

CABINET

13 October 2004

TRAFFIC MANAGEMENT - PARCHMENT STREET, WINCHESTER AND SURROUNDING  
ROADS

REPORT OF THE DIRECTOR OF DEVELOPMENT SERVICES

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RECENT REFERENCES:

CAB836 – Proposed reversal of one-way traffic flow, Parchment Street, Winchester  
– 17 March 2004

CAB900 – Traffic Management – Parchment Street, Winchester and Surrounding Roads  
– 7 July 2004

EXECUTIVE SUMMARY:

As a result of correspondence and representations about excessive traffic in Parchment Street, Winchester Report CAB836 was taken to Cabinet on 17 March 2004 with a proposal to reverse the traffic flow in Parchment Street, Winchester. Following representations and debate it was recommended that wider investigation and consultation was required before any decision could be made, the results of which were reported in CAB900 on 7 July 2004.

The recommendations following debate on CAB900 included setting up a Portfolio Holder consultation meeting consisting of Members, Officers and representatives of the public from the roads in question. This meeting was held on 26 July 2004 the minutes of which, together with proposals arising from the meeting are covered in this report.

Following the meeting the proposals for Middle Brook Street have been amended slightly in accordance with comments from the County Council and emergency services. The impact of the amendment is not expected to reduce the effectiveness of the scheme and residents have been notified accordingly.

RECOMMENDATIONS:

That the following changes are made on an experimental basis:-

- Parchment Street – reversal of one-way traffic flow
- Middle Brook Street – revoke one-way traffic flow and remove contraflow cycle lane from North Walls to Cossack Lane
- St Peter Street – introduce a contraflow cycle lane from North Walls to St Georges Street
- North Walls – introduce a ‘No Right Turn except for cycles’ order into Middle Brook Street
- Upper Brook Street – no change

The above recommendations are to be implemented as soon as practicable and the City Secretary and Solicitor be authorised to make the Order.

CABINET13 October 2004TRAFFIC MANAGEMENT - PARCHMENT STREET, WINCHESTER AND SURROUNDING ROADSREPORT OF THE DIRECTOR OF DEVELOPMENT SERVICESDETAIL:1 Introduction

- 1.1 Further to Reports CAB836 and CAB900 this Report details the outcome of the Portfolio Holder Consultation Meeting set up as a recommendation of CAB900 to discuss possible options for traffic management measures for Middle Brook Street resulting from the proposed reversal of the one-way traffic flow in Parchment Street. Representatives from the various roads affected, interest groups and Members attended a meeting on 26<sup>th</sup> July 2004, the minutes of which are attached as Appendix A.
- 1.2 The key issue was to ensure the volume of vehicles using Middle Brook Street would not dramatically increase as a result of the proposed reversal of one-way traffic in Parchment Street. The proposal to introduce a restriction on vehicles entering Middle Brook Street from North Walls with a suitable traffic regulation order and to install a locking bollard to allow access for larger/service vehicles was debated and agreed.
- 1.3 Unfortunately the above option was raised with Hampshire County Council and the Police and was considered unacceptable. An alternative proposal has been detailed whereby a 'no right turn' order would be implemented in North Walls whilst permitting vehicles to enter straight across from Park Avenue. This will stop through traffic using Middle Brook Street as a short cut, yet provide a way for large vehicles to access the upper section of Middle Brook Street via Park Avenue.
- 1.4 Although this proposal is different to that agreed at the Portfolio Holder Consultation Meeting, the result will be identical. A letter explaining the latest proposed traffic management measures and the reason for the revised proposal in Middle Brook Street was sent to residents accordingly. See Appendix B. There has been little adverse comment on the revised proposal.
- 1.5 The 'no right turn' order would be reinforced by carriageway realignment works to make the turn into Middle Brook Street from North Walls extremely difficult. Future legislation is likely to make it possible for the City Council to enforce such orders by the use of CCTV and this is likely to discourage abuse of the order. Large vehicles will be able to access Middle Brook Street from North Walls by turning left into Park Avenue, using the turning head at the end and then crossing straight into Middle Brook Street. Proposed alterations to the junction of North Walls/Middle Brook Street are detailed on Drawing No. 810100/2/001. Attached as Appendix C.
- 1.6 Alterations need to be made to the existing contraflow cycle lane arrangement in Middle Brook Street to facilitate the introduction of two-way traffic in Middle Brook Street between North Walls and Cossack Lane. The existing channel blocks are to

be removed and the island at the junction of Cossack Lane needs to be partially removed as detailed on Drawing No. 810100/2/002. Attached as Appendix D.

- 1.7 The Police have made comments on the revised proposals as a whole and confirm that although they have some reservations about the impact on traffic through the town centre and the movement of large vehicles from St Georges Street into Parchment Street, they agree that the only way to accurately assess the situation is to implement the experimental order and to monitor the results.
- 1.8 The proposed experimental order will be in place for a maximum of 18 months, with a review being undertaken within 12 months for a decision on whether to make the changes permanent or to revert back to the existing layout. A copy of the schedule for the experimental order is attached as Appendix E.

## 2 Response from Consultations

Replies from latest letter to residents echo the views of the Portfolio Holder consultation meeting. The residents of Parchment Street and Middle Brook Street are broadly in favour of the changes whereas the residents of other roads potentially affected are not in favour or have reservations about the impact on congestion and pollution. A summary of responses to date is attached as Appendix F.

## 3 Data to be Collected

As soon as the experimental order comes into force comprehensive traffic surveys and air quality monitoring will be carried out on all affected streets to help assess the effectiveness and impact of the experimental order. The traffic surveys will be carried out for minimum periods of 7 consecutive days, every two months.

The impact of the scheme on the Air Quality Management Area is likely to be neutral. However, monitoring is currently carried out at various sites in the town centre on a continuous basis and this, and future information, will be used to determine the effects of changes to traffic patterns resulting from the scheme.

Existing traffic flow surveys and air quality information are detailed in previous reports.

## 4 Proposed Options

The main options remain unchanged from earlier Reports. These, together with the amended proposal for Middle Brook Street are listed below:-

- Experimental order for reversal of one-way traffic flow in Parchment Street.
- Experimental order for revocation of one-way traffic flow in Middle Brook Street between North Walls and Cossack Lane, including removal of contraflow cycle lane from this section of Middle Brook Street.
- Experimental order for 'no right turn' from North Walls into Middle Brook Street
- Introduction of contraflow cycle lane in St Peter Street.
- Introduction of advanced stop line for cycles in North Walls at its junction with Middle Brook Street.
- No change to Upper Brook Street.
- Need for extensive publicity in relation to proposed changes.
- Need for comprehensive monitoring of traffic flows and patterns.

- Need for monitoring of Air Quality.
- Possible effects on economy of town centre to be investigated.

## 5 Conclusions

The Experimental Traffic Regulation Order can be introduced immediately upon completion of the carriageway reconstruction works to Middle Brook Street. These works are likely to have a lead-in time of at least one month and are expected to take approximately one month to construct, during which time Middle Brook Street will be temporarily closed. It is hoped that the works will be undertaken during October 2004 with the experimental order being implemented in November 2004.

## OTHER CONSIDERATIONS:

### 6 CORPORATE STRATEGY (RELEVANCE TO):

This proposal is in keeping with the Corporate Strategy for the Council to encourage and participate in open debate about the future with our residents and to promote a more pleasant environment to live in.

### 7 RESOURCE IMPLICATIONS:

The cost of implementing the traffic regulation orders and carriageway reconstruction works is covered by funding through the Traffic Management Agreement with Hampshire County Council.

### 8 BACKGROUND DOCUMENTS:

Correspondence on Development Services files Ref: 370201, 380902, 810100 & 810402.

### 9 APPENDICES:

Appendix A: Minutes of Portfolio Holder Consultation Meeting – 26<sup>th</sup> July 2004

Appendix B: Letter to residents

Appendix C: Drawing No. 810100/2/001 - Middle Brook Street/North Walls

Appendix D: Drawing No. 810100/2/002 - Middle Brook Street/Cossack Lane

Appendix E: Proposed Experimental Order Schedule

Appendix F: Summary of replies to latest consultation