

ITEM NO:4

DECISION-MAKER:	CABINET		
SUBJECT:	LYON STREET – OBJECTION TO PROPOSED REVERSAL OF ONE-WAY SYSTEM		
DATE OF DECISION:	5 JULY 2010		
REPORT OF:	HEAD OF HIGHWAYS AND PARKING		
AUTHOR:	Name:	Barbara Thomas	Tel: 023 8083 4416
	E-mail:	barbara.thomas@southampton.gov.uk	

STATEMENT OF CONFIDENTIALITY

N/A

SUMMARY

A proposal to reverse the one way system in Lyon Street was advertised on 7 December 2009. The reasons for the proposal are to prevent traffic from illegally using this road as a short-cut (the road is subject to a Prohibition of Motor Vehicles except for access). The issue was raised by local residents and Hampshire Constabulary. The proposals attracted three objections, two of which were able to be resolved by officers. One objector has requested that his objection is considered further.

RECOMMENDATIONS:

- (i) That the Cabinet consider and determine this objection to the reversal of the one-way system in Lyon Street

REASONS FOR REPORT RECOMMENDATIONS

1. To fulfil the Council's obligation to consult upon proposals and consider objections.
2. To enable the scheme to be introduced if the objection is not upheld. The officers' view is that the proposal should be approved to address the illegal use of this road as a short cut.

CONSULTATION

3. The proposed Traffic Regulation Order for the scheme was advertised in the in the Daily Echo and on street notices in the vicinity of the affected road, on 7 December 2009.

ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

4. Do nothing. This would mean that vehicles would continue to illegally use the road as a short-cut. The Police enforce the Prohibition of Motor Vehicles restriction when their resources allow, but this appears to be of little deterrence.

DETAIL

5. The part of Lyon Street under consideration is a narrow road between Dorset Street and Onslow Road. The road was enhanced by the Council some 20 years ago, with traffic calming, a block paved surface and heritage street furniture; a 20mph speed limit and prohibition of motor vehicles (except access) was introduced. The Prohibition of Motor Vehicles restriction is largely ignored, and even regular enforcement by the Police does not appear to have deterred a large number of drivers, who are using the road as a short cut to avoid Charlotte Place roundabout. The traffic noise is exacerbated by the narrowness of the road, and the continuous traffic is damaging the block paved surface of the carriageway.
6. As a result of requests from residents of Lyon Street and the Police, a proposal to reverse the one-way system from its current eastbound direction to a westbound flow was advertised. This attracted three objections; two of which were resolved by introducing a cycle facility on Cranbury Place. The third objector, Chris Edmond of Chris Edmond Architects, 1-3 Lyon Street, has requested that his objection is considered further.
7. Mr Edmond's office has a garage in Lyon Street which can accommodate seven cars; there are six employees, most of whom use cars. He objects to the proposal on the following grounds:
 - The proposed access to Lyon Street involves a complicated and time consuming series of left turns, through four sets of traffic signals ending in an acute left turn into Lyon Street.
 - Many of the journeys his staff make are during busy times of day; the proposed scheme would add up to ten minutes to their journey time.
 - Onslow Road at its junction with Charlotte Place is even more congested than Dorset Street. Queuing time for staff would be greatly increased, especially in the morning.
 - Visitors and delivery drivers to the office would find the access confusing and difficult.
 - The office works with the commercial area of London Road on the opposite side of the Inner Avenue. This proposal will almost write off the business from the commercial area, with Lyon Street accessed from the less attractive Onslow Road.
 - There are very few cars that take the short-cut (never more than three per hour, and most of these are in rush hour), and in any event it is not a problem for residents.
 - There is no proof that cars will not use the road as a short cut under the proposed arrangements i.e. from Onslow Road to Dorset Street. The difference in illegal car movements would be marginal.
 - The egress onto Dorset Street is has tight radii, traffic travels fast on the dual carriageway; this exit is highly dangerous.
 - The tight turn into Lyon Street from Onslow Road is not acceptable, highly dangerous and would seriously interrupt the flow of traffic.
 - Why waste money on changing signs for an unnecessary exercise?

8. The shortest alternative route to Lyon Street will be via Dorset Street, left at Charlotte Place roundabout, left into St Mary's Road, continue onto Onslow Road and left into Lyon Street, a distance of approximately 660 metres. This is in fact the correct route for traffic on Dorset Street to access Onslow Road, rather than the illegal short cut down Lyon Street. The proposed new arrangements could be seen as more attractive than the existing because traffic will have more direct access to Lyon Street from both north and south. London Road is a few minutes' walk from Mr Edmond's office and is easily reached on foot from Lyon Street.

Traffic counts show that an average of 513 vehicles per day travel along Lyon Street. There are approximately thirty off-street parking spaces accessed from Lyon Street. Even allowing for legitimate access, this shows a large proportion of recorded vehicles illegally using the road as a short cut. The counter recorded the highest numbers of vehicles between 11am and 7pm (between 30 and 36 vehicles per hour). An average of fourteen vehicles was recorded between 8am and 9am, and twenty-seven between 9am and 10am. Overnight an average of eighty vehicles was recorded between 10pm and 6am.

Residents have petitioned the Council to reverse the direction of the one-way system in Lyon Street, in order to make the route less attractive to through traffic. This view is also supported by the Police. The Ambulance Service and Fire Service have made no objection to the proposal. The residents are prepared to suffer the inconvenience of using Charlotte Place roundabout if it results in an effective prohibition of through traffic.

Swept path drawings show that cars are able to turn into Lyon Street from Onslow Road from either the northbound or southbound direction. Larger vehicles would find it easier to carry out the manoeuvre by approaching from the north. At the proposed exit from Lyon Street onto the southbound carriageway of Dorset Street, visibility of oncoming traffic is 66 metres; this is considered sufficient for the speed limit on this road. If the proposal comes to fruition, the central lane markings on Dorset Street will be changed to hazard markings to denote the presence of the junction.

FINANCIAL/RESOURCE IMPLICATIONS

Capital

9. N/A

Revenue

10. The costs of the TRO, consultation, and road traffic signing as far as they relate to these proposals is estimated to be £3500, which can be met from the Environment and Transport portfolio.

Property

11. The proposals in this report have no specific property implications.

Other

12. N/A

LEGAL IMPLICATIONS

Statutory power to undertake proposals in the report:

13. The proposed changes to the waiting restrictions would be made under the Road Traffic Regulation Act 1984.

Other Legal Implications:

14. The Council is required to comply with the statutory consultation procedure, laid down by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In considering the objections set out in this report, the Council must have regard to the provisions of Equalities legislation, the Human Rights Act 1998 and section 17 Crime and Disorder Act 1998 (the duty to have regard to the need to remove or reduce crime and disorder in the area). It is considered that the proposals set out in this report are proportionate having regard to the wider needs of the area.

POLICY FRAMEWORK IMPLICATIONS

15. The proposals in this report are consistent with the Local Transport Plan 2006-2011 policy on promoting safer roads.

SUPPORTING DOCUMENTATION

Non-confidential appendices are in the Members' Rooms and can be accessed on-line

Appendices

1.	Mr Edmond's objection
2.	Officer's response
3.	Mr Edmond's sustained objection
4.	Plan of Lyon Street and vicinity, showing proposal

Documents In Members' Rooms

1.	None
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Background Documents

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None	
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Background documents available for inspection at: None

KEY DECISION? NO

WARDS/COMMUNITIES AFFECTED:	Bevois
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