

I am writing on behalf of Colden common and Twyford cycle bus

We are the only secondary cycle school bus in the country protecting young people who want to make the choice to be on bicycles on the roads cycling to school (Westgate and Kings schools) and also allowing any other people who choose to commute or travel on bicycles to join us.

This has become the only viable option, due to the lack of investment in cycling infrastructure in the Colden common and Twyford corridor.

We do not understand why the Twyford and Colden common corridor is continually overlooked in terms of cycling, with very heavy traffic flow and HGVs on the road. This would be a typical planning application as part of travel strategy in the winchester area, that ignores the needs of active travel from Twyford and Colden common and the impact of planning decisions on the B3335 resulting in HGVs diverting through places where people live

We do not understand why, when there will be an impact on junction 11, that there will be investment in cycling infrastructure in the worthy's but not in this traffic corridor.

If the consultation was internally consistent, then any argument for a cycle way from the worthy's into the town Centre, would apply as part of this junction improvement, to the Colden common and Twyford corridor

Hockley junction is very poorly designed and as a cycle bus we completely ignore the existing infrastructure and use the motorway turn lane to safely access the start of the itchen navigation shared path. This is similar for the return journey. It would be possible to reduce speed limits on the B3335 as part of mitigation to unblock the main factor preventing the building of cycle lanes.

All the kids who cycle with us are transitioning from bikeability to being able to independently cycle into Winchester. There has been no data analysis of the relative impact of all kids cycling into winchester on reducing traffic into winchester, because what we witness is a transformation of the attitude of kids towards active independent travel to a greater level than anything Hampshire county council has ever done for children in our communities.

This junction improvement appears to ignore the active travel strategy in that it is prioritising the car over people who walk and choose to travel on bicycles and putting a disproportionate investment into this mode of transport.

With proper cycling infrastructure the time between Colden common and Twyford and Winchester city Center would be 15mins

In fact one of the young people cycled back from westgate school to Twyford in 15 mins within the last month.

We would like reassurance that the money allocated to any cycle lane built in mitigation will result in a cycle path being built and not just plans being drawn up