

Notes on Meeting of Winchester Cycle Working Group (CycleWin)

Date: Monday 3rd December 2018 Venue: Winchester

Present: Kelsie Learney (Chair), Phil Gagg (PG), Jeremy Mortimer(JM) Sue Coles (SC - minutes), Andy Key (AK), Max Priesemann (MP) Rob Jordan (RJ), Janet Roberts (JR)

1. The notes of the last meeting had been circulated and were agreed. KL agreed to chair the meeting and SC to take the minutes
2. Apologies: Rachel Remnant (RR) Martin Wilson (MW)
3. Matters arising

a) **Minutes on website:** It was agreed to post the minutes on the Cycle Winchester website, once they had been approved by email by the steering group. They would be located in place that was easy to find but not as a main news item.

Action SC/RJ

b) **Open invite to meetings:** It was agreed that with effect from now, all meetings of the steering group would be open invite. The date would be agreed by a poll of the steering group as normal and then the date only would be circulated to all supporters. In terms of the venue, supporters would be asked to indicate if they wished to attend and if numbers exceeded the capacity of SC's house, then a venue would be hired.

Action: SC/RJ

c) **Mapping:** AK had produced online mapping with data taken from the old Winchester Transport Statement list, the sketch maps filled in by supporters of Cycle Winchester and various other sources. It includes barriers to cycling and suggested improvements. He had also produced a tube type map that can be viewed as a separate layer. This was welcomed by all and it was agreed that members of the steering group would view and send feedback to AK by Sunday 9th December so that it could be shown to Frank Baxter and Simon Finch at the briefings on 13th December (AK and JM). The map is available at

<https://www.google.com/maps/d/viewer?mid=13A0ONa18yyihRkTgYlevmp7x9IU&ll=51.06669061190039%2C-1.316002509109694&z=15>

There would be a link from it to the Cycle Winchester website.

Action: All/AK/JM

d) **Market Stalls and anti-terrorism barriers:** It was agreed that the anti-terrorism barriers were not clearly visible at night. In addition, the Market Stalls still represented an obstruction to of the cycle route from the Broadway to Middle Brook Street and St. George Street. This was an important cycle route and the response given by WCC that cyclists should dismount was not acceptable. If the obstruction to the route could not be remedied, then an alternative should be provided. SC would draft a letter to WCC on both points and circulate to steering group for comment.

Action: SC

e) **St. Maurice's Covert:** WCC was still refusing to incorporate covered cycle parking in the refurbished Covert. Its suggestion of Colebrook Street car park was not considered an acceptable alternative for security reasons and not where cyclists wanted to be. Possible locations were junction of Silver Hill/Middle Brook Street and Middle Brook Street where the bus shelter had been. The latter was thought to be the more appropriate. It would require removal of one or two market stalls and it was unclear whether this would be tolerated. SC had indicated to Simon Finch of WCC that a suitable alternative must be provided before the current covered parking is removed. However, the view of the meeting

was that St. Maurice's Covert – alongside the wall next to Debenhams- remained the most appropriate, particularly as it was by no means certain that any of the proposed alternatives would be acceptable to WCC and HCC. It was agreed to draw attention to the problem immediately after the Mass Ride – see below.

4. Mass Ride – Saturday 15th December

RJ updated the group on the arrangements for the second mass ride. The route would be similar to last time but the 3 groups would come together in North Walls (junction with Gordon Road). There would be 2 laps of City Centre with a possible short-cut along Parchment Street.

Bespoke Biking had agreed to attend for free bike safety checks. Posters printed and distributed. Social media campaign is working well.

The group organising the Mass Ride were urged to claim back any expenses not covered by the collection at the end.

It was agreed to hold a short protest after the event in St Maurice's Covert to draw attention to the lack of cycle parking in the scheme. A Cycle Winchester banner would be made in time for 15th December (KL) and AK would bring other required materials. The event would be preannounced but without specific details.

Action: RJ/KL/AK

5. City of Winchester Movement Strategy

The draft document had been published and responses to the consultation were required by 13th January 2019.

It was agreed that we should respond positively to the content, in particular Priority 1 (Reduce City Centre traffic) and Priority 2 (Support healthier lifestyle choices) but express concern that the cycling measures were classed as "enabled" and so medium term whereas we would recommend that they are enablers and should be short-term.

It was agreed that we must encourage as many supporters of Cycle Winchester to respond as well as submitting a response as Cycle Winchester as well.

It was agreed that KL and SC would meet in the next few days to draft a short crib sheet for supporters (based on the format of the questionnaire) and circulate to the steering group for comment. They would also draft a more detailed response by Cycle Winchester and circulate.

PG agreed to circulate Word version of Response Form

Action: KL/SC/PG

6. Other Developments

a) Kings Barton: SC and KL had attended the most recent consultation. It was not certain that the cycle route from the development to Courtenay Road and Worthy Road would have a sealed surface. HCC Countryside Service had expressed concerns as the route went through the mitigation land which was to become a nature reserve. Such a response from Countryside Service would be consistent with previous decisions by them with regard to cycle routes (e.g. Worthy Down to South Wonston). We needed to challenge this attitude.

It was also considered important to argue for a light-controlled crossing of Worthy Road for both pedestrians and cyclists.

It was still unclear what other improvements would be provided for cyclists, particularly on Andover Road.

Action: KL/SC

b) Station Approach

No developments but it was agreed that it was important that we should develop cycle-specific proposals.

Action: SC/AK

c) Winchester Sport and Leisure Park

Planning consent had been granted without any of the transport issues being resolved. Members of the steering group would continue to lobby for improvements through their respective organisations.

d) Central Winchester Regeneration Area – No developments but we should continue to monitor this.

7. AOB

RJ was meeting with representatives from Christian Aid and Winchester Cathedral to explore the potential for joint cycling events or joint publicity.

Mailing List: To comply with GDPR, it was important that our mailing list is only used for Cycle Winchester mailings and that we maintain a record of how supporters sign up.

The next meeting would be in February 2019 with a date agreed by Doodle Poll