

CABINET (TRAFFIC AND PARKING) COMMITTEE

25 February 2013

INVESTIGATION OF ACCESS ONLY ORDER – HYDE CHURCH LANE,
WINCHESTER

REPORT OF THE HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Corinne Phillips Tel No: 01962 848326

RECENT REFERENCES:

CAB2341 (TP) – Experimental No Entry Order – Hyde Church Lane, Winchester –
11 June 2012

EXECUTIVE SUMMARY:

On 11 June 2012 the Committee considered a report regarding the Experimental No Entry at the junction of Hyde Church Lane and Worthy Lane which was introduced to prevent motorised traffic from entering Hyde Church Lane from Worthy Lane. The Experimental 'No Entry' was proposed to prevent the use of Hyde Church Lane by large vehicles as a short cut between Worthy Lane and Hyde Street. Large vehicles had caused damage to properties on both sides of Hyde Church Lane due to the narrow junction at Hyde Street. The Committee resolved to make the Experimental 'No Entry' permanent.

A physical closure was originally investigated and ruled out due to the lack of available highway for a turning area. This would have resulted in a small number of vehicles which required access to property, having to reverse out of Hyde Church Lane on to either Worthy Lane or Hyde Street, both of which are busy through routes.

Despite the 'No Entry' being successful in preventing large vehicles and hence damage to property as well as significantly reducing the flow of traffic on Hyde Church Lane by approximately half, residents requested that further measures were

investigated to prevent all motorised traffic except for those requiring access from using Hyde Church Lane.

The Committee therefore resolved to investigate the feasibility of an 'Access Only' traffic order which would prohibit all motorised traffic except for access but would not physically close the lane to through traffic.

RECOMMENDATIONS:

That Committee endorses the conclusions of this report.

CABINET (TRAFFIC AND PARKING) COMMITTEE

25 February 2013

REQUEST FOR 'ACCESS ONLY' ORDER – HYDE CHURCH LANE, WINCHESTER

REPORT OF THE HEAD OF ACCESS AND INFRASTRUCTURE

DETAIL:

1 Introduction and Discussion

- 1.1 The original issue of damage to property which was raised by a resident a number of years ago has been effectively solved with the introduction of the 'No Entry' Traffic Order at the junction of Hyde Church Lane and Worthy Lane. Motorised vehicles are no longer able to access Hyde Church Lane from Worthy Road which has prevented its use by large vehicles, that caused damage to buildings both sides of Hyde Church Lane when they exited the narrow junction at Hyde Street. This has also reduced traffic volumes generally as although Hyde Church Lane is still a two-way road, access is only permitted from the junction with Hyde Street.
- 1.2 It is recognised that a high number of pedestrians and cyclists use the route (approximately 600+) between Hyde Street and Worthy Lane, but the 'No Entry' has reduced the number of traffic movements by approximately half. A survey undertaken by the residents themselves indicated that motorised traffic had reduced from over 200 vehicles per day to approximately 140 vehicles. A survey of traffic speed undertaken by the County Council indicated average vehicle speeds are low at 14 mph.
- 1.3 A further concern which has been raised is that cyclists are using the lane against the flow of motorised traffic. However a cycle lane in from Worthy Lane to allow cyclists to continue using the route has been provided at the request of the Cyclist Touring Club and a local Councillor and Hyde Church Lane remains a two way road even though entry is prevented from one end, except for cyclists.
- 1.4 The County Council were asked for their view in relation to the need for further traffic management measures on Hyde Church Lane as requested by residents and to investigate the personal injury accident records for Hyde Church Lane. The five year personal accident record up to July 2012 was investigated and this revealed that there had been one slight injury accident recorded by the Police in that five year period. This accident occurred in April 2009 and involved a pedestrian who was in a collision with a taxi which was reversing down Hyde Church Lane. The County Council therefore felt that a restriction of access is not justified on safety grounds. (See Appendix A) As a Prohibition of Driving is a reserved matter under the Agency Agreement with

Hampshire County Council, any proposals to introduce this kind of traffic restriction would require specific County Council approval.

- 1.5 A physical closure would force the few residents needing vehicular access to their properties to reverse out of Hyde Church Lane on to either Worthy Lane or Hyde Street, which is a junction with restricted visibility. This is clearly not a desirable manoeuvre in terms of pedestrian or driver safety and was an issue that raised objections from some of the residents when it was originally proposed. A prohibition of motorised vehicles except for access at the Hyde Street junction with Hyde Church Lane would rely purely on signs at the junction to deter vehicles. The Police were asked to comment upon the enforcement of such an Order, and have stated that resources would not be available to enforce the signing. (See Appendix B) Support from the Police for this type of Order would not therefore be forthcoming.
- 1.6 It is very likely that in the absence of regular enforcement the Traffic Order would be ignored by the majority of motorists who currently use the route. The use of the Prohibition of motorised traffic 'Except for Access' has always been viewed with scepticism by the Police due to such Orders being difficult to enforce and in terms of its effectiveness when adequate enforcement cannot be provided due to resources. This would undoubtedly lead to complaints from residents and users of the Lane that traffic was still using the route and as the Police have made it clear that there would be no enforcement this brings the Traffic Order in to disrepute. There is also danger that pedestrians and cyclists would expect there to be no through traffic and would therefore not take the care and attention they do at present, as they are currently aware that traffic travels along the Lane
- 1.7 The signs required for a Prohibition of motor vehicles 'Except for Access' would consist of a roundel and a plate (See Appendix) Due to the narrow footpath on Hyde Street, the signs would ideally be mounted on the buildings either side of the junction. The regulations also stipulate that the signs be lit, so a lighting unit and electricity supply would also be required. It is estimated that the costs for signing and lighting alone would be in the region of £2000, in addition to the costs of processing the Order.
- 1.8 Overall it is felt that the introduction of the 'No Entry' experimental scheme at the Hyde Church Lane and Worthy Lane junction has worked well and has been successful in solving the problems which it was designed to address. The physical closure of Hyde Church Lane was not possible, but the low speeds and lack of an injury accident record (despite the high use by pedestrians and cyclists) demonstrates that the 'shared use' of the Lane by motor vehicles and other road users does not create a significant hazard. The additional expenditure for a Prohibition of Driving except for access is therefore considered not to be justified, especially as it is likely to be not particularly effective and unsupported by the Police, and is therefore not recommended.

OTHER CONSIDERATIONS:

2 SUSTAINABLE COMMUNITY STRATEGY AND CHANGE PLANS (RELEVANCE TO):

- 2.1 The investigation is in keeping with the Community Strategy in its attempt to provide a high quality environment and safe and strong communities.

3 RESOURCE IMPLICATIONS:

- 3.1 The cost of progressing a Traffic Regulation Order is in the region of £1000. In addition if an 'Access Only' restriction were to be pursued this would entail an additional cost in the region of £2000 for the signing, electricity supply and lighting units.

4 RISK MANAGEMENT ISSUES

- 4.1 The risks have been fully taken into account and a specific view obtained by Hampshire County Councils safety audit team as set out above.

4.2 BACKGROUND DOCUMENTS:

None.

APPENDICES:

Appendix A – Correspondence from Hampshire County Council

Appendix B – Correspondence from Hampshire Constabulary

Appendix C – Pictorial representation of signing

Corinne Phillips

From: Andy Hickman
Sent: 02 August 2012 12:06
To: 'Willoughby, Steve'
Cc: Corinne Phillips
Subject: RE: Hyde Church Lane Winchester

Thanks Steve much appreciated.

Andy

From: Willoughby, Steve [mailto:steve.willoughby@hants.gov.uk]
Sent: 31 July 2012 15:33
To: Andy Hickman
Subject: RE: Hyde Church Lane Winchester

Hi Andy,

I've checked the latest 5 year accident record for Hyde Church Lane and there was one slightly injury accident that occurred prior to introduction of the no entry at the Worthy Lane end. This accident occurred on 07/04/2009 @ 10:45 involving a taxi that reversed and hit a pedestrian crossing the road.

Although the road is quite narrow, with an average speed of 14mph and good forward visibility the conditions should be suitable for pedestrians to mix with vehicles.

Based on the above, my view is that there is no clear justification on safety grounds for restricting access at the eastern.

Regards,

Steve Willoughby MCIHT MSoRSA
Principal Engineer
Road User Audit Team
Engineering Consultancy
Hampshire County Council
Tel: 01962 832218
Mobile: 07545 415340

steve.willoughby@hants.gov.uk
roaduseraudit@hants.gov.uk

From: AHickman@winchester.gov.uk [mailto:AHickman@winchester.gov.uk]
Sent: 09 July 2012 10:50
To: Willoughby, Steve
Cc: cphillips@winchester.gov.uk
Subject: Hyde Church Lane Winchester

Steve, we would appreciate your views on this scheme.

I attach some background documents but in summary Hyde Church Lane was used as a

13/09/2012



Hampshire Constabulary
Chief Constable Alex Marshall

Corinne Phillips
Winchester City Council
Access & Infrastructure
City Offices
Colebrook Street
Winchester
SO23 9LJ



Totton Police Station
Testwood Lane
Totton
Hampshire
SO40 3ZE

Our ref: WC/90/12
Your ref: 810402/162

Telephone: 0845 045 45 45

Direct dial:

Fax No: 023 8067 4435

Deaf/speech impaired minicom: 01962 875000

Email: traffic.management@hampshire.pnn.police.uk

30 July 2012

Proposed Prohibition of Driving Order Hyde Church Lane, Winchester

Dear Corinne,

Thank you for your letter of 12th July 2012 Regarding Hyde Church Lane.

Hampshire Constabulary will not support a Prohibition of Driving Order unless its proposal results from clearly evidenced safety concerns.

The introduction of such an order is likely to create an expectation of enforcement that the constabulary is unable to undertake due to competing demands.

However the constabulary would not object to such an order.

Yours sincerely

John Cleverley
Safer Roads Officer
8 OCU Roads Policing Unit

HYDE CHURCH LANE

