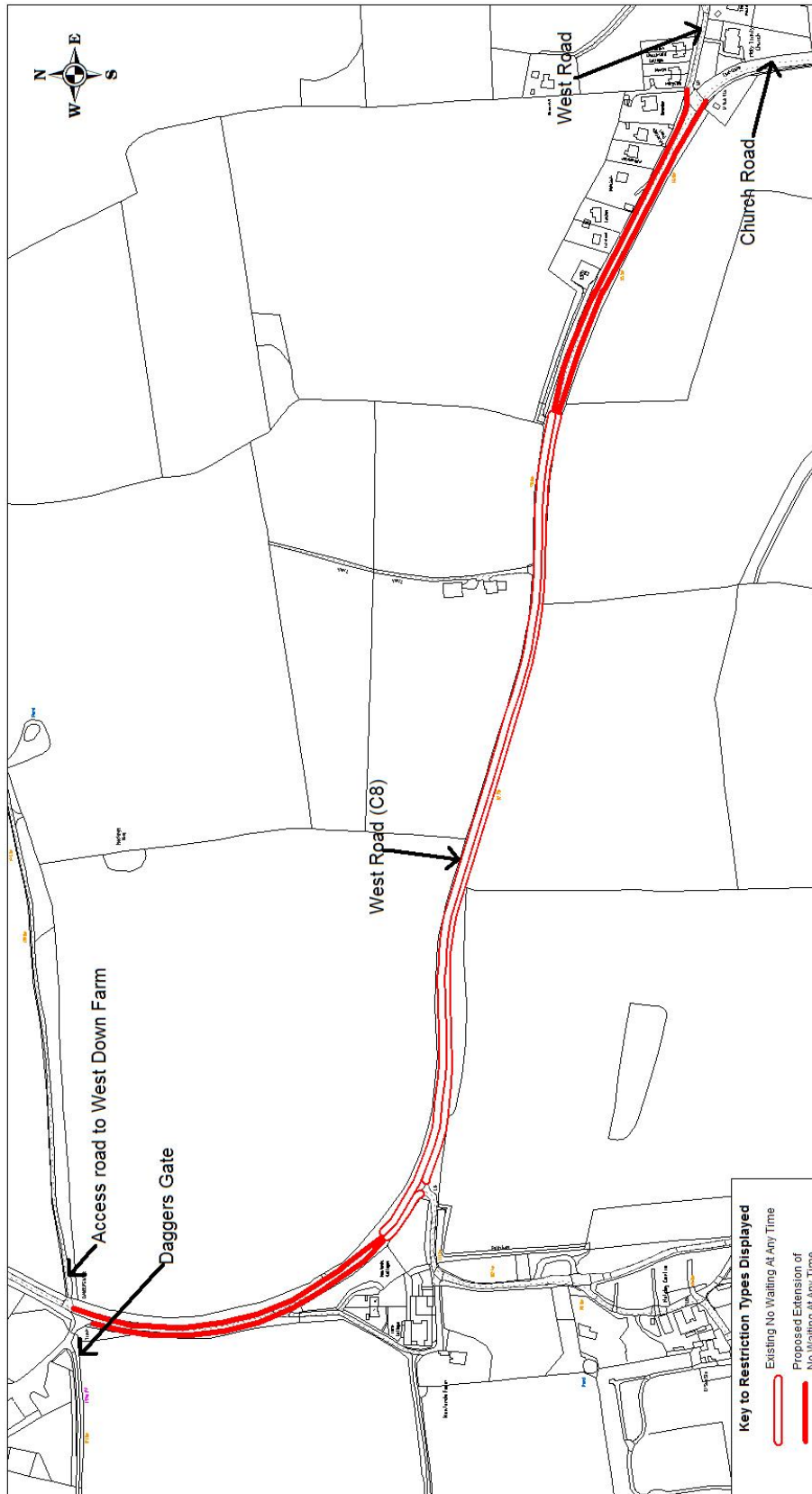
- 4.2 The Parish Council however has concerns regarding a seasonal restriction as it has monitored Main Road and Britwell Drive and feel that the seasonal restriction does not work as the restrictions are ignored and not enforced. The Parish Council would prefer to see 'no waiting at any time' introduced.
- 4.3 The Parish Council put forward a suggestion of reducing the length of proposed 'no waiting at any time' on the northern side of West Road (C8), back to the junction line. Parking in a position which endangers other highway users is already an offence and so officers do not consider this to be appropriate. The Highway Code states 'DO NOT stop or park opposite or within 10 metres (32 feet) of a junction except in an authorised parking space'.
- 4.4 Cllr Cherry Brooks has provided a statement that is attached at Appendix 3 for consideration. Cllr Brooks is concerned that the current proposal will not solve the whole problem of parking in the village and, if approved, will need to be revisited in light of other restrictions which are needed.
- 4.5 If members are minded to support the current proposal, and it is also approved by Cabinet, the Order can be made and the matter finalised early in 2019. If it is considered that significant changes are required, a new draft Order will need to be advertised and any further objections will need to be considered and brought before this committee.


#### **4. Conclusion**

- 5.1 Members need to consider whether in light of the objections received and comments made, the current proposal should be taken forward as advertised, or whether amendments need to be made.
- 5.2 Taking in to account all comments received it is recommended that Committee recommend to Cabinet that the current waiting restrictions are extended on West Road (C8) as advertised.

**Matthew Piles**  
**Service Director, Environment, Infrastructure and Economy**

November 2018



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The County of Dorset (Various Roads in the District of Purbeck) (Consolidation of Orders Made for the Regulation of Traffic) Order 2014, (Amendment Order No. , 2011) West Road (C8), West Lulworth - Prohibition of Waiting		DATE	22/02/2018
 Dorset County Council		DRAWING No.	2236/1/15
		DRAWN BY	DS

Address	Owner of	Comments	Comments from Officer
Owner of property in West Street	Advantage Point, 6 West Road, West Lulworth, Dorset BH20 5RY	House accommodates 10 people but only has parking for one car with a small garage. Elderly relatives and disabled holiday makers need to be able to load and unload cars outside the house. Young families that rent the property will need to walk small children up to the house, tired after a long day at the beach.	
Sheppards Bush, London	Advantage Point	Parents are nearly 70, often have disabled guests.	
Owner of property in West Street	Advantage Point	Advantage Point does not have a driveway only a garage directly onto the road. House sleeps ten people so it's quite normal to have two or three cars at the house at the same time. In the fullness of time creating a driveway in the current garden could be a possibility but will need some major earth moving and it would require planning permission which is not a foregone conclusion as it's close to the junction of West Road and Church Road. Not clear why the proposed parking restrictions, particularly on the south side of West Road, go as far to the east. It would be an advantage if the limit were ended some fifty yards further west.	Spoke to consultee on 24 April 2018 and explained that loading / unloading and boarding and alighting is allowed on double yellow lines.
Owner of property in West Street	Advantage Point	1) Concerned that double yellow lines will mean that the traffic coming down the hill from Durdle Door will greatly increase the speed endangering pedestrians walking down to the Cove. 2) Proposal does not take into consideration the parking needs of residents. 3) Family have been parking on the road for 58 years and some are becoming elderly and need to be able to load and unload cars outside the house. 4) House is let out (sometimes to disabled) and will expect to be able to park at the house. 5) Equally important is that the house is very popular with young families who need to be able to walk small children from the car up to the house, tired after a long day at the beach. Would it be possible to have double yellow lines on the Cove side of the road only, or perhaps for a specific summer period when there are a lot of tourists? Or could residents have a parking permit to allow them to park outside own house?	

Owner of property in West Street	Advantage Point	Same letter as above	
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West Road, West Lulworth	Beandon	<p>Double yellow lines will probably result in unintended consequences. On a few days a year and at certain times of the day cars come to Lulworth at a far greater rate than the rate at which they can get through the entrances to the car parks at Lulworth Cove and Durdle Door. Secondly, the natural contours and layout of existing houses and roads in Lulworth are not suitable for large buses and lorries or indeed for large volumes of vans and cars. Thirdly, everyone involved wants to keep the unique character of the village and its environment and of the coast. Wish to object to the proposed double yellow lines because: double yellow lines will not solve the problem (see above), the police will not be able to ensure that people observe the double yellow line restriction, the problems with traffic only occur on a few fine days a year, double yellow lines 'urbanise' the village, double yellow lines encourage faster driving and faster cycling, particularly at the junction with Church Road where West Road is wide. Double yellow lines tend to give out a signal that the road is clear and it is safe to go fast, conversely parked cars tend to slow vehicles down, double yellow lines prevent residents and their visitors from parking outside their homes, double yellow lines limit parking for weddings and funerals at the church. Such parking often extends some distance up the hill and right into the proposed yellow line zone, Double yellow lines limit parking for the Village Hall. Such parking sometimes extends some distance up the hill and well into the proposed yellow line zone, double yellow lines often lead to other traffic measures that also 'urbanise' the village, at the Beandon we rarely experience any cars parking directly in front of our bungalow, we need to increase the rate of flow if cars that can go through the entrances to the car parks so that it equals the flow coming into the village. Some ideas that may be worth</p>	



		<p>reconsidering are: separated entry and exit roads for Durdle Door car par, redesigned traffic and pedestrian flows within the Cove car park, long approach roads for car parks to allow queuing off the public highways, much wider entrances at Durdle Door to allow faster flow right to the parking slot, special traffic measures operating only on days when very high volumes of traffic are predicted, stopping overnight camping in cars and camper vans on the village roads particularly in Church Road outside and opposite the church. This is an issue of public health and of decency, we need to have predictions about the future traffic volumes and the numbers that can be allowed in. If current increases in peak traffic continues it may be necessary to limit the number of cars coming into the village, visitors need to be treated well, but to do that it may be necessary to limit the numbers coming into the village at peak times, should we really have empty buses running in tandem up and down West Road on the busiest days? They were just a mobile roadblock on the day, relief road allowing Durdle Door visitors to avoid going through Lulworth, staffed medical posts at the Cove and Durdle Door during the summer particularly on school holidays, West Road needs a separate footpath rather like the one connecting the village with the MOD campsite.</p>	
<p>West Lulworth</p>	<p>Newlands Farm</p>	<p>Welcomes the decision to control parking on West Road, but a total ban on both sides at all times is excessive. At the east end the road is wide and prohibition on the north side would be reasonable and sufficient. As church warden at Holy Trinity Church I am concerned that there will be insufficient parking for weddings, funerals and other major occasions. Excessive restrictions, as demonstrated at Easter, move the problem to other parts of the village. At the north end of the road, extending yellow lines to Daggars Gate makes sense, but I fear it will just push the problem down the road towards Marley Wood. Traffic management is needed to warn visitors when there is nowhere to park. Another problem is closure of Durdle Door car park at 4pm during the winter. There should be somewhere for fishermen, local walkers etc to park. Are the verges included in the prohibition? Yellow lines achieve little without enforcement at busy times. And do</p>	<p>Yes double yellow lines include the whole of the highway so verges are included</p>

		<p>they need to be 24 hours, when the problems are restricted to the middle of the day?</p>	
<p>Main Road, West Lulworth</p>	<p>St Marys House</p>	<p>I agree that in order to make the road accessible to the emergency services yellow lines should be put in place, however, I strongly feel that these should be restricted to the north east side of West Road. The road here is wider than it is further up West Road and therefore yellow lines on one side of the road will still allow ample room for traffic to pass through. By installing the double yellow lines on the NE side of the road this would stop the parking which restricts access to those residents living on this side of the road. Some parking in the vicinity is essentially for those using the church, the village hall and staff working at various businesses in the area where there is no parking capability. In addition, people visiting the area will and it has been shown do look for parking elsewhere and this will only go to displace the parking further into the village where there is simply even less space for them to do so. In addition, businesses which are not visible from the Main Road into West Lulworth, rely for their existence on passing trade which this parking contribute to significantly. If the implementation of the yellow lines on both sides of the road goes ahead this could jeopardise their viability. The temporary measures which were put in place have already had a significant effect in this regard.</p>	

**Statement from Cllr Cherry Brooks, Member ofr South Purbeck**

There appears to be a division in the village of West Lulworth over what traffic restrictions are desired, with some residents accepting that traffic management is required on the days when the pressures are high from tourists, but not wanting to see year round restrictions that will impact on their day to day lives for the rest of the year.

In an attempt to find a compromise on this proposed TRO, and to remove the current objections, County Council Officers, working with the Member for Purbeck South, suggested to the Parish Council and the Lulworth Estate, a possible amendment. This suggested changing the double yellow lines outside the houses, above the Church in the direction of Durdle Door, to seasonal restrictions, stopping parking between the hours of 10.00 a.m. and 7 p.m. This would allow the home owners to park outside of their properties, outside of those hours, in peak season. This would have been in line with other seasonal restrictions in the cove area of the village, but it was not supported.

The major concern over traffic in Church Road and West Road is safety. Currently, visitors can park outside of the Church, in the lower part of West Road, and from the existing double yellow lines through to Durdle Door. This has caused delays to emergency vehicles and causes problems with cars and lorries either blocking the road completely, or having to back up to allow people to pass. Two years ago, car drivers were filmed fighting in the street as no-one was prepared to give way. This current proposal does not go far enough to tackle the problem, leaving areas free from restrictions on the bend of the road opposite West Road junction, outside of the Church, and through the whole of the lower part of West Road. There is evidence of coaches and mini buses parking where they can on roads rather than pay the parking charges, and there is a concern that these will cause further safety issues if they choose to park there.

The TRO being considered in this report was put forward approx. 5 years ago and the situation has worsened considerably since then, as visitor numbers have significantly increased. However, temporary signs have, mostly, been effective in deterring motorists from parking on the hill up to Durdle Door. It is clear, though, that more needs to be done to tackle the problem, which would also include a priority give-way near to the Castle Inn at the entrance to the village, and restrictions, some seasonal and some year round, from the junction of Church Road and Main Road, through to Durdle Door. The lower part of West Road also urgently needs consideration as this becomes completely gridlocked when visitors arrive.

It is felt that, although most of this proposed TRO will be effective, it is not robust enough to solve the whole problem and, if approved, it will need to be revisited in light of the other restrictions needed to ensure the safe flow of traffic through West Lulworth during peak times.

