

CABINET (TRAFFIC AND PARKING) COMMITTEE

11 June 2012

EXPERIMENTAL NO ENTRY ORDER – HYDE CHURCH LANE, WINCHESTER

REPORT OF THE HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Corinne Phillips Tel No: 01962 848326

RECENT REFERENCES:

CAB2086 (TP) – Proposed Traffic Regulation Order, Hyde Church Lane, Winchester  
– 1 December 2010

EXECUTIVE SUMMARY:

On 1 December 2010 the Committee considered a report regarding the introduction of an Experimental No Entry at the junction of Hyde Church Lane and Worthy Lane to prevent motorised traffic from entering Hyde Church Lane from Worthy Lane. The Experimental No Entry was proposed following the advertisement of a physical closure of Hyde Church Lane which generated a number of objections.

Following consideration of the points raised by the objectors it was agreed by the Committee to support an Experimental No Entry for a period of twelve months from the date of introduction. The Experimental No Entry was introduced in June 2011 and members of the public have been able to convey their objections or comments during the twelve month experimental period.

The residents have conducted 'before' and 'after' surveys to indicate the level of traffic and pedestrian movements on Hyde Church Lane and speeds surveys have also been carried out, although these only demonstrate the traffic speeds measured during the period of the experiment.

Although the experimental No Entry has not been able to prevent through traffic completely, it has been successful in reducing the volume of through traffic and has prevented large vehicles from entering Hyde Church Lane from Worthy Lane, which has consequently prevented further damage to property at the narrow junction of Hyde Church Lane and Hyde Street.

RECOMMENDATIONS:

- 1 That the experimental 'No Entry' preventing traffic from entering Hyde Church Lane from Worthy Lane is made permanent.
- 2 That the Head of Legal Services be authorised to make the necessary Order.

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#### REPORT OF THE HEAD OF ACCESS AND INFRASTRUCTURE

##### DETAIL:

#### 1 Introduction and Discussion

- 1.1 The proposal to close Hyde Church Lane was originally investigated following complaints from residents regarding damage to property, caused by large vehicles, which, after entering Hyde Church Lane from Worthy Lane found that the lane narrowed significantly at the junction of Hyde Street. Large vehicles exiting Hyde Church Lane on to Hyde Street caused damage to the guttering and brickwork of the Newsagents on the corner of Hyde Church Lane, as well as damage to gas flues protruding from the wall of Clarendon House on the opposite corner of Hyde Church Lane.
- 1.2 Surveys carried out by the residents indicated a high volume of pedestrian traffic using Hyde Church Lane (approximately 600+ per day) and over 200+ vehicles in both directions. As there was an adequate alternative route for through traffic, a closure was advertised. However in response to the advert a number of objections were received, which raised safety concerns regarding the closure. The most important of these was the lack of space for a turning area on Hyde Church Lane and although there are few properties with direct access on to Hyde Church Lane, those who did need vehicular access would be forced to reverse some distance to exit Hyde Church Lane. As visibility at the junction of Hyde Street is limited this would be a difficult manoeuvre which could compromise both the safety of motorised and pedestrian traffic using the route. Reversing out on to Worthy Lane is slightly easier in terms of visibility, but due to the volumes of traffic on Worthy Lane this is also not a manoeuvre that should be encouraged.
- 1.3 As the main purpose of the original investigation was to prevent large vehicles from using Hyde Church Lane, a 'No Entry' was introduced in place of a closure to prevent the large vehicles and other motorised traffic from entering Hyde Church Lane from Worthy Road. The 'No Entry' was appropriately signed and a traffic island was introduced at the junction with Worthy Lane to narrow down the junction and create a cycle lane, to enable cyclists to enter Hyde Church lane form Worthy Lane.
- 1.4 The survey conducted by the residents after the introduction of the experimental No Entry showed that the traffic volumes were approximately half of the volumes that had used the lane before the restriction. There were no large vehicles on the day of the survey, and neither have there been complaints since the introduction of the experiment about damage to property.

The speed surveys carried out showed a mean average speed of 14mph and the number of pedestrians and cyclists using the route has remained about the same.

- 1.5 During the twelve month experimental period, 4 of the residents have written in to request that traffic also be prevented from entering Hyde Church Lane from Hyde Street by introducing a 'No motor vehicles except for access.' (See Appendix B) However, this type of traffic order relies purely on signing (rather than a physical barrier) to prevent use by vehicles and is not favoured by the Police as it requires a high degree of enforcement to ensure compliance. In consultations with the Police regarding the original idea for a closure, the Police stated that they would not support any Traffic Order which relied upon Police presence/ enforcement to ensure compliance.
- 1.6 The introduction of a 'No motor vehicles except for access' along Hyde Church Lane may also result in a displacement of traffic onto Hyde Close. In addition the traffic signs required to introduce this restriction would have to be lit and physically locating and installing them would be problematic due to narrowness of the road at the junction of Hyde Church Lane and Hyde Street.
- 1.7 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, namely, stopping traffic using Hyde Church Lane as a through route from Worthy Lane to Hyde Street and thus removing the problem of large vehicles damaging properties. It has resulted in a substantial reduction in traffic along Hyde Church Lane and traffic speeds are low.

#### OTHER CONSIDERATIONS:

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

- 2.1 The proposal is in keeping with the corporate strategy in its attempt to provide a high quality environment and safe and strong communities.

#### 3 RESOURCE IMPLICATIONS:

- 3.1 As the experiment has been in place for a year, the required engineering works and associated signing has already been installed therefore there will not be any additional costs for physical works. An advert is required to notify the public of the intention to make the Order permanent and this will be funded from the Traffic Management Agency Budget.

#### 4 RISK MANAGEMENT ISSUES

- 4.1 As there are no changes proposed to the existing arrangements a further risk assessment is not required.

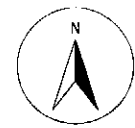
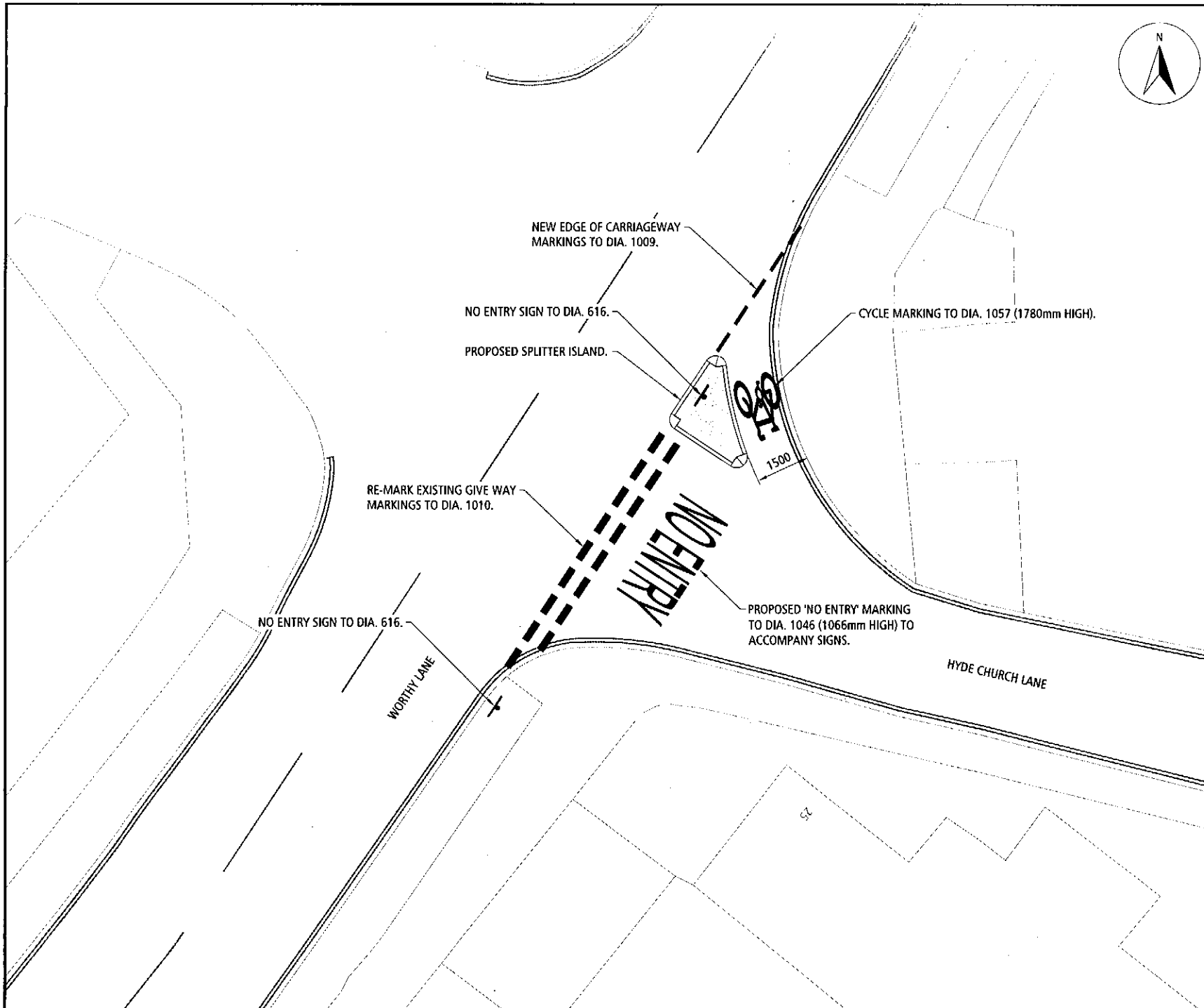
BACKGROUND DOCUMENTS:

Correspondence on Traffic and Transport Division Files 810402/162

APPENDICES:

Appendix A – Plan

Appendix B – Letters from the residents



CAB 2341 (TP)

**NOTES:**

1. EXISTING GIVE WAY MARKINGS OMITTED FOR CLARITY.
2. ALL ROAD MARKINGS TO BE IN ACCORDANCE WITH THE T.S.R.G.D. 2002.

Rev.	Description	Date	Drawn



**Winchester**  
City Council

OPERATIONS GROUP  
ACCESS & INFRASTRUCTURE

City Offices  
Colebrook Street  
Winchester,  
SO23 9LJ.



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**Project:**  
TRAFFIC ORDERS  
CURRENT SCHEMES

**Title:**  
HYDE CHURCH LANE/WORTHY LANE  
WINCHESTER  
PROPOSED NO ENTRY/CYCLE LANE MARKINGS

Scale: 1:100	Date: 29/11/10
Drawn: MCH	Checked:
DRG. No. 810402/162/002	Status: P

Hyde Church Lane,  
Winchester,  
Hampshire  
SO23 7DZ

Mr. H. N. Bone,  
Head of Legal Services,  
Winchester City Council,  
City Offices,  
Colebrook Street,  
Winchester,  
Hampshire  
SO23 9LJ

By post and by e-mail to: hbone@winchester.gov.uk

1<sup>st</sup> October 2011

Dear Mr Bone,

**Re: Proposed Amendments to Traffic Arrangements – Hyde Church Lane**

I understand that my neighbours have recently written to you with regard to installing signs at the Hyde Street end of Hyde Church Lane barring motor vehicles, save for access. For a variety of reasons I was unable to see/add my name as a signatory to that letter, but that does not signify any opposition on my part to the suggestion and I am, therefore, writing separately, to confirm that.

I supported the installation of the 'no entry' signs at the Worthy Lane end of the street, although I was aware of the concerns that this would encourage traffic to drive faster up the Lane. Anecdotally, I would say that traffic is less in quantity (and size) since the erection of the 'no entry' signs, which is obviously good, but I would also say that I have noticed a fair number of vehicles driving faster than I was previously aware, even accounting for the fact that I may have become 'more alert' to this possibility since the change to 'one way'. Interestingly, I have also encountered a greater incidence of 'rudeness' and intolerance from car drivers when they perceive me to be hindering their passage up the Lane.

I appreciate that it will be difficult to police 'no motor vehicles except for access' signs and that they may not be completely effective, but I would expect that they may have some deterrent effect and I would support their installation on the basis that 'every little helps'. I have previously written to oppose blocking the Lane completely and I remain of that view. I do, however, support other measures such as this, designed either to reduce the traffic flow in the Lane or to reduce the speed of that traffic.

I write this as a car owner/driver, hence somebody not unsympathetic to their needs.

Thank you for your time and consideration.

Yours sincerely,

Mr H Bone  
 Head of Legal Services  
 Winchester City Council  
 City Offices  
 Colebrook St  
 Winchester  
 Hampshire  
 SO23 9LJ

Hyde Church Lane  
 Winchester  
 SO23 7DZ

CSS RECEIVED		
27 SEP 2011		
FAO	REPLY BY	No
<i>DM</i>		<i>77/4</i>



25 September 2011

Dear Mr Bone

Re: The Hampshire (Hyde Church Lane Winchester) Experimental 'no entry' order 2011.

The temporary 'no entry' to traffic from the Worthy Lane entrance to Hyde Church Lane has been in place since the end of June. Residents are now able to assess the effectiveness of this. We are pleased that it has solved the problem of huge lorries using the lane with consequent damage to buildings. There is also less volume of traffic (see survey attached) together with lower noise levels.

However the residents are still concerned that due to the narrowness of the lane at the Hyde Street end, the blind spot (due to kink in the lane), and the lack of pavements along most of the lane, that there is still an accident waiting to happen. The number of pedestrians using the lane far exceeds that of vehicles (see surveys on 7 September 2010 prior to one way traffic, and 7 September 2011 after one-way traffic introduced). These pedestrians include many children who use the lane for access to school, nursery, or the recreation centre. There are also many elderly residents who have difficulty, especially when using walking sticks, in moving quickly to avoid some of the large vehicles. The lane is their only route to the bus stop on Worthy Lane, and the shop on Andover Road.

We are convinced that some traffic has speeded up since the no entry signs have been in place. (I did ask for a speed check to be set up prior to the start of the no entry order but I was told that WCC did not have the relevant equipment: see copy of e-mails attached). Many taxis use the lane as a short cut to their parking area at the Winchester Hotel.

Residents are also concerned that the encouragement of cyclists to cycle down the lane in the opposite direction to the flow of vehicles is dangerous to the cyclists. As with pedestrians, there is not enough room at the lower end of the lane for a cyclist and a large vehicle to pass.

Following on from a meeting with Andy Hickman on 29<sup>th</sup> June 2011 when the possibility of having a 'no entry: access only' sign at the Hyde Street entrance to



Hyde Church Lane in addition to the 'no entry' sign at the Worthy Road entrance to Hyde Church Lane was discussed please find attached a proposal to this effect signed by the residents of Hyde Church Lane.

Please acknowledge receipt of this: e-mail Note  
that I will be away for the next fortnight.

Yours faithfully

A copy of this has been sent to Andy Hickman, Head of Access @ Infrastructure, Winchester City Council, and to Alison Craig, Convenor, Winchester Green Party.

Proposal for a 'no entry: access only' sign at the Hyde Street entrance to Hyde Church Lane in addition to the 'no entry' sign at the Worthy Lane entrance to Hyde Church Lane.

We the undersigned all agree that Hyde Church Lane should be 'no entry' at each end of the lane with 'access only' from the Hyde Street end of the lane.

Name	Address	Signature	Date
KAREN PARKER	HYDE CHURCH LANE		8/9/2011
Charlie Martin	Hyde Church Lane		8/9/2011
Charlotte Martin	Hyde Church Lane		08/09/11
Diane Dickett	HYDE ST WINCHESTER		9/9/11
MARION WIDRAP	100 STREET ASSOCIATION		9/9/11
Margaret Gillingham	HYDE CHURCH LANE		12/9/11
MARY HILL	WORTHY LANE		23/9/11

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Proposal for 'no entry, access only' sign at the Hyde Street entrance to Hyde Church Lane in addition to the 'no entry' sign at the Worthy Lane end.

The attached proposal is signed by all the residents of Hyde Church Lane whose front doors open directly onto Hyde Church Lane.

LIDO Sports Association: Marian Widdop  
1 Hyde Church Lane: Maureen Gillingham  
2 Hyde Church Lane: Karen Parker  
3 Hyde Church Lane: Charlie and Charlotte Martin

except for 4 Hyde Church Lane: Kate Purvey who I have been unable to contact as she has been away for some time but who was the person who suggested that this be proposed. When she returns I will ask her to sign the proposal and send it on to you.

Also residents whose car park entrances open onto Hyde Church Lane and need access for their cars:

Hyde Newsagents, 34 Hyde Street: Dianne Duckett  
Flat 3, 25 Worthy Lane: Mark Hill

**Hyde Church Lane: survey of traffic and pedestrians: 7 September 2011  
between 7.00 and 19.00.**

During term time

Weather: Mixture of sunny, dull and a heavy shower.

Up lane: from Hyde Street to Worthy Lane.

Down lane: from Worthy Lane to Hyde Street.

<b>Vehicles</b>	<b>Up lane</b>	<b>Down lane</b>	<b>Total</b>
Cars	109	1	110
Taxis	11	0	11
Taxis: large	6	0	6
Vans/people carriers	22	0	22
Lorries	0	0	0
<b>Total</b>	<b>148</b>	<b>1</b>	<b>149</b>

<b>Cycles</b>	<b>Up lane</b>	<b>Down lane</b>	<b>Total</b>
Bicycles	24	15	39
Motorbikes	1	0	1
<b>Total</b>	<b>25</b>	<b>15</b>	<b>40</b>

<b>Pedestrians</b>	<b>Up lane</b>	<b>Down lane</b>	<b>Total</b>
Adults: young	199	199	398
Adults: elderly	24	37	61
: elderly with stick/trolley	4	8	12
Adults: + pram/baby	8	8	16
Adults: + dog	8	9	17
Children: school	25	29	54
Children: toddlers/nursery	26	35	61
Children: on skate boards	0	2	2
<b>Total</b>	<b>294</b>	<b>327</b>	<b>621</b>