

Winchester Movement Strategy

Andy Hickman Winchester City Council

**David Jowsey Hampshire County
Council**

Winchester Movement Strategy Next Steps - Engagement

Kings Barton Forum 18th January 2022

Winchester Movement Strategy background

Objectives

Ten Proposals and next steps

North Winchester Park and Ride

Parking Strategy - Winchester

Winchester Movement Strategy Proposals

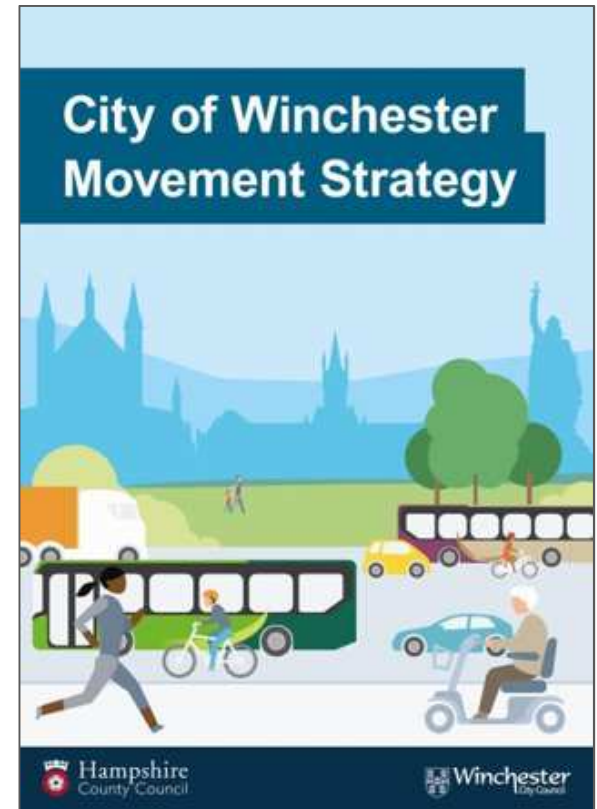
Background to this feedback survey

The Winchester Movement Strategy (WMS) was adopted by Hampshire County Council (HCC) and Winchester City Council (WCC) in spring 2019, following an extensive process of engagement and public consultation. It identifies three priorities:

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

Following adoption, the two councils have been undertaking feasibility work, through which a set of ten proposed “next steps” schemes have been identified.

This work also included the preparation of a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city. This has involved engagement with businesses and with cycling and walking stakeholders.



Winchester Movement Strategy Proposals

What you said in the 2018 WMS feedback survey

A feedback survey carried out in 2018 sought to understand people's views on the then emerging Winchester Movement Strategy and provided an opportunity for suggestions on alternative approaches.

The 2018 survey results indicated that the Movement Strategy should aim to:

- ensure a more integrated approach to transport/ land-use planning
- increase park and ride capacity
- introduce measures to help manage traffic demand
- implement bus priority measures on key routes into the City Centre
- reallocate road space to improve pedestrian/ cyclist provision
- enhance the quality of streets and the public realm in the City Centre
- improve management of deliveries to the City Centre

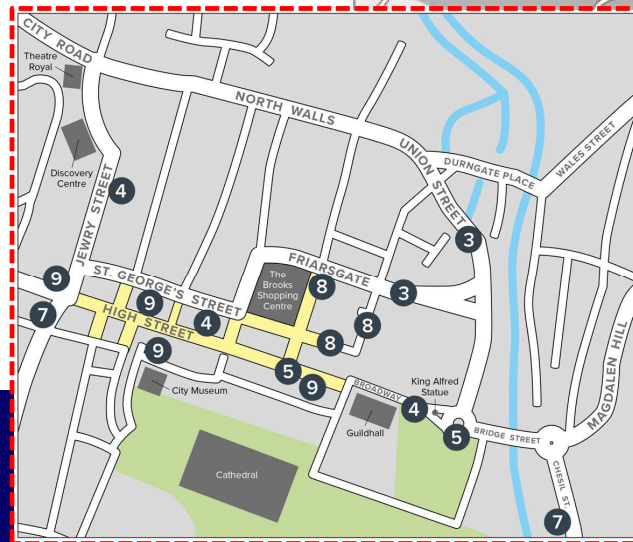
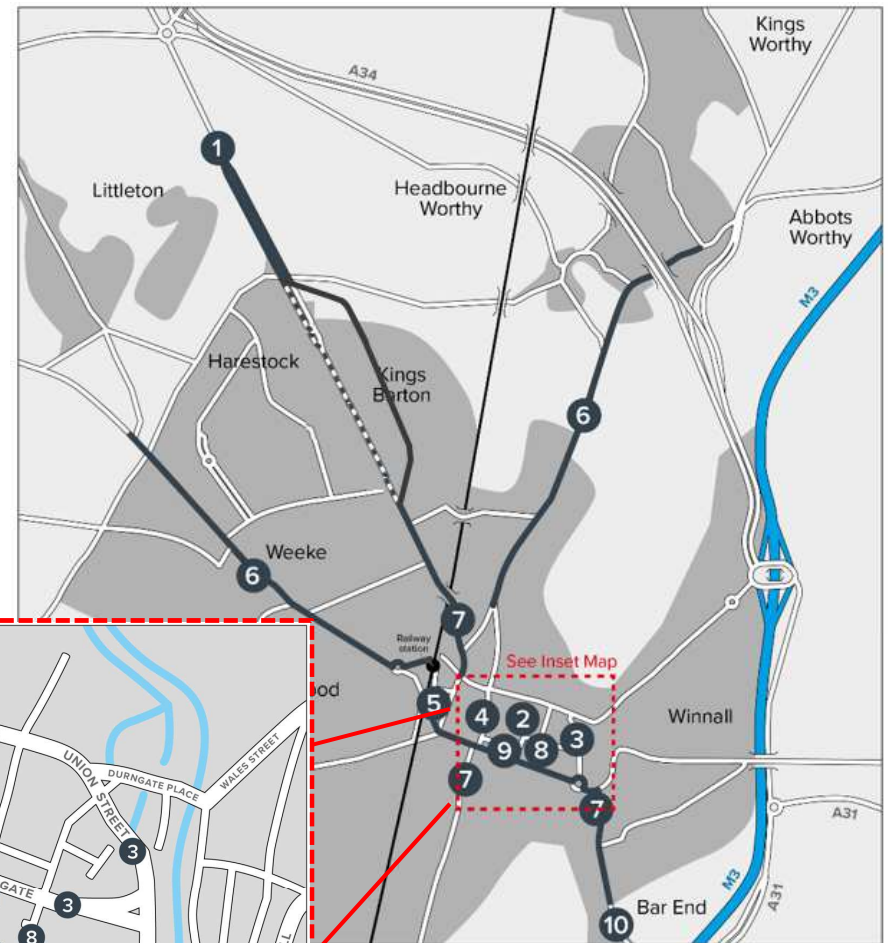
Since 2018, we have been investigating the options and feasibility of delivering these potential improvements and identifying how much each would cost to deliver.

Summary reports of the feasibility work are available on the HCC WMS webpage.

Winchester Movement Strategy Proposals

The proposed ten “Next Steps” proposals and their locations

1. A new Park & Ride site on Andover Road;
2. Changes to the cost and availability of city centre car parking;
3. Convert eastern parts of the city centre one-way system to two-way working (including Union Street, Eastgate Street, Friarsgate and part of Upper Brook Street);
4. Creating better public spaces in the city centre (including Jewry Street, St. George’s Street, the lower High Street and The Broadway);
5. Create a high-quality walking route from the railway station to the Winchester Sports and Leisure Park at Bar End;
6. Provide safe cycle routes on key corridors into and through the city centre;
7. Provide bus priority measures on key routes into the city centre;
8. Deliver a range of measures to improve the attractiveness of local bus services;
9. Install additional loading bays within the city centre and changes to timing of servicing access; and
10. Work to deliver a micro consolidation centre (delivery hub) on edge of city to reduce city centre deliveries.



Winchester Movement Strategy Proposals

1. A new Park & Ride site on Andover Road

Present Day:

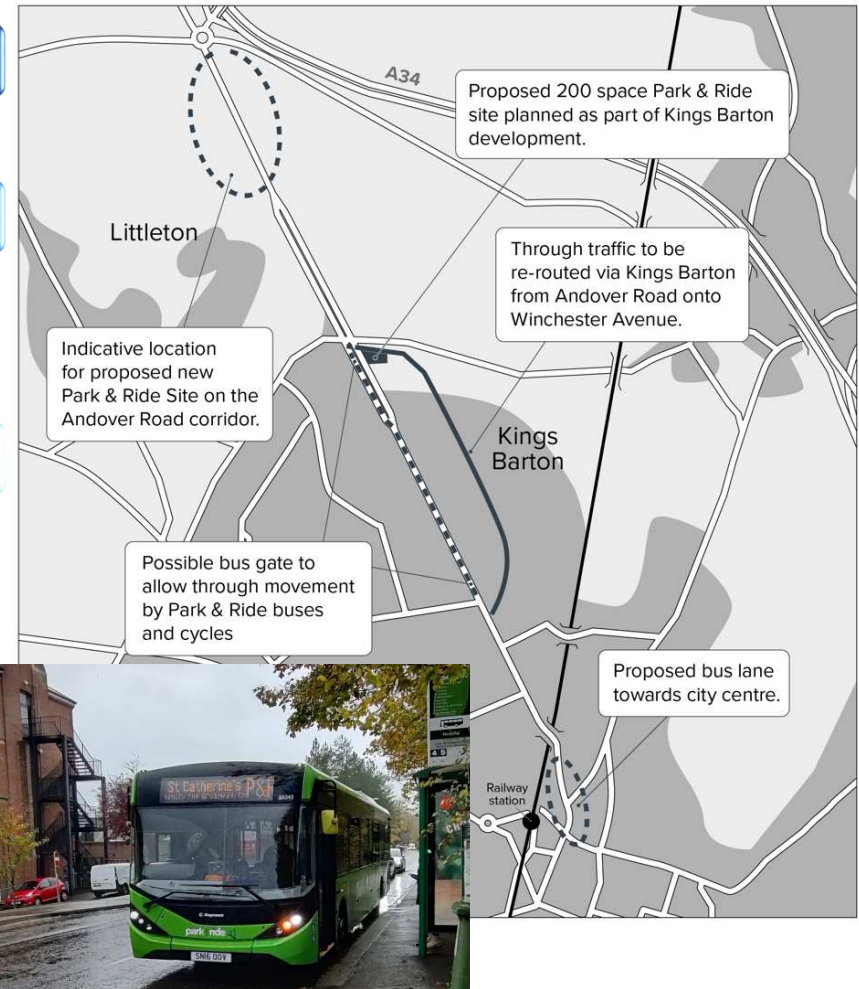
- A new 287 car park space Park & Ride site is currently under construction in Bar End off Barfield Close.

Short to medium term:

- 200 space Park and Ride site off Andover Road to be built as part of the Kings Barton development.
- Would be served by a new local bus service also serving the Kings Barton development

Medium term:

- We are working with developers to develop initial proposals for a new ~800 car park space Park & Ride site on the Andover Road corridor to serve the north side of the city.
- When through traffic is re-routed via the Kings Barton development, bus access for Park & Ride services could potentially be retained on Andover Road alongside the walking, cycling and local access corridor (an option that was outlined in the Movement Strategy adopted in 2019).
- This would require a re-design of the agreed developer proposed junction at Andover Road/Harestock Road.
- Additional bus priority on Andover Road into the city centre approaching Worthy Lane junction.



Winchester Movement Strategy Proposals

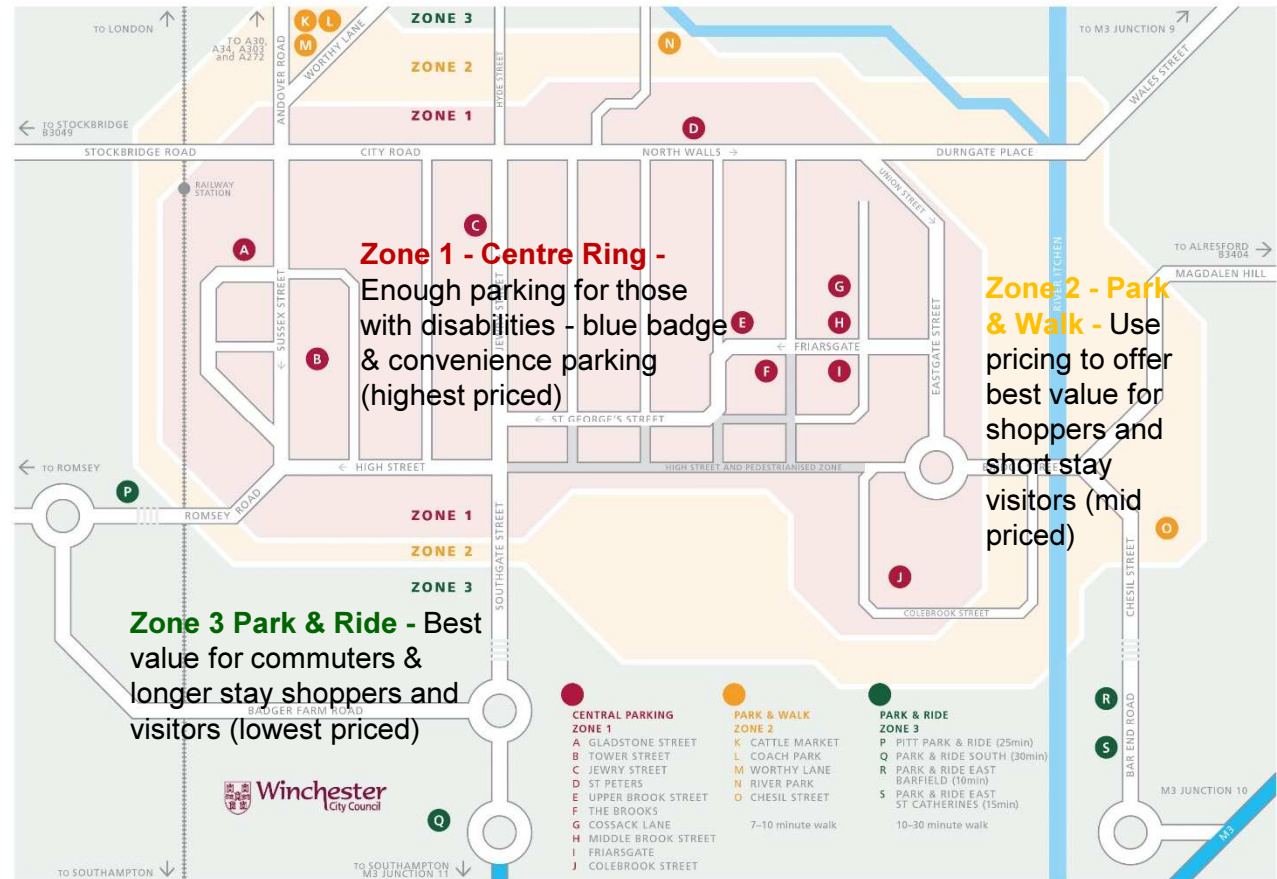
2. Changes to the cost and availability of Car Parking

To support improved air quality, parking charges will vary to encourage use of more environmentally friendly vehicles.

More Electric Vehicle charging points will be installed in Park & Ride and council car parks.

As Park & Ride capacity increases, we will seek to reduce the amount of city centre parking.

A proportion of parking revenue will be used to support improvements to local buses and Park & Ride services.



Engagement

- **Engagement Webpage**
- For more detail of the ten proposals and to respond to our survey visit:
- www.hants.gov.uk/winchester-movement-strategy
- **Closing date for survey is 11:59pm on Friday 11 February**