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PROPOSED STOPPING UP ORDER FOR WEST STREET

STATEMENT OF CASE

BOB BRIGGS

1. I would like to take this opportunity to state that I have no objections to the principle of the Linear Riverside Park. Mr Roger Edgell (former Strategic Planner for local and central government) and myself have worked on the proposed alternative plan. Unfortunately, due to ill health he may not be able to attend the Inquiry. I shall go onto show the many disadvantages to the SUO of West Street and advantages of our alternative proposal.
2. The proposed Stopping up Order of West Street will have severe implications to all members of the public. I refer to Map2, showing West Street 2-way traffic as proposed by TVBC. All traffic entering West Street from the proposed traffic lights on Western Avenue will have to go back the same way to exit. The traffic from the main Leisure Centre car park will have to turn right across incoming traffic and filter into outgoing traffic. This outgoing traffic could be queueing because of the traffic lights, causing safety issues and pollution from idling vehicles.

Further down West Street, vehicles including disabled exiting from the 2nd Leisure Centre car park and all traffic, including delivery lorries from Chantry Street will again face crossing oncoming traffic to be able to exit right to the traffic lights. I asked the representatives from TVBC on two occasions when attending the meetings held at Chantry Lodge, for their plan for the junction of Chantry Street and West Street. Their answer 'it is still to be resolved' and have not heard anything further.

Vehicles entering Portland Grove and a few yards further on the new entrance to Lidl car park, face the same problem of having to queue to cross out going traffic. Fumes

emitted from these idling vehicles will be detrimental to the health of residents of Chantry Lodge, especially those on the ground floor.

The proposed entrance to Lidl under the SUO of West Street, will be opposite 2 delivery yards. This will cause safety issues as this will block the pedestrian route to Chantry Centre and the Bus Station. The delivery lorries to Lidl will have to drive through the whole length of the Lidl car park to reach their delivery yard. This has the potential to cause accidents. The exit from Lidl for all traffic will have to merge with the buses, which will have further implications on the unregulated crossing from Chantry Centre and the Bus Station. There are other unregulated crossings in West Street and those wishing to cross, including babies in pushchairs and wheelchair users, will be affected by the added pollution of idling vehicles.

It will be necessary for TVBC to narrow the pavements to enable two-way traffic. This will cause safety issues especially for the people with pushchairs and wheelchair users. It will also involve unnecessary costs.

West Street becomes a U shaped cul de sac under the SUO. TVBC have said that it will put in a 20mph speed limit but have not said how this will be enforced.

It is agreed by both parties that there will be an increase in pollution caused by SUO of West Street. TVBC's 2024 Air Quality Annual Status Report sets out a plan 'that will drive continued improvements to air quality.' The Air Quality Strategy provides information to local authorities to work towards new targets and reduce fine particulate matter. Particulate matter is especially dangerous to the elderly and there are 70 apartments in Chantry Lodge Retirement Property. Spikes in pollution are consistently linked to hospital admissions and studies show that even a short-term increase in particulate matter can affect the elderly and the young.

The increase in traffic flow through two-way West Street could delay Emergency Services reaching an incident. Any time delay could lead to fatalities.

If Emergency Services need to shut West Street, as the Fire Service did last November, due to a fire behind Lidl. Everyone behind that closure is trapped and can only be evacuated on foot. This could result in possible disastrous consequences especially for the disabled.

3. Please refer to Map 3 where I have used the principle of the existing one-way traffic flow for all vehicles to exit West Street. The plan would remove the need for traffic lights at the junction of Western Avenue and West Street using a single lane slip road from the direction of the Folly Roundabout. The turning circle for the buses has been removed as this will not be necessary under the proposed plan. I propose to use the nearside lane (where currently the Community Buses park) as a one lane urban clearway exit from West Street to Waterloo Court.

Since preparing this map I have an improvement to offer. The pavement width from the exit of West Street along the side of the multi-story car park to Waterloo Court is at least 8ft wide. The current parking lane for the Community Buses is 9ft wide. There is no need for this pavement as there are pedestrian routes in the linear park. This enables the one lane urban clearway from West Street to be moved left alongside the car park. A protective hedging along the length of the urban clearway is highly effective in reducing exposure to harmful roadside pollution and in keeping with the ideals of the park. The traffic will join the vehicles exiting Waterloo Court and the multi storey car park before any pedestrian/cycle crossing. Traffic will then exit onto Western Avenue (north and south) via a new roundabout. The traffic from Waterloo Court and car park will give way to traffic from West Street as they currently do. The traffic from Western Avenue into Waterloo Court will have priority. At the southern end of the linear park, cyclists and pedestrians will still use any TVBC proposed crossings.

The new roundabout will work with a single or dual carriageway.

4. This plan provides significant advantages over the SUO of West Street. The roundabout provides a simple and effective system to enhance traffic flow. It allows for West Street to remain one way and for buses to retain their current timetable. It alleviates all the disadvantages of added pollution, safety and noise levels.

There would also be significant cost savings as there will no major alterations to West Street and the Bus Station or requirement for traffic lights at Western Avenue.

The cost for the Andover Masterplan has risen steadily in recent years.

5. This plan still maintains the ethos of the linear park to provide a safe and environmental access to the town centre and connectivity to Town Mills. The TVBC's SUO for West Street is overcomplicated and not necessary for the implementation of the Andover Masterplan of the Linear Riverside Park.

The new Proposal is more cost effective.

It is very important to get the balance correct to give equal rights to those using the linear park and those who reside and use West Street.

This proposal is mutually beneficial to both parties.





TOWN MILLS

2 LANE BRCH WAY

M. ST.
CAR PARK

WEST STREET
1 LANE

RIVER FANTON

WESTERN AVENUE
1/2 LANE
2 LANE

WAITRESS

BUS STATION

West Street
LANE
1/4

PARK GATE
2 LANE

PORTLAND GROVE

LIDL

LEISURE CENTRE

ONE LANE

WEST ST

P

B

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P

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