



Meeting Kings Barton Forum

Date and Time Monday, 15th July, 2019 at 6.30 pm.

Venue Walton Suite, Guildhall, Winchester

S U P P L E M E N T A R Y A G E N D A

Agenda Item.

8. City of Winchester Movement Strategy - Update and Discussion (Pages 3 - 12)

City Offices
Colebrook Street
Winchester
SO23 9LJ

Lisa Kirkman
Corporate Head of Resources
and Monitoring Officer

5 July 2019

Agenda Contact: Matthew Watson mwatson@winchester.gov.uk 01962 848 317



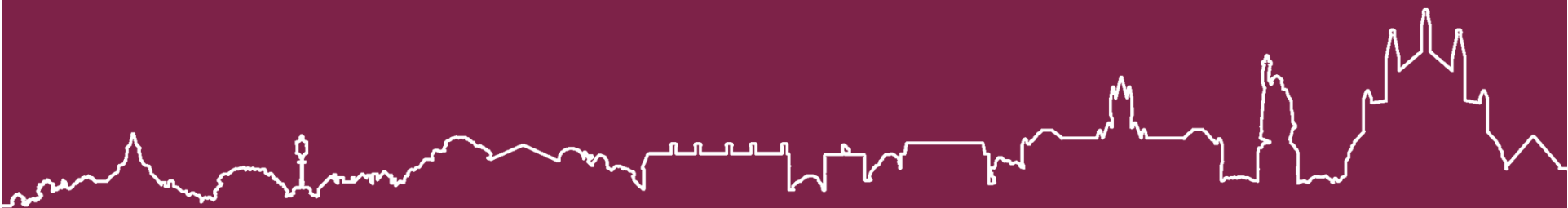
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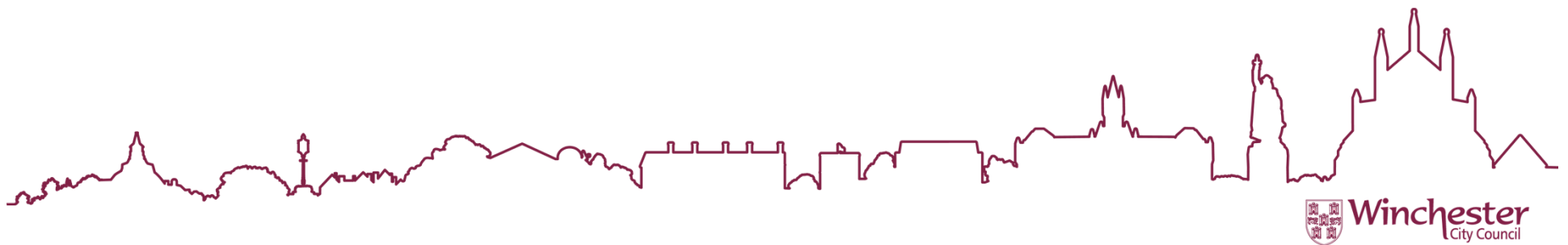


INTRODUCTIONS

Andy Shaw - Hampshire County Council

Andy Hickman - Winchester City Council

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THE CITY OF WINCHESTER MOVEMENT STRATEGY (WMS)

Joint strategy between Hampshire County Council and Winchester City Council




Sets out long term priorities for travel and transport improvements over the next 20 to 30 years

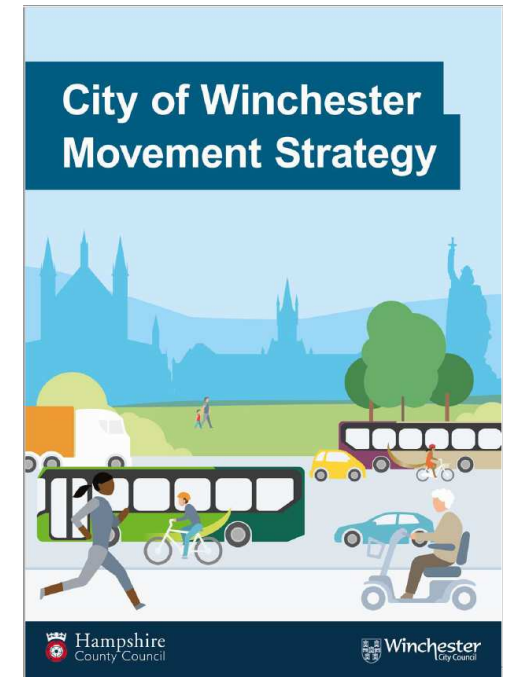
Vision: Support strong and sustainable economic growth of Winchester whilst at the same time enhancing it as a place and community where people have an excellent quality of life

Three Strategic Priorities:

-  Reduce city centre traffic
-  Support healthier lifestyle choices
-  Invest in infrastructure to support sustainable growth

The WMS references the development of a new Parking Strategy for Winchester which would need to consider options around:

-  Parking supply in the city centre
-  Consolidation of parking in larger out of centre car parks
-  A charging strategy with pricing structured to encourage parking outside the centre and to incentivise park and ride incentives for clean fuel vehicles



DESIGN CODE EXTRACT

STEP 4 - PEDESTRIAN & CYCLE NETWORK



A grid network of pedestrian and cycle routes (or a combination of both) are proposed to connect the development with the wider network.

Key to Design Code Plan



Existing definitive rights of way
(Retained as existing grass path only)



Proposed alternative Headbourne Worthy / Henry Beaufort School route (Tarmac where proposed as a new route)



Proposed pedestrian circulation routes
(Tarmac or Hoggin/Breedon gravel or similar and approved)



Proposed circular leisure / dog walking route
(Mown grass path to LEORL only)



Proposed combined cycle and pedestrian route (Set within shared surface where it follows the road network; or 3m wide dedicated route within the public open space; tarmac compacted Breedon gravel/ Hoggin or similar approved) - final location of route subject to existing tree positions



Possible alternative access to school



Possible route to Well House Lane along railway embankment



Uncontrolled additional pedestrian crossing points

THE ROLE OF EXISTING ANDOVER ROAD

Under the Current Planning Approval

- Cycling and walking route
- Service and access road

Potential Future Consideration

- Dedicated bus only route to serve possible future north of Winchester Park and Ride provision

NB this will require careful consideration and agreement

TRIGGERS

Paragraph	Summary	When
S106		
4.21.1	Bus subsidies	Linked to occupation levels
4.24	Submission and approval of school, residential and retail travel plans	Prior to the commencement of each phase
Schedule 2 Part 4	Completion of Andover Rd / Berewecke Rd junction improvement works	100th occupation
Schedule 2 Part 6	Complete Well House Lane rail arch improvement works and Barton Farm to Worthy Rd footway / cycleway.	Prior to primary school opening
Schedule 2 Part 7	New Andover Road works, Andover Rd / Harestock Rd junction improvement works, Andover Rd / Stoney Lane junction improvements works and Andover Rd / Well House Lane junction improvement works.	Not more than 650 th occupation
Planning Obligations		
Condition 36	No more than 650 dwellings hereby permitted shall be occupied until the park and ride facility has been completed in accordance with the approved scheme. Following completion the park and ride facility shall be provided and operated for use by the public.	

Questions to the KBF

Theme	Query
<p>Resurfacing of the footpath east side of Andover Road running south from the ridgeway to the Phase 1A development site entrance.</p> <p>Resurfacing of the footpath east side along Andover Road North (ARN) running north between Manley Road and Wellhouse Lane.</p>	<p>Did the highways team carry out an assessment of the condition of the pavements so that the defects could be highlighted to the assets' management team to examine whether they could be added to the schedule of work and, if so, what was the outcome?</p>
<p>Maintenance schedule of footpaths on ARN</p>	<p>There are more residents living here so we believe schedule needs to be revised, please can you comment?</p>
<p>Installation of footpath running parallel to the northern border of the Henry Beaufort School (HBS) from the west side of ARN to link up Buriton Road in Harestock</p>	
<p>The Courtney Road link – essential that a Toucan crossing is provided that allows cyclists and pedestrians to cross Worthy Road safely and access the existing cycle route through River Park</p>	<p>Please confirm that this crossing will be a requirement of the measures proposed for Worthy Road</p>
<p>Pedestrian and Cyclist Safety</p>	<p>Can the speed limit along ARN past the Manley Road entrance be reduced from 50mph to 30mph to improve safety for pedestrians and cyclists?</p>

Questions to the KBF

Theme	Query
Implementation of information signs at the end of Manley Road to advise cyclists and pedestrians of the distance and time to get to the city centre? This to encourage residents to walk into the city rather than drive.	Can you provide an update on the proposed Worthy Down shared route into town.
It is our understanding that the new Worthy Down shared route is intended as a route to HBS and Peter Symonds.	Will it be a usable sealed surface, as it will also likely to be of interest to leisure cyclists as it would be an additional route out of town avoiding Three Maids Roundabout?
Kings Barton Infrastructure	
Instances of contractors as well as residents exceeding the 'speed limit'.	What is the speed limit, as there is a 5mph sign on Winchester Avenue and a 20 mph sign at the entrance to Manley Rd? If none, can we request that further signage is put up and/or that traffic calming measures are put in place?
Issues with drivers using these as roads rather than shared space for all users, eg. driving at a speed disproportionate with the use it was designed for.	What can you do to help us with this? Signage, traffic calming, hedging? We acknowledge the roads/surfaces have signed off to standard, but any measures to reduce risk would be welcomed.
650 occupations is a very long time away and we have immediate needs for transport into town, especially if the council wishes to reduce car pollution.	Update on P&R and more regular bus service into town. How and when will this be implemented?

Questions

