

Traffic Advisory Leaflet 2/98
February 1998



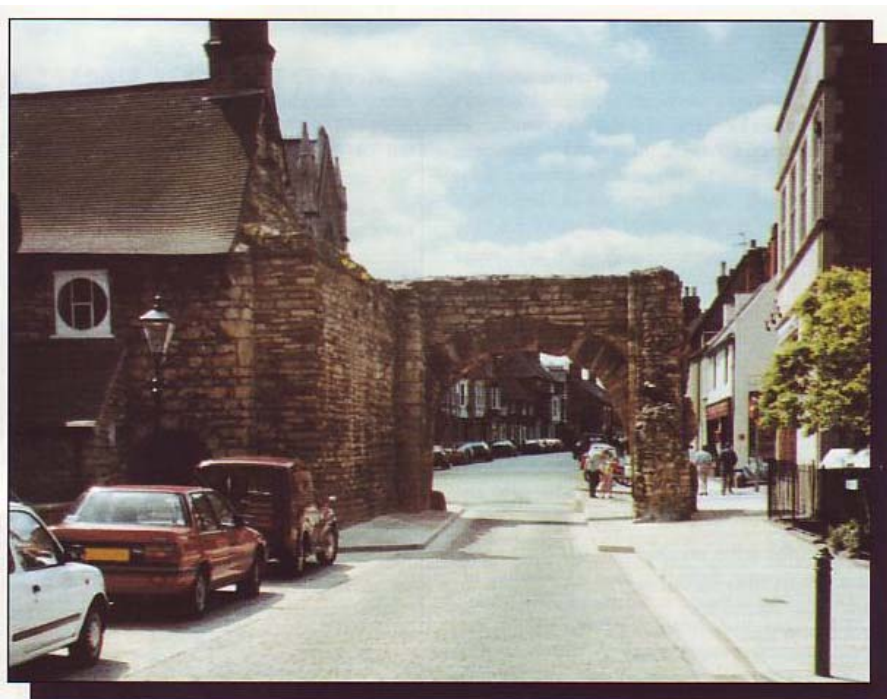
Lincoln Historic Core Zone - Newport Arch

Introduction

The Historic Core Zones project is an initiative of the English Historic Towns Forum. It aims to investigate how effective traffic management schemes can be designed to suit areas with special historic character. The project is supported by the Department of the Environment, Transport and the Regions (DETR); English Heritage; the Department of National Heritage; the Civic Trust; and the CSS (formerly the County Surveyors' Society). The Driver Information and Traffic Management Division of DETR commissioned the Transport Research Laboratory (TRL) to

monitor a number of schemes, and to carry out attitude surveys following their implementation.

This leaflet reports on a scheme installed at Newport Arch in Lincoln. It gives an overview of the scheme as a whole and details of its component elements. There are no standard solutions for historic areas, but local authorities might like to consider whether the elements of the scheme would be appropriate in their own historic areas.



Scheme description

Newport Arch is a Roman gateway to the north of the city centre. It is the only original Roman arch in the country still open to traffic. It serves as an entrance to Lincoln's historic core zone that includes much of Roman and Medieval Lincoln. Newport Arch and Bailgate are one way southbound. Before the scheme was installed, approximately 3,000 vehicles per day passed through the Arch.

The carriageway was narrowed by widening the footway on one side, and absorbing a former island in the mouth of the junction. The narrowing of the carriageway made it no longer physically possible for vehicles to park on the approaches to Newport Arch, other than in a defined bay where waiting was unrestricted. This was reinforced by the introduction of bollards close to the footway edge. The self enforcing nature of this design meant that signs and markings indicating waiting restrictions could be removed.

A flat topped road hump, 100mm high, was introduced as an entry feature at the junction of Newport and Church Lane.

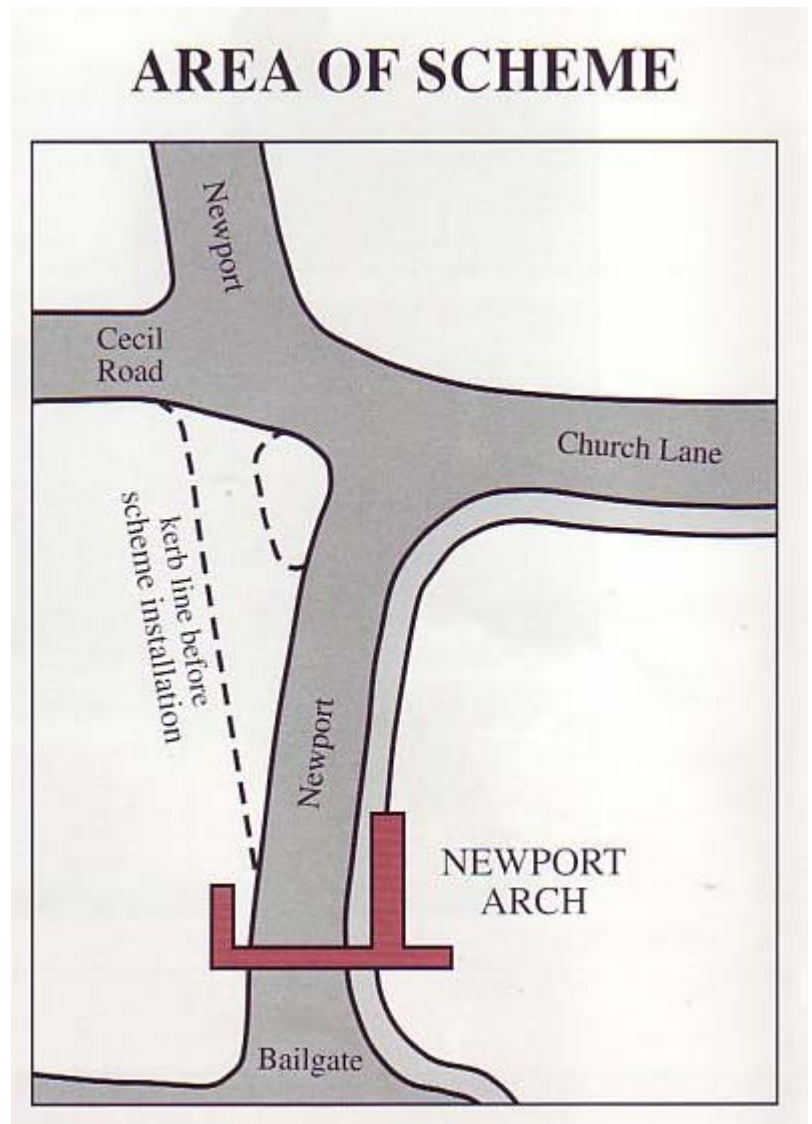
The signs necessary in the areas surrounding the Arch were reviewed as part of the scheme, including the sign warning of the height restriction in place at the Arch. To improve the visual setting of the Arch, signs were placed in advance of the structure, and these required special authorisation from DETR. This approach was subsequently reviewed. The height restriction sign was relocated within sight of the Arch, but not obscuring it, following attempts by the drivers of a number of large vehicles to drive under the Arch. The Traffic Signs Regulations and General Directions (TSRGD) 1994 require height restriction signs to be directly lit.

Distinctive design

Specially designed bollards were introduced along the footway edge. These were dark green cast iron. The design was produced following local historical research, which identified a colour approximating to the traditional Lincoln green.

New gas style lanterns and cast iron lighting columns were introduced. However, the main lighting source is from supplementary lighting units mounted on buildings. Newport Arch was floodlit.

The whole area surrounding the Arch has been resurfaced. The carriageway was surfaced in block paving. This was made of concrete, using a brown/buff colour and textured surface to resemble stone. The parking bay was demarcated using pink granite setts. The Arch area was paved in a



combination of York stone and granite setts. Diamond sawn York stone flags were used for the footway.

Other traffic management initiatives

The Newport Arch scheme on its own has had little effect on traffic flows through the Arch and along Bailgate. The improvement represents the initial phase of an environmental enhancement scheme, which in turn is part of a wider transport strategy for Lincoln. Following the completion of the Newport Arch scheme, traffic calming features were introduced along Bailgate to maintain low speeds.



Before



After

Pedestrians' views

Just over half of the people interviewed felt that the scheme had improved the environment for pedestrians and made it safer. The scheme did not affect the distribution of pedestrian movements.

Cyclists' views

A fifth of the people interviewed had experience of cycling through the Arch both before and after scheme implementation. Opinion was fairly evenly divided as to whether the scheme had improved conditions for cyclists, made no difference, or made conditions worse. The ride comfort and tyre grip on the carriageway surface was popular. The greatest divisions of opinion were in relation to the ride comfort over the road hump entry feature, and the carriageway width. The carriageway narrows from 6.5m to 5m on the approach to the Arch. The Arch itself then restricts available width to 3.5m

General views of the public

Of the people interviewed who could remember the layout before the changes were introduced, 41% were satisfied with the changes and 36% had no view either way. Two thirds said that the street's appearance had improved. The most common responses were that it was cleaner and neater; that there was more room for pedestrians; and that it was in keeping with the surrounding buildings.

Half of the people interviewed felt able to suggest improvements to the scheme. The most popular suggestions were to pedestrianise the whole area, and to provide planting and seating on the widest section of the footway.

Advice and enquiries

Advice on conservation aspects of streetworks can be obtained from local authority Conservation Officers. The regional Historic Areas Advisors at English Heritage are able to comment upon specific proposals, while local history societies and public libraries are useful sources of historical information.

Advice from English Heritage on any of the topics addressed in this leaflet can be obtained from:

English Heritage
23 Savile Row
LONDON
W1X 1AB
Tel 0171 973 3834

In Wales comments on specific proposals may be sought from Cadw: Welsh Historic Monuments, an executive agency of the Welsh Office. In Scotland, comments may be sought from Historic Scotland, an Executive Agency of the Scottish Office. These organisations carry out duties in respect of ancient monuments and buildings of historic interest on behalf of the Secretaries of State for Wales and for Scotland.

Enquiries on details of the Newport Arch scheme should be directed to:

City Engineer and Surveyor
Lincoln City Council
Beaumont Fee
LINCOLN
LN1 1DH
Tel 01522 511511

Professional and technical enquiries on traffic management and traffic calming issues should be addressed to:

Traffic Management Division
2/06 Great Minster House
76 Marsham Street
LONDON
SW1P 4DR
Tel 020 79442974

Applications for signs authorisations should be addressed to the appropriate Government Office for each region.



References

Highways Act 1980
Traffic Calming Act 1992

Highways (Road Humps) Regulations 1996 (SI 1996/1483)
Highways (Traffic Calming) Regulations 1993 (SI 1993/1849)
Traffic Signs Regulations and General Directions 1994 (SI 1994/1519)

Traffic Advisory leaflet 8/94: Traffic Signs, Signals and Road Markings Bibliography
Traffic Advisory leaflet 1/96: Traffic Management in Historic Areas
Traffic Advisory leaflet 10/97: Halifax Historic Core Zone
Traffic Advisory leaflet 11/97: Cycling Bibliography
Traffic Advisory leaflet 3/98: Traffic Calming Bibliography

Planning Policy Guidance Note 15: Planning and the Historic Environment (DoE, 1994)
Street Improvements in Historic Areas (English Heritage, 1993)
Conservation Area Practice (English Heritage, 1995)
Traffic Measures in Historic Towns (Civic Trust/ English Historic Towns Forum: 1993)
Traffic in Historic Town Centres (English Historic Towns Forum, 1994)
Traffic in Townscape: Ideas from Europe (Civic Trust/ English Historic Towns Forum, 1994)

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Within England, enquiries should be made to: Traffic Management Division, Department for Transport, 2/07 Great Minster House, 76 Marsham Street, London, SW1P 4DR. Telephone 020 7944 2478. E-mail: tal@dft.gsi.gov.uk