

CABINET

17 June 2009

DEVELOPMENT FUNDED LOCAL TRANSPORT SCHEMES

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

Contact Officer: Andy Hickman/Dan Massey Tel No: 01962 848534

RECENT REFERENCES:

CAB1649 - Transport Contributions, 26<sup>th</sup> March 2008

EXECUTIVE SUMMARY:

This report asks Cabinet to approve a schedule of schemes to improve local transport infrastructure for which it would be reasonable to seek contributions from development proposals in accordance with Circular 05/05 and the terms of the Hampshire County Council transport contributions policy adopted by the City Council in April 2008. The amount of the contributions to be sought will be calculated by reference to the tariff produced by Hampshire County Council. Contributions will only be sought where there is a requirement to mitigate the impact of the development on the transport infrastructure. The City Council will require that any contributions obtained will only be spent by the County Council on the specific scheme detailed in the relevant planning report and this will be monitored by the Head of Access and Infrastructure.

The list has been formulated following a consultation with Councillors and Town and Parish Councils. Not all suggested schemes have been included at this stage as some are still being assessed in relation to their feasibility and to see if they would help to deliver agreed strategies and objectives. It is recommended that the list can be added to once such assessments have been made under the proposed delegation set out in recommendation 3 below. The list will also be considered by Cabinet (Traffic and Parking) Committee on an annual basis.

RECOMMENDATIONS:

- 1 That the process to adopt and maintain a list of Local Transport Schemes funded from Transport Contributions be agreed and used for assessing and determining the need for transport contributions from new development.
- 2 That the current draft list of Development Funded Local Transport Schemes at Appendix 1 be approved.
- 3 That the Head of Access and Infrastructure be authorised, in consultation with the Portfolio Holder for Planning and Access, to agree the programme of Local Transport Schemes with the County Council and subsequently to maintain the list of schemes and to add any suitable schemes that come forward in the future.
- 4 That an annual report be brought to the Cabinet (Traffic and Parking Committee) to review the list of Local Transport Schemes and the operation of the system.
- 5 That the following be added to the terms of reference of the Cabinet (Traffic and Parking) Committee in Part 3 Section 2.1.1 (c) of the Constitution:  
  
“to approve the list of local transport schemes to improve local transport infrastructure for which it would be reasonable to seek contributions from development proposals.”

## CABINET

17 June 2009

### DEVELOPMENT FUNDED LOCAL TRANSPORT SCHEMES

#### REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

#### DETAIL:

##### 1 Introduction

- 1.1 The City Council adopted the County Council's new policy for determining and collecting transport contributions to mitigate the impact of new development from the 1 April 2008. This policy is a tariff based approach which is designed to ensure that all development which has an impact on the transport infrastructure makes a contribution towards mitigation even if that impact is only incremental. Policy DP.9 of the Winchester District Local Plan requires development to provide the necessary social and physical infrastructure and states that reasonable and equitable financial contributions may be accepted in lieu of actual provision. The transport contributions policy is a material planning consideration taken into account when dealing with planning applications, and the policy, and the supporting methodology behind it, will be used to justify the financial contributions sought under DP.9
- 1.2 However, over the last few months a number of appeal decisions, both locally and nationally, have raised questions about the operation of such tariff based policies. This has led to detailed discussions with the County Council about how to operate the policy in a way which is both lawful and practical. Planning Inspectors' decisions have made clear that in order to justify seeking a contribution, even when derived from a tariff, it is necessary to identify specific schemes which will be funded, in whole or in part, by the particular contribution. For the most part these would be very local, but may be more distant if there is a direct correlation between new development and, say, additional loading on a main road junction or roundabout. A general list or menu of the type currently put forward by the County Council is not sufficient to justify a contribution in accordance with the requirements of Circular 05/05 which sets out the Government's position on planning contributions.
- 1.3 To remedy the position City Council and County Council officers have been developing a schedule of specific locally identified traffic and transport measures/ schemes benefiting particular communities for which contributions could be collected. These are measures which are already deemed necessary but on which new development places an additional burden of urgency or demand. Being able to implement these schemes will be necessary to mitigate the impact of that development but may not be fully funded by a particular development, hence a contribution will be sought towards them. All Parish/ Town Councils and Ward Councillors have been

consulted and asked to submit candidate schemes. All suitable suggested schemes have been included in the draft schedule attached as Appendix 1 to this report. Some suggested schemes have not been included at this stage as they are still being assessed in terms of their feasibility and their contribution to helping to deliver agreed strategies and objectives. Once this work has been completed suitable schemes will be added to the list. These schemes are mainly within the parished areas and are over and above existing programmes published by the County Council. The Winchester Town Access Plan will provide the basis on which schemes to mitigate the impact of development in the Town Wards are approved once it is finalised during 2009. An audit is also being undertaken within Winchester Town in relation to access issues particularly for the disabled and this may also highlight potential schemes. In addition there is already an agreed list of cycling schemes and improvements within Winchester Town produced by the Winchester Cycling Group and agreed by both Hampshire County Council and Winchester City Council some years ago. This is being updated through the Access Plan process and again provides a list of potential schemes for which development contributions could be collected. A further source of potential schemes are School Travel Plans. There are many of these in existence across the District and all schemes are required to have completed plan by the end of 2010. The LSP has identified supporting the implementation of school travel plans as one of its two highest priorities this year and the use of developers contributions, where appropriate, may help to achieve access improvements which would otherwise be much slower to implement.

- 1.4 The schedule in Appendix 1 contains a variety of schemes from minor footway improvements, cycle paths, community and public transport provision and measures, and traffic management measures. Safety schemes are dealt with by dedicated programmes of measures aimed at targeted intervention by the County Council at locations where crashes are occurring on a regular basis. Because it is not logical to consent an application on the basis that part of essential safety measures are funded it is not appropriate to include safety measures in the development contributions schedule. If a particular development would only be acceptable if particular safety measures are implemented then it would be consented only on the basis that those works were paid for by the development.
- 1.5 Circular 05/05 makes clear that contributions can be collected against improvements that have previously been identified but not yet implemented. Schemes are most likely to be implemented where there is a degree of mutual support from all three tiers of local government but there is often no single source of funding sufficient to implement them given the shortfall in public funding for justifiable improvements. Schemes emanating from Village Health Check Plans, as many of those included in the schedule do, will already have a good degree of support and will be founded on a good evidence base.
- 1.6 The schedule will be reviewed annually by officers in consultation with the County Council, parish councils and local Members. An amended schedule

will be approved annually by Cabinet (Traffic and Parking) Committee and updated during the year under delegated powers by the Head of Access and Infrastructure in consultation with the portfolio holder. This is essential to provide a firm basis for justifying contributions. Inclusion in the schedule does not give a guarantee that schemes will actually be delivered. It should be noted that Hampshire County Council has yet to approve the list of schemes but will seek to do so on 25<sup>th</sup> June.

- 1.7 The schedule will be used in the following way. When a planning application is received for development which falls within the definition which might require a transport contribution, the amount of the contribution will be determined using the County Council formula. Officers will then consult the schedule of local schemes to determine whether there is an existing pressure on which the development will have an impact that requires mitigation. If it is believed that there is such an impact then an assessment will be made of whether the calculated contribution can reasonably be sought given the nature and scale of the actual works required in mitigation and the nature of the development, arriving at an amount which will be sought as a condition of the planning consent. The tariff will therefore always be the default position but may be reduced if it is judged that seeking the full amount would be unreasonable in the particular circumstances. For example, the impact of a scheme providing flats for frail elderly people might not justify a full tariff contribution if the only local scheme needing funding relates to footway improvements which would largely improve access to the local school but might justify a full contribution to a new pedestrian crossing adjacent to village shops or doctors surgery.
- 1.8 Having justified the contribution towards a particular scheme it is essential that the money is used for that purpose. It is not acceptable for contributions to sit within a generic pot which might include a specific scheme without any indication of when and how that will be funded. The County Council has therefore agreed that the purpose of each contribution will be formally documented (through the relevant Section 106 agreement or other appropriate means) and the implementation of those schemes monitored by City Council officers and the appropriate HAT. Parish Councils will also be able to receive information about the status of schemes to which development has contributed. This approach will be more transparent than the current system.

## 2 Discussion

- 2.1 The formulation and approval of a schedule of schemes as described above will help to make the transport contributions policy more robust and firmly based in the principles of 05/05. It will not mean that the policy cannot be tested by challenge through the planning process and it is likely that the County Council would have to provide appropriate evidence and support in respect of a reason for refusal based on the Transport Contributions Policy at any appeal. The County has confirmed that it would provide such support to defend the Policy. The formulation and endorsement of a programme of local

transport schemes against which to collect transport contributions provides good evidence to support the requirement.

#### OTHER CONSIDERATIONS:

#### 3 SUSTAINABLE COMMUNITY STRATEGY AND CORPORATE BUSINESS PLAN (RELEVANCE TO

- 3.1 The proposal will help to deliver objectives in relation to safer and more inclusive communities and a high quality environment. As mentioned above, the LSP has identified the achievement of objectives in school travel plans as a high priority and the proposals in the report support this priority specifically.

#### 4 RESOURCE IMPLICATIONS:

- 4.1 The proposal would help to provide resources to deliver transport initiatives in support of the Local Transport Plan, Community Strategy and Winchester Town Access Plan. It is anticipated that it can be taken forward within current staff resource levels subject to clarification of the thresholds which determine which authority deals with different applications through the Agency Agreement with Hampshire County Council. It is expected that this scheme will result in additional funding becoming available for transport investment in the Winchester District.
- 4.2 Applicants will be required to meet the legal costs of dealing with Section 106 obligations which will have to be entered into to secure payment of the contributions, which would allow appropriate legal resources to be provided to implement the Policy through these obligations.

#### 5 RISK MANAGEMENT ISSUES

The proposed revisions to the operation of the Scheme take account of recent appeal decisions elsewhere and provide a reasonable basis for this Council to seek contributions on behalf of the County Council.

#### BACKGROUND DOCUMENTS:

DCLG Circular 05/05.

Hampshire County Council - A New Approach to Calculating Transport Contributions in Hampshire (September 2007)

Transport Contributions Policy, September 2007 (Hampshire County Council).

#### APPENDICES:

Appendix 1: Draft list of Development Funded Local Transport Schemes

## Winchester - List of Local Transport Schemes

Parish	Source of Scheme	Type of Scheme	Outline	Road Safety	Accessibility	Congestion	Air Quality	Contribution to Area	Indicative cost
BADGER FARM	Major Schemes	Park & Ride	<ul style="list-style-type: none"> <li>• Bus Priority Measures</li> <li>• Bus Stops</li> <li>• Real Time Information</li> <li>• Park and Ride site</li> </ul>	x	x	x	x	CH TS	£7m
BISHOP'S WALTHAM	Parish/ Market Town Health Check	Pedestrian / cycle	Pedestrian/ Crossing Point on Corhampton Road to serve footpath to Free Street as identified in Travel Plan	x	x			ST S	£20,000
BISHOP'S WALTHAM	Recreation and Heritage	Pedestrian / cycle	Upgrade old disused railway line linking to Curdridge		x			ST S	£20,000
BISHOP'S WALTHAM	Transport Policy Team East/Parish Meeting	Pedestrian / cycle	Upgrade footpaths in vicinity for improved pedestrian access to schools/ village centre. Plans with Rights of Way.		x			ST S	£50,000
BISHOP'S WALTHAM	Transport Policy Team East/Parish Meeting	Pedestrian / cycle	Enhance pedestrian provision by widening splitter islands on approach to roundabouts	x				ST S	£20,000
BISHOP'S WALTHAM	Transport Policy Team East/Parish Meeting	Pedestrian / cycle	Signalised controlled crossing on the B2177 Winchester Road at Texaco	x	x			ST S	£100,000
BISHOP'S WALTHAM	SRtS	Pedestrian / cycle	Enhance pedestrian crossing points on Coppice Hill	x	x			ST S	£20,000
BISHOP'S WALTHAM	Transport Policy Team East/Passenger Transport/Parish Meeting	Public Transport	Bus stop upgrades/shelters in vicinity.		x			ST S	£20,000
BISHOP'S WALTHAM	SRtS	SRtS/ Pedestrian	Ridgemedde junior school- new pedestrian access at rear of the school	x	x			ST S	£50,000
BOTLEY	Transport Policy Team East/Highways Maintenance East	Pedestrian / cycle	Pedestrian crossing enhancements on Station Hill, between the rail station and caravan park	x	x			CH TS	£30,000
BOTLEY	Major schemes	Highway	Safeguarded land in local plan for Bypass			x		CH TS	£15-30 m
BRAMDEAN & HINTON AMPNER	Passenger Transport	Public Transport Infrastructure	Winchester - Worthy Road - Kings Worthy (Stagecoach "The Spring" towards Springvale, and 64 towards Alresford). Upgrade bus stop facilities on this route <ul style="list-style-type: none"> <li>• 5 new poles required</li> </ul>		x	x	x	CH TS	£3-5,000
CHERITON	Passenger Transport	Public Transport Infrastructure	Alresford - Cheriton - A272 - West Meon (Stagecoach 67 to Petersfield): Upgrade bus stop facilities on this route <ul style="list-style-type: none"> <li>• 6 stops requiring hard standings and raised kerbs</li> <li>• 5 new poles required</li> </ul>		x	x	x	CH TS	£15-20,000
CHERITON	Passenger Transport	Public Transport Infrastructure	Winchester - Worthy Road - Kings Worthy (Stagecoach "The Spring" towards Springvale, and 64 towards Alresford). Upgrade bus stop facilities on this route <ul style="list-style-type: none"> <li>• 4 stops requiring hard standings and raised kerbs</li> </ul>		x	x	x	CH TS	• £10,000
COLDEN COMMON	Passenger Transport	Public Transport Infrastructure	Winchester - Twyford - Colden Common (Stagecoach 69 towards Fareham): Upgrade bus stop facilities on this route <ul style="list-style-type: none"> <li>• 5 stops requiring hard standings and raised kerbs</li> <li>• 5 new poles required</li> </ul>		x	x	x	CH TS	£15,000

COMPTON & SHAWFORD	SRtS	SRtS	Compton All Saints CE Primary- Crossing improvements on Shawford Road	x	x			CH TS	£10,000
COMPTON & SHAWFORD	SRtS	SRtS/ Pedestrian/ cycle	Compton All Saints CE Primary- cycle routes/ paths in the vicinity of the school	x	x	x	x	CH TS	£15-25,000
COMPTON & SHAWFORD	Major Schemes	Park & Ride	<ul style="list-style-type: none"> <li>• Bus Priority Measures</li> <li>• Bus Stops</li> <li>• Real Time Information</li> <li>• Park and Ride site</li> </ul>	x	x	x	x	CH TS	£7m
CORHAMPTON & MEONSTOKE	Parish Council	Pedestrian	A32/Bucks Head Hill Northbound bus stop - provide footway to junction.		x			CH TS	£10, 000
CORHAMPTON & MEONSTOKE	Parish Council	Public Transport	Bus shelters at Junction of A32 and Stocks and Beacon Hill Lanes.		x	x	x	CH TS	£10,000
CORHAMPTON & MEONSTOKE	Parish Council	Public Transport	Replacement bus shelter at A32 and Bucks Head Hill		x	x	x	CH TS	£10,000
CORHAMPTON & MEONSTOKE	SRtS	SRtS/ Pedestrian	Meonstoke CE- Improve school footways	x	x			CH TS	£10,000
CURDRIDGE	Parish Council	Pedestrian / cycle	Upgrade old disused railway line linking to Bishop's Waltham		x			ST S	£20,000
CURDRIDGE	Parish Council	Pedestrian	Continue the footpath from the top of Gordon Road into Lockhams Road to the seat and bus stop.	x	x			ST S	£20,000
CURDRIDGE	Parish Council	Pedestrian	Station Hill - a pedestrian crossing - from Woodview Park (mobile home site) to cross the A334 to the nearby garage/store and to Botley Railway Station.	x				ST S	£30,000
DENMEAD	Transport Policy Team East /Passenger Transport	Passenger Transport	The bus stops on the Denmead loop require new stops/flags with text 4 times and detailed travel information, there is scope also for hard standings to be provided along the outer loop on Forest Rd. Two new bus shelters.		x	x	x	ST S	£45,000
DENMEAD	Transport Policy Team East	pedestrian / cycle	Enhance pedestrian and cycle facilities on Hambledon Road and Southwick Road		x			ST S	£20-30, 000
DENMEAD	SRtS	SRtS/ Traffic Management	Denmead Junior- Traffic calming on Bere Road and Ashling Park	x				ST S	£15,000
DENMEAD	SRtS	SRtS/ Lighting	Denmead Junior School- Provide lighting between Little Corner, Old River and the Greenaway	x	x			ST S	£5,000
DURLEY	Parish Council	Pedestrian / cycle	Shared foot/cycle way from Beech corner garage to Denhams corner roundabout	x	x			ST S	£15, 000
HURSLEY	Parish Council	Junction Improvement	Poles Lane with A3090 Main Road Hursley and Enmill Lane with A3090 at Pitt - junction improvements to enhance road safety for all road users	x				CH TS	£30-50,000
ITCHEN STOKE & OVINGTON	Passenger Transport	Public Transport Infrastructure	Winchester - Alresford Road - A31 - Alresford (Stagecoach x64 to Alton & 67 to Petersfield): Upgrade bus stop facilities on this route <ul style="list-style-type: none"> <li>• 8 new poles required</li> </ul>		x	x	x	CH TS	£4000



ITCHEN VALLEY	Passenger Transport	Public Transport Infrastructure	Winchester - Alresford Road - A31 - Alresford (Stagecoach x64 to Alton & 67 to Petersfield): Upgrade bus stop facilities on this route • 5 stops requiring hard standings and raised kerbs • 8 new poles required		x	x	x	CH TS	£15,000
KINGS WORTHY	City Council	Traffic Management/ Road Safety	Safety enhancements at the Cart and Horses junction (Worthy Lane/ A33) to benefit all road users	x		x		CH TS	£30-50,000
KINGS WORTHY	Transport Policy Team East	Pedestrian / cycle	Kings Worthy Primary School - widen the footpaths to the school		x			CH TS	£15-20,000
KINGS WORTHY	Transport Team	Pedestrian	A33 Burntwood Cottages - footway improvement	x	x			CH TS	£6,000
LITTLETON & HARESTOCK	Parish Council	Pedestrian	Footpath along west side of Harestock Rd in vicinity of Stockbridge Road	x	x			CH TS	£50,000
LITTLETON & HARESTOCK	Parish Council	Junction Improvement	Improvements to both Stockbridge Road and Andover Road junctions with Harestock Road to enhance safe and efficient use.	x		x		CH TS	£100,000
MICHELDEVER	Parish Council	Pedestrian	Footpath from school to Lord Rank Playing Field - Micheldever	x	x			CH TS	£15,000
MICHELDEVER	Transport Policy Team East	Parking	Enhancements to Micheldever Station car park			x	x	CH TS	£20,000
MICHELDEVER	Transport Policy Team East	pedestrian / cycle	Pedestrian and cycle links to Micheldever Station	x	x			CH TS	£25,000
NEW ALRESFORD	Town Council	Cycling	Cycle links from Town centre to NCN 23	x	x	x	x	CH TS	£40-50,000
NEW ALRESFORD	Passenger Transport	Public Transport Infrastructure	Winchester - Alresford Road - A31 - Alresford (Stagecoach x64 to Alton & 67 to Petersfield): Upgrade bus stop facilities on this route • 5 stops requiring hard standings and raised kerbs • 8 new poles required		x	x	x	CH TS	£15,000
NEW ALRESFORD	Passenger Transport	Public Transport Infrastructure	Alresford - Cheriton - A272 - West Meon (Stagecoach 67 to Petersfield): Upgrade bus stop facilities on this route • 6 stops requiring hard standings and raised kerbs • 5 new poles required		x	x	x	CH TS	£15-20,000
NEW ALRESFORD	Transport Policy Team East	Pedestrian / cycle	Grange Road traffic calming and footway widening- issue of mature trees		x			CH TS	£30,000
NEW ALRESFORD	Transport Policy Team East	Pedestrian / cycle	Junction signalisation and pedestrian phasing - Jacklyns Lane/Pound Hill/West St.	x	x			CH TS	£100,000 +
NEW ALRESFORD	Transport Policy Team East	Pedestrian	Sun Lane - pedestrian accessibility improvements over railway bridge	x	x			CH TS	£5,000
NEW ALRESFORD	Parish Council	Pedestrian	FP 15 pedestrian enhancements	x				CH TS	£5,000
OLIVER'S BATTERY	SRtS	SRtS/ Pedestrian	St Peters VA Primary School- New footway on west side of Olivers Battery Road	x	x			CH TS	£20,000
OLIVER'S BATTERY	Major Schemes	Park & Ride	• Bus Priority Measures • Bus Stops • Real Time Information • Park and Ride site	x	x	x	x	CH TS	£7m
OTTERBOURNE	SRtS	SRtS	Otterbourne Primary- Cranborne Drive Cycle Path	x	x	x	x	CH TS	£10,000
OTTERBOURNE	Parish Council	Pedestrian	Widen east side footpath below the Old Forge Restaurant		x			CH TS	£5-10,000

OTTERBOURNE	Transport Policy Team East	Pedestrian / cycle	Uncontrolled crossing point on Otterbourne Road near Shawford Road to improve access to bus stops	x	x			CH TS	£5,000
OTTERBOURNE	SRtS	SRtS/ Pedestrian	Otterbourne Primary- Improved crossing point on Otterbourne Hill	x	x			CH TS	£5,000
OTTERBOURNE	Passenger Transport	Public Transport Infrastructure	Winchester - St Cross Road - Otterbourne (Bluestar 1 towards Southampton): Upgrade bus stop facilities on this route • 4 stops requiring hard standings and raised kerbs • 5 new poles required • Scope for providing 3 new shelters		x	x	x	CH TS	£25,000
SHEDFIELD	Parish Council	Pedestrian	Winchester Road- pedestrian crossing enhancements in vicinity of the Post Office	x	x			ST S	£5,000
SHEDFIELD	SRtS	SRtS/ Pedestrian	St John the Baptist- Footpath from rear of school to park and walk site .	x	x	x	x	ST S	£5-10,000
SHEDFIELD	SRtS	SRtS/ Pedestrian	St John the Baptist- re-siting of school crossing point	x	x			ST S	£5,000
SOUTH WONSTON	Parish Council	Junction Improvement	Safety improvements at junction of West Hill Road opposite eastern end of Downs Road	x				CH TS	£15-20,000
STANMORE	Major Schemes	Park & Ride	• Bus Priority Measures • Bus Stops • Real Time Information • Park and Ride site	x	x	x	x	CH TS	£7m
SWANMORE	Parish Council	Public Transport	New bus shelter in New Road		x	x	x	ST S	£10,000
TWYFORD	Transport Policy Team East	Pedestrian / cycle	Cycle lane on/off road from Hockley Viaduct to Twyford High Street-main commuter link	x	x	x	x	CH TS	£250,000
TWYFORD	Traffic Management East	Pedestrian / cycle	Pedestrian crossing on B3335 High Street to access Bourne Lane for the School.	x	x			CH TS	£10,000
TWYFORD	Traffic Management East	Pedestrian / cycle	Pedestrian crossing improvement at junction near PO. B3335 High Street.	x	x			CH TS	£10,000
TWYFORD	Traffic Management East	Pedestrian / cycle	Park lane, speeding traffic and no footways. Require traffic calming and footway provision	x	x			CH TS	£100,000 +
TWYFORD	Passenger Transport	Public Transport Infrastructure	Winchester - Twyford - Colden Common (Stagecoach 69 towards Fareham): Upgrade bus stop facilities on this route • 2 stops requiring hard standings and raised kerbs • 10 new poles required		x	x	x	CH TS	£10,000
UPHAM	SRtS	SRtS/ Passenger Transport	Upham Primary- Bus turning point	x	x	x	x	CH TS	£5,000
UPHAM	SRtS	SRtS/ Pedestrian	Upham Primary- Improve footways SE of Upham Street and footways from the pond	x	x			CH TS	£10,000
UPHAM	SRtS	SRtS/ Pedestrian	Upham Primary- Provide gates and barriers	x				CH TS	£5,000
WEST MEON	Passenger Transport	Public Transport Infrastructure	Alresford - Cheriton - A272 - West Meon (Stagecoach 67 to Petersfield): Upgrade bus stop facilities on this route • 6 stops requiring hard standings and raised kerbs • 15 new poles required		x	x	x	CH TS	£20,000

WHITELEY	Parish Council	Pedestrian	Completion of missing footpath link from Majoram Way towards Sorrel Drive	x	x	x	x	ST S	£15 - 30,000
WHITELEY	Parish Council	Pedestrian	Footpath on Whiteley Way from the bus stop towards the traffic lights.	x	x	x	x	ST S	£10- 20,000
WICKHAM	Parish/ Market Town Health Check	Pedestrian/ cycling	Pedestrian signing and cycle parking in village centre	x	x			ST S	£10,000
WICKHAM	Parish Council/ Area Team	Traffic Management/ Road Safety	Hoads Hill - lane closure, road safety issues and casualty reduction.	x				ST S	£10,000
WICKHAM	Parish/ Market Town Health Check/ Area Team	Traffic Management	A32 Church Crossroads, signalisation/ junction improvement.	x		x		ST S	£300,000
WICKHAM	SRtS	SRtS/ Traffic Management/ Pedestrian	Wickham CE Primary School- Move crossing point, signs and slow pads	x	x			ST S	£10,000
WICKHAM	Transport Policy Team East	Pedestrian / cycle	Environmental enhancement to Wickham Square.		x			ST S	£150 - 200,000
WINCHESTER CITY	City Council/ Area Team	Public Transport Infrastructure	Three new bus shelters along St Cross Road.	x	x	x	x	CH TS	£20,000
WINCHESTER CITY	City Council/ Area Team	Pedestrian / cycle	NCN 23 East Winchester	x	x	x	x	CH TS	£30- 50,000
WINCHESTER CITY	Transport Policy Team East	Pedestrian / cycle	Winnall Junction 9/Moorside Road. Controlled crossing and cycle facility at Easton Lane/Moorside Road junction	x	x	x	x	CH TS	£100,000
WINCHESTER CITY	Transport Policy Team East	Pedestrian	Upgrade footpath opposite Links Road on Chilbolton Avenue adjacent to the Royal Winchester Golf Course		x			CH TS	£10,000
WINCHESTER CITY	Transport Policy Team East	Pedestrian / cycle	Uncontrolled crossing point Upper High Street/Romsey Road roundabout opposite Castle Avenue to access the Post Office	x	x			CH TS	£5,000
WINCHESTER CITY	Transport Policy Team East	Pedestrian	Stockbridge Road footway widening to enhance pedestrian provision outside Pond Cottage	x	x			CH TS	£30,000+
WINCHESTER CITY	Transport Policy Team East	Pedestrian	Uncontrolled crossing points along St Cross Road	x	x			CH TS	£50,000+
WINCHESTER CITY	Transport Policy Team East	Pedestrian/ cycling	Pedestrian phasing of St Cross/Stanmore Lane signals	x	x	x	x	CH TS	£80,000
WINCHESTER CITY	SRtS	SRtS/ Traffic Management/ Pedestrian	Winnall Primary School- Safety Measures in Garbett Road, crossing point in Wales Street plus footway markings	x	x			CH TS	£10,000
WINCHESTER CITY	Passenger Transport	Public Transport Infrastructure	Harestock - Winchester City Centre - Stanmore (Stagecoach 1 ): Upgrade bus stop facilities on this route • 5 stops requiring hard standings and raised kerbs • 10 new poles required • Scope for providing 2 new shelters		x	x	x	CH TS	£30,000
WINCHESTER CITY	Passenger Transport	Public Transport Infrastructure	Winnall - Winchester City Centre - County Hospital - Romsey Road - Badger Farm (Stagecoach 5 ): Upgrade bus stop facilities on this route • 4 stops requiring hard standings and raised kerbs • 5 new poles required		x	x	x	CH TS	£5,000

<b>WINCHESTER CITY</b>	<b>Passenger Transport</b>	Public Transport Infrastructure	Winchester - Bereweke Avenue - Kennel Lane - Sparsholt (Stagecoach 7): Upgrade bus stop facilities on this route <ul style="list-style-type: none"> <li>• 12 stops requiring hard standings and raised kerbs</li> <li>• 22 new poles required</li> </ul>		x	x	x	CH TS	£35,000
<b>WINCHESTER CITY</b>	<b>City Council</b>	Pedestrian/Traffic Management	Park Road Rail Bridge - improve pedestrian facilities		x			CH TS	£15,000
<b>WINCHESTER CITY</b>	<b>Winchester TAP</b>	Cycling	St James to Airlie Road footpath improvements	x	x			CH TS	£30-50,000
<b>WINCHESTER CITY</b>	<b>South Winchester Park and Ride</b>	Park & Ride	<ul style="list-style-type: none"> <li>• Bus Priority Measures</li> <li>• Bus Stops</li> <li>• Real Time Information</li> <li>• Park and Ride site</li> </ul>	x	x	x	x	CH TS	£7m
<b>WONSTON</b>	<b>Parish Council</b>	Pedestrian	Footpath from Sutton Manor, North on Oxford Rd	x				CH TS	£15-30,000