

WINCHESTER TOWN FORUM

11 MARCH 2015

WINCHESTER TOWN ACCESS PLAN UPDATE

REPORT OF ASSISTANT DIRECTOR (BUILT ENVIRONMENT)

Contact Officer: Simon Finch Tel No: 01962 848271

RECENT REFERENCES:

WTF82 – Winchester Access Plan – 22 November 2006

WTF94 – Winchester Town Access Plan – 10 July 2007

EXECUTIVE SUMMARY:

The Winchester Town Access Plan (WTAP) was adopted by both the County and City Councils in 2011. This report updates the Town Forum on the background and development of the document and provides an update of the progress made in relation to the implementation of the 2 Action Plan set out in the WTAP.

RECOMMENDATIONS:

- 1 That the report be noted.

## WINCHESTER TOWN FORUM

11 MARCH 2015

### WINCHESTER TOWN ACCESS PLAN UPDATE

#### REPORT OF ASSISTANT DIRECTOR (ENVIRONMENT)

#### DETAIL:

##### 1 Introduction

- 1.1 Town Access Plans were originally presented as a policy tool in Hampshire County Council's Second Local Transport Plan (LTP). They remain an important mechanism in the LTP3 for helping to secure and prioritise transport improvements at the local level. The Winchester Town Access Plan (WTAP) was adopted by both the County and City Councils in 2011.
- 1.2 The third LTP (2011-31) gives a high level strategic vision for transport in Hampshire and provides the context for the delivery of more detailed transport policies.
- 1.3 Since the development of the WTAP the County Council has developed a 'District Statement', which now covers the whole district, encompassing the TAP and non-TAP areas. District Statements encompass the TAPs but also address the lack of detailed local transport policy outside of the TAP areas.
- 1.4 The development of the WTAP has enabled Hampshire County Council's and Winchester City Council's Development Planning Teams to utilise the measures contained within the Action Plans to help support negotiations with developers seeking planning permission in order to secure transportation contributions for infrastructure improvements designed to mitigate the effects of their proposals. This system has now been replaced by Community Infrastructure levy (April 2014).
- 1.5 The WTAP covers the (contiguous built up area of) the six wards of St Luke, St Paul, St Bartholomew, St John And All Saints, St Michael and St Barnabas together with Oliver's Battery, Badger Farm and Harestock. In order to allow the WTAP to focus on localised issues and improving access to key destinations within the town, it does not extend to the surrounding villages.
- 1.6 The WTAP has therefore been developed to identify the barriers to access for walking and cycling, traffic, and public and community transport. It includes two Action Plans. One identifies current priorities and the other longer term objectives).

1.7 The four key Aims of the WTAP are:

- To ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable.
- To lead a transition to cycling, walking, public transport and low-carbon modes of travel including low emission private and commercial vehicles.
- To reduce the negative effects of transport related carbon emissions on all neighbourhoods including the town's historic environment, particularly in relation to air quality and the safety of pedestrians and cyclists
- To enhance the social and cultural wellbeing of Winchester by providing access for all.

In order to achieve the Aims of the Access Plan action is required in key areas. These are identified as eight strategic priorities;

- (a) Promote self-sufficient communities and self-containment to reduce the need to travel by car;
- (b) Improve the local cycling and walking experience for functional and leisure trips (through education and infrastructure);
- (c) Provide carefully planned car parking to meet economic need;
- (d) Reduce the negative impact of transport related carbon emissions on all neighbourhoods;
- (e) Promote the delivery of 'A high-quality public realm that is available to all users' where this is appropriate;
- (f) Promote the purchase and use of low-emission vehicles;
- (g) Invest for maximum benefit from public transport; and
- (h) Use new development as an opportunity to set standards that support the Access Plan.

1.8 The identification of schemes, presented in the Action Plan attached to the WTAP, has been undertaken in conjunction with local Members and stakeholders. Local groups in Winchester with an interest in access, mobility, transport, and the quality of the environment, were invited to participate in a workshop to discuss issues for inclusion in the WTAP and their potential solutions. The measures identified in the Action Plans were principally informed by a series of Community Street Audits and Stakeholder Workshops. The WTAP also reflects some of the key points highlighted in the Winchester Movement and Access Plan and the Recent Winchester Blue-Print LDF process transport comments. The measures also support national objectives as outlined in the recent White Paper 'Delivering a Sustainable Transport System'.

1.9 An updated version of the Action Plan is attached as an appendix to this report showing how progress has been made on a considerable number of actions. It is considered that despite the financial constraints over the years since the WTAP and associated Action Plan was adopted that a significant number of schemes, initiatives and actions have been delivered.

## OTHER CONSIDERATIONS:

### 2 COMMUNITY STRATEGY AND PORTFOLIO PLANS (RELEVANCE TO):

- 2.1 The WTAP helps to deliver objectives in relation to safer and more inclusive communities a high quality environment and healthy communities.

### 3 RESOURCE IMPLICATIONS:

- 3.1 None specifically proposed for the Town Forum but continuing implementation of the WTAP requires financial and other support from bodies such Hampshire County Council, as the highway and transport authority, and City Council itself.

### 4 RISK MANAGEMENT ISSUES

- 4.1 None

## BACKGROUND DOCUMENTS:

Winchester Town Access Plan – Adopted July 2011

## APPENDICES:

Appendix A - Winchester Town Access Plan – Action Plan Updated February 2015

Priority A Promote self-sufficient communities and self-containment containment to reduce the need to travel by car

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPA.01	Personalised travel planning	Investigate opportunities to fund and run personalised journey planning projects.	Commencing delivery of Workplace PTP advice to staff within Romsey Road TPN employers in September 2012	LSTF	Short Term	<b>SCHEME ONGOING</b> - HCC led initiative - The aim is to expand the travel plan network to cover more employers, whose staff will then be eligible for PTP. Supporting some employers in Winnall offering targeted travel planning advice and support. This is focussing on car sharing, cycling and flexible working approaches e.g. teleconferencing.
APPA.02	Travel to School and colleges	To engage with schools and colleges in the centre of Winchester through the Hampshire Sustainable Travel Towns initiative to promote and enable sustainable travel, and support schemes that come out of their travel plan reviews. Continue to work with schools to achieve their level 4 status.	Nine schools and one college signed up to project (as at August 2012)	DfT Local Sustainable Transport Fund is funding the project supported by HCC (Safer Routes to School funding) or WCC to implement measures.	Short to medium	<b>SCHEME ONGOING</b> - DfT funding available until March 2015. HCC investigating alternative funding streams to maintain a service beyond 2015.
APPA.02	Travel to School	All schools in Winchester Town to have a level 4 School Travel Plan	Not all schools to level 3 yet. Plans approved by March 2010 will be eligible for a grant	HCC (safe routes to school funding) or WCC to implement measures.	Short to medium	HCC School Travel Plan Advisor resources dependent upon a Government Bursary Scheme.

			from DCSF			
APPA.03	Travel to Work and Study	Develop travel plans with Romsey Road employers and Winnall businesses	In March 2012, using LSTF funding, a Romsey Road Travel Plan Network (TPN) was set up, comprising the Hospital, University and Prison. We have undertaken staff surveys at all three sites.	LSTF	Short term	<b>SCHEME ONGOING</b> - Over the life of LSTF project, the aim is to expand the TPN to cover more employers. A Cycle to Work Challenge for staff of three Romsey Road employers took place during May/ June 2012. There were 54 participants in the six-week challenge, who were able to borrow a bike and equipment and cycle to work. Bike rides and adult cycle training is being offered, and car-sharing promotions are planned for National Liftshare Week in October.

**Priority B Improve local cycling and walking infrastructure for functional trips**

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments/ Scheme Update
APPB.01	Poor paving conditions	High St refurbishment	<b>SCHEME COMPLETED</b>	HCC/WCC Capital Programme	Short Term	<b>SCHEME COMPLETED</b>
APPB.02		The Square Market Lane refurbishment	<b>SCHEME COMPLETED</b>	HCC/WCC Capital Programme	Medium Term	<b>SCHEME COMPLETED</b>
		Great Minster St refurbishment	<b>SCHEME COMPLETED</b>	HCC/WCC Capital Programme	Short Term	<b>SCHEME COMPLETED</b>

APPB.03	Poor condition of paving on footways. Damage by pavement parking and overrunning by vehicles in narrow streets	Programme of replacement works	Ongoing	HCC maintenance programmes	Uncertain	Programmed footway maintenance schemes Are: St Swithuns St, Parchment St, Sparkford Road, (Stanmore) and Coppice Close (Teg Down).
APPB.04	Poor road and footway reinstatement by utility companies	Better inspection and performance of contractors	Ongoing	HCC/ utility companies		<b>SCHEME ONGOING -</b>
APPB.05	Narrow footways	Traffic Management Strategy and Shared space schemes <ul style="list-style-type: none"> <li>Narrow footway outside Pond Cottage on Stockbridge Road</li> </ul>	See Traffic Management strategy			<b>SCHEME COMPLETED-</b> Construction in January 2011.
APPB.06		Romsey Road Rail Bridge study	Study is programmed			Await feedback from SG/ JS
APPB.07	Improving walking routes into and around town	St James' Lane to Airlie Road footpath	<b>SCHEME COMPLETED.</b> <b>Scheme identified through Public and Member consultation as one of the Top 8 Priorities for</b>	WCC/HCC community street lighting budget  University of Winchester	Short term	<b>SCHEME COMPLETED</b>

			<b>progression.</b>			
APPB.08		Black Path, Winnall footpath upgrade (Winnall to Alresford Road)	Feasibility study to be programmed.	HCC/WCC	Short to Medium term	Scheme is on HCC's Transport Statement no:WCC0167 awaiting feasibility and funding.
APPB.09		Black Path. Make into cycle way	<b>SCHEME COMPLETED</b>	Section 106	Medium term	<b>SCHEME COMPLETED</b>
APPB.10	Pedestrian Signing in town is outdated and in need of review	Review and replace signing	<b>SCHEME COMPLETED.</b> Signs will be replaced as part of High Street works and throughout wider Town area.	WCC/HCC	Short term	<b>SCHEME COMPLETED</b>
APPB.10	Further enhancements to the pedestrian way finding signage required.	Pedestrian way finding improvements including legible cities maps	Scheme to be progressed as part of the LSTF.	WCC/HCC	Short Term	<b>SCHEME COMPLETED</b> Wayfinding totems were installed in 2014. Extra fingerpost signs are to be installed in Spring 2015.
APPB.11	Poor pedestrian route from Railway Station to town centre	Sign new route	Included as part of signing review/ LSTF legible cities.	WCC	Short term	WinACC have identified pedestrian route option for consideration alongside development of Winchester Station Travel Plan,
APPB.12	Access to and visibility of Shopmobility	Include better signing as part of the pedestrian signing review	Included in signing review	WCC	Short term	<b>SCHEME COMPLETED</b>



APPB.13		Review signing in The Brooks Centre to shopmobility	To be requested	WCC	Short term	<b>SCHEME COMPLETED</b>
APPB.14	Enhancement of cycle provision on transport corridors into the Town centre	St Johns Street contra flow	TRO already started. Approval for contra flow needed	WCC/HCC	Short term with approval	Scheme not to progress following further investigations and parking and safety issues.
APPB.15	Provision of cycle parking at destinations across the town centre	Identify where cycle parking is needed and provide.	Funding available to support provision of Sheffield stands in non-town centre locations where demand exceeds supply of parking in all six LSTF towns.	LSTF/WCC/HCC	Short term	<b>INITIAL SCHEME COMPLETED and ONGOING</b> LSTF funding has delivered a new secure compound at the railway station . Any requests for additional cycle parking at non town centre locations should be sent in the first instance to colin.carre@hants.gov.uk, who is co-ordinating requests.
APPB.16	Maintain and develop the 'Bikeabout' scheme	Work with WACA and TIC to maintain and extend the scheme.	Bikeabout now re launched and improved	LSTF/WCC/HCC/WACA/TIC	Short term	<b>SCHEME COMPLETED</b> Following award of £15k from LSTF project, Bikeabout was relaunched in June 2012, with 10 new bikes, which are available on half day or full day hires.
APPB.17	Improve crossing facilities for pedestrians	Improve current crossing arrangements at Battery Hill.	To be reviewed	WCC/HCC	Short Term	Scheme reviewed and no further action required.
APPB18	Improve	Andover Road	Survey (PV2) already	HCC	Short	<b>SCHEME COMPLETED</b>

	Crossing Facilities.	(B3420) near the Osborne School. Replace existing crossing with a controlled crossing (Puffin)	carried out. Survey confirms need for controlled crossing. Scheme added to Top Priorities list	Scheme identified through Member consultation and survey result as one of the Top 8 Priorities for progression.	Term	
--	----------------------	--	--	---	------	--

### Priority C Provide carefully planned car parking to meet economic need

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPC.01	Traffic movements through and into the centre of the City including unnecessary cross town traffic	Further develop parking charge strategy to encourage long stay parking in Park and Ride sites and peripheral car parks.	A report to WCC's Cabinet in November 2011 reflected the agreed "three-ring" approach set out in the adopted WTAP.	WCC	Short to medium	<b>SCHEME COMPLETED</b>
APPC.02		Continue to review parking stock and location, and explore opportunities to reduce long stay provision in the centre.	Recent reductions at Jewry Street, Ashburton Court (Tower St) and Middle Brook Street car parks Ongoing further review	WCC/employers	Short to long term	<b>SCHEME ONGOING</b> The city council continues to review the balance between the economic need for central parking availability and the environmental benefits of displacing parking to the outer areas. The approach is set out in the Car Parking Strategy adopted January 2014.
APPC.03		Develop a pricing and signing strategy to provide a ring of car parks around the town centre and encourage /provide suitable parking near key destinations	First phase introduce in 2009. Further review underway. A further review resulted in price changes implemented in early 2012	WCC	Short term	<b>SCHEME COMPLETED</b> Changes to the parking pricing agreed by WCC's Cabinet reflected the agreed strategy adopted in the WTAP.

APPC.04	Long term parking in the Town Centre	Provide coach parking at St Catherine's Park & Ride site.	Programmed for 2011/12	WCC	Medium term	Would requires change in planning approval conditions.
---------	--------------------------------------	---	------------------------	-----	-------------	--

**Priority D Reduce the negative impact of transport related carbon emissions on all neighbourhoods**

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPD.01	Reduce the need to park on the pavement.	Traffic Regulation Orders	Ongoing review and implementation measures	Annual programme but limited resources		<b>SCHEME COMPLETED</b> 2011/12 TRO programme included delivery of a residential parking stock review and implementation of parking controls on WCC Housing Estates.
APPD.02		Police enforcement	Ongoing liaison and enforcement activities	Limited resources		<b>ON-GOING</b>
APPD.03	Residents parking and management provision	Continue to review the need to extend the scheme and restrictions/management measures deployed.	Under consideration/discussion	WCC	Shor term	<b>SCHEME ONGOING</b> Recent reviews in Winnall, Highcliffe and Stanmore areas and associated new restrictions.
		Review of residents parking scheme and policies.	Undertake review in 2010/11	WCC	Short term	<b>SCHEME COMPLETED</b> Modification of management and administration of scheme following resident association meeting in order to make scheme work better for residents.
APPD.04	Excessive vehicle speeds	Investigate / trial a Town wide 20mph scheme. This will consist of a	<b>Scheme identified through Public and Member consultation</b>	HCC/WCC/Town Forum	Short term	<b>SCHEME COMPLETED</b> Pilot 20mph implemented at The Square followed by

		central 20mph zone and separate neighbourhood zones covering the Town.	<b>as one of the Top 8 Priorities for progression</b>			City Centre 20mph scheme. 20mph now permanently implemented in the City Centre, Highcliffe, Winnall and Stanmore.
APPD.05	Assess potential impact of a range of Traffic management options	Undertake a Road Network and Traffic Management Stage 2 study	Stage 2 to be progressed in 2012/13.	HCC	Short term	Study to build on Stage 1 report delivered in January 2009 and to assess a range of scenarios. Feasibility study for Stage 2 completed in 2013. Detailed design not completed.

### Priority E Promote shared space where this is appropriate

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPE.01	Segregation/ domination of certain commercial/shopping areas by traffic	Review traffic access and delivery arrangements in The Square and Great Minster Street	Interim experimental scheme in place. Further review needed in advance of refurbishment scheme of The Square.	HCC/WCC	Short term	<b>SCHEME COMPLETED</b> A permanent width limit and access only traffic orders are now in place.

### Priority F Promote the purchase and use of low emission vehicles

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPF.01	Securing use of more environmentally friendly vehicles	Provide electric charge points in the City.	5 points now available at the South Winchester Park and Ride	HCC/WCC/Developers	Short to medium term	<b>SCHEME ONGOING</b> Ongoing implementation of short and long term charge points in WCC car parks

APPF.02		Pricing incentives in relation to car park charges	Discounts are already in place for season tickets and residents permits	WCC	Medium	<b>SCHEME COMPLETED</b> Complete – incentives reviewed and updated,
---------	--	--	---	-----	--------	--

Priority G Invest for maximum benefit from public transport						
Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPG.01	Delays to buses from South of Winchester P&R	Romsey Road/Kings Road, Chilbolton Avenue/Romsey Road. Bus priority measures on Romsey Road.	Part of the Park and Ride scheme	HCC Capital Programme	Short	<b>SCHEME COMPLETED</b> – trial light control on Chilbolton Ave made permanent
APPG.02	Delays to Buses	Junction of Oliver's Battery Road/Badger Farm Road. Bus priority				Scheme is on HCC's Transport Statement no: WCC0194 awaiting feasibility and funding.
APPG.03		Stockbridge Road/City Road. Adjust traffic signals and bus priority.				Carfax Junction – Changes would be instigated by the ITS team at HCC.
APPG.04		Railway Station Travel Plan	Work to develop a Station Travel Plan, supported by LSTF funding is programmed for delivery in 2013/14	LSTF	Short	<b>SCHEME COMPLETED</b> - Station Travel Plan now adopted - it focuses on access to the station by commuters who then make onward travel by train.

### Priority H Use new development as an opportunity to set new standards that support the aims and priorities of the Access Plan

Ref	Issue	Measure/Scheme	Status	Funding	Delivery	Comments
APPH.01	Innovation in design of new developments	Applying Manual for Streets principles e.g., car parking, home deliveries, shared space principles (high quality public realm that is available to all users) and live-work units	Ongoing	WCC/HCC/Developers		This approach is important for all types and sizes of developments and forms part of good urban design which is applied to all developments within the city where feasible.

### Longer Term Requirements

#### Priority A Promote self-sufficient communities and self containment to reduce the need to travel by car

Ref	Issue	Measure/Scheme	Status	Funding	Comments

#### Priority B Improve local cycling and walking infrastructure for functional trips

Ref	Issue	Measure/Scheme	Status	Funding	Comments
PBLT.01	Poor condition of paving on footways. Damage by pavement parking and overrunning by vehicles in narrow streets	Trials of different materials in key problem areas	To be determined	HCC	<b>ON-GOING</b> - HCC reviewed use of materials and now using tegular blocks in areas prone to vehicular over run. Examples College St, Parchment St

PBLT.02	Improving cycling routes into and around town	Create a new route from South Winchester Park & Ride site	Part of National Cycle Network 23 Scheme considerations	HCC/Sustrans	<b>SCHEME COMPLETED</b> - Viaduct Way created a new route from South Winchester Park & Ride site
PBLT.03	Improved pedestrian crossing facilities	Andover Road rail bridge. Parallel pedestrian and cycle bridge.			Subject to land availability. Andover Road corridor study in relation to Barton Farm will look at sustainable links to and from Andover Road and Barton Farm.
PBLT.04		Romsey Road near St James' Lane / Clifton Terrace			Crossing near junction therefore further investigation needed on options and impacts to local parking and residents
PBLT.05		St Cross Road	Pedestrian phase/extra time. St Cross / Stanmore Lane signals Additional uncontrolled crossing points along St Cross Road	HCC LTP	<b>SCHEME COMPLETED.</b>
PBLT.06		Chilbolton Avenue / Stockbridge Road Junction	Pedestrian Crossing	Developer Contributions	<b>SCHEME COMPLETED – zebra crossing installed</b>
PBLT.06		Stoney Lane, Weeke	Pedestrian Crossing	Developer contributions	<b>SCHEME UNDERWAY FEBRUARY 2015 – zebra crossing installation.</b>
PBLT. 07	Enhancement of cycle provision on transport corridors into the Town centre	Durrgate to North Walls to link Easton Lane to the leisure centre		To be identified	Scheme is on HCC's Transport Statement no: WCC0163 awaiting feasibility and funding.
PBLT.08	<b>Scheme identified through Public and Member consultation as one of the Top 8 Priorities for</b>	St Clement Street from Southgate Street to Trafalgar Street. Contra flow cycling to avoid congested route.	Will be considered in the Road Network and Traffic management Stage 2 Study - Approval for contra flow needed	WCC/HCC	Scheme is on HCC's Transport Statement no: WCC0159 awaiting feasibility and funding.
PBLT.09		Jewry Street from City Road to Tower Street. Provide contra flow	Will be considered in the Road Network and Traffic Management Stage 2 study - Approval	To be identified	Difficult, as limited carriageway and footway widths. Conflict with vehicles and pedestrians



	<b>progression.</b> One Cycle Contra- Flow to be to be studied and implemented as a priority.	along this short section.	for contra flow needed.		
PBLT.10		Easton Lane between Nickel Close and Erasmus Park. Provide uphill cycle lane on road or upgrade footway to shared use.		To be identified	Scheme is on HCC's Transport Statement no: WCC0165 awaiting feasibility and funding.
PBLT.11		Easton Lane between Erasmus Park and Tesco's roundabout. Provide crossing and upgrade short section of footway on the east side for shared use.			Scheme is on HCC's Transport Statement no: WCC0165 awaiting feasibility and funding.
PBLT.12		Junction of Oliver's Battery Road North and South and Badger Farm Road. Signalise the junction. Pedestrian and cycle benefits.		To be identified	Scheme is on HCC's Transport Statement no: WCC0169 awaiting feasibility and funding.
PBLT.13		Track from Andover Road across Barton Farm to Courtenay Road. Currently a farmer's field but claim for public rights is being considered.	Considered as part of the Barton Farm development	Barton farm development.	To be secured through Barton farm phase 1 development now approved.
PBLT.14		Andover Road between Park Road and Well House Lane. Consider upgrading existing footway on east side for shared use. Also link to possible development of Barton Farm		To be identified	Supplement width requirement. Barton Farm development
PBLT.15		Path that links Westley Close with junction of Stockbridge Road and	Also link scheme to possible junction improvements on	To be identified	Scheme is on HCC's Transport Statement no: WCC0172 awaiting feasibility and funding.

		Chilbolton Avenue. Improve route and obtain cycle permission.	Chilbolton Ave / Stockbridge Road junction		
PBLT.16		Lower Brook Street between North Walls and Cossack Lane. Allow cycles to enter Lower Brook Street.	Change TRO from 'No Entry' to 'No Motor vehicles'	WCC/HCC	<b>SCHEME COMPLETED</b>
PBLT.17		Kings Head Yard. Contra flow to access the Town	Contra flow opportunities to be considered in the 'Road Network and Traffic Management Stage 2 Study' -Approval for contra flow needed	WCC/HCC	<b>SCHEME COMPLETED</b>
PBLT.18		Great Minster Street contra flow	Contra flow opportunities to be considered in the 'Road Network and Traffic Management Stage 2 Study' Approval needed	WCC/HCC	Scheme is on HCC's Transport Statement no: WCC0177 awaiting feasibility and funding.
PBLT.19		Cossack Lane contra flow	Contra flow opportunities to be considered in the 'Road Network and Traffic Management Stage 2 Study' Approval for contra flow needed	WCC/HCC	Scheme is on HCC's Transport Statement no: WCC0192 awaiting feasibility and funding.
PBLT.20		Kings Worthy to Winnall on A33/A34	HCC already in talks with Enterprise Mouchel (HA consultant)	To be identified	Scheme is on HCC's Transport Statement no: WCC0178 awaiting feasibility and funding.

PBLT.21		Sarum Road between Chilbolton Avenue and Kilham Lane. Widen footway on south side for shared use.		To be identified	Will provide footway for students of King School. Scheme is on HCC's Transport Statement no: WCC0174 awaiting feasibility and funding.
PBLT.22	Completion of missing cycle links between existing cycle provision	National Cycle Network Route 23. Secure link, Winnall to Town centre; Town Centre to Hockley	Feasibility reports are being developed and progress is being made to complete the NCN 23. <b>Stage 2 of NCN23 link through Winchester (City Centre to South Winchester Park &amp; Ride site) has been identified through Public and Member consultation as one of the Top 8 Priorities for progressions.</b>	To be identified	<b>SCHEME COMPLETED</b>
PBLT.23		Station Road to Upper High Street. Provide facility for contra flow cycling to link the railway station directly with Romsey Road	Approval needed for contra flow. Will be picked up in Stage 2 Traffic Management Study	To be identified	Would need engineering if contra flow was provided as a shared use path. Could be part of the Station Approach works. Scheme is on HCC's Transport Statement no: WCC0193 awaiting feasibility and funding.
PBLT.24		Alresford Road. Make existing footway shared use to provide cycle access from City to INTECH.		To be identified	Scheme is on HCC's Transport Statement no: WCC0180 awaiting feasibility and funding.
PBLT.25	Improve pedestrian facilities	Park Road Railway Bridge Winchester	Identified as an issue but limited funds to progress	Developer Contributions sought through	Aspiration to improve but significant technical and physical challenges to overcome. Issues over value for money. Scheme is on HCC's

				TCL list	Transport Statement no: WCC0125 awaiting feasibility and funding.
<b>Priority C Provide carefully planned car parking to meet economic need</b>					
<b>Ref</b>	<b>Issue</b>	<b>Measure/Scheme</b>	<b>Status</b>	<b>Funding</b>	<b>Comments</b>
<b>Priority D Reduce the negative impact of transport related carbon emissions on all neighbourhood</b>					
<b>Ref</b>	<b>Issue</b>	<b>Measure/Scheme</b>	<b>Status</b>	<b>Funding</b>	<b>Comments</b>
PDLT.01	Seek to reduce congestion on Easton Lane	Junction improvements and signal phasing review on Easton Lane at the M3 intersection and Tesco's roundabout	Study to be commissioned looking at potential junction improvements to improve flow of traffic.  <b>Scheme identified through Public and Member consultation as one of the Top 8 Priorities for progressions.</b>	HCC	<b>SCHEME COMPLETED</b>
<b>Priority E Promote shared space where this is appropriate</b>					
<b>Ref</b>	<b>Issue</b>	<b>Measure/Scheme</b>	<b>Status</b>	<b>Funding</b>	<b>Comments</b>
PELT.01	Traffic movements through and into the centre of the City including unnecessary cross town traffic	Seek to adapt St George's Street to enhance the area and reduce dominance of traffic and to reduce capacity for vehicles or adopt shared space	Part of Silver Hill redevelopment considerations	HCC	Scheme is on HCC's Transport Statement no: WCC0146 awaiting feasibility and funding.

		concept.			
PELT.02	Segregation / domination of certain commercial / shopping areas by traffic	Adaptation of St George's Street to enhance the area and reduce dominance of vehicles	Initial scheme concept only	WCC/HCC	Scheme is on HCC's Transport Statement no: WCC0146 awaiting feasibility and funding.
PELT.03	Impact of one-way system and traffic movements on pedestrians, vehicle speeds and cyclists	Further consider role of 'high quality public realms that are available to all users' on St George's Street, Bridge Street area and Jewry Place. Stage 2 Road Network and Traffic Management Study will review impact of one-way system on a number of factors and how changes may affect these.	Initial design concepts only	HCC/WCC	Scheme is on HCC's Transport Statement no: WCC0146 awaiting feasibility and funding. Discussions have taken place in 2015 between the relevant Portfolio Holders and officers of WCC and HCC regarding progress on the options for the one-way system WCC officers are currently awaiting a response from HCC.

#### Priority F Promote the purchase and use of low emission vehicles

Ref	Issue	Measure/Scheme	Status	Funding	Comments
PFLT.01	Car Ownership	Investigate the reintroduction of a car club for Winchester	Being considered as part of the Silver Hill redevelopment.	WCC/Developers	The need and /or otherwise for a new car club will again need to be addressed in relation to the planned Silver Hill development.

#### Priority G Invest for maximum benefit from public transport

Ref	Issue	Measure/Scheme	Status	Funding	Comments
PGLT.01	Bus station position and condition	New bus station as part of the Silver Hill development	Planning approval granted	Developer Funded	The need and /or otherwise for a new bus station or an alternative form of provision will again need to be addressed in relation to the planned Silverhill development.

PGLT.02	Delays to Buses	St George's Street – loading restrictions			Would requires changes in traffic orders. Surveys in 2011 showed loading vehicles were not in position long. Needs to be considered in conjunction with traffic light signals.
PGLT.03		Winnall Manor Road/Easton Lane junction. Bus priority	<b>Scheme identified through Public and Member consultation as one of the Top 8 Priorities for progressions. Linked to PDLT.01</b>		Scheme is on HCC's Transport Statement no: WCC0197 awaiting feasibility and funding.
PGLT.04		Badger Farm Road. Delays from Sainsbury's roundabout to the Pitt roundabout. Bus Priority.			Subject to review of existing measures.
PGLT.05		Delays to buses on Hursley Road approach to Pitt roundabout.	Bus priority lane		Subject to review of existing measures.
PGLT.06		Delays to buses at Bushfield roundabout from Otterbourne	Bus priority lane		Subject to review of existing measures. Traffic signals would need to be considered around Bushfield Roundabout.
PGLT.07		No Park & Ride provision to the north of the city	Provide Park and Ride	Being considered in relation to possible development at Barton Farm.	
PGLT.08	Enhanced quality bus partnership providing access from the north of the city.	New bus quality partnership	Being considered in relation to possible development at Barton Farm.	HCC with funding from Barton farm s106 agreement	Bus services to be enhanced as part of the improvements delivered by the Barton farm development. Work on site expected to start summer 2015.
PGLT.09	Delays to buses by				Subject to review of existing

	The Brooks and entering St George's Street				measures. Need to be addressed in relation to the planned Silver Hill development.
PGLT.10	Quality of bus interchanges	Various			See HCC audit
PGLT.11	Access to the Railway Station. Lack of car parking.	Extend evening services. Enhance cycle parking			<b>SCHEME COMPLETED</b> Additional car and cycle parking provided at the station
PGLT.12	Lack of joint ticketing between bus operators	Provide a joint ticket that can be used on all buses			<b>SCHEME COMPLETED</b> – Solent Go Travel Card covers Winchester
PGLT.13	Real Time Passenger Information – Not comprehensive across the city	Extend Real Time Passenger Information			<b>SCHEME ONGOING</b>
PGLT.14	Bus drop off at Railway Station is not directly outside booking hall	Investigate relocating bus stops nearer to ticketing hall			Part of Station Road is still not adopted. Reviewed and no further action required. Changes may occur under Station Approach project.

**Priority H Use new development as an opportunity to set new standards that support the aims and priorities of the Access Plan**

Ref	Issue	Measure/Scheme	Status	Funding	Comments
N/A					