

# Evesham Transport Strategy

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## Evesham Transport Stakeholder Group

### Meeting of 16 June 2020

Held on-line

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**Attendees:** Councillor Dr Ken Pollock, Worcestershire County Council (**Chair**)  
Councillor John Smith, Worcestershire County Council  
Councillor Bob Banks, Worcestershire County Council  
Henry Harbord, Worcestershire County Council  
Nick Churchill, Worcestershire County Council  
Councillor Bradley Thomas, Wychavon District Council  
Councillor Martin King, Wychavon District Council  
Councillor Mark Goodge, Evesham Town Council  
Councillor Andrew Dyke, Wychavon District Council  
Shawn Riley, Wychavon District Council  
Deborah Rolls, VECTA  
Jim Powell, Vale of Evesham Civic Society (guest)  
Clive Bostle, Ramblers

Please note: many of the Councillors attending the meeting represent constituencies at more than one tier of Local Government; only the tier they represent at this group is set-out here.

**Apologies:** Phil Merrick, Wychavon District Council; Brian Chilver, Vale of Evesham Civic Society  
Please note: Phil and Brian did both endeavour to join the on-line meeting, but unfortunately the 'technology' would not grant them access.

Nick Churchill is Worcestershire County Council's (WCC) Network Efficiency Programme Commissioner, tasked with finding solutions for congested sites county-wide. Nick gave a presentation on the work he has been doing in this role on the first three agenda items.

#### **1 Avon Street one-way trial.**

- 1.1 A trial one-way system has been set up on the stretch of Avon Street that is adjacent to High Street. This allows the removal of one phase at the High Street traffic signals which gives more 'green-time' for traffic travelling on the more congestion-prone High Street.
- 1.2 The trial started on 24 May 2020 when, as a consequence of the pandemic, traffic volume was still very much lower than normal. This has enabled drivers to become used to the change whilst travel demand is low (greater safety/ least inconvenience) and it ensures that the effect of the trial can be gauged as demand begins to rise again.
- 1.3 Monitoring of traffic movements was undertaken ahead of the trial starting and will continue throughout the trial. Automated traffic monitors are in place (tubes on the carriageway surface, which can distinguish between different types -sizes- of vehicle) and this will be supplemented with on-site observation. Monitoring and on-site observation thus far suggests that access to High Street from Albert Road and from Queen's Road is functioning well.

Question/ comment: can the monitoring be shared?

Response: the results of the monitoring will be shared.

- 1.4 WCC received 27 separate objections to the trial in advance of it beginning, but since its installation, only one further approach has been received. WCC is aware of a social-media based petition, but cannot respond since the petition has yet to be submitted.

Question/Comment: it does appear that more HGVs are using Albert Road to access High Street than did so before the trial began. [There is a weight restriction on Albert Road.]

Response: monitoring suggests that before the trial 35 HGVs used Albert Road in a weekly period, whereas since the trial has been in place this has risen by 9. This is not a significant change and it might be associated with the rise in on-line purchasing of goods during the pandemic. As mentioned before, monitoring continues.

- 1.5 Feedback on the trial can be sent to [Majorprojects@Worcestershire.gov.uk](mailto:Majorprojects@Worcestershire.gov.uk)
- 1.6 Western Power Distribution has begun some vital power-supply works near to the town centre, which have coincided with the Avon Street trial. These works will not negatively affect the outcome of the trial since they are being done whilst traffic volume is still much lower than pre-pandemic levels.

## **2 Bridge Street/ Port Street/ Waterside junction**

- 2.1 Work is underway on designing upgraded traffic signals for this junction. The upgrade will bring the signal control equipment up to date, it will introduce a pedestrian crossing phase on the Waterside arm of the junction, and it will widen the traffic lanes on Waterside. The existing 'advanced stop lines' for cyclists will be retained.
- 2.2 The public toilet block on the corner of Waterside and Bridge Street is being assessed for a possible rebuild. The work on the junction has considered whether this presents an opportunity for increasing traffic capacity at the junction, but the tight transition from Waterside into Bridge Street, together with the presence of a significant amount of public utility apparatus in the footway, means that there is no such opportunity.
- 2.3 The upgrade will require the removal of a couple of limited-waiting parking spaces (from the eastern side of Waterside).

Question/Comment: parking restrictions are already poorly observed here; removal of three bays will worsen the situation.

Response: Wychavon District Council (the enforcement body) undertook to target this problem.

- 2.4 Delivery of the junction improvements needs to be coordinated with the public toilet block rebuilding works and with public realm enhancements that will soon be drafted for Port Street. Those public realm enhancements will dovetail perfectly with the new pedestrian facility on Waterside to create a much-improved walking link between Port Street and Bridge Street.

Question/Comment: can the traffic signals be replaced with a roundabout?

Response: only a mini roundabout might potentially fit at this location. A mini roundabout would not deliver a significant uplift in traffic capacity, but it would be prone to the dominance of one arm over all others (perhaps to the advantage of through-traffic at the expense of local traffic) and it would greatly diminish pedestrian access. [Post meeting note: visibility is quite

restricted at this junction, particularly to and from both Mortimers Quay and Port Street, rendering a smooth and safe flow of traffic over a mini roundabout here difficult to achieve.]

- 2.5 The updated signal control equipment will be compatible with the smart monitoring that is proposed as one of the elements in WCC's Local Pinch Point funding bid.

### **3 Work done on Evesham's 'north-south corridor'**

- 3.1 The following improvements have been delivered on the High Street-Vine Street-Abbey Road-Cheltenham Road corridor:

- Extended double yellow lines on Worcester Rd (at High Street junction) to prevent exit blocking;
- Painting of box junctions;
- Timing changes to pedestrian crossing signals on High Street and Vine Street;
- Avon Street one-way trial;
- Extended parking restrictions on Pershore Road, to improve availability of left-turn road space on the approach to the Abbey Bridge junction;
- Traffic signal control equipment improvements at Cheltenham Road/ Davies Road junction, and;
- Software updates installed at traffic signal controllers along the whole corridor.

Comment: there is poor compliance with the box junctions.

Response: Wychavon District Council (the enforcement body) undertook to investigate this problem, as the police have different priorities.

- 3.2 All of the above works ensure that the maximum traffic-flow capacity is achieved on this corridor, with a final validation of the signalised corridor route set to be done once 'new normal' traffic flows are observed.

- 3.3 A topographical survey has been scheduled for the Abbey Bridge junction. This will be used to establish whether any further capacity improvements can be achieved at this junction.

### **4 'Safer Evesham Streets'**

- 4.1 Robin Walker gave an overview of the 'Safer Evesham Streets' paper that he and other members of the Evesham Town Plan 'transport group' put together in response to the Government's announcements on the role that active travel can play in the recovery from the pandemic lockdown. Robin described how the paper proposed a range of measures for delivery across short and medium time frames and how these measures aim to help with the economic recovery, ease congestion and deliver longer term benefits.

Response: WCC has submitted a bid for the Department for Transport's Emergency Active Travel fund ([link here to information on that bid](#)), and Councillor Pollock has committed to responding directly to the Evesham Town Plan transport group on the particulars of their paper.

### **5 Any other business**

- 5.1 The Leader of Wychavon District Council expressed disappointment with the scale of the County Council's Emergency Active Travel fund bid and reaffirmed both the commitment to

reviewing parking restriction enforcement (and improving it where possible and necessary) and to holding a traffic summit later this autumn.

**7 Date of next meeting**

To be confirmed.