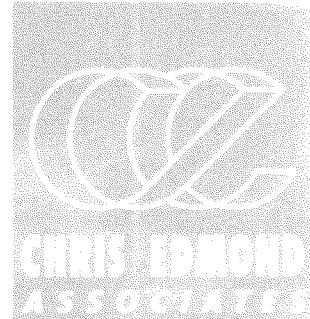


RECEIVED



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CE/jd

5th March 2010

For the attention of Mrs B Thomas
Traffic Engineer
Highways & Parking
Network Management
Southampton City Council
45 Castle Way
Southampton SO14 2PD

holding copy
sent by
e-mail 10/3/10
Blog



Dear Mrs Thomas

**PROPOSED REVERSAL OF ONE-WAY SYSTEM, LYON STREET
YOUR REF: TSM/TID/BAA/CA16.C2**

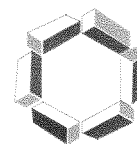
Thank you for your letter date 4th February 2010, received 17th February 2010. I also confirm your recent email dated 25th February 10. I have today received the draft Traffic Regulation Order from your colleague in Legal Services.

I herewith formally give notice that I, and members of this Practice, residing at 1-3 Lyon Street, who use Lyon Street daily, object to your proposals and formerly appeal against your decision. I have been in this office since its conversion, for over 20 years. There have not been any major incidents and I cannot see why change is needed.

Clearly you are not aware that this office employs 6 people, most of who are car users. They use their cars in connection with the work of the Practice, visiting sites in and around Southampton. They gain access to our garage from the Dorset Street end of Lyon Street. It has space for 7 cars, inclusive of a visitors space (there is no parking in Lyon Street).

You are also not aware that we have almost daily visits of vans delivering materials. Refuse vehicles visit at least once a week as you are aware. Our office links itself with the London Road commercial area. Most of our visitors know of London road and can easily find my office from Dorset Street, following the same southerly approach down the Avenue. A reversal of access to Lyon Street would have severe consequences to the ease of access, to my office. This route around Charlotte Place is not just an inconvenience, as you suggest, but is totally unacceptable and would virtually cut the office off from its connection to the commercial district of Southampton.

Chairman
Chief Executive
Managing Director
Group Director
Finance Director
Operations Director
Sales Director
Marketing Director
IT Director
Human Resources Director
Legal Director
Company Secretary
Partnership Supervisor
Chartered Surveyor
Development Director



constructionline
A SCHEME OF SUPPORT CONTRACTORS

The inconvenience of travelling around Jury's Inn, Charlotte Place roundabout would be immense both in time and money. You only need to see the congestion to understand how much travel time this would involve my staff members, not to mention the irritation.

Presently we have good access from the Avenue with generally no major hold ups. The congestion does occur at Charlotte Place and we would be forced to make this torturous journey. By closing Lyon Street from Dorset Street you will require us, and visitors, to go through six sets of traffic lights, past the new junction to Onslow Road, left at Jury's Inn, left again at Charlotte Place to join St. Marys Road and right to join Onslow Road and eventually left back into Lyon Street. I attach a map of this route. Why should this be necessary? Similarly the existing egress from Lyon Street takes us quickly to Thomas Lewis Way and out onto the M27, a frequent journey. The egress onto Dorset Street would take us around Charlotte Place to join a long queue up the Avenue, something we have avoided over the years.

Over the years you have progressively cut off access to Bevois Valley from The Avenue e.g. Cranbury Place, Peterborough Road and Earls Road. Our southbound alternative is to turn down Lodge Road and turn right into Bevois Valley. This is very congested and we would have to queue right up to Onslow Road before turning right. I attach photographs of traffic in Dorset Street and Onslow Road at 8:30am. There is very little congestion south of Stagg Gates, Lodge Road to the opening of Lyon Street. There is considerable congestion in Bevois Valley going west into town. At peak times this can be solid from Thomas Lewis Way up to St. Marys Road. Again you are adding at last ten minutes to our journey.

Your proposals would be highly dangerous. Access onto Dorset Street has a very tight radii and well in excess of the recommended turning circles and visibility splays. Large vans would certainly travel over the central white line. It is also very difficult turning into Lyon Street and egress would be very problematic. Dorset Street is a duel carriageway and cars and many lorries do tend to speed when traffic flow allows.

The greatest problem is the left turn into Lyon Street from Onslow Road, when travelling East. This is the route you are expecting us to take from the present entrance- and I regret - down Dorset Street- around Jury's Inn roundabout-left onto St. Marys Street- round two sets of traffic lights-follow around into Onslow Road- another set of traffic lights-then attempt to turn left into an acute backward angle into Lyon Street. This is an acute backward angle and a difficult single turn, especially by large vans. It would be very difficult to achieve in one turn. I do not believe that your Traffic Engineer could have studied this problem carefully enough. Rockstone Lane has a similar problem but it is set back further with a much

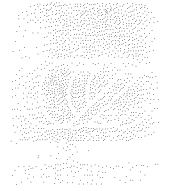


wider point of access and visibility. Lyon Street is narrow and enclosed. I cannot practically test the corner, without breaking the law, but the attached drawings clearly indicate the difficulty. You say that it is not dissimilar to many urban junctions and not any more hazardous. The junctions are clearly more hazardous than current design standards, so you are making the junctions more dangerous. I have illustrated the turns and you can see that they are well below current standards. If it was possible to turn the corner, speed would be very slow, holding up traffic and possibly risking a rear end shunt.

The residents of the street do park their cars in the road. This road is double yellow lines which I believe is 24 hour no parking. There are no signs to that effect in the street. The cars are partly parked on the pavement. There are up to 4 cars parked overnight on the pavement, one car does have a disabled badge. It may be the safety of their illegally parked cars, which is their concern. There is room for cars to pass and in any event it has the effect of slowing traffic. Most properties in the road are let and occupants do not seem to have cars. I have tried to count the number of vehicles going through the road during the day. I have not carried out a traffic survey but it may be only 3-4 cars at peak times. A lot of them are taxis who should know better. It is not a problem that needs such drastic action and this office has no problems (other than the fact that they are breaking the law). The people who are illegally using Lyon Street as a cut through are doing so to avoid the several sets of traffic lights and congestion. If you impose the reversal, this will enforce the treacherous route upon innocent staff, delivery vehicles and clients which would penalise them instead of the people who are breaking the law. I consider this totally unfair and unacceptable.

You say that the reversal of Lyon Street would greatly reduce the number of vehicles. Could you please elaborate on your proof of this fact? The queues in the morning are larger in Onslow Road going west to Charlotte Place than in Dorset Street. Cars are just as likely to 'nip' up Lyon Street to join the traffic in Dorset Street. I have noticed that Ambulances and the Police do use this road. You would prevent this vital link to Onslow Road by its reversal.

My observations, over a number of years are that, following earlier Police action few now pass through Lyon Street. Most of the ones that do are taxis or those travelling to the Derby Road area. I presume that you have based your information on a traffic survey, although I see no evidence of this. Otherwise you will be taking information from residents which may not be accurate. I would ask this information to be made available to Committee and to me. I stood in Lyon Street at between 08:00am and 09:00am on Thursday 4th March 2010 and only 3 cars passed through and one of these was a taxi who must clearly know the regulations. I sit by a window all day



observing traffic flows. There are very few cars per day that take the alleged shortcut. A Traffic Survey would verify my observations.

It is the job of the Police to enforce the Road Traffic Act. We should not suffer because others ignore traffic regulations and the Police do not have time to enforce it. Surely Traffic Wardens can spend some of their time, earning Revenue, by enforcing the Law. A concentrated effort would soon put the word around resulting in few abuses of the one way system.

I do not accept that the traffic would have more direct access from north to south. We go in from the north and exist from the south, which is perfectly acceptable. The reverse is not acceptable as access would be very difficult when coming south down the Avenue and the journey time greatly increased.

I believe that you are mistaken in your recommendations and have failed to consult with all street occupants or appreciated the difficulties, this would raise, not to mention the traffic dangers of your proposals.

You cannot possibly expect my staff and my visitors to go around Charlotte Place, into St. Marys Road and along Onslow Road and then to negotiate a very tight bend into Lyon Street. There is nothing wrong with the existing access and the road direction should stay as it is.


Summary

1. We have an existing garage which takes 7 cars, with direct access from the Dorset end of Lyon Street
2. Your proposed access south down the Avenue is not a direct access to Lyon Street but a complicated and time consuming series of left turns, through 4 sets of traffic lights ending in an acute left turn into Lyon Street.
3. Many of our movements are during the busy times of the day adding up to 10 minutes to our journey time.
4. We have visitors to the office, together with van deliveries, where their access would get confused and difficult.
5. The office works with the commercial area of London Road just on the opposite side of the Inner Avenue. You will be almost writing us off from the commercial area, with Lyon Street accessed from the less attractive Onslow Road.
6. Onslow Road, at its junction with Charlotte Place is even more congested than the Dorset Street. My staff queuing time, especially in the morning would be greatly increased.
7. I do not believe that you have carried out a Traffic Census. There are very few cars that do take the short cut and in any event it is not a problem for residents.

8. You have no proof that cars will not take a short cut in reverse, i.e up Lyon Street to join the Inner Avenue. In any event the difference in illegal car movements would be marginal.
9. The egress onto Dorset Street is tight with no easy turning radii. Cars and lorries do go fast on the dual carriageway and I have seen the difficulty cars have had when mistakenly exiting onto the Inner Avenue. I believe this exit is highly dangerous.
10. The greatest problem is the acute angle turn going east along Onslow Road and turning into Lyon Street. I illustrate the difficulties. This is just not acceptable, highly dangerous and seriously causing interruption to the flow of traffic.
11. The number of illegal vehicles during the day is never more than 3 per hour and most of these are during the rush hour. It is not a problem.
12. The Council are always saying they do not have enough funds. Why waste money on new or moving signs, an exercise which is totally unnecessary.

I would like the opportunity of presenting my objections to members. Presently I am seeking the Legal position through a Traffic Consultant and will expand upon the facts when they are available. Please advise me of the date of the meeting.

Yours sincerely



MP

CHRIS EDMOND Dipl Arch RIBA
Chris Edmond Associates

Cc Tony Westgate, Transportation Engineering

Enc