

CAR PARKING STRATEGY






THE CITY OF WINCHESTER MOVEMENT STRATEGY (WMS)

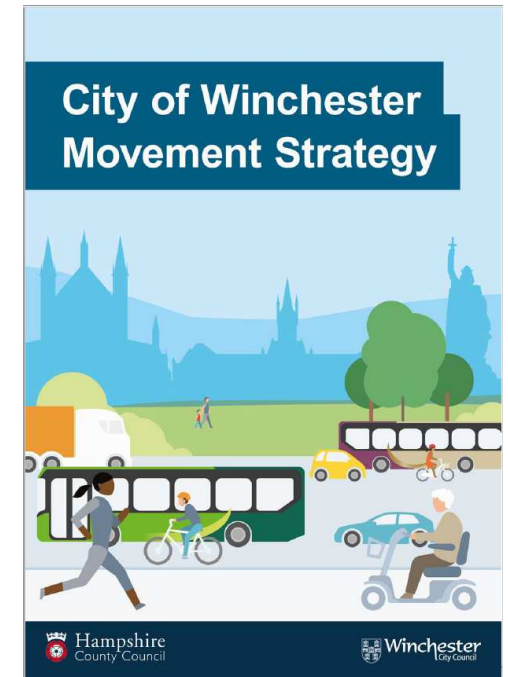
Joint strategy between Hampshire County Council and Winchester City Council

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

EXISTING CAR PARKING STRATEGY, 2014-2018

Aim

‘To provide a sufficient number of suitably located and managed car parking spaces to sustain the long term economic, social and environmental well being of Winchester Town and District’.

Strategic Approach for Winchester Town:

-  Car parking levels serving the town will be retained at current levels (2013 was the base year for the development of the strategy) or expanded slightly in certain locations aiming to achieve 85% operational occupancy levels;
-  Seek to consolidate parking in the most suitable locations within each quarter based on evidence of the way in which individual car parks are used; and,
-  The ‘three ring’ approach to pricing and allocating our car parks in Winchester Town will support tourism and the economy and will also help to reduce congestion, improve air quality and reduce our carbon footprint.

The levels of public support were demonstrably strong for this approach with at least two thirds of respondents in the 2016 consultation endorsing each of the above statements.

CONSIDERATIONS

- Future Capacity Changes
 - Central Winchester Regeneration
 - Station Approach
 - St Clements Surgery
 - Vaultex, Bar End
 - Kings Barton Park and Ride Light
- Future agency agreements with HCC
- Electric Vehicle Charging Study, Air Quality Action Plan & carbon reduction commitments
- Development on existing car parks
- Engagement / public consideration
- Income generation/ impact on services



REVIEWS TO BE UNDERTAKEN

Phased over a 10-year period, 2019-2020

Charging Strategy considerations to enable change

- On / off street parking charges
- Sunday / evening charges
- Inflation rate increases – pay for improvements
- Incentives for low emission vehicles

Park and Ride extensions/ new sites

Reusing some central car parks / Bus station

Private non residential city centre parking

The three 'ring' approach to pricing and parking

Parking issues in the district market towns

Investment in car parks/ facilities/ equipment / Vehicles

Electric charging

Coach parking

Blue badge parking



TIMELINE / MILESTONES

It is the intention that a new Strategy will be in place before the end of the year.

The milestones are;

- 🏰 Draft Strategy approved for engagement Summer
- 🏰 Park and Ride Study- July to Autumn
- 🏰 Engagement Autumn
- 🏰 Approval of Strategy December 2019



THANK YOU AND QUESTIONS



Questions



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INCOME CONSIDERATIONS

The current income level from town car parks is around £5.6 million each year excluding season tickets. Income has increased by 29% since 2013.

The closer to the town centre, the higher the income.

Parking Spaces & Income Summary 2018/19

	Spaces		Income (£000)	
Centre Ring	1,522	33%	3,406	60%
Inner Ring	1,292	28%	1,115	20%
All P&R Sites	1,861	40%	1,119	20%
Season Tickets	-	-	613	-
Sub total	4,675	-	6,253	-
Other car parks	-	-	181	-
Total (Off Street Parking)	4,675	-	6,434,000	-

Typical Occupancy Levels

	2013	2018	2019
Centre Ring	85%	87%	90%
Inner Ring	69%	82%	85%
Outer Ring (P&R)	57%	73%	82%
ALL spaces	71%	80%	86%