

# Winchester Movement Strategy (WMS) Update

Health and Environmental Policy Committee

21 September 2023



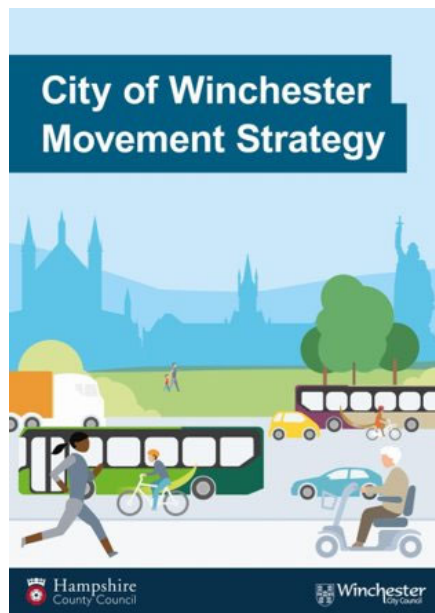
Hampshire  
County Council



Winchester  
City Council

# Winchester Movement Strategy - recap

- The Winchester Movement Strategy (WMS) is our blueprint for positive change of the transport network within Winchester. It will create a more liveable cleaner, greener city through the delivery of a co-ordinated set of improvements that will encourage more use of Park and Ride, bus, walking and cycling and help reduce dependence on car travel.
- The WMS was adopted by Winchester City Council (WCC) and Hampshire County Council (HCC) in spring 2019, following an extensive process of engagement & public consultation



## Vision

“To support strong and sustainable economic growth for the city of Winchester whilst at the same time enhancing it as a place and community where people can have an excellent quality of life.”

## Priority one

Reduce city centre traffic

## Priority two

Support healthier lifestyle choices

## Priority three

Invest in infrastructure to support sustainable growth

# What is the WMS looking to deliver?



Expand Park and Ride provision with new sites and extensions of existing sites



Reduce the total amount of public car parking available in the city centre in conjunction with expansion of P&R provision



Improve streets within the city centre by reallocating road space from private vehicles and change how parts of the one-way system operate



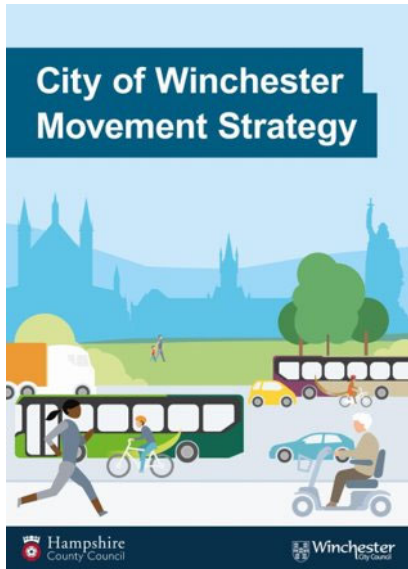
Minimise the number of freight movements into the city centre at the busiest times



Deliver a comprehensive network of high-quality walking and cycle routes through the Winchester LCWIP



Improve the attractiveness of local bus services through investing in bus priority measures and providing bus stops in convenient locations



- Park & Ride Expansion & Bus Priority



- Parking and Access Strategy



- Local Walking and Cycling Infrastructure Plan



- City Centre Movement and Place Plan



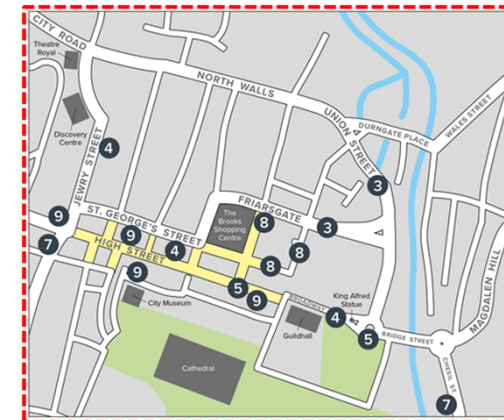
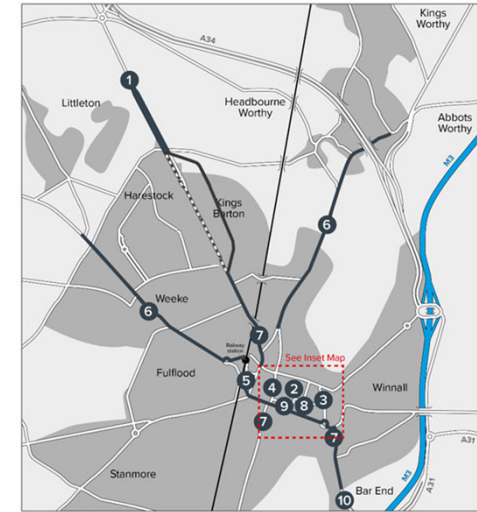
- Bus Provision



- Reducing Impact of Freight Deliveries on city centre

# Recap - Ten WMS priorities for next 10 years

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.



# Main benefits of these measures

It is estimated that the delivery of all ten proposed interventions would achieve a 10% or more reduction in traffic in Winchester city centre, allowing limited road space to be used more efficiently than today, contributing towards:

- cleaner air,
- reduced noise,
- increased physical activity,
- improved health, wellbeing and quality of life
- reduced carbon emissions.



# Park & Ride Expansion & Bus Priority

## Present Day

- A new 287 car park space Park & Ride site in Bar End off Barfield Close “Barfield 2” opened last year. PV electric supply 16 EVCPs and battery storage.

## Short to Medium Term

- 200 space Park and Ride light site off Andover Road is planned to be built in next 2-3 years as part of the Kings Barton development.
- Intention is that this site would be served by a new local bus service that operates via the Kings Barton development.

## Medium Term

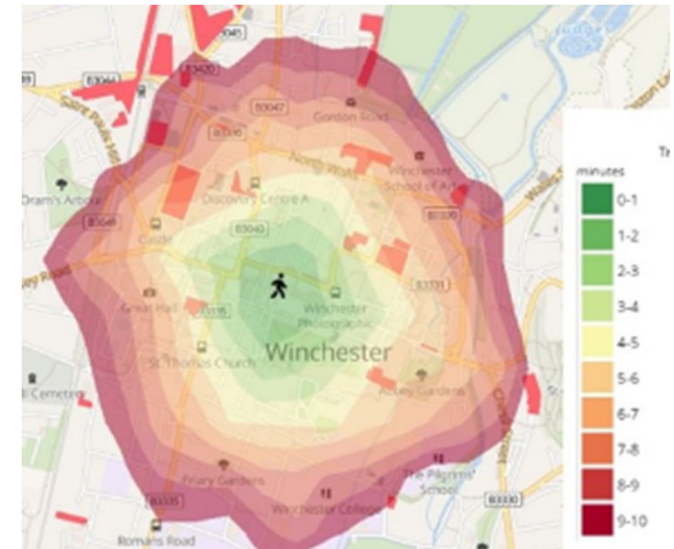
- We are working with developers to see how a new ~850 car park space Park & Ride site on the Andover Road corridor to serve the north side of the city could be progressed.
- A southbound bus lane on Andover Road into the city centre is proposed between Athlestan Road and the Worthy Lane junction.

**Other Initiatives** – Consider Winchester as option for bid for DfT funding for next round of Electric bus funding. Retendering of Bus contract Autumn 2023, bids sought for HVO and indicative costs for carbon free buses.



# Parking and Access Strategy

- Implemented changes to car parking charges in central car parks to support air quality objectives
- Removal of some parking bays in Middle Brook Street car park to provide new covered cycle parking
- Additional city centre cycle parking stands implemented
- Management of on-street parking passes to HCC from 1 October 23. Need for continued integrated approach.



# LCWIP Active Travel Schemes

## Hyde Church Lane modal filter

- TRO being progressed, expect to implement autumn 2023

## Jewry St/North Walls/Hyde St Advanced Stop Lines

- Detailed design being finalized
- Implementation autumn 2023

## Parchment St Contraflow

- Detailed design complete & construction ~ January 2024

## Permitting cycling on pedestrianized part of Middle Brook St

- TRO being progressed, expect to implement ~ January 2024

## Romsey Road puffin crossing near Clifton Terrace

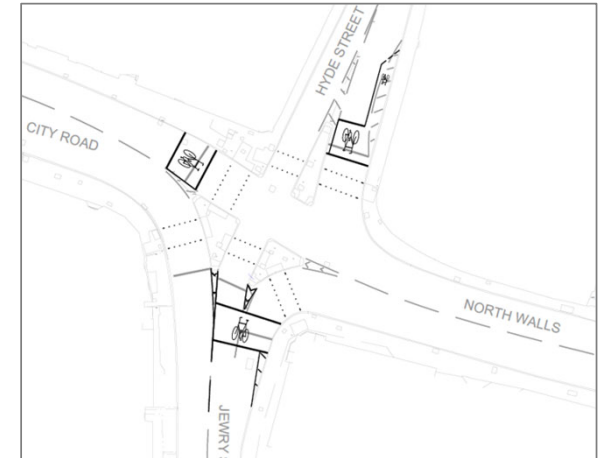
- 18 month trial, impact to be monitored, implement ~ January 2024

## High Street Contraflow cycle lane (Tower St-Staple Gdns)

- Joint funding package HCC/WCC/ATF.
- 8-12 weeks construction, commencement spring 2024

## The Square

- Closure to vehicular traffic in the evenings and at weekends - completed





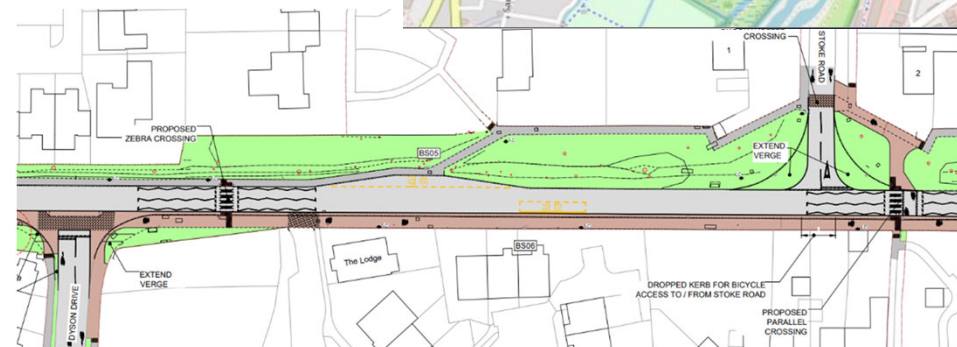
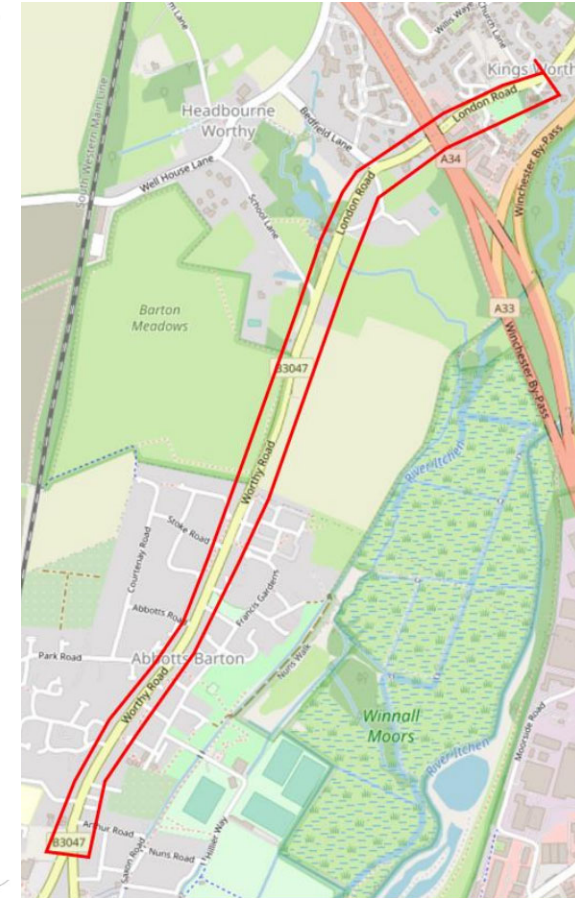
# Worthy Road / Worthy Lane Active Travel Corridor

## Feasibility Design Work Proposes:

- Widen existing cycle path and the pavements on the eastern side of Worthy Road and London Road between the junctions with Hyde Street and Church Lane.
- Sign widened pavement sections as shared use path
- Reduce speed limit on 40mph section to 30mph
- Continuous footways on most side roads
- Provide a series of zebra crossings and parallel crossings (a type of zebra crossing that can be used by people who are cycling as well as people who are walking) to make it easier for people who need to cross the road

## Next Steps:

- Preliminary and detail design during Autumn / Winter 2023
- Deliver 2 new crossings Stoke Road area by Spring 2024



# Mini Holland Feasibility Study

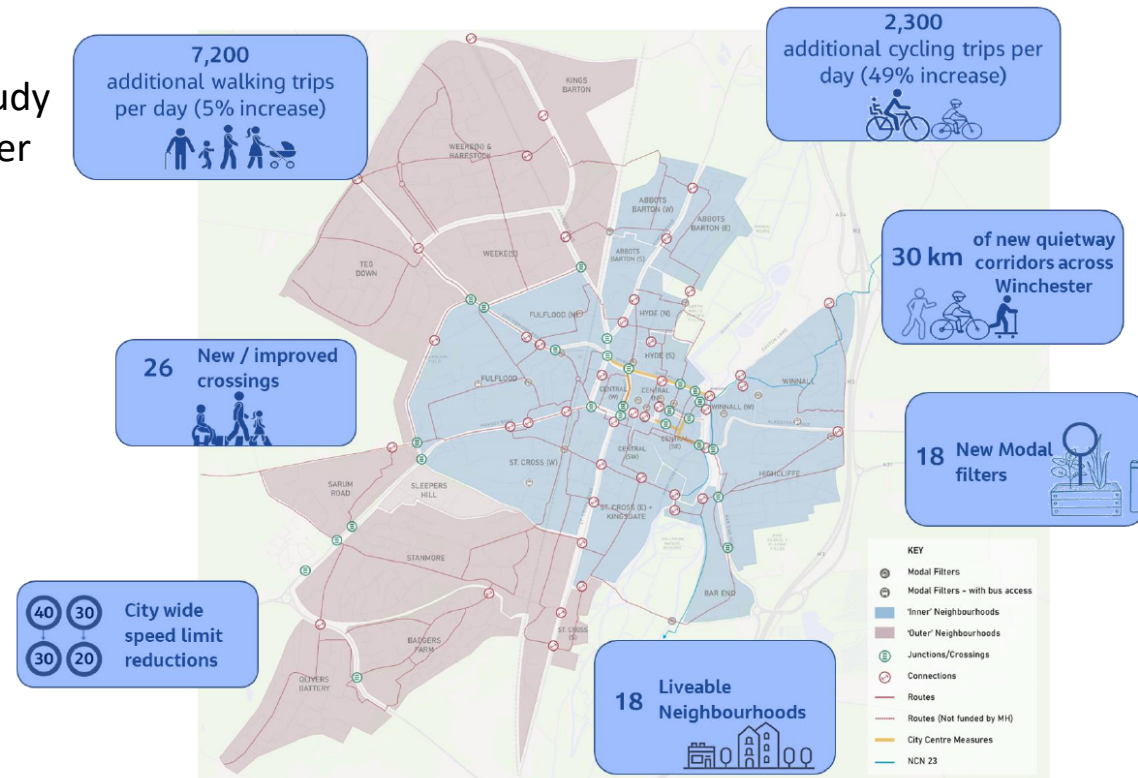
- 2022 - 19 authorities awarded ££ to do a MH feasibility study
- Developed with Walking Strategy Group & Cycle Winchester
- Recommended three complementary layers
  - a) 4 cross city centre connections
  - b) city-wide quietway network
  - c) a series of liveable neighbourhoods linked by safe crossings
- DfT proposed to fund 2-3 'best' Mini Holland schemes
- ££ was reallocated by DfT in March 2023 & isn't available
- HCC and WCC are considering how best to take this work further including a pilot Liveable Neighbourhood initiative (could be Fulflood)

# Bridge Street Feasibility Study

- Important gateway to the city (one of 4 MH connections)
- Poor for active travel, yet part of primary LCWIP network
- HCC and WCC are considering how best to take this work further



## WMS Priorities 5 & 6



Provide a safer, more comfortable environment for people to walk, cycle, and wheel

Ensure reliable access to the city centre for public transport

Improve the local environment and quality of place

Improve connectivity to local shops and services



# Bus Service Improvement Plan & Enhanced Partnership

WMS Priority 8

## OUR CHARTER FOR BUS PASSENGERS

Setting standards for bus services across our region\*

- A safe, clean and green travel experience**

A safe, clean and comfortable travelling environment

Well maintained vehicles, with plans for electric buses

Up-to-date and accessible timetable information and waiting environment at bus stops
- Service standards**

Reliable services with at least 85% of services operating on time (not more than one minute early or more than five minutes late)

In the event of delay or service cancellations best efforts will be made to minimise inconvenience and keep customers informed
- Information**

Timetable and service information will be as accurate and relevant as possible, and often available in a range of formats

Timetable information, bus maps and travel guides are provided on operator websites and at:

  - myjourneysouthampton.com/bus
  - travellines.com
  - hants.gov.uk/transport/publictransport/timetables
- Inclusivity**

Public transport that accommodates a wide range of accessibility needs where practical

A friendly travelling environment where all customers are treated with respect, honesty and impartiality
- Value**

Free travel for under 5s\*\*

Discounted travel for ages 5 to 15

A range of ticket options, with different payment methods including cash and contactless

Promotions and offers available periodically
- Customer feedback**

Customer comments, compliments, suggestions and complaints are welcomed, particularly where expectations have not been met. Please contact the relevant service operator in the first instance:

|                                            |                                                     |                                                                                                                         |                                                         |
|--------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------|
| <b>AMK</b><br>www.amk.co.uk                | <b>Bluestar</b><br>bluestarbus.co.uk/contact        | <b>Cresta Coaches</b><br>01962 773236                                                                                   | <b>First Solent</b><br>firstbus.co.uk/help-and-support  |
| <b>More bus</b><br>morebus.co.uk/contact   | <b>Reading buses</b><br>reading-buses.co.uk/contact | <b>Salisbury Reds</b><br>salisburyreds.co.uk/contact                                                                    | <b>Stagecoach</b><br>stagecoachbus.com/help-and-contact |
| <b>Unilink</b><br>unilinkbus.co.uk/contact | <b>Xelabus</b><br>xelabus.info/contact              | Any passenger who is unhappy with the way an operator has handled their complaint can contact Bus Users UK bususers.org |                                                         |

amk | bluestar | more | Reading buses | reds | Solent | Stagecoach | unilink | Xelabus

\*Within Hampshire and Southampton \*\*There may be a limit on the number of free under 5s per fare paying adult, please check operator websites for details. This charter does not affect your statutory rights, and does not change or create any new legal relationship between bus operator, local government and passenger.

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## ROM'S BUS LOOKS AFTER HAMPSHIRE AND ITS FUTURE

ALL FARES CAPPED AT **£2** UNTIL OCTOBER

Because choosing the bus means fewer cars on the road, less congestion and lower emissions.

stagecoachbus.com | Stagecoach

- £2 capped single fare (till Oct 2023), then £2.50 till Oct 2024
- Enhanced Partnership Plan launched April 2022 & updated in April 2023
- New Bus Passenger Charter
- Try the bus marketing campaign
- Radio marketing to promote older persons concessionary free travel
- Route Investment Plans – pilot for Basingstoke
- HCC awarded £3.6m of BSIP+ revenue funding for supporting bus services / fares discounts
- First have been awarded £12.7m of ZEBRA funding for 62 electric buses in Fareham/ Portsmouth/ Gosport area

# Solent Transport - Freight Micro-consolidation Trial

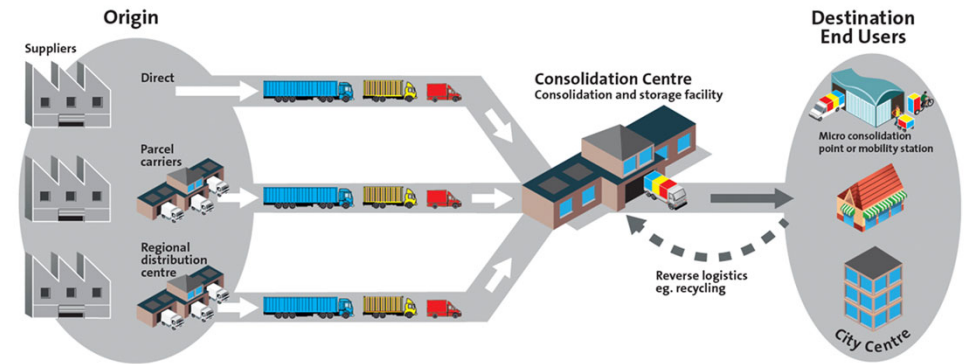
WMS Priority 10

Assessing the potential location of a micro-consolidation site within Winchester against a set of parameters

Aims:

- Consolidation of 'last mile' / 'first mile' / 'only mile' deliveries in Winchester city
- Identification and use of public and private sector 'last mile' logistics site
- Innovative trial and proof-of concept

Individual deliveries are combined at a local logistics hub for delivery to residents and nearby businesses by transport with lower emissions e.g. electric van or cargo bike.



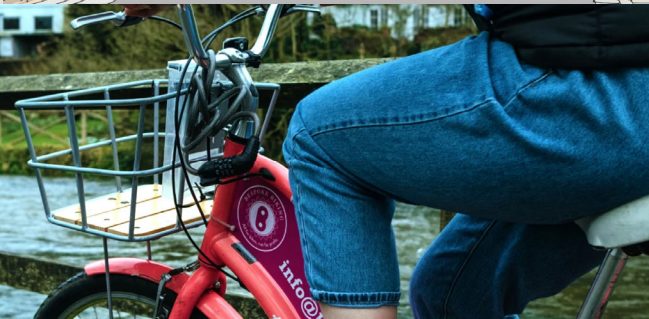
## Sources of funding to deliver WMS proposals

| 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)? | Moving Traffic offences – Station Hill bus gate fine revenue | Potential County Deal in medium term?                                                   |
|                                                                                | Local Transport Plan                                         |                                                                                         |
|                                                                                | Bus Operator Fleet Investment                                |                                                                                         |

# Pro-active partnership approach to new developments

- **Central Winchester Regeneration** – work with development partner to develop workable solutions for bus provision and active travel access
- **Station Approach** – coordinated approach to development and WMS for mutual benefit. E.g. WMS scheme proposals that could affect the Gladstone St and Cattlemarket car park sites
- **Sir John Moore Barracks** – working with developer to consider scope for new strategic P&R site as part of development





# Local Transport Plan 4 & DfT Decarbonisation Plan

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Hampshire  
County Council



Winchester  
City Council

# Fit with Hampshire LTP4 & DfT Decarbonisation Plan

LTP 4 sets out two Guiding Principles:

**Guiding principle one:**

**Significantly reduce dependency on the private car.**

Prioritise walking, cycling and public transport

Reduce the overall need to travel  
'Live local, travel less'

Enable households to own fewer cars and use them less

**Guiding principle two:**

**Create a high quality transport system that puts people first.**

This means redesigning our towns to prioritise and encourage active and public transport

## DfT Transport Decarbonisation Plan (2021)

**Accelerating modal shift to public and active transport**



- Public transport and active travel will be the natural first choice for our daily activities.
- We will have a cohesive, widely available, net zero public transport network designed for the passenger
- We will use our cars differently and less often, with new technology helping reduce our carbon footprint

Journeys below two miles represented 43% of all urban and town journeys in 2019

50%



**By 2030**

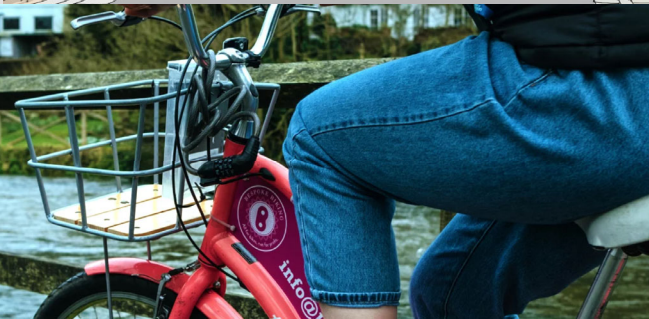
We will aim to have **half** of all journeys in towns and cities cycled or walked



**By 2040**

We will have a world class cycling and walking network in England





# Questions

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