



Winchester Movement Strategy and Carbon Neutrality Programme

Health and Environmental Policy Committee

5 July 2022

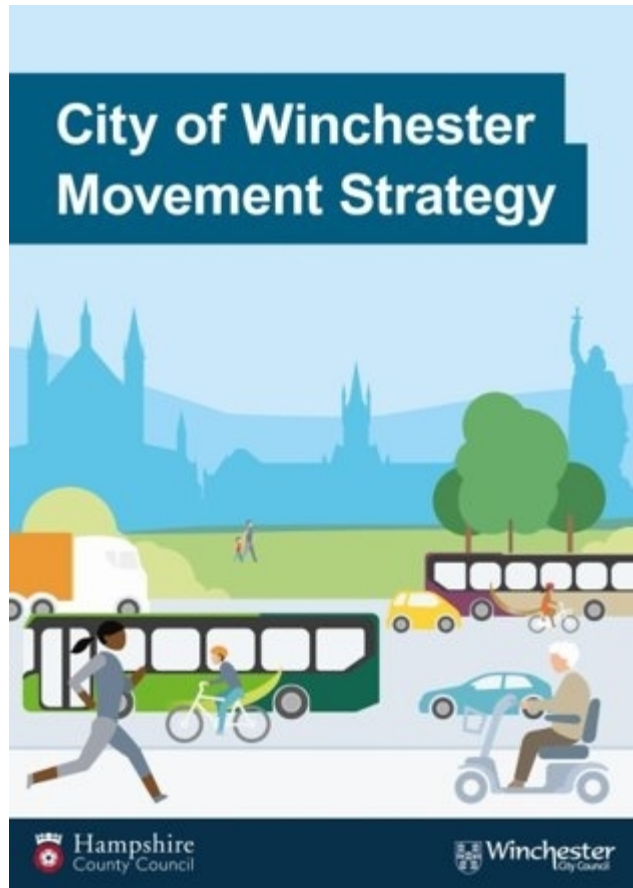


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Recap of Winchester Movement Strategy



- Adopted by Winchester City Council (WCC) in March 2019 and Hampshire County Council (HCC) in April 2019.
- Developed following an extensive process of engagement and public consultation

WMS Vision

To support economic prosperity for the city of Winchester, whilst at the same time enhancing it as a place where people can have an excellent quality of life

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



Winchester Movement Strategy Engagement Summary



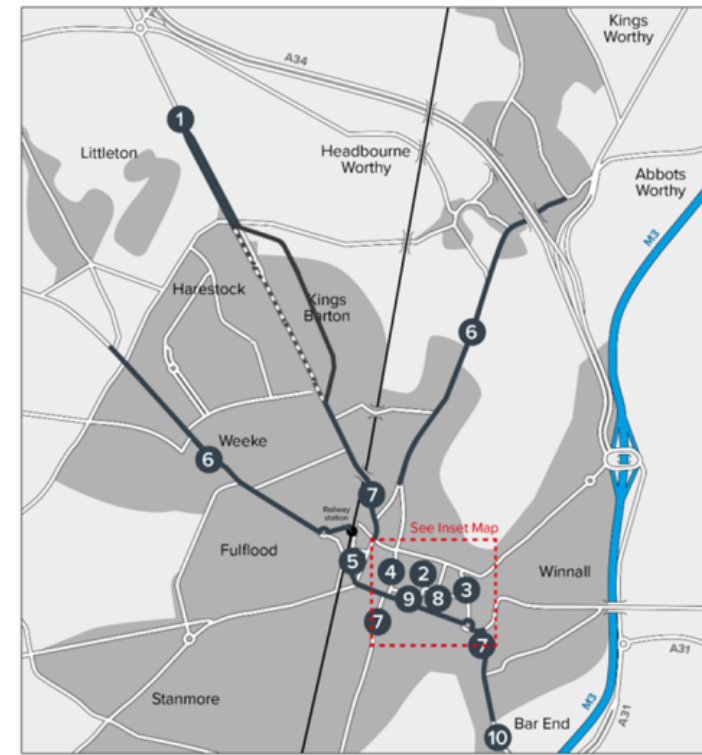
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The Ten WMS “Next Steps” Proposals

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 on edge of city to reduce HGV deliveries.



WMS Next Steps Engagement: Approach & Number of Responses

- 896 responses to the questionnaire were submitted.
- Of those who specified, 857 responses were from individuals, 9 were from democratically elected representatives and 18 were from groups, organisations or businesses.
- Written submissions were made by 9 groups or organisations and 11 members of the public;
- In addition:
 - We ran three online events for members of the public - 32 people attended in total, 57 individual questions were asked and answered;
 - We ran a online stakeholder briefing event on the ten WMS proposals which included a Q&A session – attended by 8 people from 7 different organisations;
 - 29 social media comments were received on Facebook from 14 individuals.

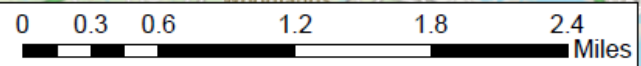
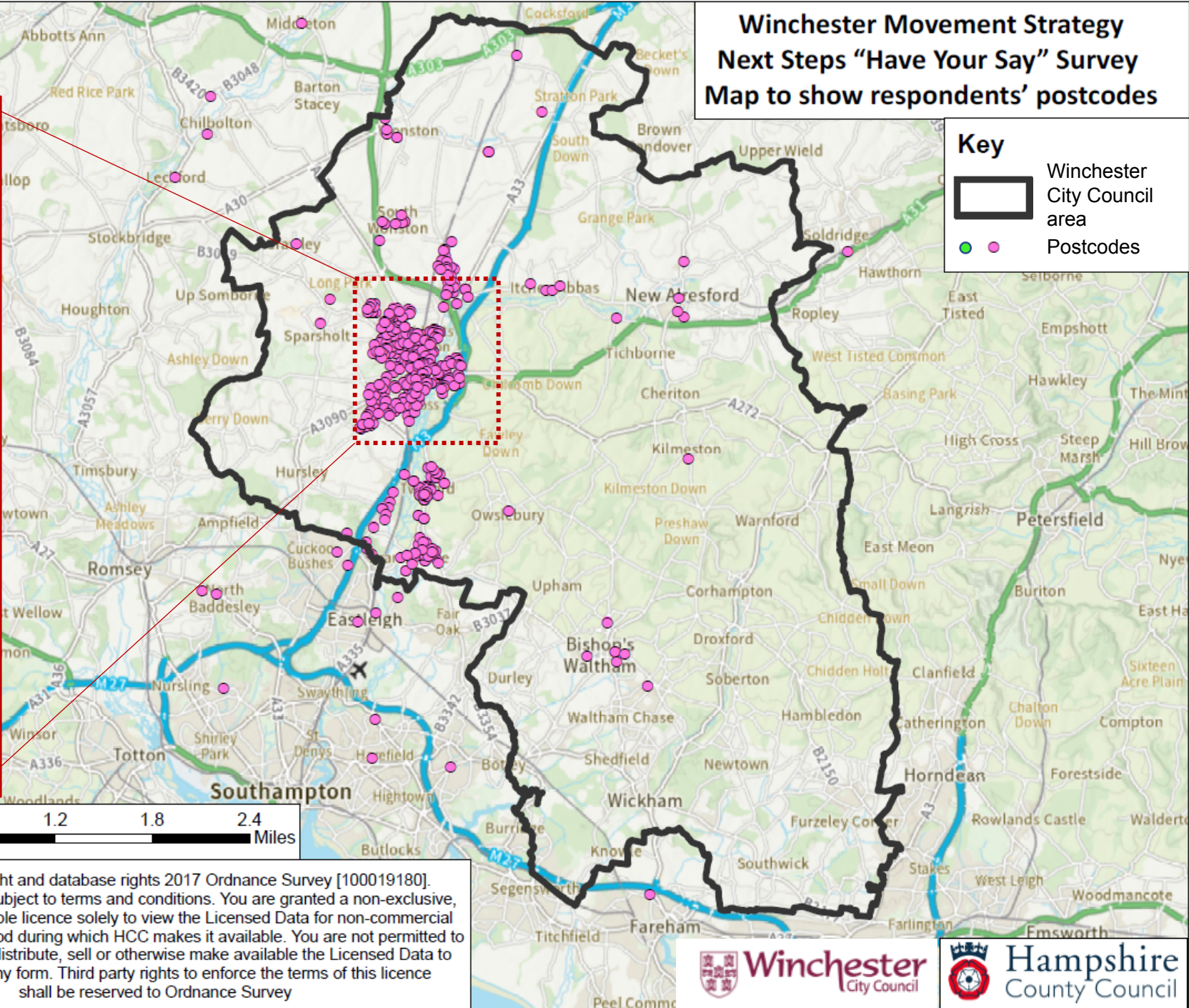
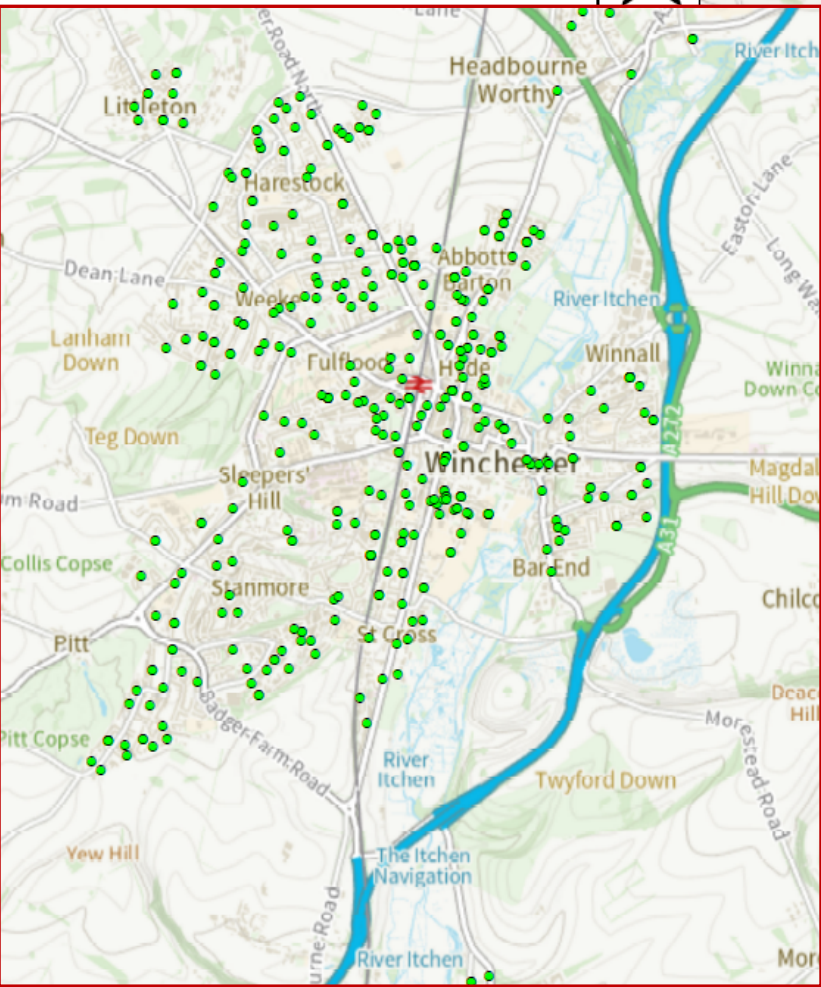


Winchester Movement Strategy Next Steps "Have Your Say" Survey Map to show respondents' postcodes



Key

- Winchester City Council area
- Postcodes



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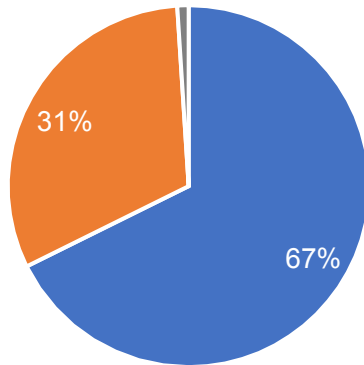
Who responded to the engagement

Two thirds (67%) of the total respondents stated that they lived in the Winchester area.

There were more male than female respondents, with a good split of respondents from across the age ranges.

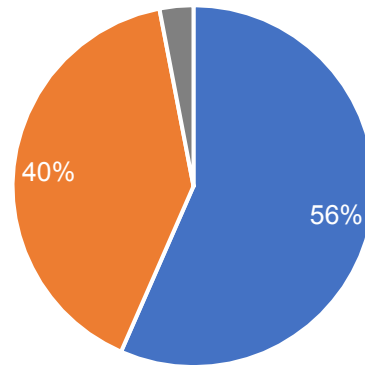
85% of respondents were 'frequent' drivers (one or more days a week), 77% walkers, 40% cyclists and 37% bus users.

Residence (n=820)



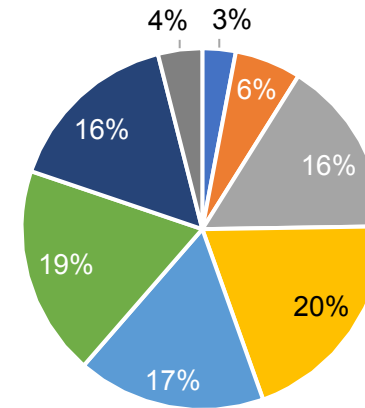
- Winchester area
- Outside Winchester area
- Prefer not to say

Gender (n=825)



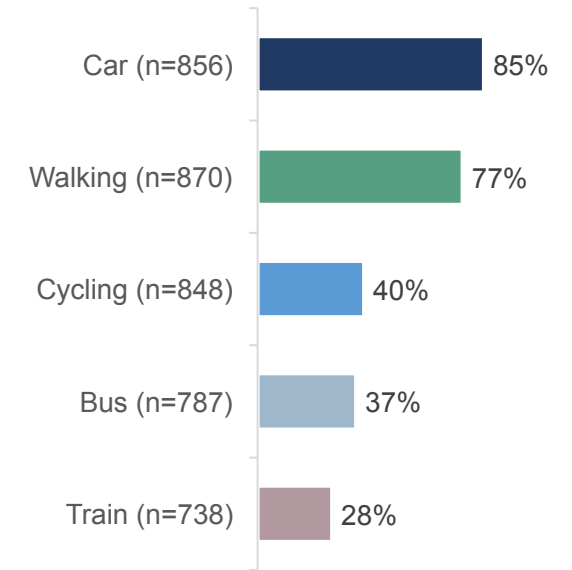
- Male
- Female
- Prefer to self-describe
- Prefer not to say

Age (n=846)



- Under 24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

Frequent mode use (1+ days a week)



Where do you live? / Which of the following best describes your gender? / What is your age? / How often do you use the following forms of transport to travel into or around Winchester?

WMS ten next steps proposals & LCWIP findings



All ten measures were thought by respondents to contribute to the priorities of the Movement Strategy, with improvements to local buses felt to offer the biggest contribution to Priority 1 (reducing city centre traffic), delivering new walking route from station to leisure park perceived to best support Priority 2 (healthier lifestyle choices), and creating better public spaces in the city centre being the most valuable measure for supporting Priority 3 (supporting sustainable growth).



On average, improving local bus services was felt to be paramount in terms of achieving the priorities (80% agreement), as well as being the second most highly prioritised measure as part of a 'top three' (42%) after creating safe cycle routes (47%).



Making changes to the one-way system was thought to contribute the least to all three priorities – although nearly half of respondents agreed that it would help reduce city centre traffic and improve air quality (47%).



Overall, respondents who cycled tended to be the strongest supporters of most measures, with bus users and non-car users also being highly supportive across the board. Younger people (under 36) were more likely than older age groups to support measures that promoted cycling and walking or a result in more pleasant public spaces. Frequent drivers and non-walkers tended to be less supportive of the measures in general.



The introduction of bus priority measures where there would be no adverse impacts on general traffic was supported by 73% of respondents. On routes where general traffic would be affected there was a strong preference for limiting restrictions to general traffic to certain times of day such as peak times (61% agreed), with almost half (47%) opposing all-day restrictions.

WMS ten next steps proposals & LCWIP findings



There was a strong preference amongst respondents for investing in alternatives to driving before making it more difficult or expensive to drive into the city centre (68%), whilst 45% wanted to see both done at the same time. Improving alternatives first was especially supported by non-residents and frequent bus users.



In terms of additional measures that respondents would like to see in Winchester, the most common themes mentioned were: cycling infrastructure, routes and safety; reduction of speed limits; further pedestrianisation of the city centre; and improvements to buses.



58% of all respondents agreed with the nine proposed primary cycle routes proposed in the draft LCWIP, with highest agreement being from frequent cyclists (79%). Over half (51%) of respondents would cycle more if the proposed plans were implemented. 17% of respondents who do not currently cycle would also start cycling.



Nearly two thirds (64%) of all respondents agreed with the 13 proposed primary walking routes proposed in the draft LCWIP with highest support being from frequent walkers (69%). Lowest support was from disabled people (37%) and non-walkers (47%). Overall, 59% of respondents stated that the new walking routes would encourage them to walk more, with those aged under 36 being the most likely (75%) to change their habits, closely followed by frequent cyclists (73%). 22% of respondents who do not currently walk stated that they would be likely to start walking.



Winchester Movement Strategy Key Studies



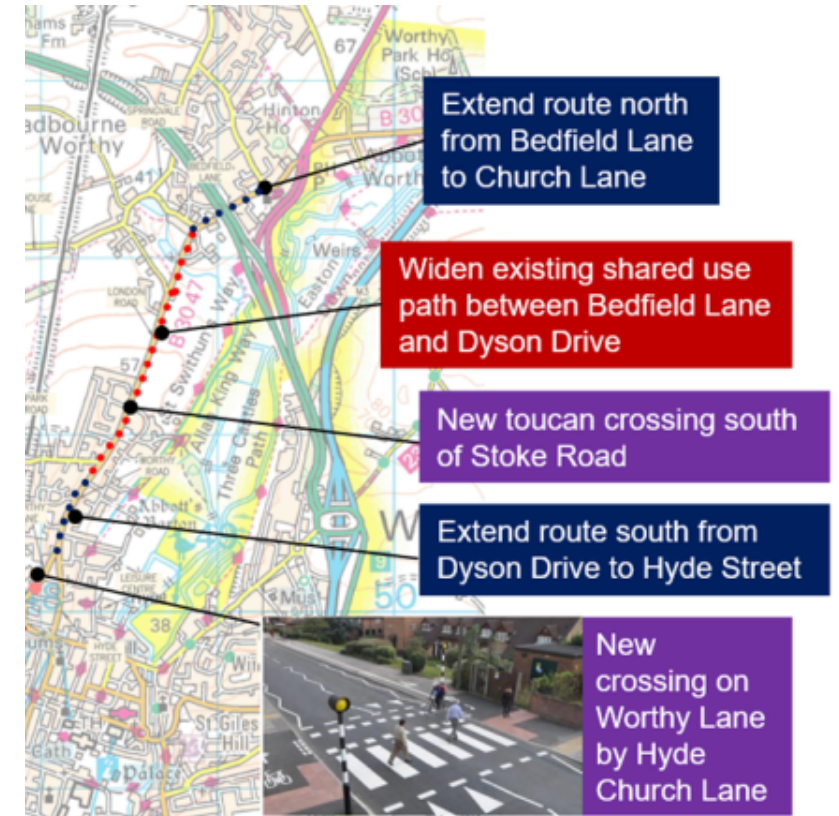
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Priority Schemes – Current Studies

- Friarsgate/Union Street one-way to two-way feasibility study
- Worthy Road/Worthy Lane cycle and walking corridor feasibility study
- Upper High St / Sussex St / Gladstone St area options study



Priority Schemes – Current Studies

- Mini Holland feasibility study
- ATF detailed designs – Parchment Street & Upper High Street contraflow cycling



WMS Key Studies & Carbon Neutrality Action Plan Priorities

Walking and Cycling Strategy

- Draft Winchester LCWIP
- District LCWIP (summer 22)

Parking and Access Strategy

- City centre
- District
- Cycle parking

Bus Strategy

- Electric Buses
- Develop proposals for bus priority
- Enhanced Partnership initiatives

Freight Strategy

- Micro-consolidation – potential trial



Potential sources of funding for WMS proposals

DfT funding (awarded via competitive bidding)	Local funding sources	Other MLUHC & national sources of funding
Active Travel Fund (ATF)	Community Infrastructure Levy (CIL)	Shared Prosperity Fund (lower tier) via formula - investment plan needed by summer 2022
National Bus Strategy (NBS) funding (post Apr 2025)	Developer Contributions	Levelling Up Fund (upper & lower tier authorities eligible)
Zero Emission Bus Regional Area (ZEBRA) - for electric buses (start with P&R)?	On/ off street Car Parking Revenue	County Deals (upper & lower tier)?
Mini Holland funding (if shortlisted)	Moving Traffic offences – Station Hill bus gate fine revenue	
	Local Transport Plan	
	Bus operator fleet investment	



Local Transport Plan 4 Update



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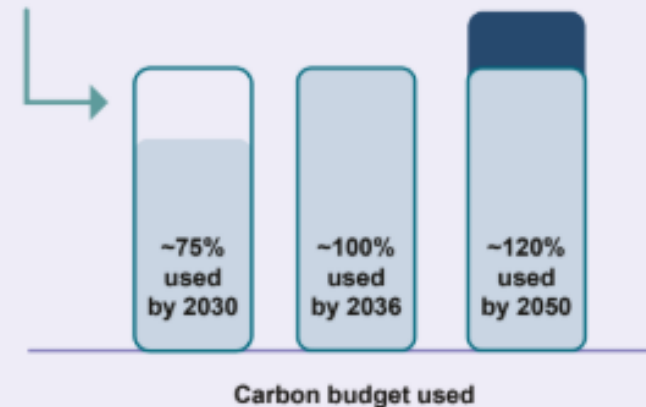
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Hampshire LTP4 – The De-carbonisation of transport challenge

- Transition to electric or hydrogen-fueled vehicles will not reduce emissions far enough or fast enough, especially over the next 10 years. There are limited supplies of carbon neutral electricity and viable technology solutions for zero emission HGVs are still being developed.
- National policies on moving to zero emission vehicles won't get us far enough, quickly enough. Local, rapid and transformational action is needed now (Figure 8). This requires a co-ordinated response across all aspects of local transport.
- Very significant changes in travel behaviour are required. A 10% reduction (approx.) in car use (vehicle-kilometres) in Hampshire is required between 2019 and 2030 if we are to remain on-track to deliver our climate change targets.
- Approximately a fifth of Hampshire residents live in rural and semi-rural areas, where there are fewer opportunities for shorter journeys and large-scale shift to public transport.

Figure 8: The rate at which Hampshire's carbon budget is projected to be used assuming national intervention only

Hampshire's all transport carbon budget*



...if we rely on national policies for zero emission vehicles alone

* This carbon budget is based on the CCC's 6th Carbon Budget Balanced Pathway, identifying the finite amount of carbon they estimate the UK can emit into the atmosphere to make a fair contribution to limiting global temperatures increases to ~1.5°C, the point at which very significant climate change impacts are forecast to be triggered.





Questions



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