

REPORT TITLE: PARKING AND ACCESS PROGRAMME – REVIEW AND 26/27 WORKS

21 JANUARY 2026

REPORT OF CABINET MEMBER: Cllr Kelsie Learney

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WARD(S): ALL WARDS

PURPOSE

The proposed Parking and Access Improvement Programme for 2026/27, alongside an indicative programme for 2027/28, plays a key role in delivering the Council's priority of a vibrant local economy and a renewed pride in place. The programme is designed to transform the customer experience — making parking and access across the district safer, clearer and more convenient — while also improving air quality and reducing carbon emissions.

Combining both capital and revenue investment, the programme forms a core part of the Council's Asset Management Plan and represents a significant step forward in delivering the ambitions of the Parking and Access Strategy across the whole district.

The programme directly supports the City of Winchester Movement Strategy, which recognises the vital role parking plays in managing traffic flow through the city. As part of this, the need for enhanced park and ride provision has been identified as a key enabler of more sustainable travel choices. Effective parking management also underpins wider traffic and demand management, helping the Council respond to the Climate Emergency and deliver tangible improvements to local air quality.

The report also highlights progress made through the 2025/26 programme to maintain and improve parking assets and sets out a clear, forward-looking package of proposals for 2026/27 and beyond. This includes targeted investment in access, car and cycle parking, alongside digital transformation and customer service improvements that will modernise the access to Winchester and its parking service and make it simpler, fairer and more intuitive for residents and visitors alike.

**RECOMMENDATIONS:**

1. Subject to Full Council approval of the Budget and Capital Investment Strategy, approve expenditure of £1.676m for the car park major works programme 2026/27 as outlined in appendix A.
2. Delegate to the Head of Service – Place, in consultation with the Corporate Head of Asset Management and Cabinet Member for Climate Emergency, authority to adjust the programme to meet maintenance and operational needs of the car park service throughout the year, as required, and procure works as set out in this report.

IMPLICATIONS:1. COUNCIL PLAN OUTCOME

The council operates and maintains over 30 car parks which offer over 6,000 car parking spaces and are an integral part of the city council's approach to movement and accessibility across the city and the wider area.

This paper sets out the intended investment in this infrastructure in order further support the council main objectives, and highlights the work undertaken this year in support of these priorities.

## 1.1 Greener Faster

## 1.2 Investment in the Council's Park and Ride offering, through improved infrastructure, safety and reduced anti-social behaviour will make these a more attractive parking option for visitors, reducing the air pollution in the city centre.

## 1.3 Upgrading our payment machines enables our car parks to move towards becoming "pay by plate", the benefits of which are ticketless car parks and more reliable machines. This, in conjunction with removing cash-only machines, will mean car parks have a smaller carbon footprint from a drastic reduction of paper consumption, and fewer cash collection and maintenance visits. All car parks which have been upgraded have a 50% reduction in paper consumption, with scope for a further reduction in future.

## 1.4 Thriving Places

## 1.5 Investment in car park infrastructure and security helps improve customer experience and accessibility when visiting the district, supporting local businesses by encouraging visitors and increasing the attractiveness of its High Streets.

## 1.6 Continued improvement to the Council's CCTV network and investment in anti-social behaviour prevention helps create public spaces where people feel safe and secure.

## 1.7 Healthy Communities

## 1.8 Improvement of cycling provision helps encourage residents, promotion of P&amp;R improving air quality in the city centre.

## 1.9 Good Homes for All

## 1.10 N/A

## 1.11 Efficient and Effective

## 1.12 The programme will continue to follow all Council procurement and project management processes to ensure good value for money is being obtained.

Projects within the programme are being regularly reviewed to ensure that they continue to produce the desired outcomes within agreed budgets.

#### 1.13 Listening and Learning

1.14 Where identified, project-specific collaboration and communication plans will be developed.

1.15 Feasibility for surveys being added to our pay machine user journey is being considered. If possible, this would enable us to track and analyse data for a specific user group.

## 2 FINANCIAL IMPLICATIONS

2.1 The total programme of works identified in this report amounts to £3.351m in 2026/27.

2.2 The balance of the parking and access reserve as of 31 March 2025 was £2.647m.

2.3 Of the total programme, approval for additional expenditure is sought for £1.676 m in 2026/27, with £1.675m is subject to separate approval.

2.4 The items in section 11.8b, equating to £1.675m are significant works and are subject to separate business cases and approvals. Further detail is provided in the supporting information below.

2.5 Investing in parking and access infrastructure seeks to encourage parking behaviour in accordance with strategy objectives and will help to reduce the rising costs of management of our facilities. This is an important component in implementing our Parking and Access Strategy across the District and will, in addition, help to reduce incidents and accidents in our facilities and reduce any claims against the Council.

2.6 An assessment of likely demand on the car parks reserve over the next 10 years will be conducted in the summer of 2026 and included in the Medium Term Financial Strategy to ensure adequate sums are set aside in the reserve. These will take into account Local Government Reorganisation, ensuring that there are adequate resources to maintain the council's car parks in the future.

## 3 LEGAL AND PROCUREMENT IMPLICATIONS

3.1 Under section 1 of the Localism Act 2011, the Council has the power to undertake any activity a normal person could undertake, for the benefit of the authority, its area or persons resident or present in its area. The Council is satisfied it has the enabling power(s) to procure and award a contract for works, goods or services following a compliant procurement exercise.

- 3.2 The Council has an obligation as a best value authority under section 3 of the Local Government Act 1999 to “make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness” together with a duty of care to the public to ensure that both the car parks and park and ride facilities are safe to use and maintained in a condition that is fit for purpose. It is considered by officers that the proposed programme assists the Council to meet these requirements.

- 3.3 Any procurement for works, goods and services will be in line with the Council’s Contract Procedure Rules and applicable legislation and subsequent contracts managed in-line with the Council’s Contract Management Framework.

#### 4 WORKFORCE IMPLICATIONS

- 4.1 The majority of works will be managed or delivered ‘in house’ by the Council’s Parking, Estates, Special Maintenance and Transport and Engineering Teams. Delivering the programme of work included in this report will require officer time to plan, organise and to implement.

#### 5 PROPERTY AND ASSET IMPLICATIONS

- 5.1 Works are in line with the Council’s Asset Management Programme and reflect the operation of Council car parks.
- 5.2 The decentralisation of activities as result of LGR may see some of the car parks in parished areas transfer to parishes, which may have an impact on resources required to manage our car parks, and the income that they generate when viewed as an overall group of assets.

#### 6 CONSULTATION AND COMMUNICATION

- 6.1 The proposals in this paper are as set out in the Winchester Movement Strategy and the Parking and Access Strategy and reflect the consultation results of both. The Parking and Access Strategy was agreed by Cabinet on 11th March 2020, and the Winchester Movement Strategy was approved by Cabinet on 20th March 2019.
- 6.2 Where major works are undertaken, local ward councillors will be consulted before works begin.

#### 7 ENVIRONMENTAL CONSIDERATIONS

- 7.1 Environmental considerations have informed the programme in terms of delivering measures which will help to reduce our carbon footprint in line with the Climate Emergency declaration and commitment to improve air quality in Winchester particularly in respect cycle parking, park and ride provision and pay machines upgrades to allow for ticketless parking.

- 7.2 Whilst not committing to additional expenditure the council will continue to explore opportunities to expand the electric vehicle charger network with commercial partners.

## 8 PUBLIC SECTOR EQUALITY DUTY

- 8.1 An Equality Impact Assessment has been undertaken in relation to the overall programme of works set out in appendix B of this report. Individual actions which may have an impact on equality matters will be assessed on a case-by-case basis.

## 9 DATA PROTECTION IMPACT ASSESSMENT

- 9.1 All new projects will note and adhere to any requirements regarding Data Protection and GDPR, both internal and external, and with the recommendations of the data impact assessment.

## 10 RISK MANAGEMENT

- 10.1 Risks are set out below.

<b>Risk</b>	<b>Mitigation</b>	<b>Opportunities</b>
Financial Exposure - Failing to maintain safe, well-managed car parks and reliable, working parking machines that provide customers with a range of payment options may result in loss of income and negatively affect the implementation of the Parking & Access Strategy.	Annual investment in replacing parking machines has ensured that customers in all car parks have access to a range of payment options and can reliably make payments. This investment also ensures that the Council's parking infrastructure remains Payment Card Industry (PCI) compliant and supports the delivery of Digital Transformation projects. Furthermore, continued investment in car park maintenance reduces the likelihood of insurance claims.	Creates efficiencies and meets customer expectations, enhancing the Council's reputation.
Exposure to challenge – Failing to communicate with relevant stakeholders	Ensure that all financial and procurement processes are adhered to	Continue to refine existing processes and capture lessons learned to drive

and follow the correct processes could lead to challenges and project delays.	and conduct thorough stakeholder analysis to maintain effective communication at all levels.	future efficiencies and prevent recurring mistakes.
Innovation – Failing to ensure all options are explored may result in less efficient solutions being developed, impacting both budget and officer time.	Ensure effective supplier engagement is carried out so that all options are fully understood, and the most suitable choice is made for the circumstances.	More efficient options may be identified.
Reputation – failing to maintain car parks, provide effective payment facilities, and CCTV coverage could negatively impact the Council's image and customer safety.	Continue investing in payment machines and the CCTV network, alongside proactive and reactive car park maintenance, to ensure facilities remain safe and fit for purpose.	Improved value and customer satisfaction from services, with opportunities to collaborate with local stakeholders to implement enhancements that deliver direct benefits to them.
Achievement of outcome – Failing to ensure that proposed works achieve the desired outcome could result in inefficiencies and failure to meet project objectives.	Ensure that projects within the programme are regularly reviewed during and after completion, and that proper handover processes are in place to guarantee outcomes are fully realised.	If outcomes are not achieved, capture lessons learned to better understand the reasons and mitigate similar issues in the future.
Property - Failing to maintain Council property in an attractive and safe condition could damage the Council's reputation and reduce public confidence.	Ongoing inspections and targeted investment to address defects ensure that car parks remain safe and fit for purpose.	Explore new technologies such as emissions reduction measures and modern facilities to reduce costs while incorporating initiatives that address the Climate Emergency.
Community Support - Poor car parking provision can undermine confidence in the Council's ability to support its communities.	Maintain and enhance the parking and access offer to ensure it meets customer needs and supports strategic objectives.	Utilize cashless payment facilities that provide significant benefits to both customers and the Council.
Timescales – As identified in the Parking & Access Strategy plan.	N/A	N/A

Project capacity - Inadequate resources can lead to project delivery failures and result in delays and cost overruns.	Additional staff have been employed where needed to deliver projects, and proposals have been assessed against available resources.	Use the car parking reserve to fund an officer post, enabling delivery of the required workload.
Other	N/A	N/A

## 11 SUPPORTING INFORMATION:

- 11.1 The Parking and Access strategy is publicly available on the parking pages of the council's website. [Winchester Parking and Access strategy](#).
- 11.2 The Parking and Access Strategy was formulated alongside the Winchester Movement Strategy (WMS) to ensure it contributes to its core priorities of reducing city centre traffic, supporting healthier lifestyle choices and providing investment in infrastructure to support sustainable growth.
- 11.3 This Parking and Access Improvement Programme outlines the spending plans for 2026/27, incorporating both capital and revenue costs. It includes a range of works such as building improvements, maintenance and equipment replacement, car park resurfacing and upgrades, future parking provision, and initiatives to meet customer expectations while reducing the Council's carbon footprint. Planned improvements include enhanced cycle parking across the district, catering for different bicycle types and local needs. These proposals have been informed by consultation with key stakeholders and are being developed in partnership with the County Council and Town and Parish Councils.
- 11.4 The programme set out in this report includes expenditure proposals for 2026/27 and an indicative programme for 2027/28. For 2026/27 the total proposed programme including any carry forwards amounts to £3.351m.
- 11.5 Of this 2026/27 total, £3.091m is classified as capital expenditure and £0.26m as revenue expenditure.
- 11.6 The programme detailed in Appendix A reflects the Council's current needs and priorities and supports delivery of the Council Plan, particularly in relation to sustainable transport, asset management, and broader strategic objectives. Specifically, this programme of works aims to:
- a) encourage a change in parking behaviour to support carbon and air quality objectives;
  - b) maintain and improve health and safety;
  - c) deliver our general obligations for maintenance and equipment replacement in relation to its assets;



- d) provide additional cycle and car parking provision where appropriate
- e) enhance digital transformation;
- f) reduce the Council's energy consumption;
- g) improve customer service

#### 11.7 2025/26 Programme – Progress

- a) As an update on works that have taken place since the previous report to Cabinet on 22 January 2025 (CAB 3488), the following projects have been undertaken or are in the process of being completed.
- b) The total programme for 2025/26 was £2.0545m

Improved air quality and lower carbon	Progress
<b>St Catherines resurfacing - phase 2 - £100,000</b>	<b>Complete</b>
Resurfacing and repair works are required in the park and ride car parks to improve usage, particularly at St Catherine's. The first phase of works was completed in Spring 2024; however, condition was worse than anticipated and requires a second phase to be completed.	Phase 2 works were completed in June 2025, with an overspend of £3,530.94 due to the site requiring more work than originally specified.
<b>To continue to support cycling provision and study - £20,000</b>	<b>On target to complete before April in 2026</b>
Ongoing work to improve the provision of secure cycle parking and access across the District – with better provision for electric bikes, cargo bikes and improved CCTV coverage of bike parking areas.	Bike stands were installed at Kingsgate in May 2025. A Bike Hub for city centre deliveries is due to open in January 2026. A feasibility study is underway for the Barton Line cycle path.
<b>Improved car park signage - £35,000</b>	<b>On target to complete before April 2026</b>
There will be a need to continue improving signage, both within and directing to the car parks to ensure residents and visitors are able to take advantage of the range of tariffs and payment mechanisms available to them and to encourage use of car parks in line with the parking and access strategy. An update to the Off-Street order is also due to be complete early 2025, which will require an update of our existing tariff boards.	New entry signs, tariff boards, floor markings, and poster cabinets have been installed across central and park & walk car parks. Following the recent completion of the off-street order, work to replace affected signage will start in early 2026.

<b>VMS signage - £75,000</b>	<b>On target to complete before April 2026</b>
Work with Hampshire County Council to develop appropriate technological solution for variable message signage.	Suppliers have been approached to propose a solution for variable message signs at Chesil and Tower MSCPs. The project is expected to be completed by March 2026.
<b>Development and delivery of a parking and access strategy for the market towns - £25,000</b>	<b>On target to complete before April 2026</b>
To improve condition and effectiveness of parking and access in the main market towns in line with parking and access strategy plans.	8 new pay machines for Alresford Station, Arlebury Park, Perins and Lower Lane, Bishops Waltham and are scheduled for installation in February/March 2026.
<b>Modern payments and enforcement</b>	<b>Progress</b>
<b>Pay machine upgrade - £155,000 (incl. c/fwd)</b>	<b>On target to complete before April 2026</b>
To roll out improvement to payment machines and their related systems to reduce ongoing maintenance costs and improve customer service.	56 Pay machines have been upgraded or installed at all central (excluding Friarsgate) and park & walk car parks. Card payment upgrades at Barfield Phase 2 and Winchester Sport & Leisure Park are planned for February/March 2026, as well as two pay new machines for Friarsgate.
<b>Upgrade to multi-storey mobile signal - £40,000</b>	<b>On target to complete before April 2026.</b>
The installation of mobile signal boosters to enable phone payment throughout The Brooks and Chesil multi-storey car parks, which in turn reduces the need for machines and cash collection at high cost. Tower street was completed in 2024/25.	New signal boosters have been installed at Chesil Car Park. Barriers removed at Middle Brook street to allow phone payment.  Work at the Brooks Car Park dependent upon completion of resigning and relining which is on track for completion in January 2026
<b>Improved customer service - £35,000</b>	<b>On track to complete before April 2026.</b>
Improvements to payment systems and associated the back office parking system.	Expected to begin in January 2026, with new notice and permit processing software to be implemented by March 2026.

Accessible and Safe	Progress
<b>CCTV camera review and replacement programme - £130,000 (incl. c/fwd)</b>	<b>On track to complete mid 2026</b>
<p>Work to upgrade our existing CCTV infrastructure, cameras and systems where the requirement is greatest.</p>	<p>17 new cameras have been installed at the Brooks Car Park. A new cloud-based evidence storage system was implemented in September 2025 across the whole CCTV system.</p> <p>Two new cameras have been procured for Abbey Garden and the High Street. Installation is pending broadband repair and street cabinet upgrades which depends on broadband provider, but is likely to need to be carried forward into 2026/27</p>
<b>Car park repairs and remarking - £75,000</b>	<b>On track to complete before April 2026</b>
<p>Responsive repair and maintenance work across the Council's car parks as required throughout the year – including improved walking routes through car parks where appropriate.</p>	<p>Several car parks across the district have been re-lined including the Gladstone, Guildhall Yard, Worthy lane, Cattle Market, Albury Park car parks, with the Brooks Car park schedule for January. New safety fencing has been installed on the top floor of Chesil car park to reduce anti-social behaviour, with further safety fencing work scheduled for floor 8 in January 2026.</p>
<b>Re-build of Middle Brook Street CP - £250,000</b>	<b>On track for completion by mid 2026</b>
<p>The re-surfacing and re-organisation of Middle Brook Street car park to improve the surface and simplify the parking and increase accessibility from all sector of the community. Subject to further engineering work</p>	<p>Initial work has raised issues with the site's water drainage system. This, in conjunction with discussions with Hampshire County Council regarding the site's entrance, means the project is likely to slip to early 2026/27. Progress has been made on payment facilities, with two new pay machines installed and the previous payment shelter removed, which has been replaced with a new trolley bay.</p>
<b>Review of Brooks CP air handling system - £20,000 (c/fwd)</b>	<b>On track for completion by April 2026</b>

Undertake a specialist review of the Brooks car park air handling system to understand long term maintenance and replacement requirements.	Survey being procured for delivery in early 2026
<b>Asset Survey - Tower Street Multi-Storey Car Park - £150,000</b>	<b>On track for completion in mid 2026</b>
To complete any works identified in the asset survey report.	A condition survey has been completed, and urgent works have been carried out. A specification is being compiled, with the remaining required but not urgent works scheduled for summer 2026.
<b>ASB Prevention - P&amp;R - £125,000</b>	<b>On track for completion mid 2026</b>
To identify and implement solutions for preventing larger unauthorised vehicles from entering park and ride car parks and deterring anti-social behaviour, such as car meets.	Suppliers have been approached to present solutions for preventing unauthorised vehicle access at South Park & Ride.
<b>Capacity to deliver</b>	<b>Completed</b>
<b>Project officer - £50,000</b>	Resource in place and spending time on supporting projects set out in this programme of work.
To employ a fixed term resource to add to the parking team to enable delivery of these projects. This is the cost of 1 year's provision.	
<b>Other works subject to separate approval</b>	<b>On track for completion mid 2026</b>
<b>The Dean - New Alresford - £600,000</b>	The land has been purchased, and the site is expected to be handed over in June 2026 – but is entirely dependent upon the progress that the site developers make.
Officers are working with the developer and the land agent to help bring forward a development at The Dean in New Alresford, including a new public car park. A planning application has been submitted and has been approved. Funding for this via S106 has already been approved.	
<b>Upgrades to public toilets – £210,000</b>	<b>On track for completion by April 2026</b>
£200,000 was originally allocated to refurbish and improve the Chesil and Worthy Lane car park public toilets to ensure they are safe to use, reduce maintenance, reduce time when out of use, and improve the customer experience, meeting current design expectations. Following cost investigations, the budget was increased in year to £210,000 and now also includes refurbishments to the toilets at South P&R and St Catherine's P&R.	Chesil Car park and Park & Ride toilets have all be completed. Worthy Lane toilets are due to be started January 2026.

## 11.8 2026/27 Programme – Proposed

- a) This table sets out the proposed programme, subject to agreement, for those projects not subject to separate approval for 2026/27. The total programme which is not subject to separate approval is budgeted at £1,446,000m. This is set out in detail showing the capital and revenue split and some indicative funding for 27/28 on appendix A

<b>Improved air quality and lower carbon</b>	<b>Budget</b>
<b>To continue to support cycling provision and study</b>	£120,000
Ongoing work to improve the provision of secure cycle parking and access across the District – with better provision for electric bikes, cargo bikes and improved CCTV coverage of bike parking areas. This includes the delivery regeneration of the Barton Line (subject to feasibility report to be carried out in 2025/26), and St Catherines View cycle paths. It would also include small scale accessibility works to improve walking and access around the city.	
<b>Improved car park signage</b>	£15,000
There will be a need to continue improving signage, both within and directing to the car parks to ensure residents and visitors are able to take advantage of the range of tariffs and payment mechanisms available to them and to encourage use of car parks in line with the parking and access strategy.	
<b>Development and delivery of a parking and access strategy for the market towns</b>	£15,000
To improve condition and effectiveness of parking and access in the main market towns in line with parking and access strategy plans. This may include review of ownership of car parks in parish areas in line with LGR and assets transferring to parished areas.	
<b>Further delivery of Electric vehicle charging machine points</b>	
The city council has over 73 electric vehicle charging points which are well used (over 1,800 charging events in November 2025). We will continue to review options for new funding for new locations, such as at Pitt Park and Ride, which have hitherto not been deliverable due to high costs.	
<b>Modern payments and enforcement</b>	<b>Budget</b>
<b>Pay machine upgrade</b>	£80,000
This is complete the roll out of machines across our parking estate and will provide paperless, simple, cheaper to run systems on a consistent basis in every car park.	
<b>Accessible and Safe</b>	<b>Budget</b>
<b>CCTV camera review and replacement programme (c/fwd)</b>	£66,000
Work to upgrade our existing CCTV infrastructure, cameras and systems. Installation is pending broadband repair and street cabinet upgrades which depends on broadband provider.	
<b>Car park repairs and remarking</b>	£100,000
Responsive repair and maintenance work across the Council's car parks as required throughout the year, including works identified as a result of asset surveys.	

<b>Re-build of Middle Brook Street CP (c/fwd)</b>	£230,000
The re-surfacing and re-organisation of Middle Brook street car park to improve the surface and simplify the parking and increase accessibility from all sectors of the community. Subject to the current engineering feasibility work.	
<b>Asset Survey - Tower Street Multi-Storey Car Park</b>	£500,000
To complete the non-urgent works identified in the asset survey report which was carried out in 2025. The total figure (£500,000) is from £100,000 carried forward from 25/26, and is based upon the cost of the works identified through the car park asset survey.	
<b>Chesil Lifts</b>	
Budget to cover the repair/replacement of the lifts in Chesil Multi-Storey Car Park in 26/27.	£500,000
<b>Capacity to deliver</b>	<b>Budget</b>
<b>Project officer</b>	£50,000
To employ a fixed term resource to add to the parking team to enable delivery of these projects. This is the cost of 1 year's provision.	

- b) This table sets out the proposed programme, subject to agreement, for those projects which are subject to separate approval for 2026/27. The total programme which is subject to separate approval is budgeted at £1.425m

<b>Subject to further approval</b>	<b>Budget</b>
<b>Car Park at the Dean (Previously approved)</b>	£425,000
Acquisition of land and car park development, subject to planning related funding	
<b>The Brooks Air Handling System</b>	
Budget to cover the recharge of the Brooks car park air handling replacement system. Work to be completed by Yarrow Estates.	£1,000,000
<b>CWR Bus &amp; Accessibility Improvements</b>	
Accessibility improvements at the Broadway to make the Broadway a high profile, safe and attractive facility for visitors to Winchester. Activity will depend upon the timing and plans for Central Winchester Regeneration.	£250,000

## 12 OTHER OPTIONS CONSIDERED AND REJECTED

- 12.1 If we do not invest in decarbonisation and air quality initiatives, we will fail to deliver core council priorities in both these areas.
- 12.2 Not investing in Council car parks and their infrastructure may lead to financial loss if car parks are not able to be used or are unattractive to drivers. Losses may also result if accidents occur which generate successful claims against the Council. There is also a risk of reputational damage to the Council, and an adverse impact on the city and market towns' economies, through lack of good quality parking provision which help to underpin these locations in terms of meeting business and visitor needs.

### BACKGROUND DOCUMENTS:-

#### Previous Committee Reports:-

CAB3440 CAR PARKING AND ACCESS - IMPROVEMENT PROGRAMME  
UPDATE 24 January 2024

CAB3488 PARKING AND ACCESS PROGRAMME – REVIEW AND 25/26 WORKS  
22 JANUARY 2025

#### Other Background Documents:-

[Winchester Movement Strategy](#)

[Winchester Parking & Access Strategy \(CAB3224\)](#)

### APPENDICES:

Appendix A – Proposed 2026/27 and Indicative 2027/28 Programmes

Appendix B – Equality Impact Assessment

Programme 2026/27	Project	Capital	Revenue	Total
		£	£	£
Improved air quality and lower carbon	To continue to support cycling provision and study	£120,000		£120,000
	Improved car park signage		£15,000	£15,000
	Development and delivery of a parking and access strategy for the market towns		£15,000	£15,000
Modern payments and enforcement	Pay machine upgrade		£80,000	£80,000
Accessible and Safe	CCTV camera review and replacement programme (c/fwd)	£66,000		£66,000
	Car park repairs and remarking		£100,000	£100,000
	Re-build of Middle Brook Street CP (c/fwd)	£230,000		£230,000
	Asset Survey - Tower Street Multi-Storey Car Park (c/fwd + increase)	£500,000		£500,000
	Chesil Lifts	£500,000		£500,000
Capacity to deliver	Project officer		£50,000	£50,000
<b>Total</b>		<b>£1,416,000</b>	<b>£260,000</b>	<b>£1,676,000</b>
<b>Subject to further approval</b>				
Car Park at the Dean (Previously approved)	Acquisition of land and car park development, subject to planning related funding	£425,000		£425,000
The Brooks	Air handling unit	£1,000,000		£1,000,000
Central Winchester Regeneration (CWR)	Bus & Accessibility Improvements	£250,000		£250,000
<b>Total</b>		<b>£1,675,000</b>		<b>£1,675,000</b>
<b>2026/27 Programme Total</b>		<b>£3,091,000</b>	<b>£260,000</b>	<b>£3,351,000</b>
Indicative Programme 2027/28	Project	Capital	Revenue	Total
		£	£	£
Improved air quality and lower carbon	Development and delivery of a parking and access strategy for the market towns		£25,000	£25,000
Modern payments and enforcement	Pay Machine Upgrade		£80,000	£80,000
Accessible and safe	Car park repairs and remarking		£100,000	£100,000
Capacity to deliver	Project Officer		£50,000	£50,000
<b>Total</b>			<b>£255,000</b>	<b>£255,000</b>
<b>2027/28 Indicative Programme Total</b>			<b>£255,000</b>	<b>£255,000</b>



## Equality Impact Assessment (EIA) for Parking and Access Programme – Review and 26/27 Works

### Section 1 - Data Checklist

		Yes/No	Please provide details
1	Have there been any complaints data related to the policy or project you are looking to implement?	No	
2	Have all officers who will be responsible for implementing the policy or project been consulted, and given the opportunity to raise concerns about the way the policy or function has or will be implemented?	Yes	
3	Have previous consultations highlighted any concerns about the policy or project from an equality impact perspective?	Yes	Requests have been received for disabled parking and parent-and-toddler spaces, along with comments about providing a range of payment options and ensuring parking availability. These requests have been assessed against relevant guidance and Council strategies, and provision is made accordingly.
4	Do you have any concerns regarding the implementation of this policy or project?  <i>(i.e. Have you completed a self-assessment and action plan for the implementation of your policy or project?)</i>	No	Careful project planning will be undertaken before starting the 2026/27 programme. Works will be scheduled to minimise impact and disruption for residents, visitors, and commuters.
5	Does any accessible data regarding the area which your work will address identify any areas of concern or potential problems which may impact on your policy or project?	No	
6	Do you have any past experience delivering similar policies or projects which may inform the implementation of	Yes	The Head of Programme and the Parking team are experienced in delivering these types of projects.

		Yes/No	Please provide details
	your scheme from an equality impact point of view?		
7	Are there any other issues that you think will be relevant?	No	

## Section 2 - Your EIA form

<b>Directorate:</b> ELB	<b>Your Service Area:</b> Place	<b>Team:</b> Parking Services	<b>Officer responsible for this assessment:</b> Campbell Williams	<b>Date of assessment:</b> 27/11/2025
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	Question	Please provide details
1	What is the name of the policy or project that is being assessed?	Parking and access programme – review and 26/27 works.
2	Is this a new or existing policy?	Existing.
3	Briefly describe the aim and purpose of this work.	This programme of work supports the delivery of existing policies and strategic objectives, including the Winchester Movement Strategy, the Parking and Access Strategy, the Air Quality Management Area, carbon reduction targets, and the Council Plan.
4	What are the associated objectives of this work?	As outlined in this paper, CAB3488, CAB3440 and CAB3284
5	Who is intended to benefit from this work and in what way?	The Council, district residents, and visitors — as outlined in this paper.
6	What are the outcomes sought from this work?	Specific outcomes are project-dependent; however, in general, the programme aims to support the delivery of the Council's existing policies and strategic objectives.
7	What factors/forces could contribute or detract from the outcomes?	Local or national factors/forces.
8	Who are the key individuals and organisations responsible for the implementation of this work?	Parking Services
9	Who implements the policy or project and who or what is responsible for it?	Parking Services

		Please select your answer in <b>bold</b> . Please provide detail here.		
10a	Could the policy or project have the potential to affect individuals or	Y	<b>N</b>	We do not believe so.

	communities on the basis of race differently in a negative way?			
10b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		
11a	Could the policy or project have the potential to affect individuals or communities on the basis of sex differently in a negative way?	Y	N	We do not believe so.
11b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		
12a	<p>Could the policy or project have the potential to affect individuals or communities on the basis of disability differently in a negative way?</p> <p><i>you may wish to consider:</i></p> <ul style="list-style-type: none"> <li>• <i>Physical access</i></li> <li>• <i>Format of information</i></li> <li>• <i>Time of interview or consultation event</i></li> <li>• <i>Personal assistance</i></li> <li>• <i>Interpreter</i></li> <li>• <i>Induction loop system</i></li> <li>• <i>Independent living equipment</i></li> <li>• <i>Content of interview)</i></li> </ul>	Y	N	<p>Changes and improvements to car parks could impact individuals and their access if not carefully designed.</p> <p>Important considerations include the location and availability of disabled and parent-and-toddler parking spaces, the height of payment machines, the type of signage used, lighting, and the provision and maintenance of lifts.</p> <p>All of these factors are carefully considered in the design and installation of schemes and equipment in car parks and are reflected in the improvements we are delivering.</p>
12b	What existing evidence (either presumed or otherwise) do you have for this?	<p>Reference is made to the results of our residents' survey and census data to inform our decisions.</p> <p>We also regularly engage with representative groups such as the BID, the Chamber of Commerce, and local town and parish councils to identify issues and develop solutions to local concerns.</p> <p>We review any complaints received and take appropriate action. Our Civil Enforcement Officers regularly</p>		

		receive direct feedback from customers in our car parks, which we carefully consider and reflect in any proposals we bring forward.		
13a	Could the policy or project have the potential to affect individuals or communities on the basis of sexual orientation differently in a negative way?	Y	N	We do not believe so.
13b	What existing evidence (either presumed or otherwise) do you have for this?	Assessment of best practice and guidance.		
14a	Could the policy or project have the potential to affect individuals on the basis of age differently in a negative way?	Y	N	Access could be affected by several factors, such as lighting levels, the height of payment machines, the provision of disabled parking spaces, and the presence of steps or lifts.
14b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		
15a	Could the policy or project have the potential to affect individuals or communities on the basis of religious belief differently in a negative way?	Y	N	We do not believe so.
15b	What existing evidence (either presumed or otherwise) do you have for this?	Assessment of best practice and guidance.		
16a	Could this policy or project have the potential to affect individuals on the basis of gender reassignment differently in a negative way?	Y	N	We do not believe so.
16b	What existing evidence (either presumed or otherwise) do you have for this?	Assessment of best practice and guidance.		
17a	Could this policy or project have the potential to affect individuals on the basis of marriage and civil partnership differently in a negative way?	Y	N	We do not believe so.
17b	What existing evidence (either presumed or otherwise) do you have for this?	Assessment of best practice and guidance.		

18a	Could this policy or project have the potential to affect individuals on the basis of pregnancy and maternity differently in a negative way?	Y	N	We do not believe so.
18b	What existing evidence (either presumed or otherwise) do you have for this?	Customer feedback and assessment of best practice and guidance.		

19	Could any negative impacts that you identified in questions 10a to 15b create the potential for the policy to discriminate against certain groups on the basis of protected characteristics?	Y	N	Potentially in relation to age and disability.
20	Can this negative impact be justified on the grounds of promoting equality of opportunity for certain groups on the basis of protected characteristics? Please provide your answer opposite against the relevant protected characteristic.	Y	N	Race: Sex: Disability: Details included above. Sexual orientation: Age: Details included above. Gender reassignment: Pregnancy and maternity: Marriage and civil partnership: Religious belief:
21	How will you mitigate any potential discrimination that may be brought about by your policy or project that you have identified above?	Through the provision of good lighting, clear signage, accessible payment machines, disabled parking spaces, and convenient access via lifts and other facilities, we aim to ensure car parks are safe and inclusive for all users.		
22	Do any negative impacts that you have identified above impact on your service plan?	Y	N	Yes and addressed through ongoing improvements and adaptations.

Signed by completing officer	Campbell Williams
Signed by Service Lead or Corporate Head	Campbell Williams