

Highways Consultation Results

In May Corfe Castle Parish Council started a public consultation with all residents in Corfe Castle Parish. The Consultation took the form of a leaflet drop to all homes in the parish, website and social media release and CVN articles. The survey when launched had a 2 month feedback time scale to give residents as much time as possible.

Options in the Survey

Option 1 & 2

Single Yellow Lines (SYL) to Double Yellow Lines (DYL) Area 1 (Red line) from the car park entrance road to the car park exit road.

Single Yellow Lines (SYL) to Double Yellow Lines (DYL) Area 2 (Blue line) from the car park entrance road to unmade road West Street. (just after 55 West Street).



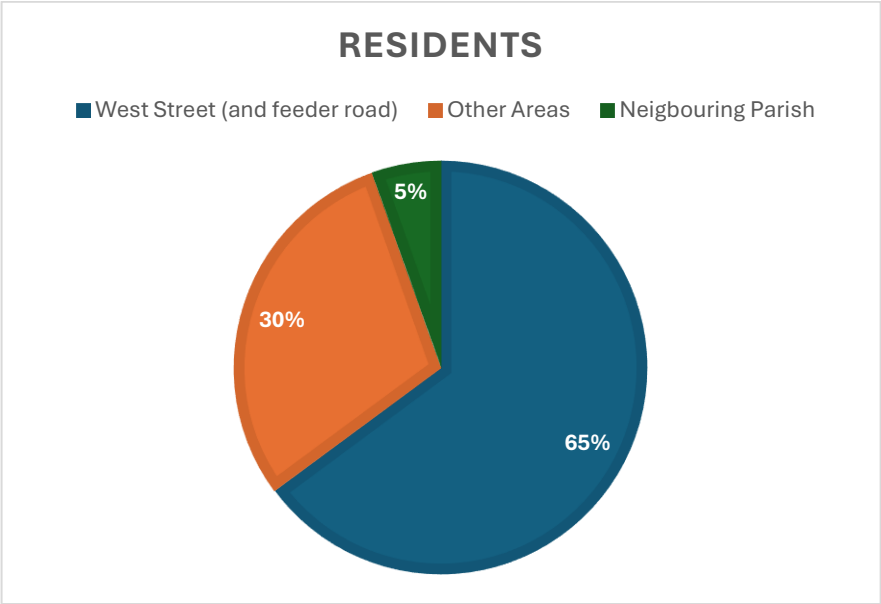
Option 3

Reduce parking on the corner of West Street opposite the Green Goat.



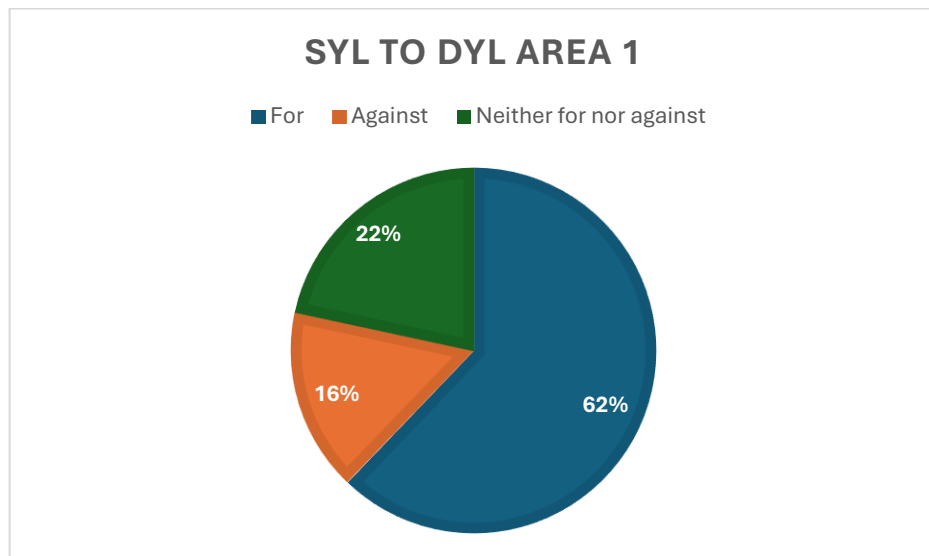
Residents

In total CCPC received 37 responses, with 6 of these responses received from the same household as another household member. Noting the household replies from the same address were not always the same as each other.

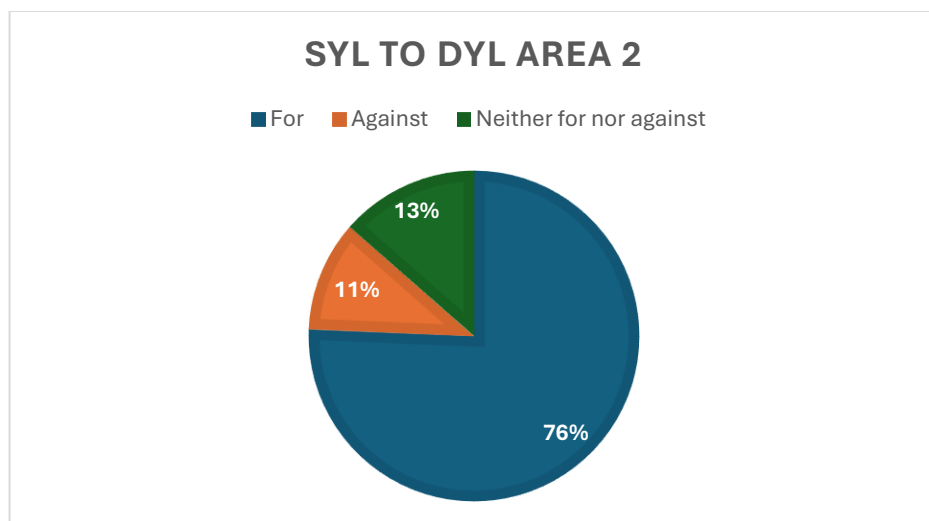


Results

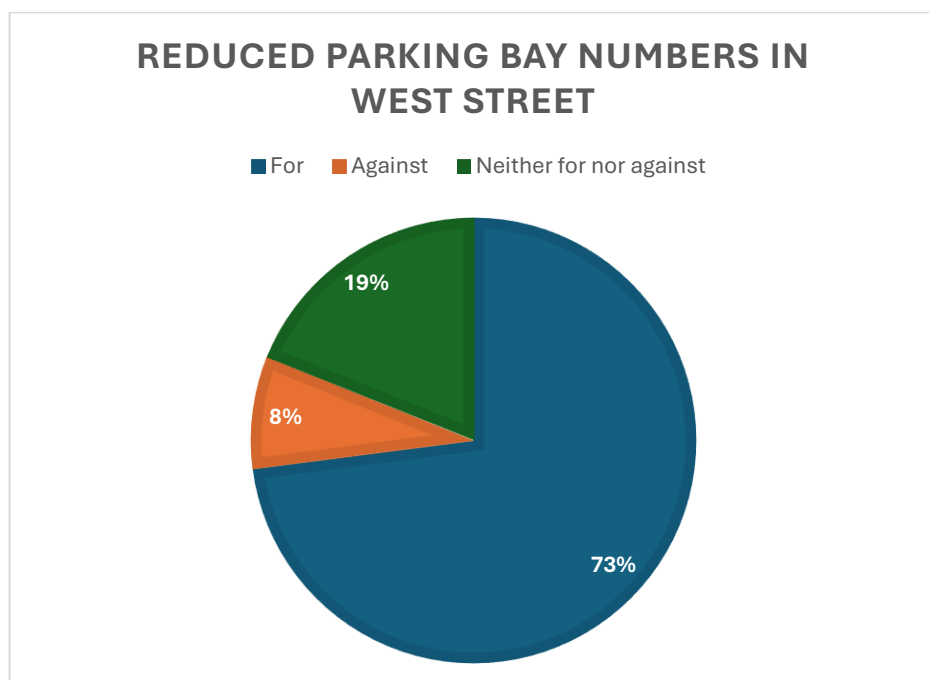
SYL to DYL from the Car Park entrance road to the car park entrance road.



SYL to DYL from the Car Park entrance road to the unmade road by 55 West Street.



Reduce parking on the corner of West Street opposite the Green Goat.



General Comments

SYL to DYL from the Car Park entrance road to the car park entrance road.

- Primarily a matter for those residents of that part of West Street. However vehicles parked create a safety feature, as cars have to slow down
- Parking outside 70 - 80 West Street should be left for residents
- Making the road freer flowing is a commendable aim, but there is a risk that motor traffic speeds will increase as a result in an area where there are many pedestrians and narrow pavements. Other methods of speed restriction will need to be considered
- No DYL outside 55 - 68, Yes to 43-55
- There are three incidental factors which Dorset Council might like to consider. It might reduce car park charges during the winter. There are a few (perhaps half a dozen) car owners in the row of former Council houses between number 60 West Street and the exit from the car park, who keep their cars on the street. Perhaps the Council would turn a blind eye if one or two of those take down part of the wall in front of the houses in order to park in their "front gardens". It might also exercise flexibility when a householder parks a car outside the double lines in front of his/her house but is not quite entirely outside the lines.
- West Street has a serious parking problem, particularly from the 15th October to the 1st May. The result is that West Street is reduced to a single track between the turn in for the car park and the road opposite 55 West Street. Parking in the road outside 53 and 55 also constitutes an obstruction that prevents a safe exit from the unmade-up road (alongside No.55 from four properties into West Street. Constant turning by public vehicles makes things even more dangerous. Double yellow lines are required. Larger signage to the car park would also help. There is a lot more to say about the safety of pedestrians, runners, cyclists, dogs and children. and no pavements. -
- Would Like to see DYL from Model Village to turning circle
- DYL to first corner coming from the square after the car park turning-
- The parking in West Street is crazy and dangerous and it definitely needs to be stopped
- As residents we value being able to park outside our door in the summer period in the evenings and first thing in the morning. We would prefer the summer parking restrictions to be all year round.

SYL to DYL from the Car Park entrance road to the unmade road by 55 West Street

- Primarily a matter for those residents of that part of West Street. However, vehicles parked create a safety feature, as cars have to slow down-
- Mainly agree but should be from Springwell close
- Agree is no disabled parking allowed, otherwise removing normal parking for disabled parking
- Should be extended to the exit of the car park

Reduce parking on the corner of West Street opposite the Green Goat.

- Change to 20 minute bays
- Increasing the restrictions on parking is a sensible approach to reducing congestion, but it must be properly enforced (consider the use of cameras) and parking in these areas must not be generally available to blue badge holders as this would defeat the objective.

Reduce parking on the corner of West Street opposite the Green Goat continued...

- I do not have a firm view about the possibility of reducing the amount of parking near to the corner of West Street and roughly opposite the Green Goat. I can see the intention, which is to remove the need for vehicles moving south down West Street to come into the middle of the street as they are approaching the corner where they are liable to meet head on with vehicles coming the other way. On the other hand, it does remove two on street parking spaces. Could the same end be achieved by reducing the length of parking bay to be removed to three metres, and so only one street parking space?
- However would this lead to parking issues in other parts of the village? i.e moving the parking problems to somewhere else.
- I agree that something needs to be done about the traffic congestion caused by car parking on West Street but if we stop the parking in the areas you mention where will the cars park.
- The road has become increasingly dangerous for motorists and pedestrians alike. My children walk the road twice a day to get the school bus and would rather walk round by the doctors surgery to get back to Webbers close than up West street around parked cars.
- What about turning the few bays at right angles to the street into pay parking (with resident permits for those living right there)?

Other General Comments

- Many residents reside a considerable distance from the village centre and therefore need short-term-parking in or near The Square, for instance for shopping at the village shop/post office or collecting a newspaper, particularly in bad weather. And village businesses need their business. For residents, knowing that they are unlikely to find a parking space in the village, this is a deterrent to shopping there.
- Finally I would make the point that most residents do not require a full hour for their shopping etc in the village. 30 minutes would be adequate. If therefore parking in say The Square was reduced to say 30 minutes this should in theory have the effect of directing visitors to the village car park thus freeing up more parking spaces for residents.
- We live in Church Knowle and use the shops, Post Office and post-box in Corfe fairly regularly and it is crucial to be able to park for a short time while we do so. If parking became a lot more difficult we would probably abandon the Corfe shops and drive to the Lookout in Stoborough instead. I suspect that many of the drivers pulling in to park during the daytime are shoppers from the surrounding hamlets, who might also go elsewhere, which would obviously have a detrimental effect on Corfe's business community.
- These will hopefully help with traffic flow and make pedestrians safer especially in the areas of West Street where there is no footpath.
- Agree SYL to DYL outside of Town Hall
- If you want locals to be able to continue to use the businesses in the village, then you need to provide adequate parking, at least the chance of being able to park. It is very different for the visitors, they may have a few hours to spend and are prepared to walk from the car parks, but for residents going about their daily lives, we do not necessarily have the time to park out of the village and walk. We will find alternative places to shop.
- My overwhelming belief is that options/proposals put forward are just tinkering around the edges of the traffic flow issues, in and out of West St and will not have any positive impact upon the issues at hand. In fact if they were deployed they are likely to have a detrimental impact upon the businesses on West St and not resolve the traffic flow issues resulting in an increase in problems not an alleviation.
 1. Parking and waiting on the St Edwards side of the Square. Bearing in mind the need to reverse back into the Square because of the single pass point the ability to complete this manoeuvre safely is seriously hampered if the space has been reduced by cars and other vehicles being parked or sitting waiting on the church side of the Square. I would suggest making this a no parking/no waiting zone, including those with disabled badges.
 2. Seasonal parking outside the Town Hall on single yellow line. This can create an additional pressure point and compound the issues from No 1, particularly at times like Easter when traffic volumes are high and parking still allowed. This causes an elongation of the single point of passing and a visibility

issue as you are unable to see if a vehicle is making an approach from the car park end of West Street. This can create traffic impasse and flow blockage issues as well as setting off road rage issues. I would suggest ending the seasonal parking mid March or removal all together.

- 1. The option of loading must be available at all times of the day for both businesses and residents (most of whom have to keep their cars some distance away).
- I wonder if you have considered putting a speed hump similar to those you have in many streets in London in West Street. This would certainly help slow the traffic.
- The extreme corner between National Trust shop and the former post office building should have more clearance for better visibility needed by drivers.
- Include not parking for disabled
- One other even more pressing concern I have which is never discussed or highlighted is the dangerous situation on the bend at the far end of the square by the National Trust shop and the Model Village. To my mind this a high priority issue which needs to be addressed on safety grounds. Rarely is it possible to round the corner without either having to mount the path which is normally heavily pedestrianised or reverse back with people crossing in all directions behind. When disabled blue badge holders park outside the designated spaces towards the corner the problem is exaggerated further and is surely an accident waiting to happen.
- Concern raised that parking may be moved to other parts of village, and therefore enforcement must be carried out
- I also feel that the current parking bays opposite The Fox Public House ,and Seasons Green should also be removed and Double Yellow lines installed there as this is probably the worst pinch point in West Street and causes no end of problems ,particularly in the holiday season and most weekends.
- as u exit the square heading up west st seasonal parking outside town hall/ museum should be stopped and the existing parking spaces could be turned into disabled bays as this would help with them parking in dangerous places.
- Loading Bay is a waste of time by Seasons Green as not enough deliveries, should all be short term disabled bays.
- The stretch of single yellow line by the museum, between the current double yellow lines and the one hour parking bays needs converting to double with no loading/unloading marks on the kerb to stop even blue badge holders parking there. This is not a particularly wide stretch of road and any sort of parking there on a busy day causes chaos and if a large vehicle of any sort parks there it is not unknown to have to mount the pavement on the opposite side to get by. Had to do it many times.
- Also can something be done about the parking on pavements in Corfe Castle. The number of time's I've had to either turn round or go into the road again dangerous is nearly a every day thing ! It's not just wheelchair users but children, blind etc
- If it is possible to provide new on-street parking spaces to replace the parking removed in these proposals, e.g. by converting the wide verge on the left hand side of West Street, then this should be investigated at the same time.
- Also it would be helpful to double yellow line from the square to parking spaces on the Church side outside the Town Hall.