



Blandford Forum Parking Review Consultation 2017/18

	Contact	
Cllr Byron Quayle	byron.quayle@dorsetcc.gov.uk	07843 616 343
Mrs Sybille Maddock	atc@blandfordforum-tc.gov.uk	01258 454 500

Report: Public Consultation between October 2017 – February 2018.
To: Dorset County Council
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Results from the public consultation:

Comments from authorities or organisations

Blandford Garrison

1. The parking at Black Lane outside of Archbishop Wake School (ABW) gives cause for serious safety concerns for official and private journeys. Black Lane at ABW is effectively reduced to a single carriageway at all times of the day with few, if any, legal passing points. The impact of this is.
 - a. That vehicles block side roads by waiting for a gap, which is against the Road Traffic Act/Highway Code. Causing blockages when drivers wish to enter or exit one of the side roads (There are 4 in total of which 3 are most effected)
 - b. The frustrations of drivers result in some attempting to 'bully' their way through causing even more blockage.
 - c. Vehicles use the 'zig-zag' markings up to the school crossing point as a refuge, blocking the clear view that these are intended for.
 - d. The speed that drivers reach in an attempt to beat oncoming traffic raises the risk to crossing school children (and parents) considerably.
 - e. The narrowness, and often appalling parking/waiting, challenges our learner drivers in HGV vehicles particularly during their training.
 - f. The narrowness, and often appalling parking/waiting, challenges deployment of military vehicle convoys leaving and returning during external training.
 - g. Driver training has already had to curtail and amend using Black Lane at the peak times of school start and finish. Exercising troops also have to factor in timings and delays.
 - h. Anecdotally some employees have said they need to go to Flexi-Time to avoid the peak periods.
 - i. There is personal experience of waiting up to 20 mins to exit Hambledon Gardens towards Wimborne Road.
 - j. The unpredictability of the parking outside of ABW means that people may be late for work or appointments.

- k. There are frustrations and anger openly displayed between motorists with potential for property damage and confrontations.
 - l. Bayfran Way is also reduced to a single carriage way, with no passing places, during peak times. This creates another high risk and danger area adding to that of Black Lane.
2. One major aspect that must be appreciated is that this does not just occur at school start and finish times. The Children's Centre and the Adult Education centre operate throughout the day and parking on Black Lane is constant. The school start and finish times just exacerbate considerably the ever present risks, dangers and frustrations to a very high level.
 3. There is ongoing review of the security staffing for Blandford Camp. If the proposed reduction in manning is agreed then there will be no option but to close the Blandford Camp access onto the A354, the impact will be that military, residents, contractor and visitor traffic currently using this access point will have to use Black lane thereby adding to the road loading.
 4. Making the area in front of ABW a no-parking/waiting area will only shift the problem not solve it. The residential roads of Chapel Gardens and Hambledon Gardens already experience overflow parking from parents dropping off or picking up pupils.

Blandford Community Hospital

In recent years Health & Social care teams have been attempting to work more closely to enhance the delivery of services to patients and members of the local community. Part of this work has been to collocate teams together and in 2015 approximately 20 DCC staff moved into the hospital. This has obviously increased the parking challenge at the hospital but does support better partnership working and an enhanced service for patients and the local community.

We only have limited parking spaces on site which results in much negative feedback from patients of the hospital who are often older people with limited mobility. Staff who work in the hospital often do not live within walking distance and the public transport provision doesn't meet their needs to use for working commutes. Many of the staff based in the hospital have to regularly visit people in the community and have to visit other health and social care sites which means they need to access their vehicles throughout the day.

The lack of parking results in many people having to park on roads surrounding the hospital which inconveniences local residents. New (from 2016) parking restrictions on Jubilee way next to the hospital have increased the parking challenge as 1 hour isn't often long enough for patients attending the hospital for appointments or visiting ward patients. I met with Roland Skeats from the DCC highways department last December and he did advise that he was hoping to change the parking restriction.

Our Trust previously set up a "parking working party" to look at what we could do to improve the situation which included a park and ride service, but a suitable parking facility wasn't identified. We have also met with Barry Cooper (ex-councillor), the Blandford School Business Manager, our Estates team and members of the highways department to look at the possibility of utilising some of the school field opposite the hospital for parking but this hasn't progressed, and we were advised this this would be a very lengthy process if possible at all.

The lack of parking spaces at the hospital is preventing the development of new services within the hospital for the local community as we are already not meeting the demand for parking. We are concerned that we would make the issue much worse if we were to develop new services.

Blandford Bowling Club

I have heard that the staff at the Blandford Community Hospital have been told that from January they (or most of them) will not be permitted to park using the hospital car parking facilities as the public have asked for parking facilities when they are attending the hospital. My source is quite reliable, but I emphasise 'I haven't been told officially'. (Why would I be?).

However - if this were the case, this would have quite an impact on the Bowling Club (and presumably the Cricket Club) when either of us are playing matches in the summer season as no doubt the staff from the hospital would park on the nearest car park which is the one for use by Cricket/Football and Bowling clubs and of course the children's swing park.

I hope I have been misinformed. If there is some truth in the above, do you know if there has been a study/assessment of possible repercussions?

Morebus, Excelsior, Damory and National Express

We note that the Town and Parish Councils propose the following projects for investment of future Community Infrastructure Levy funding received by the local planning authority:

- i. Bus interchange Blandford / town centre stop improvements
- ii. Blandford Town centre enhancements
- iii. Blandford - Cycleway schemes...

We would support this approach and moreover would welcome constructive discussion with Highway & Transport Authority, Local Planning Authority, Town & Parish Councils and others to discuss how to bring this forward through the plan period. In addition, we would urge that site-specific developer contributions are taken from development sites to bring these facilities forward as soon as possible. Nothing in the parking review should fetter these ambitions, nor indeed propose any additional on-street provision that could cause delays to public transport users.

Notwithstanding, that no bus stops should be removed from East Street or West Street, as they make bus travel convenient, accessible and visible.

Whitecliff Surgery

There is a huge dependency on cars as a means of travel. The lack of public transport means that the only viable means are walking, cycling or car.

Patients see free parking at the Whitecliff GP surgery as a 'right'. This is actually not equitable or fair as the patients of Eagle House surgery do not have 'Practice' car park and have to use the road or pay car parks.

Being the only free car park in town it therefore is abused by people who live in the vicinity, who do not have parking at their property and shoppers and we have undertaken various campaigns to try to tackle this.

We do leaflet cars if cars have been parked overnight, or where people walk off to the shops and to the other GP surgery nearby. The other GP surgery does not have any patient car parking, so patients of that surgery have to pay to use the council car park at the rear, or use the time limited on road parking in Whitecliff Mill Street. It is also not a problem that is just limited to Blandford. We do get some issues at Child Okeford too, with walkers and visitors to neighbouring houses leaving their cars in the car park there too.

We have tried to politely challenge people face to face, but we do not routinely do this as on occasions we have been subjected to abusive and threatening behaviour; and staff safety has to be my priority. Barriers are not a simple solution. Barriers would have to be fitted well inside the entrance, and this would result in sacrificing a number of existing spaces, reducing car parking further; or otherwise queuing traffic would block the road as cars will have to filter in slowly one by one. The exiting traffic

would also be much slower as again, people would have to wait for the barrier to drop behind each car, further restricting the turnaround of spaces.

There are also safety issues to be considered regarding barriers. We often have to have emergency ambulances attend the site to pick patients who present with serious conditions. Barriers may delay access in respect of both the ambulances and the fire brigade, who require good access to our premises 24 hours a day in case of emergency (as there is a nursing home on our car park boundary). We also have issues with patients parking on the double yellow lines. These yellow lines are there for a reason and are intended to keep areas free for emergency vehicles: ambulance, police and fire, so they can park near the emergency entrance / exits and so we can evacuate or reach people quickly when we have emergencies.

Another solution would be to charge for parking in line with parking policy everywhere else in town. The reason that we have not gone down this route, is that this can be expensive for people with long term conditions and health issues that require regular attendance to the Practice.

The underlying cause is a wider issue. The root causes to the whole issue are the car parking restrictions in town and lack of public transport that could be used as a viable alternative to the car. There is minimal free parking in town, except at this surgery site. Due to the historic nature of the town, many properties and most businesses have little or no parking; so people will abuse the only central, free car park in town. This should be a consideration for town council regarding policy and future development?

Finally, one point that the council needs to consider is that the Whitecliff Group Practice is running out of space at the both the Whitecliff and Child Okeford sites. This may therefore require relocation of the Blandford service to a larger site and more services being delivered in Blandford as Child Okeford reaches capacity too. If this were to happen, then the 'free' Whitecliff car park could disappear and any new site may have less / no free parking? This would further increase the parking pressure in town?

Comments from the public

Problem areas already identified Parking

- Lack of parking for residents in Fishers Close, Bryanston Street, Shorts Lane, Parklands, Dorset Street, Orchard Street, Damory Street, Damory Court Street, Oakfield Street, Nursery Road, Edward Street, Queens Road, Victoria Road, Albert Street, Edward Road, Charles Street, Alexandra Street, Alfred Street, Castleman-Smith Close, Milldown Road, Jubilee Way, Salisbury Road, Town Centre, Bottom of New Road
- Queens Road, cars parked on pavements
- Insufficient parking spaces at Leisure Centre and Whitecliff Mill Street Surgery
- Commercial vehicles have been sold parking permits for Station Court car park leaving less for residents
- Parking is too expensive (it is 80p for 3 hours in Wimborne)
- Lack of free parking for 30 minutes (as removed from Sheep Market Hill), as well as one and two hour
- Parking should be free in Marsh & Ham and Langton Road car park
- Inconsiderate parking e.g. parking on pavements and Charles Street driveways
- Not enough parking e.g. outside Post Office

- Parking that used to be available from Sovereign Housing Association is no longer available and underused as a result
- Resident parking taken up by visitors and workers in the town
- Lack of long stay parking
- Lack of short stay parking
- Too few disabled facilities
- Misuse of disabled badges
- Parking on double yellow lines not enforced, especially Salisbury Road
- Enforcement on illegal parking/stopping and in car parks not good enough
- Inconsiderate blue badge parking
- Parking on pavements
- Since the parking charges have been bought in for blue badge holders. There is more parking on yellow lines through the town and on side streets. This makes congestion in the town worse but also can be dangerous for road users and pedestrians.
- Paying for parking before your trip.
- M&S staff parking in Fishers Close
- Rear of the main building of Ryan Court
- Insufficient parking spaces
- Problem is all over town where there are no parking meters
- No free parking for Morrison customers

Traffic Congestion/Safety

- School drop off and pick up at school locations are not managed effectively, a system should be implemented to manage this better, require a safe drop off point
- Traffic flow into and out of the town centre
- Black Lane is dangerous and congested
- Emergency vehicles cannot get through Queens Road, increased traffic and speed in Queens Road damaging cars parked where parking is already lacking
- Cars parked on road obstructing emergency vehicles
- Fairmile Road, starting at new road to the Blandford bridge dangerous
- Jubilee Way opposite junctions including Heddington Drive dangerous
- Kings Road, Victoria Road, Peel Close - Salisbury Road junction dangerous and in front of One Stop
- Peel Close, cones put out by Police stopping residents to park
- Town Centre enhancement scheme did not improve traffic flow but made it worse
- Langton Road on-street parking in front of the play area makes this stretch of road dangerous and difficult to manoeuvre
- Fairfield Road dangerous, photographs provided of fire truck getting stuck
- Larksleas exit onto Milldown Road dangerous
- Red Lion Yard, cars parked in front of entrance so people living there have problems driving in
- Blind corner at Parklands/Bryanston Street and Parklands/Eagle House Gardens
- Salisbury Road opposite Peel Close

Other

- Over enthusiastic implementation of parking rules - I was fined for marginally parking outside of the slanting parking spaces in 2014 near the townhall whilst attending a medical appointment and consequently feeling stressed. I have never returned to Blandford to shop since and have encouraged friends and colleagues to also avoid Blandford.
- Insufficient monitoring of parking on double yellow lines
- Seven-day parking restrictions
- Too many new-builds being given permission with no parking provision
- Cars parked in bus stop on left in Heddington Drive making it difficult to get on and off if limited mobility (X3 and X8A bus stop)
- Too many disabled sticker cars
- Market Place is a mess
- Short stay at East Street is not enforced

Solutions already suggested - Parking Permits

- Reduced price for permits for Langton Road
- Reduced parking charges in Eagle House Gardens for visitors to doctor surgeries
- Car parking app for residents and long stay parking
- Parking refund scheme
- Resident parking permits in older part of town
- Resident parking permits for Queens Road
- Resident parking permits for Dorset Street and Orchard Street
- Resident parking permits for Oakfield Street
- Resident permits from 6pm to 8am plus visitor pass (admin charge only) (Edward St, Albert St, Victoria Road, Alexandra St, Alfred St)
- Resident parking permits in and close to town centre, including Edwards Street
- Parking permits for each street
- Long stay parking permits
- Time Cards
- Downside Close, Chapel Close, Bayfran Way and Chapel Gardens permit parking between 8:30-16:30 weekdays
- Free parking areas for town employees
- Limit parking permits to one per household and say no to several commercial vehicles
- Sovereign Housing Association to offer residents parking permits
- Should permits be introduced in Orchard Street, they should not result in any single yellow lines being converted to double yellows, parking bays should allow up to 2 hours for non-permits, 1st car should be cheap and 2nd car more expensive, only one zone for whole of Blandford area included in scheme, people working in Blandford should be able to apply for permits and permits should extend to car parks during charging hours.
- For the council not to oversell permits for the railway car park
- Ask residents if they'd like to rent their drives for workers in the town.
- A scheme like the west Dorset shoppers permit I use mine a lot and probably shop in Dorchester rather than my local town of Blandford Forum
- Parking in front of police station as police park at the back
- Jubilee Way permit parking for hospital staff, car park would be for visitors and patients

Car Parks

- Park and Ride from the North of the town
- Encourage use of free Stour Meadows Car Park for people who work in the town centre
- Allow Langton car park free to park between 8:30 and 9:30 and again from 2:45 to 3:45 with a walking bus from the car park to the school, this will allow double yellow lines in Black Lane. Parking permits issued by the school.
- Make Langton car park free overnight
- Encourage more people to use M&Co. car park
- Advertise car parks and spaces with signs from bypass
- Improve lighting in and on routes to and from car parks and introduce CCTV
- Reduce excessive charges of Station Court car park or revert to free car park
- Revert Station Court car park to short stay to encourage people to park here and walk in to the town centre
- Extend 'reduced permit prices' to residents of more streets in Station Court car park area
- Additional car parks
- Re-instate free parking on Sheep Market Hill, and after 4pm in the Market Place
- Multi-storey car park at M&S, M & Co., Marsh & Ham and Hospital
- Amend charging times from 8:30-5:30 to assist residents with overnight parking
- Increase use of Park Road Recreation Ground car park to allow for parking during the week by hospital visitors
- Turn Bowling Green or some of Recreation Ground into a car park
- Time paid for should correspond to the amount of money inserted into the machine. If one only has a pound coin, then provide £1.00 worth of parking not the next value down.
- The pay by card would be excellent if the mobile phone link worked!! I have tried, and it can be so slow that a queue forms behind me. Not good if it is raining! I contacted DCC who just blamed the phone link. Not much help!!
- Car Parks should be run by the local Town Council
- Marsh and Ham overflow should be long stay parking
- Increase 30 minutes to 1-hour parking spaces
- Extend Blandford Community Centre car park
- Revert Market Place to previous system which provided for more spaces
- Allow free parking after 3pm
- The disabled parking bay in front of M&S is too far away from the parking machine, make these spaces free.
- Extend Langton Road car park
- Car Parking should be paid for at the end of your trip not before
- The Marsh and Ham car park is not laid out to utilise the space and many more spaces can be added here
- Make Eagle House car park free for town employees
- If you are going to encourage people to use Stour Meadows then clean the pedestrian bridges into the town and install a Town Map in the car park
- Create parking spaces at Norden
- Two more cars could park by Crown Hotel garden wall
- More parking outside Parish Centre
- 1/2hr slots outside Methodist Church to be extended to one or two hours

- More free parking outside M&S
- Car park behind what used to be Argos could be made public
- Some of WHG to be tarmacked, pull down toilets and use space in front of Methodist Church
- Ramsbury Court and Mary Cossins Close car parks are underused
- Alternative overflow car park for hospital, turn football pitches into car park
- Make M&S, Sheepmarket Hill and Marsh & Ham free car parks
- First two hours of parking should be free
- Red Lion Yard – butting out kerb stones to restrict closeness to entrance

Road markings and uses

- Convert cycle lane in Damory Street to residential parking
- Sleeping policemen or chicanes in Albert Street, Edward Road, Victoria Road and Queens Road
- Whitecliff Mill Street should be two ways
- Double yellow lines in Black Lane or restrict parking to half an hour twice a day to allow people to deliver/collect children to/from school. Issue people attending the Adult Learning Centre with parking passes and create a dedicated car park (in addition to the existing one between the school gates?)
- Layby on Black Lane opposite school should be no parking between 8.30-9.30 and 2.30-3.30
- Double yellow lines on Fairmile Road from New Road to the Blandford bridge
- Traffic lights on Black Lane instead of Lollipop officers
- Mini roundabout at junction of Black Lane and Wimborne Rd
- Double red lines on Salisbury Street
- Make Dorset and Orchard Street one way
- Removal of loading/unloading markings on River Mews along a stretch of hedges and pavement
- Pedestrianisation of the Market Square
- Form a raised platform across Queens Road at its junction to Salisbury Road in block pavements and install collapsible bollards on the platform. Consideration could also be given to their introduction in Victoria and Albert Street but with their introduction to Edward Street being questionable on account of access to the car park and the veterinary surgery.
- If the single yellow lines were changed to no parking 9-5 instead of 9-6 that would help the majority of people returning from a 9-5 job.
- Damory Street, East Street, the Market Place and Salisbury Street should be two lane traffic (remove cycle street in Damory Street, pinch points throughout the town and replace with two pedestrian crossings, no stopping on the left of the Market Place except for buses, designate half the Market Place parking for disabled users, restrict delivery times into the town centre to facilitate this) to improve traffic flow.
- Double yellow lines at the junction of Parklands.
- Fewer double yellow lines.
- Parking bays to avoid poor parking.
- Double yellow lines round corner of Lockeridge Close to Heddington Drive and past the bus stop.
- Erect a sign in Dorset and Orchard Street stating it is for residents only as a deterrent.
- Allow people to park wherever they like.
- Time limit parking in Jubilee Way and surrounding area.
- Double yellow lines in Jubilee Way by Ramsbury Court

- Extend the 1 hours parking along Jubilee Way
- Remove grass by Ramsbury Court for parking
- Double yellow lines at entrance of Fairfield Road and on bend around the left.
- Double yellow lines at the junction of Holland Way and Heddington Drive.
- Double yellow lines at the junction of Jubilee Way and Heddington Drive.
- Double yellow lines at junction of Damory Court Street and Charles Street
- Ability to apply for marked bay as a first responder
- Double yellow lines on either side of entry to Larksleas on Milldown Road
- Review double yellow lines in Salisbury Road which was put in before bypass and while Archbishop Wake was still in this part of the town. Potential to change some to single yellow lines.
- Make the raised parts of the road in the town centre pedestrian crossings or remove them to make it safer
- Remove the majority of the double yellow lines. This will slow down traffic and add more spaces
- Clean the leaves in the gutter to reveal original yellow lines or remove yellow lines and paint white ones to indicate how many spaces there are.
- Make Bryanston Street one way, junction with Salisbury Street/Whitecliff Mill Street is dangerous
- Solid single yellow lines are not needed on both sides of North Place or The Close or Marsh's Court. There could be 4 parking spaces on the left with just single yellow lines on the edges for cars to around the corners on The Close. On North Place, there could be similar markings and spaces and on Marsh's Court there could be 3 places on the left.
- Marked parking bays at Jubilee Way to reduce gaps
- Passing places at the top of Jubilee Way
- Parking meters in all streets (free for permit holders)
- Create obstacles to prevent parking on double yellow
- In the town centre would suggest a large pavement enabling cafes to spill out in the summer, the market could be moved to the Ham car park. Additional car parking could be placed on the opposite side of the road. Similar to Wimborne.
- The slip road from the top of Black Lane from the main Wimborne road was taken away for a walking area, could this not be reinstated to help the traffic flow?
- Better signage for long term parking
- 20mph speed limit at Parklands/Bryans ton Street/Eagle House Gardens
- Tabernacle disabled space needs more signage as not clear it is a disabled space
- Salisbury Street opposite Peel Close, needs a small stretch of no parking for cars to pass
- Open old Milldown Drive and create one-way system with nursery and school drop offs re-joining the traffic flow and leaving through Milldown gate

Other

- Local Planning Policy must plan for realistic parking needs on new developments
- PR exercise about sustainable travel
- Parking needs to be thought about in terms of deliveries, staff and customers
- Better public transport
- Encourage considerate blue badge parking
- Encourage considerate parking
- Move the market elsewhere or have it take up less parking spaces
- Funding for dropped kerbs to utilise front gardens as parking

- Police to give fixed penalty fines
- There are sufficient car parks for people to go shopping
- Traffic Wardens not to patrol on Sunday
- Traffic Wardens to be more consistent and give tickets for cars on double yellow
- Traffic Wardens to not work in pairs
- New dwellings to have at least two parking spaces
- Forward planning and infrastructure need to be taken into account
- Residents to take control of parking in their streets
- 8a might give some relief but car parks along the route should be made available
- Official Notices on cars asking not to park on pavements
- Reduce the number of groups using Black Lane Centre
- Use buses to bring children to school
- Use buses / pick up points in local car parks to bring the people attending the traffic awareness days as an example.
- Nothing seems to be organised to encourage greater footfall to town
- Disabled space location needs to be more thought through
- Run X8 more frequently to encourage residents to leave cars at home
- Please retain Crown Meadows Car Park free of charge

Parking Review - Areas on traffic flow and traffic re-modelling

1	Implementation of a one-way route in Dorset and Orchard Streets.
2	Implementation of a one-way route in The Close and The Plocks.
3	Implementation of a one-way route in Bryanston Street.
4	Car park by the hospital.
5	Car park on Wimborne Road.
6	Restrictions on large vehicles in Alexandra Area.
7	Pay on leaving car parks in town.
8	Car park behind Kingston Cls.
9	Free weekend parking.
10	Removal of the cycle lane on Damory Street.
11	Implementation of a cycle lane Down Damory Ct street.