

HAMPSHIRE COUNTY COUNCIL

Officer Decision Record

Decision Maker:	Director of Universal Services
Title:	Project Appraisal: Winchester City Centre North-South Active Travel Improvements CMS3475

Contact name: Brandon Breen

Email: Brandon.breen@hants.gov.uk

1. The decision:

- 1.1. That the Director of Universal Services approves the Project Appraisal for Winchester City Centre North-South Active Travel Improvements, as set out in this report.
- 1.2. That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme, at a total estimated cost of £331,000 to be funded from Department for Transport Active Travel Fund (ATF).
- 1.3. That the Director of Universal Services and the Head of Legal Services progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken on land owned by third parties.

2. Reason(s) for the decision:

- 2.1. The purpose of the scheme is to reduce city centre traffic by supporting healthier lifestyle choices and investing in infrastructure to support sustainable modes of travel.
- 2.2. The scheme will improve accessibility for walking and cycling in Winchester. This forms part of the [Winchester Movement Strategy \(WMS\)](#) which was adopted by Hampshire County Council and Winchester City Council in spring 2019, setting out a joint approach for how transport and travel in Winchester will be improved over the coming years.
- 2.3. The scheme will seek to deliver walking and cycling improvements in Parchment Street, Hyde Church Lane, Jewry Street and Middle Brook Street in Winchester.

3. Other options considered and rejected:

- 3.1. The original proposals sought to widen the footway on the western side of Jewry Street to improve access for pedestrians. However, this was not progressed due to the substantial drainage works which would have caused risk to historical archaeological features due to the depth of the required excavation. The proposals also exceeded the scheme budget.
- 3.2. Reallocating one traffic lane on North Walls to provide a two-way cycle facility was included in the original proposals, however this was not progressed as it was not supported by County Members.
- 3.3. Providing a contraflow cycle facility within St Peter Street was considered, but this was not supported by the road user audit team due to safety concerns at the junction with B3331 St George's Street.
- 3.4. To do nothing was not considered as the ATF funding has provided an opportunity to deliver improvements that were identified through the Winchester Movement Strategy. The main objectives highlighted in the Winchester Movement Strategy is to encourage more active modes of transport such as walking and cycling.

4. Dispensation granted by the Head of Paid Service:

- 4.1. None

5. Supporting Information:

- 5.1. None

Approved by: -----	Date: 31 January 2025 -----
Patrick Blogg	
Director of Universal Services	

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Universal Services
Title:	Project Appraisal: Winchester City Centre North-South Active Travel Improvements

Contact name: Brandon Breen

Tel: 0370 779 5262 **Email:** Brandon.breen@hants.gov.uk

1. Executive Summary

- 1.1 The purpose of this paper is to seek approval from the Director for Universal Services for the implementation of the Winchester City Centre North-South Active Travel Improvements in Parchment Street, Jewry Street, Hyde Church Lane and Middle Brook Street.
- 1.2 The scheme will see an experimental contra-flow traffic order in Parchment Street, a Prohibition of Driving traffic order in Hyde Church Lane and amending an existing traffic order to allow cycling in the pedestrianised section of Middle Brook Street. In addition, advance cycle stop lines and improved traffic signals (early release) will be provided for cyclists in Jewry Street.
- 1.3 Success of the scheme will be measured by undertaking before and after surveys to ascertain any change in the number of people walking and cycling in the proposed areas of improvement. Quantitative surveys will also be supplemented with qualitative user intercept surveys. These surveys will be funded by Hampshire 2050 survey budget.
- 1.4 The scheme also supports initiatives set out in 2019 Winchester Movement Strategy between Hampshire County Council and Winchester City Council which aims to reduce city centre traffic, support healthier lifestyle choices and invest in infrastructure to support sustainable growth.
- 1.5 The Winchester Movement Strategy work has also included the preparation of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city.
- 1.6 The scheme will also support objectives set out in Hampshire County Councils Local Transport Plan 4 (LTP4) such as reducing reliance on private car travel, giving people a choice of high-quality travel options, and meet national priorities to decarbonise the transport system.

- 1.7 There is a very strong transport and climate change policy justification for making a series of north-south active travel improvements on Jewry Street (supported by a modal filter at the southern end of Hyde Street), Parchment Street and Middle Brook Street corridor, and the proposed scheme is in accordance with the Winchester Movement Strategy, the Climate Change Strategy and Hampshire's adopted LTP4.
- 1.8 The proposals represent good value for money as they are considered low-cost quick win options which would make an immediate impact to walking and cycle connectivity in Winchester. Further to this, there is a risk that the Department for Transport ATF Funding could be withdrawn if no suitable improvements are implemented.

2. Contextual Information

- 2.1. The aim of the proposals is to improve quality of life and wellbeing through an enhanced public space and enable increased walking and cycling in Winchester. This forms part of the Winchester Movement Strategy (WMS) which sets out an approach for how transport and travel in Winchester will be improved over the coming years.
- 2.2. The Winchester Movement Strategy (WMS) was adopted by Hampshire County Council and Winchester City Council in spring 2019, following an extensive process of engagement and public consultation in 2018.
- 2.3. Hampshire County Council and Winchester City Council want to remove constraints to travel and transport around Winchester to enable growth and make the city a healthier and more accessible place to live, work and visit. The WMS identifies three priorities:
 - Reduce city centre traffic.
 - Support healthier lifestyle choices.
 - Invest in infrastructure to support sustainable growth.
- 2.4. Following adoption of the WMS, the two councils have been undertaking feasibility work, through which a set of ten proposed "next steps" schemes have been identified. This work also included the preparation of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city. This has involved engagement with businesses and with cycling and walking stakeholders.
- 2.5. The Winchester LCWIP was completed in 2020 and identified a network of primary walking and cycling routes that should be the focus of investment over future years. Through these prioritisation processes, Jewry Street, Hyde Street and Parchment Street were designated as "Primary Walking & Cycle Routes" within the Winchester LCWIP and are considered to be "quick

win” schemes that should be delivered relatively quickly to help improve connections between existing walking and cycling networks, as a first step towards improving priority routes.

- 2.6 The proposals will contribute to improved air quality and reduced noise pollution where motorised transport modes create more noise and emissions. The scheme will also provide a transport network that supports and enables active travel and active lifestyles to improve overall health and wellbeing.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	107	32	Active Travel Fund	331
	Client Fee	100	30		
	Supervision	7	3		
	Construction Land	117	35		
	Total	<u>331</u>	<u>100</u>	Total	<u>331</u>

3.2	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in maintenance expenditure	0.70	0.001%
	Capital Charges (Depreciation and notional interest charges)	29.0	0.017%

3.3 Forecast fees are proportionately high due to the original scope of the project having to be amended into smaller packages of work. This was due to the original proposals being impacted by utility diversion work and required drainage improvements which meant that the proposals were not demonstrating good value for money. There has also been a high level of liaison, consultation and traffic order activity, requiring a greater proportion of staff time compared with low-cost deliverables such as road signs and markings (for example Middle Brook Street and Hyde Church Lane). The scope of the project also meant that a greater amount of time was needed to develop the proposals to a point where delivery has broad stakeholder support.

3.4 The scheme is entirely grant funded through the Department for Transport Active Travel Fund grant. There is a risk that if ATF tranche 2 Improvements are not delivered for Winchester, the ATF grant funding could be withdrawn.

3.5 The County Council is committed to the recommendations set out in the Winchester Movement Strategy and LCWIP, the ATF provides an opportunity to make use of external funding to begin delivering some of the policy objectives. The scheme offers a strong, strategic fit to LTP4, aligning with the hierarchy of road users by supporting and encouraging active travel.

Based on this assessment the scheme is considered to offer good value for money.

4. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	01/25	02/25	03/25	03/26

5. Scheme Details

5.1 **Middle Brook Street-** The proposal will allow cyclists to use the existing area which is currently pedestrianised between Silver Hill and Friarsgate Street. This would extend the existing cycle route south into the retail core of the city and delivers one of the top priority improvements requested by local cycle groups, enabling north to south cross city cycling.

5.2 **Parchment Street/North Walls Pedestrian Improvements and Experimental Contra-Flow traffic order-** The proposal will seek to introduce an experimental Contra-flow cycle facility (as suggested by the Police, for a period up to 18 months) in Parchment Street which will allow cycling from the north to the south of the city. This will provide better connectivity for cycling and link to other improvements identified in the Winchester Movement Strategy and Local Cycle and Walking infrastructure Plan (LCWIP). The proposals will also make minor adjustments to the western and eastern kerb lines to improve access for cyclists. The scheme will also address a historical drainage ponding issue at the junction with North Walls by the slight widening of the footway in North Walls which will also provide more space for pedestrians. A stage 2 Road Safety Audit report was commissioned and did not identify any significant safety concerns related to the contraflow cycle facility. Separate issues that were raised in the audit have been addressed in the detail design.

5.3 **Hyde Church Lane Prohibition of Driving Modal Filter-** The proposals will create a Prohibition of Driving (except for access) traffic order in Hyde Church Lane between Hyde Street and B3045 Worthy Lane. This will provide a modal filter and improve pedestrian and cycle accessibility. Removable bollards will be installed in specific sections of the road to create the modal filter. During the Covid-19 pandemic, a temporary Prohibition of Driving (modal filter) was implemented on a temporary basis. Upon removal of the temporary scheme,

residents in the road requested that the scheme be implemented on a permanent basis.

- 5.4 **Jewry Street/Hyde Street/North Walls Junction Improvements-** The proposals will improve safety for cyclists negotiating this junction with the installation of the Advance Stop Lines (ASL) and improved traffic signals. Enhanced vehicle detectors would also allow earlier release at the traffic lights to enable cyclists to have a head start. This also improves the level of service on part of Primary Cycle Network identified in the LCWIP and is supported by local cycling groups.

6. Departures from Standards

- 6.1 None

7. Community Engagement

- 7.1 A feedback survey carried out in 2018 sought to understand people's views on the then emerging Winchester Movement Strategy and provided an opportunity for suggestions on alternative approaches. This included local cycle groups such as Cycle Winchester.
- 7.2 The 2018 survey results indicated that the Movement Strategy should aim to:
- Ensure a more integrated approach to transport/land use planning.
 - Increase Park and ride capacity while also introducing measures to help manage traffic demand.
 - Implement bus priority measures on key routes into the City Centre.
 - Reallocate road space by widening pavements to encourage walking and cycling.
 - Enhance the quality of streets and the public space in the City Centre and to improve management of deliveries to the City Centre.
- 7.3 Following adoption of the Winchester Movement Strategy, the two councils undertook feasibility work, through which a set of ten proposed "next steps" schemes were identified. This work also included the preparation of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city. This involved engagement with businesses and with cycling and walking stakeholders.
- 7.4 The public has been consulted on the specific proposals through the TRO advert process. Residents will be informed of the proposed commencement date for the works. Scheme webpages will also be used to communicate the scheme status and updates.
- 7.5 The County Councillor for the affected area in Winchester, Dominic Hiscock, has been consulted on the proposals and is in support of them. Councillor Hiscock has regularly contacted officers for updates on when the scheme will be implemented which further reinforces his support for the improvements.

- 7.6 Although the proposals do not fall within the division of County Member Councillor Martin Todd, Cllr Todd has expressed his support for the proposals as a member of the Winchester Movement Strategy and as leader of Winchester City Council.
- 7.7 The police were originally consulted on the proposals and raised an objection to the contra flow cycle provision in Parchment Street. County Council Officers met with the Police and a local cycle group (Cycle Winchester) regarding the Parchment Street proposals. The Police have subsequently advised they would support an experimental Traffic Order to implement the contra flow cycle proposals in Parchment Street in the first instance. This will allow for review and assessment of the safety of the contra flow facility before proceeding with a permanent contra flow facility.
- 7.8 Residents living in Hyde Church Lane have also requested that the Prohibition of Driving modal filter be implemented due to the success of the Covid-19 'pop up' scheme implemented in 2021.
- 7.9 There is also good community support for the proposals, especially from the local Cycle Winchester Group.

8. Statutory Procedures

- 8.1 A prohibition of driving traffic (except cycles) regulation order was advertised for Hyde Church Lane in October/November 2022 and no objections were received.
- 8.2 An amendment to the existing traffic regulation order (pedestrianised zone) in Middle Brook Street was advertised (to allow cycles) in July 2023 with no objections.
- 8.3 An amendment to the existing one-way traffic regulation order in Parchment Street (Proposing contra-flow cycling) was advertised in August 2023. Three objections were received, and these are further detailed in the appendix of this report. Due to the objections received, a meeting was held with the Police, Hampshire County Council Officers and Cycle Winchester group to explore alternative options. Subsequently, the Police wrote to the County Council with the following comment: "Whilst we still object to the proposal due to our concerns for road safety as outlined in previous emails, I would like to ask if you would consider an Experimental Traffic Order (ETRO) for up to 18 months to evidence the safety of the scheme before implementing it permanently. If the experimental scheme proved to be successful, we would then be able to support a permanent scheme".

9. Land Requirements

- 9.1 None

10. Maintenance Implications

- 10.1 The Asset Management team has been consulted on the proposals and has agreed to the materials being used.
- 10.2 The improvements will have an impact on future year's maintenance budgets, and this is expected to be approximately £750 per annum.

11. Climate Change Impact Assessments

- 11.1 Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.
- 11.2 The project is important for meeting Hampshire County Council's strategic priorities and listed below are the key strategic priorities justifications:
- 11.3 The scheme will enhance opportunities for residents to travel by walking and cycling in Winchester, which is likely to have a positive impact on their health and general wellbeing.

12. Carbon Impact RAG Status:

Colour	Criteria	Place an X in the relevant box
GREEN (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council's climate change strategy.	x
AMBER (net zero)	The scheme contains an element of improvement to walking, cycling and passenger transport provision within its scope. However, this is not the key objective. List the elements in the box below.	
	List of elements that make this RAG amber:	
RED (above zero)	Scheme may contain elements that would increase carbon emissions.	

12.1 **Brief Explanation of Carbon RAG**

The proposals seek to reduce dependency on car journeys and promote healthier and more sustainable modes of travel. The proposals will also help to improve pedestrian and cycle links to Winchester City Centre.

Climate Change Adaptation

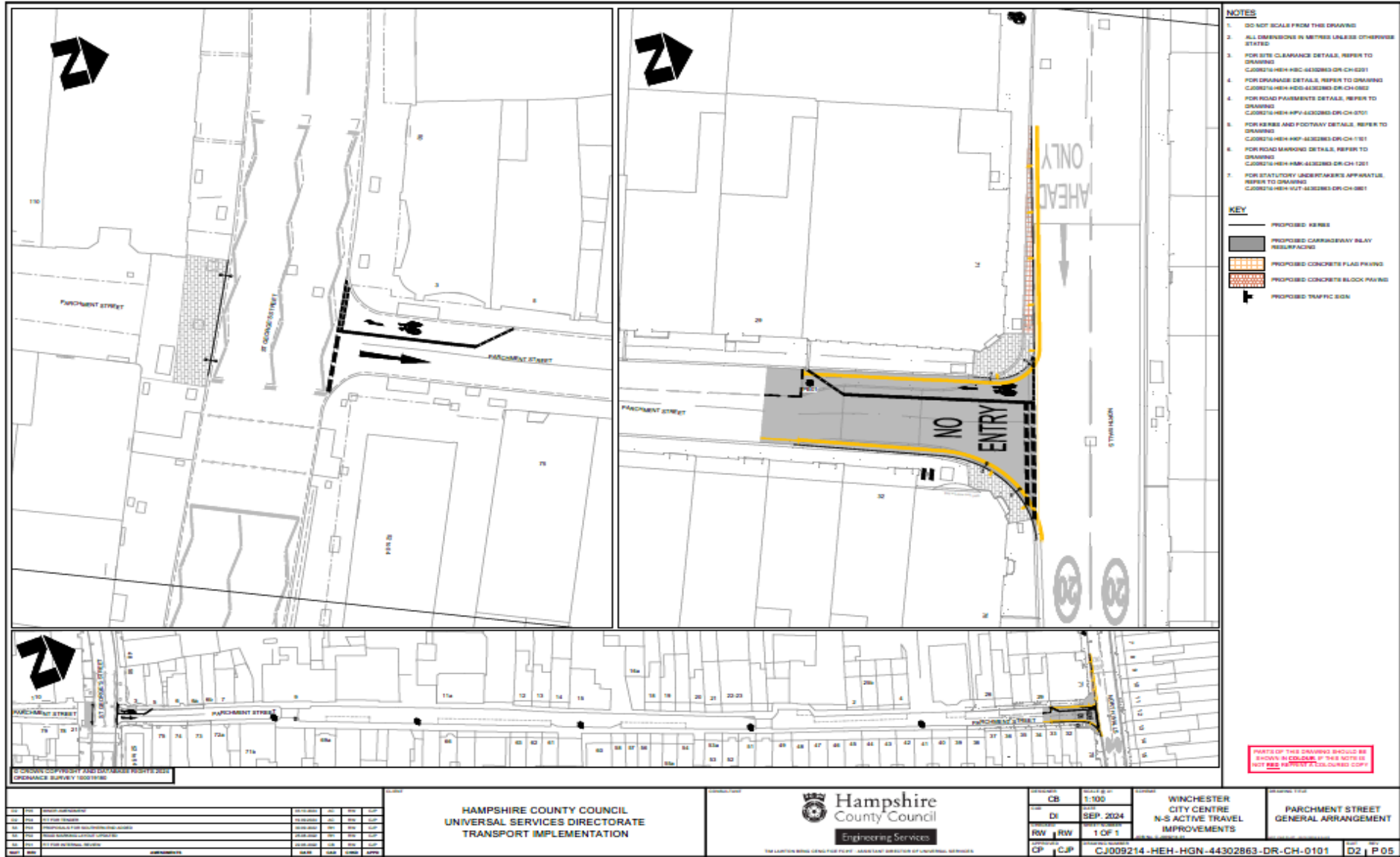
- 12.2 The Adaptation Project Screening Tool has assessed the scheme as somewhat vulnerable to exposure to severe weather and to extreme heat events but no more so than any other highway asset within the County. Vulnerability of the asset is dependent on its performance during exposure. The proposed assets are widely used on the highway network and installed to Hampshire County Council standard details.

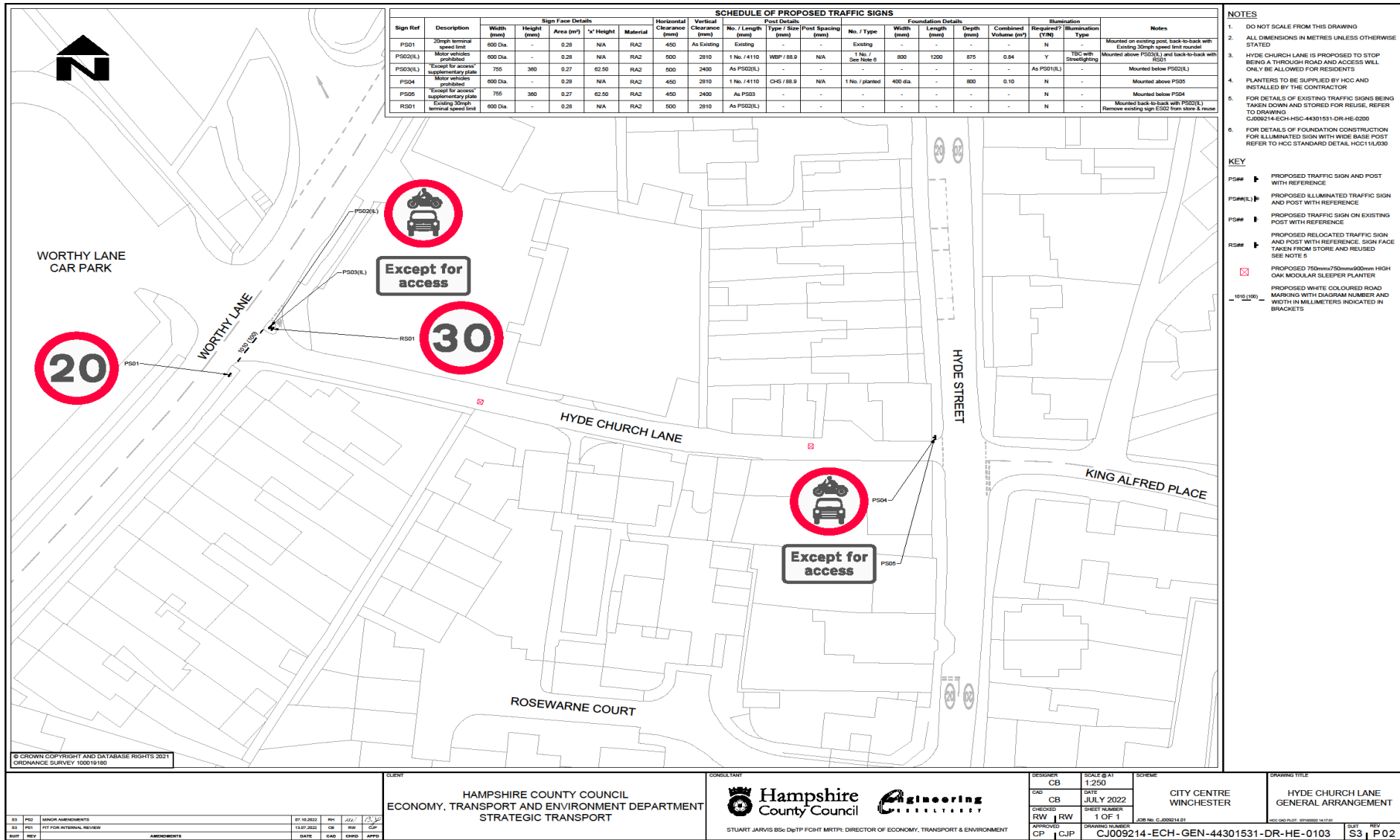
Carbon Mitigation

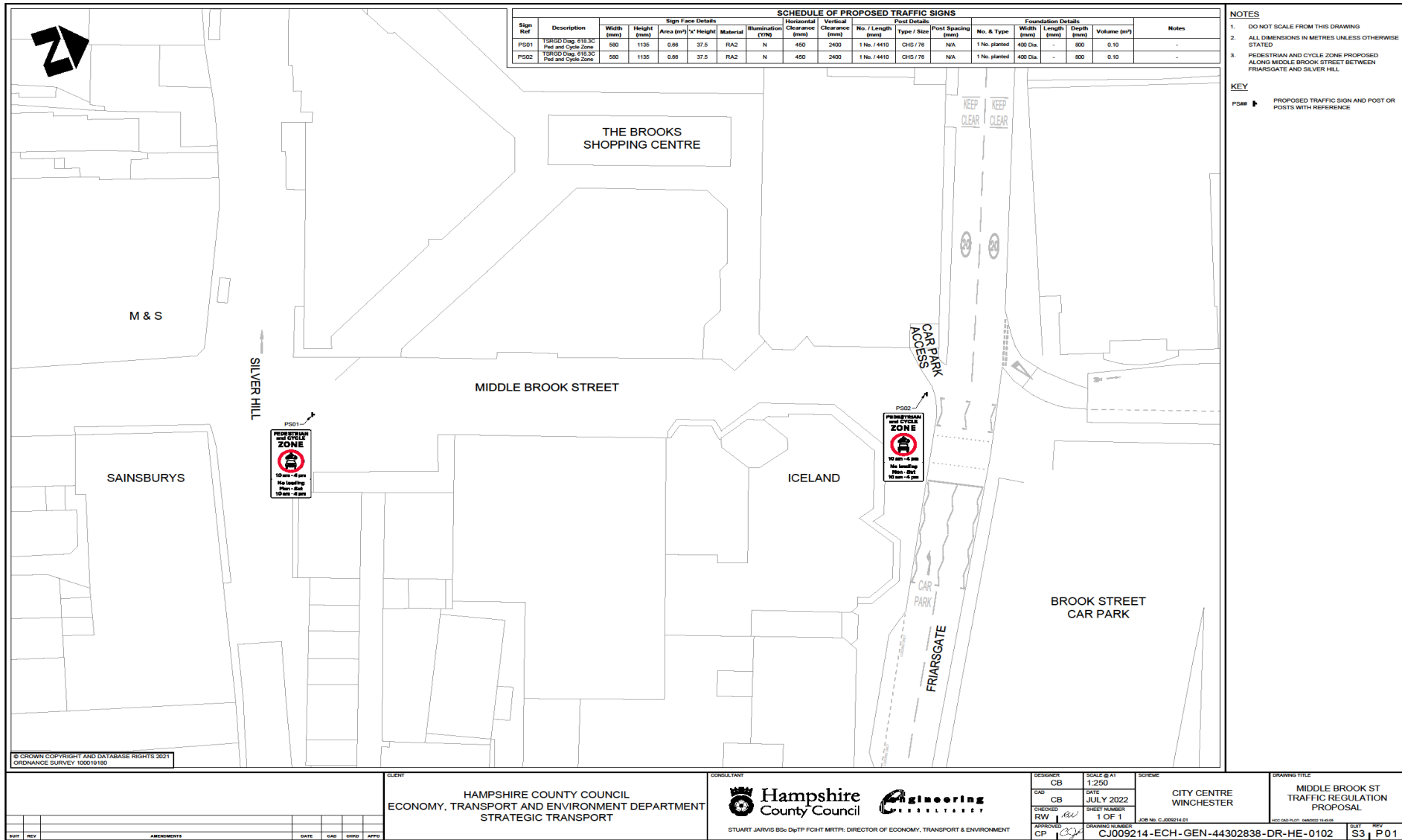
- 12.3 In the short-term during construction, carbon emissions from this project arise from the manufacture and installation of the new infrastructure or maintenance of the existing. Bitumen and cementitious based materials will be used for the carriageway and footway works. Traffic signs and lighting materials are mainly aluminium with steel posts and concrete foundations. The provision of all materials will be to industry standard. Transporting materials and resources to site will generate CO₂ emissions as will the operation of plant during the works. Carbon emissions will be mitigated using recycled materials where practicable and using manufactures with a focus on efficient low carbon manufacturing methods. There will be no additional carbon emissions generated by the infrastructure upon completion of the works other than for maintenance, replacement of infrastructure as part of general routine maintenance or to address defects.
- 12.4 The output from the carbon mitigation tool does not consider the long-term benefits that the scheme will deliver. By providing facilities to enable active travel, the scheme will reduce motor traffic congestion and vehicle miles travelled on the road network, thereby reducing long-term emissions from vehicle traffic.

13. Recommendation(s)

- 13.1 That the Director of Universal Services approves the Project Appraisal for Winchester City Centre North-South Active Travel Improvements, as set out in this report.
- 13.2 That the Director of Universal Services gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement this scheme, at a total estimated cost of £331,000 to be funded from Department for Transport Active Travel Fund.
- 13.3 That the Director of Universal Services and the Head of Legal Services progress, enter into, and secure all appropriate licences, agreements, consents, rights, permissions and easements necessary to enable the works to be undertaken on land owned by third parties.







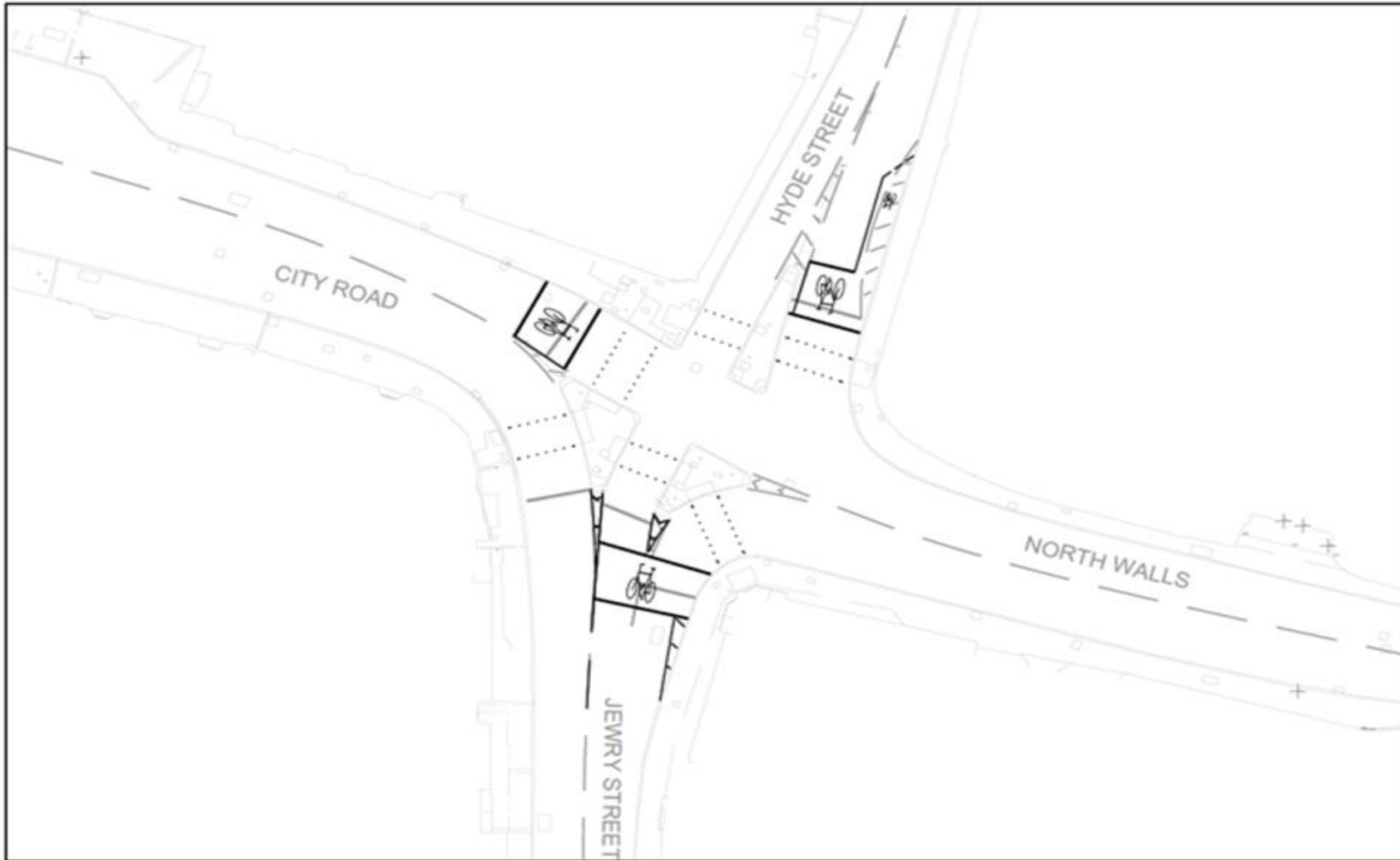
- NOTES**
- DO NOT SCALE FROM THIS DRAWING
 - ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED
 - PEDESTRIAN AND CYCLE ZONE PROPOSED ALONG MIDDLE BROOK STREET BETWEEN FRIARSGATE AND SILVER HILL

KEY

PS## → PROPOSED TRAFFIC SIGN AND POST OR POSTS WITH REFERENCE

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ORDNANCE SURVEY 100018165

<p>CLIENT</p> <p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>		<p>CONSULTANT</p> <p>Hampshire County Council Engineering CONSULTANTS</p> <p>STUART JARVIS BSc DipTP FCIHT MRTPE: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT</p>		<p>DESIGNER</p> <p>CB</p> <p>SCALE: @A1</p> <p>1:250</p>		<p>SCHEME</p> <p>CITY CENTRE WINCHESTER</p>		<p>DRAWING TITLE</p> <p>MIDDLE BROOK ST TRAFFIC REGULATION PROPOSAL</p>	
<p>DATE</p> <p>01/07/2022</p>		<p>DATE</p> <p>01/07/2022</p>		<p>CHECKED</p> <p>RW</p>		<p>SHEET NUMBER</p> <p>1 OF 1</p>		<p>JOB NO. C:J002014.01</p>	
<p>APPROVED</p> <p>CP</p>		<p>DRAWING NUMBER</p> <p>CJ009214-ECH-GEN-44302838-DR-HE-0102</p>		<p>SHEET</p> <p>S3</p>		<p>POST</p> <p>P 01</p>		<p>DATE</p> <p>01/07/2022</p>	



CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:		Yes
People in Hampshire live safe, healthy, and independent lives:		Yes
People in Hampshire enjoy a rich and diverse environment:		No
People in Hampshire enjoy being part of strong, inclusive communities:		No

Impact Assessments

1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

Impact	
Age	Neutral
Disability	Neutral
Sexual Orientation	Neutral
Race	Neutral
Religion and belief	Neutral
Gender Reassignment	Neutral
Sex	Neutral
Marriage and civil partnership	Neutral
Pregnancy and maternity	Neutral
Other policy considerations	
Poverty	Neutral
Rurality	Neutral
Other factors	Neutral
Geographical impact	Winchester

The proposals have considered the above user groups and will not have any negative or considerable impacts. The scheme will enable better connectivity for walking and cycling by allowing users to access Winchester City Centre more easily. This will also help to improve air quality and reduce dependency on car journeys for short trips.

It will also provide people with alternative and more sustainable modes of travelling in and around Winchester.

Parchment Street TRO Objections and Officer Response

Objector Name, Address	Officer response
<p>As a current resident of Parchment Street I wish to raise my objection to the latest proposal for the exemption of cyclists to the one way traffic direction.</p> <p>Anyone who lives on the street or has reason to walk or drive down it will be well aware of how narrow the road is. There is residential parking on the road and also width restriction bollards in two separate sections of the street requiring road users to drive very cautiously down its length before arriving at the difficult junction with North Walls where vision of on coming traffic is also challenging.</p> <p>There are sections of the road that become very tight - including outside numbers 47/48 where wider vehicles - both commercial vans and cars, must "mount the curb" in order to avoid scraping the parked residential cars (not always successfully judging by the scrapes and dents). This creates a potential hazard to both cars and pedestrians on the pavement with pedestrians often stepping onto private household property to avoid approaching cars. Having cyclists approaching from the opposite direction would add an extra element to this and present a genuine safety issue.</p> <p>If the council permits cyclists to ride against the current one way system, the obvious question would present itself: who has right of way? There are no passing points on the road and both road and pavement are poorly maintained. It is a busy "through road" for traffic with vehicles attempting to avoid the one way system. Furthermore as the top half of the street has commercial properties large refuse trucks drive down the road at least 3 times a week. There is also a steady stream of speedy deliveroo and Dominos pizza cars</p>	<p>Whilst the width of the carriageway past parked vehicles is below the recommended width given in LTN 1/20, this would have been more problematic if the parking along Parchment Street had been continuous. There are currently short sections of parking with gaps in between for cyclists to wait and give way, so we believe that there will be good interaction between vehicles and pedestrians.</p> <p>It is also helped by the fact that this is a low-speed environment as it is within a 20mph zone with traffic calming features. Traffic flows are generally low and there is also very good forward visibility.</p> <p>Parchment Street was identified for contra flow cycling in order to help cyclist access the upper part of the High Street without the need to travel via Middle Brook Street. It also provides a more direct cycle link to the City Centre. The proposal was also identified as part of a primary walking and cycle route within the Winchester LCWIP. It was also chosen as a scheme that could be delivered relatively quick to improve connections between walking and cycling on primary routes.</p> <p>In addition to this, Parchment Street is a safer location as it offers better visibility (as opposed to St Peters Street) for cyclist wishing to continue their journey across St George's Street. It is also near an existing Puffin signal controlled crossing which will allow better gaps in traffic where traffic will be stopped while pedestrians are crossing the puffin crossing. The Puffin crossing has been identified for upgrade to a Toucan crossing in the near future so cyclist can cross St George's more easily. Cyclist will be able to</p>

<p>and motorbikes at all hours of the day and night.</p> <p>I raise my objection on the grounds of safety for both cyclists and pedestrians using this busy narrow street. With Middle Brook street just a little further down North Walls, cyclists already have a safer travel option where there are already specific cycle routes/signage in place for them to travel to the town centre.</p> <p>Yours sincerely</p> <p>Parchment Street Resident</p>	<p>join the proposed shared use section of the southern end of Middle Brook Street which links directly to the High Street.</p> <p>The Police have suggested implementation of the contra flow cycle facility on an experimental basis so monitoring can be undertaken.</p> <p>An independent road safety audit was undertaken of the proposals for the contra flow cycle facility and the audit team did not feel there were significant safety reasons to not implement the contra flow facility.</p>
<p>Emily Gore Police Traffic Management Officer</p> <p>On behalf of the Chief Officer of Police we would object to the current permanent proposals on the grounds of road safety. In June 2023 the police were approached regarding the scheme and we asked some questions having had concerns regarding the safety of cyclists given the width of carriageway available.</p> <p>DfT LTN 1/20 Cycle Infrastructure Design is the definitive guidance on the subject. Chapter 7.3.3 to 7.3.5 give advice regarding contra-flow cycling in one way streets including minimum widths of carriageway for various scenarios. On roads with parking on one side of the road the minimum recommended width is 4.6 metres.</p> <p>The police would ask the Council to reconsider implementing the scheme as an experimental one so that monitoring can be undertaken before proceeding with the permanent making of the traffic order.</p> <p>Kind regards,</p> <p>Emily Gore 18472 Traffic Management Officer</p>	<p>Whilst the width of the carriageway past parked vehicles is below the recommended width given in LTN 1/20, this would have been more problematic if the parking along Parchment Street had been continuous. There are currently short sections of parking with gaps in between for cyclists to wait and give way, so we believe that there will be good interaction between vehicles and pedestrians.</p> <p>It is also helped by the fact that this is a low-speed environment as it is within a 20mph zone with traffic calming features. Traffic flows are generally low and there is also very good forward visibility.</p> <p>In a meeting with HCC officers and the Police, the police have suggested implementation of the contra flow cycle facility on an experimental basis which they have confirmed they will support via email. This will allow for the necessary monitoring to be undertaken. Based on the suggestion from the police, we would seek to implement the contraflow cycling as an experimental traffic order.</p> <p>An independent road safety audit was undertaken of the proposals for the contra flow cycle facility and the audit team did not feel there were significant safety reasons to not implement the scheme.</p>

	<p>Exact Wording From Police favouring an Experimental Scheme: “Whilst we still object to the proposal due to our concerns for road safety as outlined in previous emails, I would like to ask if you would consider an ETRO to evidence the safety of the scheme before implementing it permanently. If the experimental scheme proved to be successful, we would then be able to support the scheme.”</p>
<p>Jen and Tim Binns</p>	
<p>Dear Sirs</p> <p>As a household living in Parchment Street which includes two young children (aged 5&6) and all of whom cycle regularly, we write to express our significant concern about the proposed introduction of contra flow cycle provision into Parchment Street. This objection follows our representations made on a more detailed scheme for highway modifications to Parchment St a couple of years ago which we received no response to. As a former employee of HCC (in ETE), we would strongly encourage you to improve the way in which you engage with local residents, and keep them informed of scheme progress and the response to issues raised - even if you don't agree with them. All lower tier authorities, in our experience, achieve this to much great degrees of success than HCC.</p> <p>Turning to the proposals, we note that this is a proposal far in advance of the full proposals on the Winchester Movement Strategy (which can only be borne out when M3 Jct 10 is fully implemented). We also note that there still hasn't been any explanation as to why Parchment Street has been chosen to accommodate the contra flow when St Peter St and Lower Brook St appear to be far more appropriate routes to use when taking account of existing traffic flow, types of traffic, width of road and relationship to well used existing informal routes (eg through St Peter's</p>	<p>Whilst the width of the carriageway past parked vehicles is below the recommended width given in LTN 1/20, this would have been more problematic if the parking along Parchment Street had been continuous. There are currently short sections of parking with gaps in between for cyclists to wait and give way, so we believe that there will be good interaction between vehicles and pedestrians.</p> <p>It is also helped by the fact that this is a low-speed environment as it is within a 20mph zone with traffic calming features. Traffic flows are generally low and there is also very good forward visibility.</p> <p>The Police have suggested implementation of the contra flow cycle facility on an experimental basis so monitoring can be undertaken.</p> <p>Parchment Street was identified for contra flow cycling in order to help cyclist access the upper part of the High Street without the need to travel via Middle Brook Street. It also provides a more direct cycle link to the City Centre. The proposal was also identified as part of a primary walking and cycle route within the Winchester LCWIP. It was also chosen as a scheme that could be delivered relatively quick to improve connections between walking and cycling on primary routes.</p>

<p>Car park to lower Brook street across the pedestrian crossing of North Walls). Parchment Street, by comparison, already at times accommodates vehicles up to, and including, HGVs who often require the use of the pedestrian pavement to get through.</p> <p>The above is material as we are concerned about the impact on highway safety of introducing a formal right of passage of cyclists to cycle against the traffic flow, and potentially then jumping up onto pavements to avoid cars coming towards them. When one of those pavements are already taken up by wide vehicles, and people are stepping out of their properties, the potential for collisions (particularly with young kids on foot) appears not to have been thought through. Has an RSA been undertaken?</p> <p>The proposed formal allowance of bikes into Parchment Street from North Walls is also of concern - not so much due to impact of visibility splays as they are already very poor. The concern stems from the implied encouragement for cyclists to head up North Walls along the pavements which are already very narrow and very well used, particularly at school pick up and drop off times between the pedestrian crossing and Parchment St. The width of these pavements is worsened by their unenforced use for bin storage. With the unenforced actual vehicle speeds on North Walls regularly exceeding 30 mph, the implicit encouragement for cyclists to head up these pavements is baffling.</p> <p>We are not, per we, averse to the longer term introduction of contra flow cycling on Parchment Street. However, this needs to be done as part of a wider longer term strategy linked to the reduction of through traffic through the city centre after the M3 Jct 10 works. Reduced traffic along North Walls would allow wider pedestrian and cycle infrastructure, linked to schemes such as that proposed on Parchment St - but perhaps even then through stopping through vehicular</p>	<p>In addition to this, Parchment Street is a safer location as it offers better visibility (as opposed to St Peters Street) for cyclist wishing to continue their journey across St George's Street. It is also near an existing Puffin signal controlled crossing which will allow better gaps in traffic where traffic will be stopped while pedestrians are crossing the puffin crossing. The Puffin crossing has been identified for upgrade to a Toucan crossing in the near future so cyclist can cross St George's more easily. Cyclist will be able to join the proposed shared use section of the southern end of Middle Brook Street which links directly to the High Street.</p> <p>An independent road safety audit was undertaken of the proposals for the contra flow cycle facility and the audit team did not feel there were significant safety reasons to not implement the scheme.</p>
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traffic on Parchment St so as to allow a low traffic neighbourhood for residents?

Whilst we appreciate that the successful bid for monies from DfT's Active Travel Fund is enticing for some transport planners, proceeding with this scheme in isolation (and at the expense of far more noteworthy alternatives) is foolhardy.

We're copying our local district and county councillor into this representation in the hope that our concerns are at least acknowledged, and the issues raised responded to. Perhaps one of the highway officers may wish to visit Parchment Street at the times of day we allude to above to understand the issues being raised?

Yours faithfully

Jen & Tim Binns