

I am Dr Hannah Greenberg (a medical doctor) and I'm also the County Lead for 20's Plenty Hampshire, in this role I represent thousands of residents throughout Hampshire who want slower speeds where traffic and people mix and feel that their lives are already blighted by excess traffic, which is travelling too fast through the streets where they live. I am the Winchester District Councillor for Twyford and Colden Common and I run a weekly Cycle Bus along the B3335 from Colden Common, through Twyford to Winchester Secondary Schools.

Twyford and Colden Common already experience an extremely high volume of heavy traffic caused by the Twyford Down M3 construction; the road layout through Twyford in particular is not suitable for heavy traffic- with a sharp chicane and very narrow or nonexistent pavements. The proposed construction and concomitant increase in traffic volume makes me extremely concerned about the environmental, human health and mental distress impacts, as well as the prohibitive effects it will have on cycling and walking on the wider network, but in particular in Twyford and Colden Common.

Our community is dominated and divided by a road that, if you have any mobility issues whatsoever, is virtually impossible to cross, due to inadequate safe pedestrian provision. This means that there are elderly people in the villages who simply do not access half of their own village due to the danger. We also lack any cycling provision.

I would also like to draw your attention to the extremely unsafe cyclist and pedestrian crossing of B3335 south of the M3 near the Hockley Golf Course. This crossing has no light phasing for pedestrians and cyclists, and even worse, when waiting to cross you cannot see the lights controlling traffic coming off the motorway or coming from Hockley Link. This means that, even if you have great mobility and cognitive processing (children under the age of 14 are unable to accurately judge speed and approach of traffic) you cannot tell when you would be able to run across the road. It's dangerous as it is. My concern is that, during the construction phase, when it is planned that northbound motorway traffic is diverted south to turn around using Junction 11, the pressure and congestion at junction 11 will become unmanageable and that this will escalate danger for vulnerable road users at this crossing. As part of the construction mitigation we will require the building and funding of a proper light-controlled crossings with pedestrian and cycle phasing over this section of B3335. Also safe provision at the junction with Hockley Link to enable cyclists to safely navigate the junction and join the cycle way into Winchester.

There also needs to be proper consideration of what the effects on the wider network in terms of induced traffic and congestion is going to be- during both construction and operation. The above mentioned pressure on Junction 11 would heavily increase the volume of traffic, and the congestion into Twyford and Colden Common, so it would be absolutely essential that mitigating measures be included and funded as part of the construction of J9. The traffic backing up into Twyford and Colden Common would cause many problems and dangers: pollution, noise, effects on health, prohibitive effects on walking and cycling, mental distress, and increase in road danger. Now that the plan for a Smart Motorway south of Junction 11 has been dropped, there will not be the same capacity south of Junction 11 and this will put further pressure on the B3335: a road that is simply not suitable for the volume and weight of traffic that it already bears. It is therefore also essential that mitigating measures be introduced and funded through the main road in Twyford and Colden Common. These would include: standardisation and reduction of the speed limits along the entire length of this road from J11 through Colden Common to 20mph in villages and to a maximum of 40mph elsewhere, provision of light-controlled pedestrian crossings on the main road in Twyford and Colden Common and provision of a safe cycle route- part of this safety is reducing speed limits, which would do a lot to improve cycling, and would also allow the road north of Twyford to be narrowed to provide a cycle lane. The route is currently difficult to use for cycling unless you are a very experienced cyclist, and the planned construction will only make it more dangerous, at a time when the Government, Hampshire County and Winchester District Councils are all urging people to get out of their cars and choose greener modes of transport. When running the Cycle Bus, we take a group of children with adults surrounding them on the outside- this is the only way we can normalise cycling as a mode of transport for a whole generation of children- by physically protecting them with adults. But even adult human bodies are not adequate protection from HGVs and speeding cars. With a cycle lane this route would be easily cyclable to Winchester and would take pressure off the city congestion, and go some way to reducing the negative impacts of this construction. This route will also need a weight limit, with exceptions for access.

I ask for consideration of whether the proposed development would negatively contribute to the health and quality of life of the population along the entire affected network, and what would need to be included and funded by the development to allow for improvement of quality of life and mitigation of road and health danger for these affected communities.

When considering alternatives that have been suggested for this construction, the only alternatives that have been mentioned are alternative routes and not alternatives to this construction in its entirety. As demonstrated yesterday in Winchester, when there was a terrible accident that led to closure of the M3, the entire network ground to a halt and was in complete gridlock. We simply do not even have the capacity for the amount of traffic that is currently choking our roads. Serious consideration must be given to the alternatives that would remove traffic from the network: improved bus and every-stop train services, rail freight, modal shift. All of these real alternatives would improve safety, reduce congestion and improve air quality, would have better longevity and likely be more cost effective; they should be investigated properly as a first phase.

I urge you to plan a visit through Twyford and Colden Common and to the Junction with Hockley Link at peak traffic times, I would be very happy to accompany you.

Many thanks.