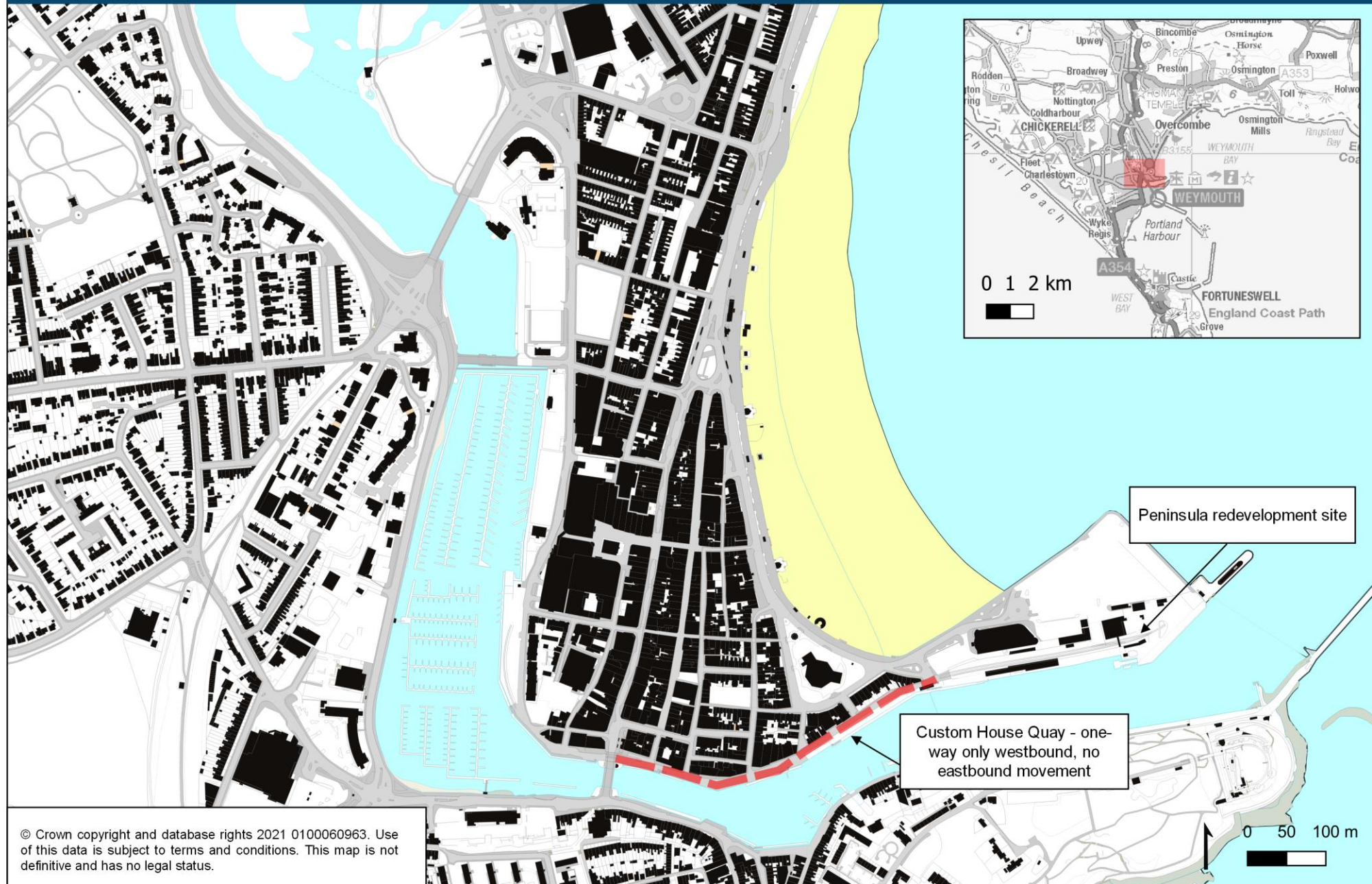


# Appendix A – site location and plans

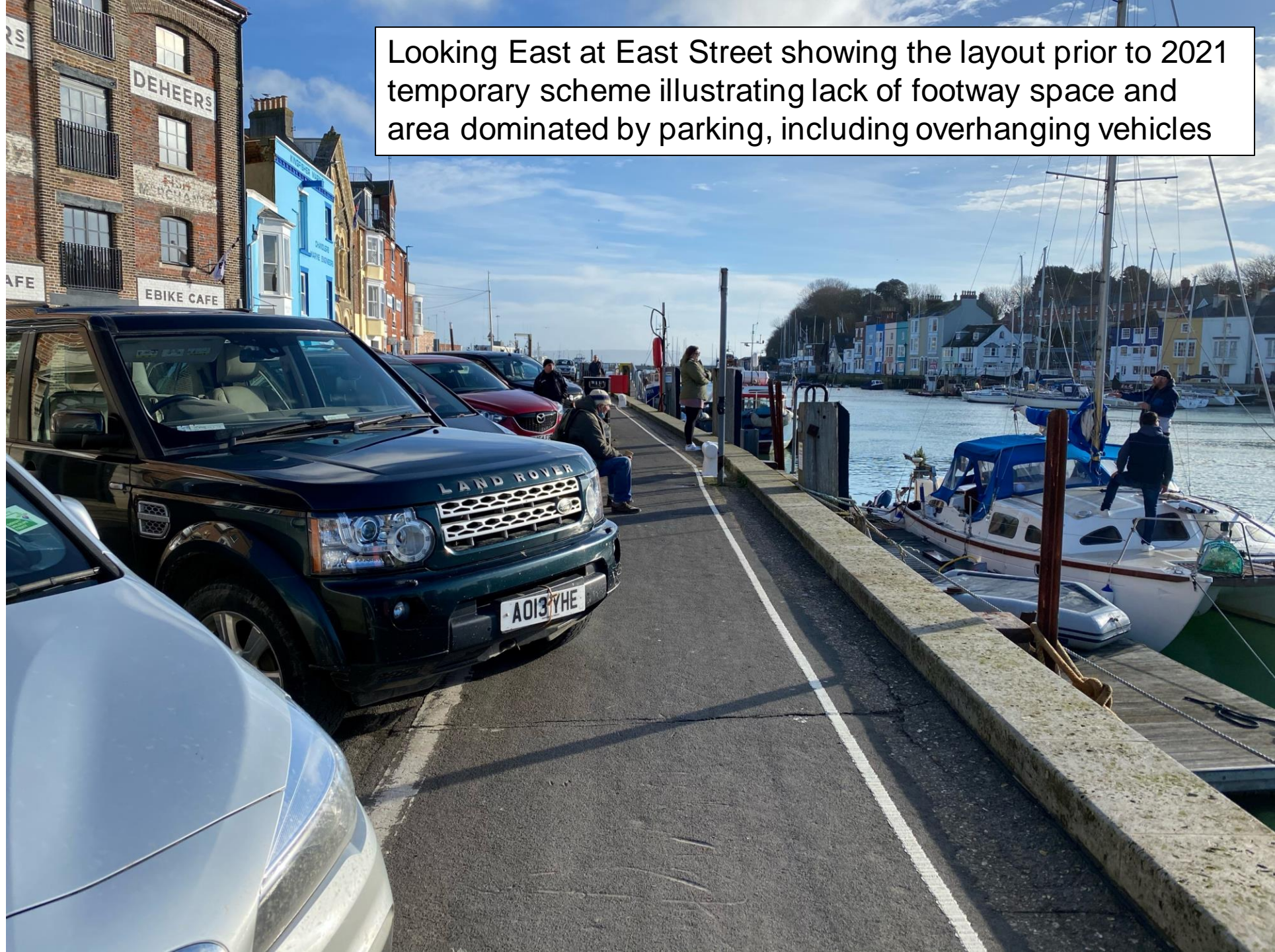


# Appendix B – site photos



B.1

Looking East at East Street showing the layout prior to 2021 temporary scheme illustrating lack of footway space and area dominated by parking, including overhanging vehicles





## B.2

Looking West at East Street showing how additional space for on the harbour side has improved accessibility for wheelchair users. The timber baulks will be removed under the proposed scheme and replaced with some better quality seating.





## B.3

Looking West at South Parade. Loading bays will support access for moored vessels, as well as larger vehicles loading to harbourside businesses, whilst still providing space for vehicles to pass.





B.4

Looking East at Maiden Street. The temporary layout and lack of rail lines has encouraged a wider range of users. Note that proposed final scheme has sitting out area against the frontage of the businesses, not adjacent to the carriageway.





B.5

Looking West opposite the George before the temporary scheme.





B.6

More space for pedestrians adjacent to the harbour wall with additional public seating.





# Appendix C - drawings

Drawing HI1229/25/100/A

Custom House Quay General Arrangement.



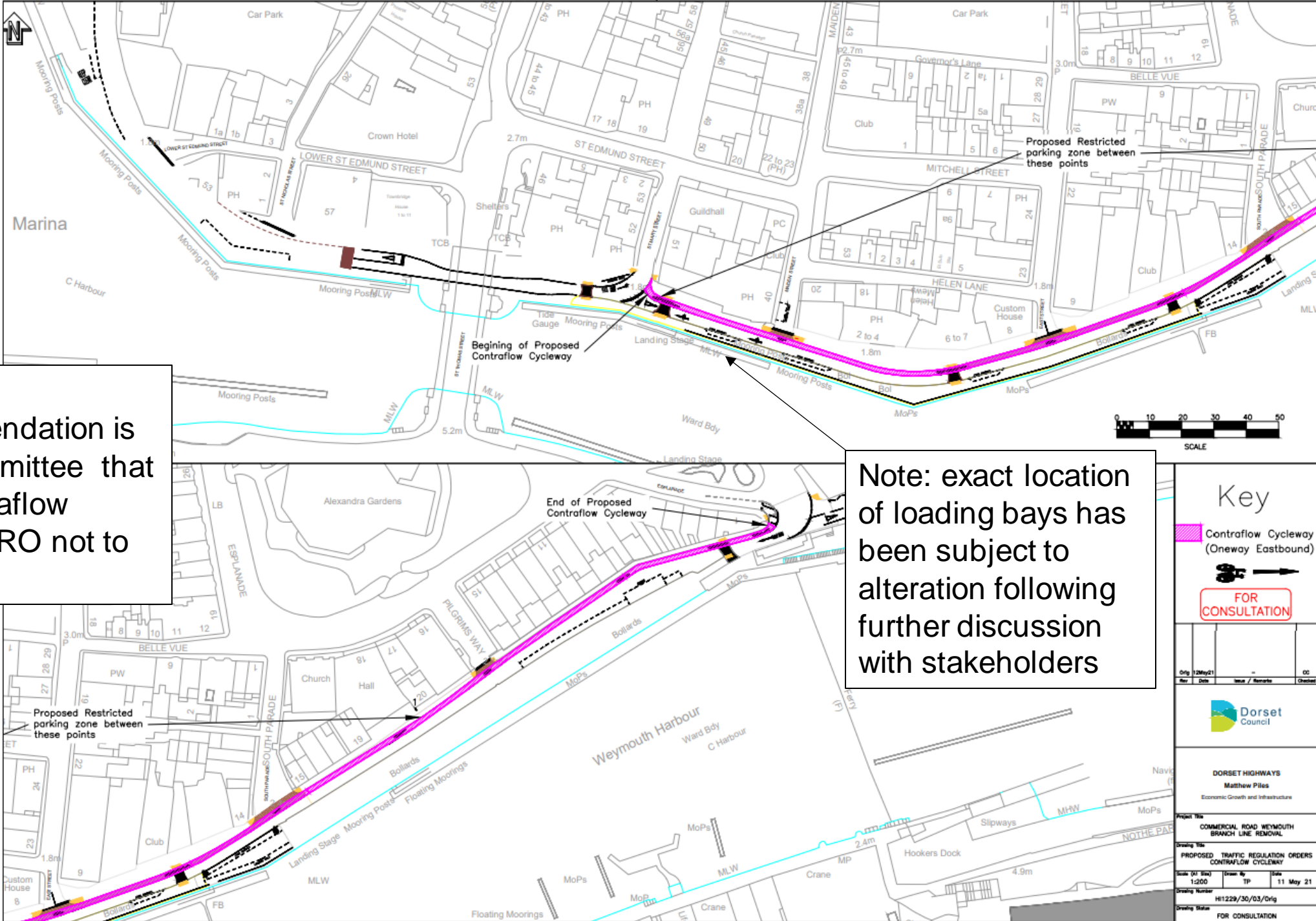




# Appendix D - drawings

Drawing HI1229/30/03/Orig

Traffic Regulation Orders



Note: the recommendation is that Committee that the contraflow cycling TRO not to proceed.

Note: exact location of loading bays has been subject to alteration following further discussion with stakeholders

**Key**

- Contraflow Cycleway (Oneway Eastbound)
- FOR CONSULTATION

Rev	Date	Issue / Remarks	Checked
01	12 May 21		

**Dorset Council**

**DORSET HIGHWAYS**  
Matthew Piles  
Economic Growth and Infrastructure

Project Title: COMMERCIAL ROAD WEYMOUTH BRANCH LINE REMOVAL

Drawing Title: PROPOSED TRAFFIC REGULATION ORDERS CONTRAFLOW CYCLEWAY

Scale (At Size): 1:200  
Drawing No: TP  
Date: 11 May 21

Drawing Number: H1229/30/03/Orig

Drawing Status: FOR CONSULTATION



# Appendix E – January 2021 Consultation



**Below are some of the proposed main features of the public space improvements. Do you agree with the following?**

(Note: many of these proposals will require removing the 39 on-road 1hr parking spaces in the area)

	Agree	Disagree	Don't know
widening footways on both sides of the road	936 (73.3%)	310 (24.3%)	31 (2.4%)
providing loading bays for harbour businesses and vessels	1122 (87.9%)	107 (8.4%)	47 (3.7%)
*installing a contra-flow, on-road cycle lane (towards Pavilion)	509 (40.0%)	639 (50.3%)	123 (9.7%)
provision of dedicated disabled parking bays	743 (58.7%)	391 (30.9%)	132 (10.4%)
providing additional outdoor seating space for hospitality	931 (72.7%)	304 (23.7%)	46 (3.6%)
provision of cycle parking	805 (63.6%)	356 (28.1%)	104 (8.2%)
installation of benches, planters and safety bollards	1031 (80.5%)	188 (14.7%)	62 (4.8%)

\*Cyclists heading towards Town Bridge will be in the road with the one-way flow of traffic. Cyclists heading towards The Pavilion will use a dedicated cycle lane, which will be against the flow of traffic.

**Would you like to see measures to improve the public space in the Custom House Quay area similar to the draft proposals shown?**

- 815 (58.2%) Yes
- 284 (20.3%) Possibly
- 301 (21.5%) No



# Appendix F – DfT guidance

- Excerpt from LTN 1/20 – Cycle Infrastructure Design (May 2020)
- Note – requested recommendation is that the TRO on contraflow cycling not proceed.

## Mode filtering through exemptions to TROs for cycling

**7.3.3** An assessment should be undertaken to review whether cyclists can be safely exempted from turning bans, No Entry and one way restrictions and be permitted access to vehicle restricted areas either at all times or within peak hours.

**7.3.4** Permitting contraflow cycling in one way streets and using point-closures to close certain streets to motor vehicle through traffic will generally provide a more direct route for cyclists and should always be considered. On quiet low speed streets, there may be no need for a cycle lane (see Figure 7.4 and Section 6.4), enabling cyclists to use narrow streets in both directions. Where there is good visibility cyclists and on-coming drivers should be able to negotiate passage safely. Contraflow cycling should be signed in accordance with the advice in the Traffic Signs Manual.

**Figure 7.4:** Contraflow cycling in a narrow street with no marked lane, Brighton





# Appendix G – TRO consultation summary

# Response summary

<b>Traffic Regulation Order responses (total)</b>	<b>Contraflow cycling</b>	<b>Parking</b>	<b>Total</b>	<b>By household</b>
<b>I OBJECT to the proposal</b>	28	31	59	47
<b>I SUPPORT the proposal</b>	13	16	29	20
<b>I want to give some GENERAL COMMENTS</b>	13	12	25	19
<b>Total</b>	54	59	113	86

<b>Traffic Regulation Order responses (%)</b>	<b>Contraflow cycling</b>	<b>Parking</b>	<b>Total</b>	<b>By household</b>
<b>I OBJECT to the proposal</b>	52%	53%	52%	55%
<b>I SUPPORT the proposal</b>	24%	27%	26%	23%
<b>I want to give some GENERAL COMMENTS</b>	24%	20%	22%	22%



# Appendix H

- Photos of contraflow cycling provision elsewhere
  - The Quay, Poole
  - Queen Street, Gillingham
  - East Street, Wimborne
  - Spring Road, Weymouth

I.1

Poole Quay – simple marked contraflow lane





I.2

Queen Street, Gillingham – old 'no-entry' bypass for bikes





I.3

East Street, Wimborne – contraflow allows right turn from East Str to Poole Road (no entry bypass)





I.4

Spring Road, Weymouth – contraflow allows cycles to access Hope Square from Spring Road enabling people on bikes to avoid Boot Hill

