

Temple Street Improvement Works: Technical Note

Published: January 2023

An [Updates & Next Steps](#) document was published in July 2022, highlighting detailed design considerations and amendments following public consultation feedback. In line with this, further details on car parking and cycle lanes can be seen below.

How will car parking within the Temple Street Improvement area change?

The below two paragraphs highlight how car parking will be changed as part of the delivery of Phase 2A and 2B.

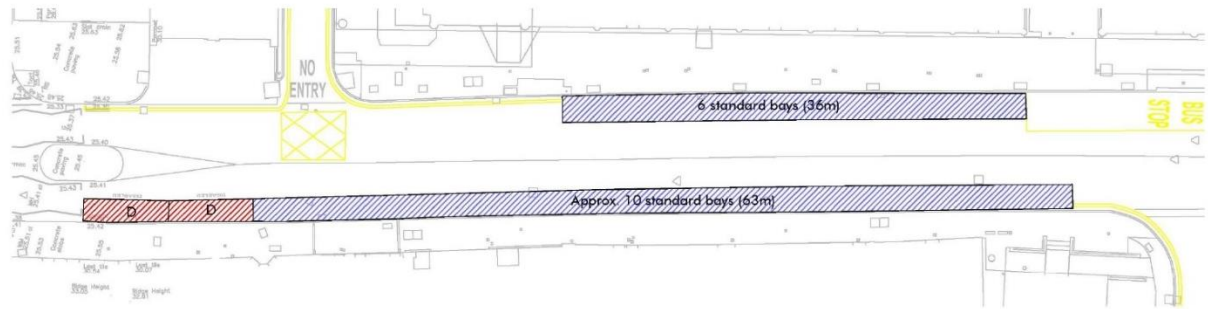
The changes to car parking consists of two large bays being altered on the east side of the street to introduce additional seating and greening. These are being installed on a trial basis before the council decides whether to seek further funding to make the changes permanent. *i.e. 12 m of temporary reduction of 2 large spaces based on the average car being 4.5-5m, a van is 5-6m.*

In addition, on the west side of the street approximately 8.4m of parking will be altered to extend the size of disabled car parking bays, making them compliant with modern standards, and for preparation works to be carried out for a new pedestrian crossing to be installed as part of a future phase. *i.e. reduction of just over 1 large space, based on the average car is 4.5-5m, a van is 5-6m.*

Once Phase 2A & 2B works are complete, how many car parking spaces will be remaining?

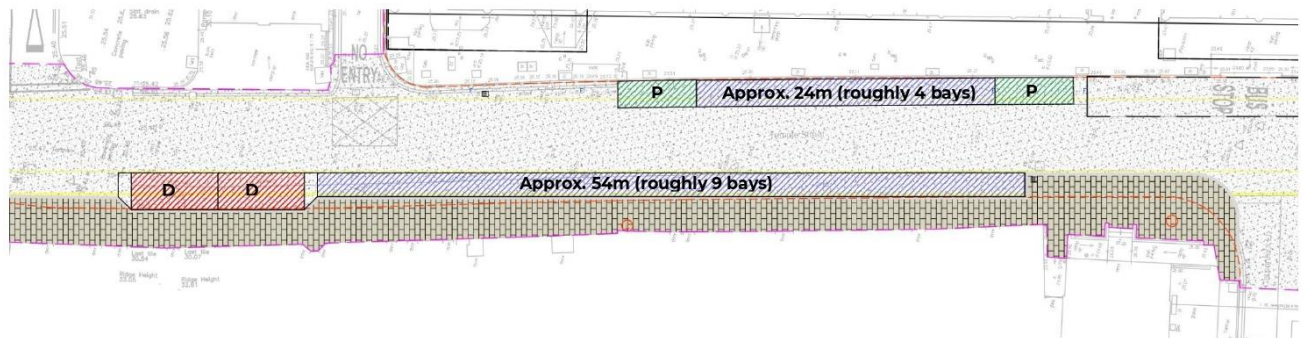
There isn't a simple answer to provide due to the on-street parking being a strip rather than individual bays, and with the differing lengths of vehicles (over time, car sizes have also increased and are continuing to). Also, to increase the size of the disabled car parking spaces (to be compliant with modern standards) a small amount of standard car parking will be altered (as highlighted above). Below are two diagrams that illustrate the current parking (as of December 2022) and after (post Phase 2A & 2B being completed in May 2023).

Current (December 2022):



Key	
	Disabled car parking
	Standard car parking

Post Phase 2A & B being completed (May 2023):



Key	
	Disabled car parking
	Standard car parking
	Temporary Parklet (seating and greening)

Will a cycle lane be implemented as part of the Temple Street Improvement Works?

As highlighted in the Updates & Next Steps document published in July 2022. There are no current plans to introduce a segregated cycle lane to this section of Temple Street.

Independent specialist transport consultants were appointed to review the proposed design and gather data. Using standard traffic count methodologies they undertook data a collection to review and assess the usage of the Temple

Street – looking at frequency, mode of transport (vehicles, cyclists and pedestrians) and speed of travel.

Data collected and collated, evidence that the low vehicle speeds together with low vehicle movements means that Temple Street falls within the 'suitable for mixed traffic' threshold under the Cycle Infrastructure Design Guidance LTN 1/20 indicates when mixed traffic is supported.

Within the Temple Street scheme area (which is a 20mph limit) over a 24-hour five-day average vehicle flow is 4,885. When applying LTN1/20 Guidance, two factors need to be considered: the ability to fit any cycle provision into the street environment, and the options for reducing either traffic flow or traffic speed, or both. Each phase of design reduces traffic speed (by using traffic calming methods) and improves the environment for pedestrian and cyclists.

The condition and character of the street have also been further factor considered by the design team, there is inadequate space for a segregated cycle lane whilst maintaining two-way traffic flow on Temple Street and in addition the scheme design takes opportunities to further reduce traffic speeds.

Current improvements being delivered in Spring 2023 (Phase 2A and B), are focused on pavement enhancements to the west side in natural stone and new street furniture including cycle parking. Subsequent phases have been designed to technical design (RIBA Stage 4) but will require additional grant funding to be secured before they can be delivered. Designs may also need to be reviewed for subsequent phases to ensure they align with the latest government legislation.