Winchester
TOWN ACCESS PLAN

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FINAL

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CONTENTS **PAGE**

Inserts

Glossary of Terms (a-z)

AQMA – Air Quality Management Area
CSA – Community Street Audit
CTC – Cycling Touring Club
EU – European Union
HCC – Hampshire County Council
LDF – Local Development Framework
LTP – Local Transport Plan
MIRACLES – Multi Initiatives for Rationalised Accessibility and Clean Liveable
P&R – Park and Ride
QBP – Quality Bus Partnership
STP – School Travel Plans
TAP – Town Access Plan
WTAP – Winchester Town Access Plan

Executive Summary

The Winchester Town Access Plan ('the Access Plan') is a strategy which sets out a shared vision for how access to facilities and services within the town will be improved. The Access Plan has been developed jointly by Hampshire County Council and Winchester City Council.

The Local Transport Plan 2006-2011 sets out the role of Access Plans and how they will guide the longer term vision and strategies covering all modes of transport within larger settlements such as Winchester.

Winchester faces a number of factors which combine to give it traffic levels and problems far beyond that which would normally be associated with a town of its size. It experiences many of the problems associated with that of an ancient city centre such as narrow ancient streets and footways that allow little scope for improving provision for road users and pedestrians.

The Access Plan focuses on improving accessibility and air quality, reducing the level of traffic in the city centre and therefore improving the situation in terms of localised congestion. The assessment work is concluded in two 'Action Plans' in Chapter 6 of this document. The 'Action Plan' details short term committed and funded measures that have deliverable timescales associated, and the 'Longer Term Requirements' outlines the infrastructure required to support future development.

Whilst traffic levels have remained fairly stable since the 1990's infill development in the town has brought additional pressures in terms of car parking and available road space. It is therefore important that future development both minor and major is used to significantly influence how the town develops in terms of accessibility. For example the planned Silver Hill development will provide opportunities to improve the Lower High Street and The Broadway as well as providing a new bus station.

The Access Plan needs to reflect and support other strategies, plans and policies already in place regarding the town and access including the Town Forum's vision.

The four key Aims of the Access Plan are:

- To ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable[1]
- To lead a transition to cycling, walking, public transport and low-carbon modes of travel, including low emission private and commercial vehicles.
- To reduce the negative effects of transport related carbon emissions on all neighbourhoods including the town's historic environment, particularly in relation to air quality and the safety of pedestrians and cyclists
- To enhance the social and cultural wellbeing of Winchester by providing access for all.

[1] the most widely quoted definition of sustainability and sustainable development, is that of the Brundtland Commission of the United Nations on March 20, 1987: "*sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs*."

In order to achieve the aims of the Access Plan action is required in key areas. These are identified as eight strategic priorities;

A. Promote self-sufficient communities and self-containment to reduce the need to travel by car;
B. Improve the local cycling and walking experience for functional and leisure trips (through education and infrastructure);
C. Provide carefully planned car parking to meet economic need;
D. Reduce the negative impact of transport related carbon emissions on all neighbourhoods;
E. Promote the delivery of 'A high-quality public realm that is available to all users' where this is appropriate;
F. Promote the purchase and use of low-emission vehicles;
G. Invest for maximum benefit from public transport; and
H. Use new development as an opportunity to set standards that support the aims and priorities of the Access Plan.

This will be a starting point from which to improve accessibility in Winchester and will help to guide funding and resources. Reducing transport related carbon emissions, as identified in Aim 3, will remain one of the key factors used when seeking to prioritise funding to improve accessibility.

The existing situation in Winchester means that whilst it is a relatively small but vibrant city with a high level of economic activity as well as a number of major employers and attractions it is an attractive place to live in, visit and work; however there remain significant issues and challenges which must be met in order to maintain its success, many of which relate to transport and accessibility.

Incidents on the surrounding local road network can impact badly on Winchester as cars seek alternative routes. The 2001 census shows us that the car is still by far the most dominant form of transport used to commute into Winchester each day with nearly 60% choosing to drive. With over 28,000 commuter trips in to the city each day it is clearly a major cause of peak hour congestion.

This access plan looks at the location of key services and facilities within Winchester and how by making changes access can be improved. For example the new Park and Ride site at south Winchester will help to reduce peak congestion along the Romsey Road. This will in turn allow visitors and commuters to access the town centre without the need to drive into the ancient city centre thus helping to improve the air quality. However, this needs to be linked with other developing strategies in terms of traffic management and town centre car parking policies.

The current one way system has been scrutinised along with other proposals, such as the promotion of a high quality public realm that is available to all users at a number of key locations. The report, by Mott Gifford, entitled "Road Network and Traffic Management Study" is a background document used in the development of this access plan and will be available online during the consultation process. A second road network and traffic management study will look more fully into the options identified in the first study.

The development of the Access Plan has been informed through consultation and evidence gathering. In January 2007 a seminar with councillors from both Hampshire County Council and Winchester City Council was held. Mott Gifford gave a presentation on the study findings with members able to debate the pros and cons of several ideas. The emerging priorities and strategies from these consultations and

studies have helped to set the way forward for Winchester in terms of meeting the aims and priorities of the access plan listed above.

This Town Access Plan is available online at www.hants.gov.uk/taps along with the supporting documents referenced in the plan.

Chapter 1 Introduction

1.1 The Winchester Town Access Plan is a strategic document that sets out a shared vision for how access to facilities and services within the town will be improved and has been developed jointly by Hampshire County Council and Winchester City Council in consultation with the local community and business representatives.

1.2 In 2005 the Winchester Town Forum produced its 'Vision for Winchester' which set out the kind of place Winchester should aspire to be as it faces the challenges of the 21st century. Winchester is not like Southampton or Basingstoke, aspiring to regional scale retail development or significant expansion. Winchester is, and wants to be, a county town worthy of its national reputation as a place which reconciles care for its historic environment with concern to promote economic vitality and the welfare of its residents. Some change is essential, but all change should be carefully considered and purposeful.

1.3 The long-term transport **aim** for the town as expressed in the 'Vision for Winchester' is:

> ***To achieve a more sustainable approach to transport provision which reduces pollution and the need to travel by car, provides access to local facilities, promotes social inclusion and improves the quality of life by working in partnership, to find local solutions. These solutions should protect the environment, reduce green house gas emissions, integrate land use and transport planning and improve travel choice and accessibility for residents businesses and visitors.***

1.4 As the vision suggests, a key component in the economic and social success of any place is having good access to shops, employment, health services, schools, leisure and other facilities, whether by car, by bicycle, walking, or catching the bus or train. Meeting the needs of people with different and sometimes competing requirements can be difficult and ensuring good access in and around Winchester needs careful planning. The situation is further complicated by the historic street layout. Few significant changes in transport infrastructure can be made overnight; they have to be identified well in advance and implementation planned carefully to fit with local constraints

and change over time. It is therefore essential that there are regular reviews of the way in which people can make the journeys they need to and the effects these journeys have

1.5 The work has to be fully integrated with other parts of the spatial planning process, in particular proposals for new residential and employment land development. These proposals will be set out in the City Council's Local Development Framework Core Strategy which is currently the subject of consultation and debate. However, the Core Strategy is at a sufficiently advanced stage for the main impacts of growth on Winchester over the next twenty years to be identifiable, and this plan assumes that growth will take place. The role of the Access Plan is to both respond to this and to enable that development with the minimum possible detriment to existing activity.

1.6 The Access Plan is consistent with the Local Transport Plan (LTP) produced by Hampshire County Council. LTP2 (2006 to 2011) sets out the role of Access Plans across Hampshire. Each Access Plan will be developed to guide the longer term vision and strategies covering all modes of transport within the larger settlements. These aims will be carried forward into the next round of Local Transport Plans covering the period 2011 to 2016 (LTP3)

1.7 For the purpose of this Access Plan 'Winchester' is defined as (the contiguous built up area of) the six wards of St Luke, St Paul, St Bartholomew, St John And All Saints, St Michael and St Barnabas together with Oliver's Battery, Badger Farm and Harestock. (See figure 1) Access from outside must also be taken into account as the town is an important centre for services such as health, education, employment and retail and its accessibility to residents in the rural hinterland is therefore extremely important.

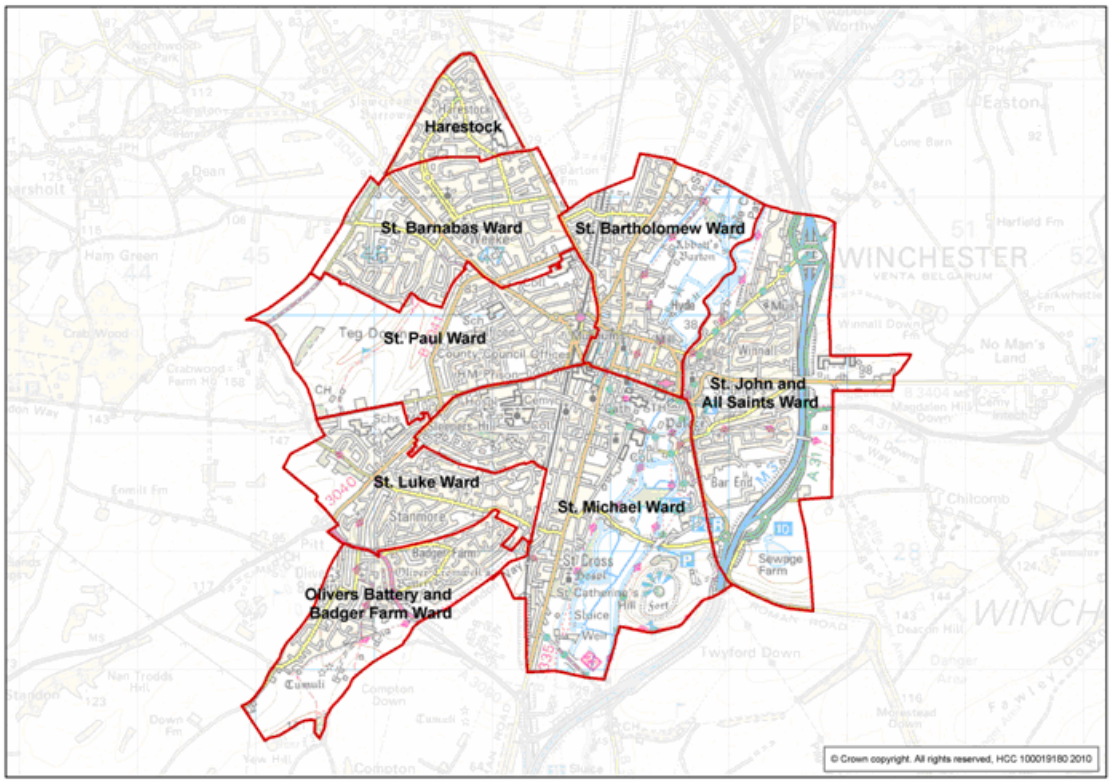

Figure 1

Context

1.8 Winchester has a resident population of some 45,000 people but as the county town of Hampshire, it faces a number of pressures which give rise to issues beyond those which might normally be expected for a place of this size. It is the location for a number of large public sector employers, including the University of Winchester, Winchester Prison, Royal Hampshire County Hospital, Hampshire County Council and Winchester City Council.

1.9 Access to and from Winchester on the strategic road and rail network is extremely good, although access routes (A34, M3 J9) can get congested at peak times. It is served by both the M3 and the A34, and by mainline trains on the route from Weymouth to London Waterloo, one of the busiest lines in the country. This makes it an ideal location for London commuters who can reach Waterloo in an hour on regular trains. This and the large amount of employment result in high level of commuting into and out of Winchester – some 18,000 arriving and 10,000 leaving everyday to work. Winchester's economic prospects depend in large part on being able to manage the requirement to get in and out of the town to work. It is neither desirable nor realistic to seek to stop people moving around, but it is essential to manage the way that this happens.

1.10 Surprisingly traffic volumes entering the town have remained fairly stable since the early 1990s. This may be partly due to the self-limiting nature of the road network as well as other factors such as; the completion of the M3 extension which created a more reliable eastern by-pass, a major edge of town supermarket at Winnall and Badger Farm and Park and Ride facilities at Bar End.

1.11 Winchester is a tightly drawn city without extensive suburbs or out of town shopping. The focus of the town remains, and will remain, its town centre. Winchester experiences the classic problems of an ancient city centre. The historic core is characterised by narrow ancient streets and footways, with very limited room for increasing provision for road users or pedestrians. Deliveries to shops on the High Street are not easy and can be a cause of traffic congestion. Its primary residential areas form around the radial routes which penetrate the town almost to the town centre. Traffic volumes on the radial routes are unexceptional outside of peak times.

1.12 Levels of cycling are increasing across the city judging by the use of existing cycle parking infrastructure. Trips to schools, which are a significant contributor to peak time congestion, offer an area for improvement. Access to the railway station continues to be an issue because for many commuters, rail journeys have to start with a car trip from home to station. Conditions for cyclists and pedestrians could be enhanced in order to encourage modal shift to these more sustainable forms of transport.

1.13 The supply, management and pricing of off street car parking is a factor in determining how people travel into the town and is considered in this Access Plan. The City Council continues to control a significant proportion of on and off-street car parking. The residents parking scheme seeks to manage the limited supply of on-street car parking to try to give priority to local residents.

1.14 Most bus services within the city operate on a commercial basis, with promising increases in patronage in response to measures introduced through the Quality Bus Partnerships. Together these routes have shown passenger growth averaging 22.6% from 2005 to 2009. This compares with growth on all routes countywide (including non-QBP's) of 14.3%.

1.15 Despite this growth in public transport use, a statutory Air Quality Management Area (AQMA) had to be declared for the central area of the town in 2003 containing a range of measures which are aimed at achieving the National Air Quality Strategy thresholds for the NO_2 and PM_{10}.

Potential Growth and Development to 2031

1.16 Major changes in the town arising from development proposed in the Council's emerging Local Development Framework are possible over the next twenty years. These include potential development to the north and south of the city, together with additional employment opportunities in the central business district. These developments would not create or require fundamental change in traffic or access arrangements in the city centre, but they would have impacts on approach routes and junction 11 of the M3, which need to be managed carefully to limit the additional pressure they cause.

1.17 The planned Silver Hill development of new retail and residential property in the town centre offers a significant opportunity to improve the lower High Street and The Broadway and will provide a new bus station.

Figure 2 shows the location of these areas of potential growth as well as other major transport features which are discussed elsewhere in the plan.

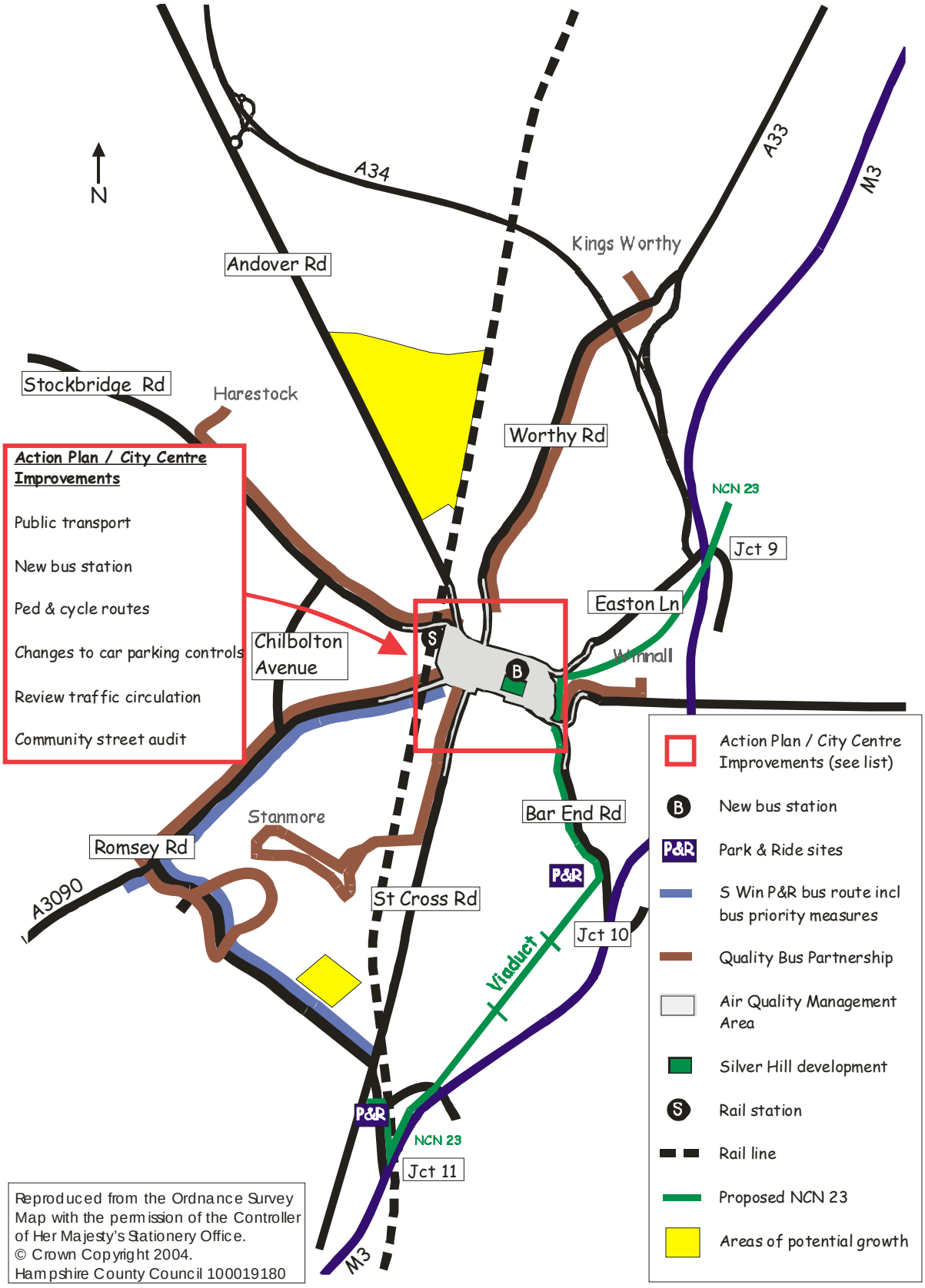
N
A34
A33
M3
Andover Rd
Kings Worthy
Stockbridge Rd
Harestock
Worthy Rd
Action Plan / City Centre Improvements
Public transport
New bus station
Ped & cycle routes
Changes to car parking controls
Review traffic circulation
Community street audit
NCN 23
Jct 9
Easton Ln
Chilbolton Avenue
S
B
Winnall
Stanmore
Bar End Rd
Romsey Rd
A3090
St Cross Rd
P&R
Jct 10
Viaduct
P&R
NCN 23
Jct 11
M3
Action Plan / City Centre Improvements (see list)
New bus station
Park & Ride sites
S Win P&R bus route incl bus priority measures
Quality Bus Partnership
Air Quality Management Area
Silver Hill development
Rail station
Rail line
Proposed NCN 23
Areas of potential growth
Reproduced from the Ordnance Survey Map with the permission of the Controller of Her Majesty's Stationery Office.
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Figure 2

Objectives and Key Issues

1.18 Any Access Plan must start by recognising that the people make journeys for a reason – for work, leisure or social purposes. Economic vitality depends on people being able to travel as and when they need to. However, nobody wants to make a more complex, time-consuming or expensive journey than they have to. Travel has environmental impacts which cannot be considered incidental both for air quality and carbon emissions. Winchester has to make its own contribution to national targets for the reduction of CO_2 and transport has to play a part in this.

1.19 Good access planning is not just a matter for those who deal with transport. If people and the places they want to get to are poorly located or badly planned then travel will be a problem. Travel considerations must therefore be an integral part of planning decisions at every level. The purpose of the Access Plan is not just to respond to problems however, it is also to set out how they can be prevented in the first place. In general the Access Plan is about:

- improving accessibility
- encouraging economic prosperity
- minimising environmental damage and reducing pollution
- preserving and enhancing the built and natural environment
- improving the quality of life for residents and visitors

Equalities

1.20 Statement one: The short-term minimum required to meet this action:

This Access Plan ensures that its recommendations provide fair and equal access to the town centre regardless of age, race, ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographic inclusion (e.g. people on low incomes and those living in areas with poor transport links such as rural villages). Preparing the recommendations involved assessing the local population and understanding the varied access needs.

1.21 Statement two: Longer term minimum required to meet this action:

This Access Plan has a duty to ensure that it reflects the access needs of the local community. Developing the plan involved carrying out community street audits with local members and residents to identify the character of the local community and its varied access needs. The results from these audits and information from a range of studies and assessments helped to produce the recommendations. These aim to provide fair and equal access to the town centre regardless of age, race, ethnicity, religion, disability, gender, sexual orientation, mobility and social and geographic inclusion (e.g. people on low

incomes and those living in areas with poor transport links such as rural villages).

1.22 In developing the Access Plan the characteristics of the population were considered and the effects that implementing the plan will have on the community were carefully taken into account. An Access Audit was also undertaken. The local authorities believe that the Access Plan looks to provide fair and equal access and that where policies are designed to address the needs of particular groups this is because it is reasonable to do so to assist them achieve access to services and opportunities for social and leisure activities. Hampshire County Council and Winchester City Council both adhere to the Disability Equality Scheme 2006-2009 produced by Hampshire County Council under the Disability Discrimination Act 1995.

Climate Change – Reducing transport related carbon emissions

1.23 Since 1990, greenhouse gas emissions from transport have increased by 12% and now represent 21% of total UK emissions. Of these transport emissions, 92% are generated by road transport (with 58% from private cars, 20% from HCV's, 11% from vans and 2.3% from buses). [*Source: DfT].* In the Climate Change Act 2008, the Government made a commitment to reduce UK carbon emissions by 80% by 2050, compared to 1990 levels. In addition, in 2009, the Government made a commitment to reduce carbon emissions by 34% by 2020, compared to 1990 levels.

1.24 In Hampshire, in 2007, the average carbon footprint per person was 7.9 tonnes, compared to a South East region average of 7.8 tonnes *[Source: DECC National Indicator 186 data].* At district level, the district with the lowest carbon footprint per person was Havant, with 5.2 tonnes. The district with the highest carbon footprint per person was Winchester with 8.4 tonnes. In Hampshire, in 2007, it is estimated that from road transport sources, the average carbon footprint per person was 2.1 tonnes.

1.25 Within the transport sector, it is vital that the current trend of increased carbon and greenhouse gas emissions from transport sources begins to be reversed. Current Government policies on reducing carbon from transport place the emphasis on introducing low-carbon vehicles through regulation and incentives. This is important but will not on its own achieve the reductions in carbon needed from the transport sector. Including an EU car emissions target, UK domestic transport emissions in 2020 are forecast to be just over 5% lower than in 2005 *[Source: DfT Carbon Pathways Analysis]*.

1.26 In 2007, Hampshire County Council adopted a Climate Change Policy, which states:

> *"The County Council, through its own operations and in partnership with others, will seek to ensure a resilient sustainable Hampshire by placing climate change considerations at the heart of its decision-making processes, its policy development, and its operational activities."*

Climate Change is now a factor within the County Council's Corporate Risk Register.

1.27 It is now inevitable that climate change will have serious implications for the transport networks in Hampshire. New approaches will be required, including on highway maintenance and to address the effects of more extreme weather patterns. These will result in increased flooding incidents, which our drainage systems will need to cope with, while hotter drier summers will bring other problems affecting infrastructure and transport services.

1.28 Winchester City Council is acting now and taking a long term view to respond effectively to both the causes and the social, economic and environmental implications of climate change in Hampshire. It addresses this through its approved Climate Change work programme, policy and continuous improvement in performance. The City Council now intends to build on its experience to date and work towards two main outcomes:

1.29 To prepare the organisation and the services it delivers for climate change by placing climate change considerations at the heart of the City Council's decision-making processes, policy development and operational activities.

1.30 Tackling climate change is at the heart of Winchester City Council's work after Cabinet approved the Climate Change Plan on behalf of the whole district. The plan contains a framework for change including the four important outcomes: reducing greenhouse gas emissions, increasing renewable energy generation, adaptation planning, and community involvement. It also sets an ambitious target to reduce by 30%, the district's carbon emissions between now and 2015.

Sustainability

The most widely quoted definition of sustainability and sustainable development, is that of the Brundtland Commission of the United Nations on March 20, 1987: "*sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs*."

1.31 This Access Plan will help to deliver sustainability objectives and has been subject to a sustainability appraisal using Winchester City Council's sustainability assessment matrix. This helps to ensure that wherever possible opportunities are taken to help deliver wider outcomes in relation to objectives in Corporate Strategies and other related plans.

Summary

1.32 In the next section the current strengths and weaknesses of the transport infrastructure are reviewed to establish a clear picture of what changes should be considered and where it would be sensible to leave the position as it is.

Chapter 2 Setting our Goals

Analysis

2.1 Taking account of all the evidence regarding the current position for travel in Winchester and emerging regional and national policy on travel and transport issues, the starting point for the two Action Plans (short term 'Action Plan' of committed and funded measures that have deliverable timescales and a 'Longer Term Requirements' that outlines the infrastructure required to support future development), is summarised as follows;

2.2 The ease with which people can get to and from Winchester, and get around Winchester compares very favourably with other places of a similar size and complexity. Getting into and out of the town is usually straightforward for motorists but there is one place that this is not the case, at Winnall, where access to J9 of the M3 and the combination of retail outlets causes traffic problems back into the town. Although the one way system is sometimes frustrating for drivers, as it takes you through the town centre, it is relatively effective in moving traffic but not effective in terms of journey times and unnecessary through mileage. North Walls, the main one way route, will be considered in stage two of the Road Network and Traffic Management study as will St George's Street as it represents a barrier to pedestrians which reduces the quality of the central area. This will be improved when a feasible solution is developed.

2.3 Measures to reduce the need for traffic to enter the town centre, such as Park and Ride, better signage and better bus routing will help to reduce the negative effects caused by congestion and help to address the air quality issues.

2.4 Development in the town centre need not have unacceptable effects on traffic and travel in Winchester. Any large development represents an opportunity to provide high quality development which sets new standards for travel planning.

2.5 Economic success is essential to create a high quality of life, but only where it is sustainable, and to provide the opportunity for investment in better infrastructure. The economic environment over the period of this plan may be more difficult and investment harder to achieve, and for that reason it should be more greatly encouraged in order to achieve a high quality more sustainable economy. It is not inevitable that economic success comes at a high environmental cost. Winchester should be aiming to achieve economic development which is more in tune with high quality of life factors, particularly more sustainable working arrangements that reduce the need to commute, lower levels of emissions and higher levels of personal health and fitness.

2.6 The focus of retail, entertainment and leisure should continue to be in the town centre where these are easily served by public transport. A planned approach to car parking is needed to support the use of the Park and Ride facilities on offer. All the evidence demonstrates that Winchester has more

town centre car parking than is necessary to meet reasonable needs, especially with the additional Park and Ride spaces now available. This means that some space might be put to more economically beneficial use during the plan period. Opportunities will be explored with a view to initially reducing car parking capacity within the Town centre by up to 15% which is around 500 spaces. Reductions beyond this we need to consider peak demand and how this may be met for special events in the Town, and this will be reviewed on a regular basis.

2.7 New and continued employment opportunities need to be encouraged and therefore the traffic and travel implications of these should be addressed in partnership between the local authorities and employers. Employers should have reasonable expectations for parking and accessibility – the local authorities recognise that employers need confidence that they can retain and recruit staff.

2.8 The car generally represents the dominant and most convenient means of transport for people who live some distance from work or leisure activities. It is difficult to see a future in which the car does not continue to dominate travel options. This is a problem at present for two reasons – fuel and numbers. Advances in vehicle technology mean many vehicles, with internal combustion engines, have much lower emissions and greater fuel economy. However, even these vehicles may become outmoded in time.

2.9 The Government is committed to a transition to electric / fuel cell powered vehicles. Given the commercial and public interest in this the local authorities believe that motorised vehicles, with new fuel sources, will remain the dominant mode of transport in areas such as Winchester. Local authorities should therefore be planning for this transition.

2.10 But if motorised vehicles do remain the dominant mode of transport then congestion and problems of reconciling them with residents will remain and need to be addressed. A vehicle with no emissions still needs to be parked, can still cause accidents, congestion and may always be the best way to get to work.

2.11 Travel and transport generate 20% of CO_2 emissions in the UK, of which 85% come from private cars. Changes in technology will have an effect on this in time as the only vehicles available for purchase become low emission producers. But this will take time and the targets for reducing CO_2 emissions require a short term response as well as long term assumptions. Local authorities have a role in trying to ensure that significant savings are achieved very quickly and in providing incentives for people to use their cars only when this is the best option (rather than the only option). A process of transition has to be started and given impetus.

2.12 The local authorities believe that the best approach is not to take away choices about means of travel, but to provide people with genuine alternatives which enable them to avoid the need to travel or provide non-car options that are effective and useable for some of their trips.

2.13 The role of the Access Plan is to define the actions necessary to ensure that the wider aims and objectives set out in those documents mentioned in Section 1 are not constrained by access issues and, where relevant, are achieved directly in relation to travel and transport. Taking into account the existing situation and the requirements for the future those aims and objectives have been distilled to four overarching aims for this Access Plan

Aim 1

To ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable[1]

2.14 If it is to provide a high quality environment and be a desirable place to live, Winchester has to continue to be economically successful. Without that success there will be less funding for the kind of environmental improvements essential to respond to new environmental challenges. Economic vitality is one of the means by which environmental improvement is achieved.

2.15 "Business as usual" is not possible if getting to work, moving goods or gaining planning permission is made difficult because the wrong choices have been made about long term transport and travel options. Future economic vitality will itself depend on achieving low carbon development and infrastructure.

Aim 2

To lead a transition to cycling, walking, public transport and low-carbon modes of travel, including low emission private and commercial vehicles.

2.16 Although Winchester town itself is compact and suitable for walking and cycling within the city boundary, it is also the economic and social hub for a large rural area. Public transport can be a viable alternative to the private car for some people from outlying areas with improvements. But for many people travelling for work and leisure the convenience of the private car or the necessity of a van full of tools and equipment will remain.

2.17 The long term benefits of preparing for a move towards electric/fuel cell vehicles is that charging stations and other supporting infrastructure can be planned now. This type of technology will help towards reducing the negative impact of congestion therefore leading to an improvement in the air quality.

2.18 The Access Plan makes the working assumption that the means of powering private cars and commercial vehicles will change over time not their prevalence as a mode of travel. Given the huge financial interest of doing so it is almost inevitable that vehicle manufacturers will offer increasingly low emission vehicles and, in time, the vehicle fleet will make a transition to non-

fossil fuel based engines. Existing Government policy is seeking to stimulate this transition through tax and other incentives for both suppliers and purchasers and local authorities are encouraged to take a lead in creating infrastructure for low emission vehicles.

2.19 These assumptions give rise to two issues which must be addressed by the Access Plan:

- Significant reductions in the number of vehicles on the road will not happen as a result of environmental constraints alone – low emission vehicles may be driven more not less. Congestion and traffic management will still be a major issue in the future. The role of Park and Ride is a useful tool to help remove cars from the network and therefore reduce congestion and the associated problems.

- Achieving significantly greater modal shift to cycling and walking will have a financial cost but this has to be balanced against the environmental benefits it brings.

Aim 3

To reduce the negative effects of transport related carbon emissions on all neighbourhoods including the town's historic environment, particularly in relation to air quality and the safety of pedestrians and cyclists

2.20 The impact of 'travelling by motorised vehicle' on the residential and historic environment can be significant. Most directly the effects of emissions from internal combustion engines on health are well documented. Winchester has an 'air quality management area' designated in the town centre and this places a legal requirement on the City Council to produce a plan to reduce those emissions to acceptable levels.

2.21 Movement of cars and commercial vehicles causes issues of safety and amenity in residential areas. The problem is caused by the number of vehicles and their speed, not by the nature of their fuel source, so this problem will not diminish with a transition to nil emission vehicles. Careful management is needed where parking issues in residential streets and problems associated with loading and deliveries are acute.

2.22 Accommodating vehicles in the historic centre of Winchester is particularly difficult because of the narrow street pattern. Signs, fencing and other street furniture can cause 'clutter' in all areas.

2.23 It is difficult to talk of 'balance' when many people only experience good or bad effects from traffic management decisions. It is therefore important to make well informed and transparent decisions and to have a strong grasp of the 'big picture' objectives. It is an unavoidable position however that reducing negative impacts on the places people live will mean that there are very likely to be some new restrictions on the speed or route or

mode of transport that are allowed in and around the historic centre of the town in particular.

2.24 Appropriate speed management is needed to ensure that vehicle speeds are suitable for the areas they serve. The environment for residents, businesses, cyclists and pedestrians will be improved by reducing vehicle speeds. Slower speeds will also result in a safer environment for all users and may achieve a shift towards more sustainable modes of transport for some journeys.

2.25 The highway improvements for Great Minster Street and The Square, include the introduction of a 20mph limit on the roads in the vicinity. This first area-wide 20mph speed limit is seen as a pilot scheme to test public reaction and acceptance and, depending upon the results, may be rolled out to other suitable parts of the Town. The introduction of a 20 mph zone for the town was the highest priority identified through consultation on the plan. Many consultees consider that a widespread 20mph zone would provide benefits to many of the schemes listed in the Action Plans. The scheme receiving the most support during the TAP public consultation was APPD.04 to trial a town wide 20mph zone.

2.26 'The pilot 20 mph area speed limit around The Square will be monitored and assessed during the months post implementation. In the meantime further investigations will take place to fully identify future potential areas.

2.27 In order to achieve the aims of the Access Plan action is required in key areas. These are indentified as eight strategic priorities.

Aim 4

To enhance the social and cultural wellbeing of Winchester by providing access for all.

2.28 Social inclusion affects both the quality of life of individuals and the equity and cohesion of society as a whole. Mobility and access to transport is an important factor in providing the ability to participate in the normal relationships and activities in society, and to access key public services in health and education.

2.29 Physical activity is fundamental to the overall health and wellbeing of the community and is central to arresting increasing trends in obesity. The quality of the built environment affects transport mode choices. Increasing the attractiveness of the built environment and the opportunity for people to walk and cycle supports physical activity and active travel.

2.30 It would be desirable to improve access to the Town from rural areas and market towns, particularly on Sundays and later into the evenings.

Chapter 3 Strategic Priorities

3.1 In order to achieve the aims of the Access Plan, action is required in key areas. These are identified as eight strategic priorities, which are listed in no particular order.

Priority A. Promote self-sufficient communities and self-containment to reduce the need to travel by car

3.2 All four main aims of the Access Plan can be accomplished by reducing the distance that people have to travel in their daily activities through 'self containment' policies such as providing good local facilities, employment and community based facilities that provide access to technology shared by self employed home based workers (or smart work units). In planning terms this is called 'self containment'. Self containment does not deny choice but works on the basis that people do not spend time and money travelling unless it is the only way to achieve their objective. Where those objectives are functional such as getting to school or work or a leisure activity, most people would prefer not to spend any more time or incur any more cost than is absolutely necessary. In an urban/suburban area such as Winchester this is a reasonable aspiration likely to be shared by residents and service providers – the task of the local authorities is therefore to make decisions that help to achieve this.

3.3 In accordance with the Council's planning policies new development should be located and laid out so that wherever possible only short journeys not requiring a car are all that is needed to access everyday facilities and services, including public transport interchanges, whether they are part of new or existing infrastructure. All new development should ensure that it links into safe routes to local facilities and services. Where it is of a suitable size new development should make provision of its own, new, local infrastructure to serve new residents.

3.4 Where new infrastructure such as employment spaces, social or educational facilities are being proposed serious consideration should be given to locating them where they will be easily accessible on foot, cycle or public transport. New facilities may be justified if they are easier to get to for an existing community.

3.5 The aim should be for the use of private motor vehicles for such journeys to be unnecessary. Self containment does not aim to control private vehicle ownership – rather it tries to reduce the need to make use of them for every day activities.

3.6 Influencing sustainable travel for journeys to work presents fewer opportunities given the substantial commuting from outlying areas. It is not an objective of the Access Plan to make it difficult for employers to recruit and retain staff by making travel to and from work difficult and therefore a careful

balance has to be struck. Workplace parking levies and road use pricing are not currently seen as appropriate for a town the size of Winchester. However, where it is possible for people to travel to work without using a car this must be encouraged and employers should produce work place travel plans to promote this. The schemes and projects in this plan will seek to support these travel plans.

3.7 Over the time horizons of the Local Development Framework and the Access Plan, self containment has possibly the greatest potential impact of all the policies on transport issues.

Priority B. Improve the local cycling and walking experience for functional and leisure trips (through education and infrastructure)

3.8 Improving the infrastructure of routes, signage and facilities, providing better quality surfaces and space, cutting back hedgerows and outgrowth, so that more people find it easy to walk or cycle more often for functional as well as leisure journeys, will help to reduce car use and tend to reduce congestion. A 'Winchester District Cycle Strategy' will be produced to help coordinate improvements by identifying priorities that form a strategic cycle plan. This will build upon and reflect the priorities and actions in this plan relating to the Town. Walking and cycling have other benefits, such as improving health and increasing social cohesion. The approach of the Access Plan is based on the principle of providing attractive alternatives to car use rather than punishing car users.

3.9 A key opportunity to increase functional cycling and walking relates to journeys to and from school and other education venues. School Travel Plans will therefore be key documents in identifying the measures that could be taken to assist schools in increasing the number of students, staff and visitors making their journey other than by car. Road safety education, training and publicity measures will also be important.

3.10 Over the Access Plan period the local authorities will undertake a variety of small scale works to improve the attractiveness of existing streets and roads. Although the hilly nature of Winchester can be a barrier to cycle use for some, the Access Plan aims to significantly increase the modal share over ten years.

Priority C. Provide carefully planned car parking to meet economic need

3.11 The use of private powered vehicles is likely to continue to be a necessity for many people living and working around the town. A change in the nature of the fuel source for these vehicles may reduce the issue of emissions but it will not solve the problem of congestion and its impact on the economy and quality of life in residential areas. It is therefore essential that a parking strategy is adopted that makes the best use of available spaces and works with the instincts of car users rather than trying to work against them.

3.12 The City Council will adopt a "three ring" approach to off street car parking over the Access Plan Period, which will operate as follows:

- Outer ring: Park and Ride car parks for long stay parking, in particular commuter. The aim will be to provide efficient, high quality and relatively cheap parking for those who work in the town and those who come as visitors.

- Inner ring: Car parks offering up to all day parking at significantly higher cost than Park and Ride and limited annual season tickets at significantly higher price than Park and Ride for those who choose to park more centrally for reasons of convenience.

- Centre: Car parks offering parking up to four hours only at a premium price for those who occasionally find it essential to park centrally for a short period.

3.13 Specific measures will be taken over time to reinforce this approach and to ensure that there is consistency in opportunity. Opportunities will be explored with a view to initially reducing car parking capacity within the Town centre by up to 15% which is around 500 spaces. This will build upon reductions in capacity (both private and public car parking) achieved in recent years. Reductions beyond this we need to consider peak demand and how this may be met for special events in the Town, and this will be reviewed on a regular basis. The way in which car parks are signed and promoted to ensure they are most effectively utilised and to best encourage sensible use of them will be reviewed and suitable changes considered.

3.14 The City Council's parking standards for new development require the provision of sufficient parking to meet the expected demand for car ownership. This is not contradictory to other objectives. People will wish to own cars – the task is to get them to use them less.

Priority D. Reduce the negative impact of transport related carbon emissions on all neighbourhood

3.15 Vehicles movements, usually cars, but also commercial vehicles, can be a serious problem in residential areas, raising safety, noise and pollution issues. This can be made worse by the difficulties of car parking where too many vehicles are trying to fit into too few spaces. It is sometimes the residents of an area who are the greatest contributors to traffic problems in their own neighbourhood, particularly when the type of occupancy in an area changes and problems emerge which did not exist before. Some neighbourhoods also suffer from problems caused by external factors; 'rat running', commuter parking or poor road layout. These problems are not easily dealt with because the causes are not simple and obvious control measures can have unwelcome as well as welcome consequences for residents.

3.16 In general terms, priority will be given to measures which reduce the negative impact of vehicle movements in residential areas but it will try to do this wherever possible with measures which involve route management, speed reduction without street clutter, preference for cycling and walking and better arrangements for residents.

3.17 The County and City Councils will try to avoid installing physical speed control measures or removing reasonable access for cars where possible but will seek to promote 20mph maximum speed limits for residential and commercial areas.

3.18 The operation of residents parking zones, which limit the availability of parking on the highway to local residents, has been successful in those areas where it has been introduced. The extent and nature of the scheme will be kept under review to ensure its continued effectiveness.

Priority E. Promote the delivery of 'A high-quality public realm that is available to all users' where this is appropriate

3.19 The concept of creating a high quality public realm that tries to reconcile the presence of motor vehicles in a street with the use of the same space by pedestrians and cyclists, rather than actively seeking to segregate them, will be promoted where appropriate. In some residential and commercial locations this can create dramatic improvements in the quality of the environment by reducing the street clutter, reducing vehicle speeds and giving people more accessible neighbourhoods. It is not an 'anti-car' policy because it recognises that people need to use motor vehicles for many purposes, but it requires that they be used in a way which does not create 'no go' areas for people on foot. It avoids the pressure for wholesale pedestrianisation of certain areas which may be unpopular with some residents and businesses.

3.20 The local authorities will consider locations where such areas might be implemented both in the town centre and in residential areas. The needs of those with mobility impairments will be recognised in this process and solutions sought to offset concerns raised about the navigability.

Priority F. Promote the purchase and use of low-emission vehicles

3.21 The Government has recently introduced policies and tax breaks to encourage both the commercial development and private acquisition of very low emission vehicles, in particular those which are electrically powered. These incentives are indicative of a drive to create a transition to electric or other low emission engines to replace the internal combustion engine. Although such vehicles are few and far between at present, given the convenience of private motor vehicles and the enormous financial impact of the automotive sector it seems possible that such vehicles will become the norm rather faster than is currently assumed.

3.22 A key issue is the development of infrastructure for electric vehicles in particular. The local authorities will look to introduce that infrastructure into appropriate locations and take other steps to familiarise people with new technology through promotion and demonstration.

Priority G. Invest for maximum benefit from public transport

3.23 Although there are no options in Winchester for an extension of public transport options beyond bus and rail, there are still opportunities for public transport to play a greater part in providing people with realistic travel options within Winchester in particular. However, investment in public transport, even where there are commercial operators for some routes, is expensive and must be carefully targeted. Rather than considering bus services generally it may be more productive to consider specific market segments or the travel needs of particular organisations or market segments and to look at particular 'point to point' journeys that are made frequently and might be effectively carried out on public transport.

3.24 Unfortunately national policy acts as a significant constraint on the flexibility of local authorities in targeting resources effectively, for example requiring a very high level of subsidy for people over 60 but providing no funding for young people whose travel requirements have a greater impact on the environment and social mobility.

3.25 A number of infrastructure improvements have been identified, and are listed in the Action Plans, that would have a benefit to improving the speed and accessibility of bus routes. However, to significantly increase the frequency and volume of bus use the main obstacles are perceived convenience and price and these will also have to be examined as part of any investment strategy.

3.26 The further development of community transport networks which do not rely on fixed routes or timetables may also have scope to provide travel options, particularly from rural areas into Winchester. Potential new bus quality partnerships will be explored.

Priority H. Use new development as an opportunity to set standards that support the aims and priorities of the Access Plan

3.27 Where new development takes place on a significant scale – particularly where it involves new streets and infrastructure there are excellent opportunities to incorporate established good practice and, on occasion, to innovate in design and layout with the aim of creating new ways of integrating travel solutions into the places people live. These may also have a beneficial impact on existing problems.

3.28 The aims and priorities of the Access Plan will be used as a basis for master planning all significant development in Winchester and as a basis for negotiation with developers on infra structure requirements.

3.29 The City Council as local planning authority will work closely with the County Council to ensure the effective operation of a Transport Contributions Policy. This will provide contributions from development towards the cost of essential transport improvements in the local area and help to mitigate the effect of continued development pressure. This will be reviewed and amended as necessary as part of the introduction of the Community Infrastructure Levy.

Chapter 4 Where are we now?

4.1 With a population of some 45,000 people Winchester is a relatively small but vibrant town with a high level of economic activity. As the historic county town of Hampshire it has as a number of major employers, many in the public sector, and its historic buildings and connections make it a popular destination for visitors. It is an important secondary retail location which has held up well in the recession of 2008/09 and continues to attract high profile retail names.

4.2 Before considering long term plans and actions it is essential to understand and analyse the current situation. This section presents a considerable volume of data regarding transport and movement issues based around themes which will form the base for proposals which are made in the Action Plans which form Chapter 6 of this document.

Access to work

4.3 Winchester is home to a number of large employers including the County and City Councils, Royal Hampshire County Hospital and University of Winchester many of which are on or close to the Romsey Road corridor. Employment is focussed on public sector work, with a large proportion relatively low paid. Other employment areas at Bar End and Winnall provide light industrial and office uses. Maintaining the employment base is a key objective for the City Council to ensure the economic prospects of the town and the surrounding area. The City Council also aims to provide opportunities for new employment particularly in the private sector through knowledge based employment to diversify the range of opportunities and to ensure economic prospects remain good. .

4.4 A key factor in movement patterns is the fact that Winchester has high housing prices which are unaffordable for many public sector workers. As result a large proportion of the employees of these organisations commute into Winchester, mainly from the Southern Hampshire area whilst many residents of Winchester itself commute out of the area, particularly to London.

4.5 The 2001 Census data shows that the car is the most popular mode of travel for journeys both into and out of Winchester with just over 50% of the total choosing the car as their mode of transport. Train travel is also popular with just over a thousand arriving by train to work in the town centre area. The concentration of employment in Winchester results in the amount of in-commuting being around double that of out-commuting. In total, approximately 43,000 commuting trips are made into and out of Winchester each day with 26,500 of those being into the town for work. Winchester is an affluent city whose affluence is partly based on the large numbers commuting out of the city. Therefore, whilst self-containment is a major part of the solution other factors still need to be considered for Winchester.

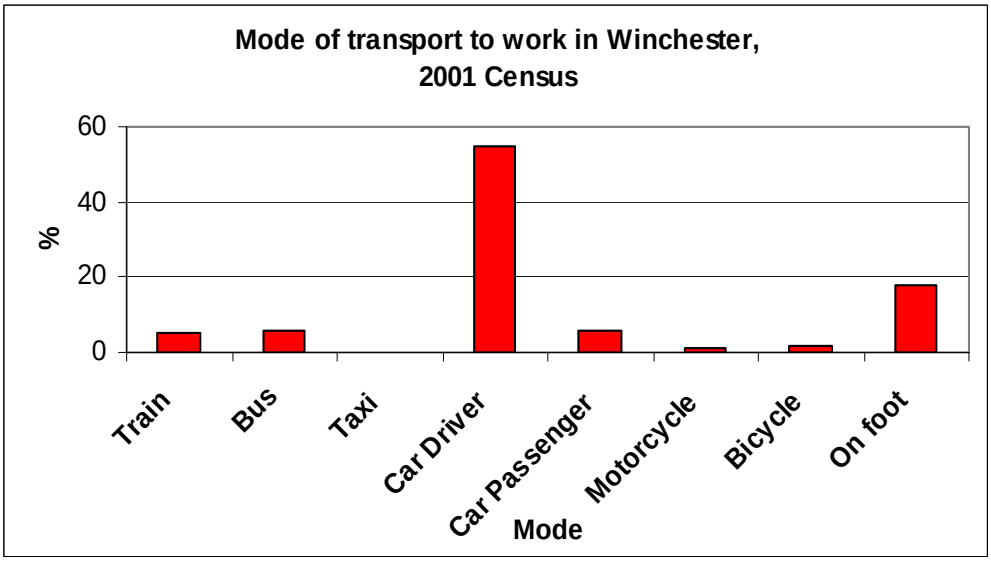

Figure 4

Access to shopping

4.6 Winchester town centre is an attractive second tier shopping area. It does not and does not wish to compete with centres such as Southampton, Portsmouth and Basingstoke. It does provide a good range of major multiples and specialist shopping which is convenient and attractive for most purposes. The High Street area along with The Brooks Shopping Centre offer national brands such as Debenhams and M&S, attracting significant footfall into the city centre. The Square, Parchment Street and St Thomas' Street are attractive locations for specialist shopping, with a wide range of independent retailers.

4.7 In addition to the town centre shopping, which includes a small supermarket, there are a number of retail areas around the city.

- Winnall, on the edge of the city at junction 9 of the M3, provides a large supermarket, and is also home to a number of edge of town, retail outlets attracting local shoppers.

- Harestock shops are local in nature, serving a fairly small area. Very close to this area a new supermarket has opened.
- Stanmore also provides small shops for the local housing area.
- Badger Farm includes a range of small, local shops, and a large supermarket.
- Weeke includes a Waitrose, Aldi and a doctors surgery.

4.8 Buses and taxi are of particular importance to people on limited income who may not have access to a car. The maintenance of a vibrant and high quality retail offer in the town centre is essential to provide people who have to use public transport with easy access to shopping.

Access to Town Centre Car Parking

4.9 Given their relevance to employment and retail, the nature and availability of public car parking is an important consideration for the Access Plan. The latest figures for parking spaces available to serve Winchester are shown in the table below.

Car parking type	**Number of spaces**
On-street – pay & display	135
Off-street – short stay	1083
Off-street – long stay	2094
Park and Ride	1600
Controlled – Residents (Central)	365 (estimated)
Private non residential	3000 (estimated)

Table 1

4.10 It is easy to regard car parking spaces as an end in themselves – and to assume simply that more is better for the town wherever they are provided. But it is important to understand how and why car parks assist with planning better provision and avoid inappropriate locations or creating traffic where it is undesirable. A major user survey of town centre car parks (The Brooks, Upper Brook Street, Middle Brook Street, Colebrook Street, St Peter's, Cossack Lane and Friarsgate i.e. not including Chesil Street and Tower Street) was carried out in October 2007.

4.11 The survey results indicate that the greatest use of centrally located town centre car parks was for shopping; with 46% of those surveyed saying that was their reason for using the car park. Only 10% indicated work as their reason for using a town centre car park – which is consistent with the strategy to ensure that commuters use Chesil Street, Tower Street or the Park and Ride. The other uses were Social 10%, Business 8%, Health 7%, Leisure 7%, Education 4% and other 7%. With 1083 spaces available the survey showed

an average occupancy of 61%, which means that around 440 spaces remain available at any one time.

4.12 Surveys of the usage of individual Winchester car parks were undertaken in May 2007. They showed a maximum occupancy of 77% across 11 car parks. (636 spaces available out of a maximum 2738 spaces) The surface car parks closest to the centre were, at a maximum at least 95% full with the more remote car parks significantly less well used. The most popular car parks are those closest to the centre and large employers. Overall the town centre car parks were 61% full on average. The survey results also indicate that the Tower Street car park is well used with the other multi-storey car parks, in particular Chesil Street, not well favoured, with maximum occupancies less than 85%.

4.13 The current charging regime for on and off-street spaces is designed to encourage longer stay visitors to use the 'outer' (perimeter) car parks and the Park and Ride service.

4.14 The first Park and Ride site was opened in 1994, with a significant extension following in 2004. Both of these sites are located to the east of the town centre. The usage of these car parks has grown to meet capacity (during the working week) in part as a consequence of a balanced approach to charging, making Park and Ride a more attractive option financially than the town centre car parks. In April 2010 a new Park and Ride facility was opened to the south of Winchester to meet current and expected demand driven by the parking policy to encourage out of town long term parking.

4.15 Winchester City Council was the first area outside London to take on local authority control from the police of the on-street parking function. The City Council continues to play a significant part in controlling the price and availability of the parking available in Winchester, which can influence people's choice of travel mode.

4.16 Winchester has an extensive residents parking zone to protect residential streets from all day and commuter parking. More permits are issued than available spaces and there are some notable issues of over capacity in certain areas. The residents parking scheme is currently being reviewed in consultation with residents and other stakeholders to see if there are ways in which the arrangements could be improved. This is a difficult process as invariably an improvement to one group of residents will impact on other groups of residents. Whilst the controlled parking zones cover an extensive area of the urban environment, there are clearly still some problems in certain areas on the outskirts caused by commuter parking. Some of which appear to be associated with uses and employment sites outside the city centre, such as major education and health facilities. These areas are monitored and reviews undertaken as necessary.

4.17 Parking at the railway station is at a premium, with all spaces occupied by the end of the morning peak period. This can cause problems for off-peak

travellers wishing to use the train, and may serve as a barrier to further encourage the use of rail travel at off peak times.

4.18 To remove inefficiency and unnecessary traffic movements, a variable message signing system has been introduced to indicate where spaces are available in selected car parks. In time this could be related to air quality monitoring so that motorists are directed to different car parks depending on the prevalent air quality in the city centre.

Access for Tourism

4.19 Winchester has been a centre for visitors for centuries, with the cathedral at the heart of the visitor economy. Visitor footfall is largely contained within the High Street and Cathedral Close areas although the promotion of self guided walks through more extensive parts of the town has been successful, but more work is needed to draw in College Street, Peninsula Barracks, and the emerging cultural quarter of Jewry Street to increase visitor dwell time and spend in the town.

4.20 One of the most popular outdoor attractions is the route through to the South Downs Way despite the fact that it is currently very poorly signposted and passes through less attractive parts of the city. The National Cycle Network route 23 from Reading to Southampton is planned to pass through Winchester. Discussions are taking place with Sustrans and the South Downs National Parks Authority on providing the most suitable route and whether this could also provide a better route into the City for the South Downs Way. . Many visitors come to the town by bus and train and then walk into the central area.

4.21 Community Street Audits (CSA's) are an effective way of gathering information on access at a local level. They concentrate on public spaces and allow local people to raise issues. The pedestrian routes are therefore important and have been highlighted in the CSA's as not being particularly clear or pedestrian friendly.

4.22 Winchester is home to a programme of summer festivals in the town centre, including the famous 'Hat Fair' and the 'Winchester Festival'. The season is now extending as a result of the cathedral's annual ice rink and Christmas market into the winter months. Cultural events of this kind bring many visitors into the town to the benefit of the local economy. Sound management of these events ensures social and economic benefits for local people, and avoids unnecessary disturbance. Sustainable travel initiatives are an essential consideration in planning large scale events in the town centre.

4.23 Despite the good rail and coach links to Winchester, a high proportion of visitors still arrive by car. The parking strategy has successfully managed to divert visitors to long stay car parks and Park and Ride facilities to avoid some of the unnecessary car movement in the town centre and to encourage longer

visits. Clear car park and directional signage is essential to support this approach in building on this success.

4.24 The marketing, pricing strategy and information provision, for the existing and planned Park and Ride sites seeks to encourage their use by the majority of visitors. This can be only be achieved if done in association with the careful management of the city centre car parks.

4.25 Coach-borne groups are numerous over the summer with the main drop off point in the Broadway often congested by both vehicles and passengers. Coach drivers currently park in Worthy Lane, requiring them to drive right through the centre of the town and navigate the one way system. It makes good sense to consider accommodating them in a way which enhances the visitor experience but reduces the current visual and environmental impact on the Broadway and one way system.

4.26 The Bikeabout loan scheme and the Shopmobility scheme provide an important service for both residents and visitors, therefore opportunities will be taken to develop and promote these.

4.27 A Visitor and Residents Survey took place in Winchester Town centre between June and the end of October 2008. The survey was commissioned by Winchester City Council and undertaken by the Research Unit at Tourism South East. It showed that 65% of visitors interviewed had travelled to the city by private car of which only 15% used the Park and Ride facilities. The majority (74%) used the city centre car parks and stayed for an average of 4.36 hours.

4.28 Over half of all Winchester District residents visiting the town centre did so by private car, with only 8% of those using the Park and Ride services. This may be due to the fact that 38% of residents in the survey did so to access leisure facilities or for social purposes. Whilst this was only a fairly small sample group some of the findings will help to substantiate the objectives of the TAP and provide supporting evidence.

Access for the evening economy

4.29 The economic development strategy for Winchester City Council includes actions to invigorate the early evening economy of Winchester. There is currently a quiet time between approximately 17:00 and 20:00 when commuters leave Winchester to go home, but before locals and visitors enter the town centre to use local bars, restaurants or cultural venues such as the theatre. In order to encourage people to linger in the town centre, the physical environment needs to be inviting with a vibrant and welcoming street scene and lively café culture some of which is currently restricted by planning policy. It also needs to consider the quality of routes from car parks to cultural destinations.

Access for cyclist

4.30 The historic streets in Winchester do not easily accommodate dedicated cycle lanes and hence most cycle improvements carried out in the town centre area have been in the form of traffic management schemes. A comprehensive 'Winchester District Cycle Strategy' is therefore seen as a priority. A cycle strategy would cover the whole district, not just the WTAP area and enable a more focussed approach to improving access for cyclists. The CTC with WCC are leading on the production of a 'District-wide Cycle Strategy' as a separate piece of work to this Access Plan.

4.31 Some good routes have been developed from outlying areas utilising parks and open spaces, as well as shorter sections of routes, on road, where space allows. There are 11 permanent cycle counters across the city centre which provide detailed information on the levels of cycle use. A chart detailing the levels for 2005 to 2008 is below at Figure 5. Any improvements to the area in terms of accessibility will need to include adequate provision to meet the current and predicted increased levels of cycle use. The CTC in Winchester survey all the cycle parking facilities each week and provide a chart detailing how use has increased or declined, although this is not seen as a robust measure. Figure 5 shows that whilst cycling is increasing on some routes the overall average seems relatively static over a four year period.

Year	2003	2004	2005	2006	2007	2008
Max number of cycles parked	145	159	186	189	202	208

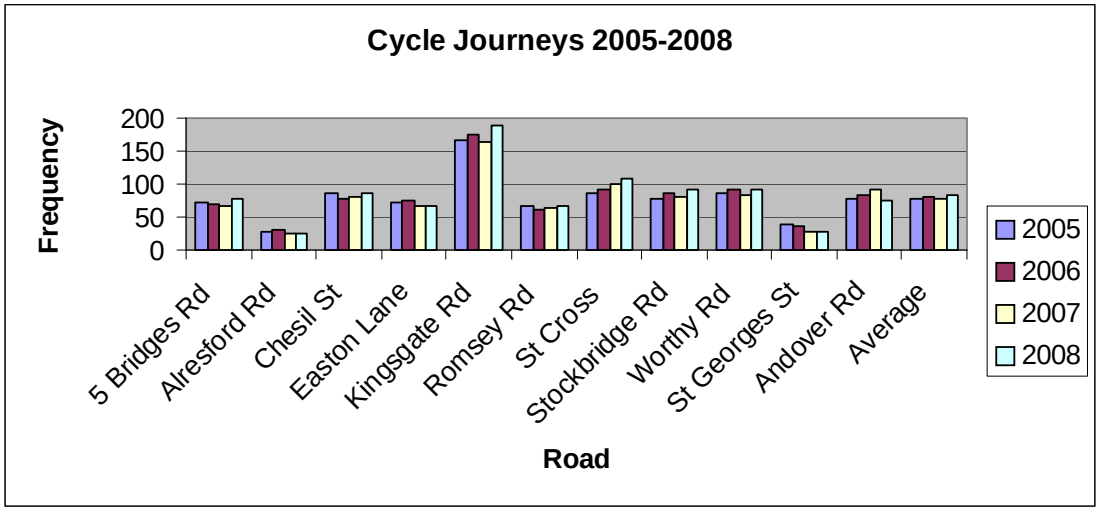

Figure 5: Cycle Journeys 2005 – 2008

Access by Walking

4.32 Pedestrian facilities are generally good, particularly in the pedestrianised High Street area, whilst the Jewry Street enhancements have improved walking conditions by widening the pavements. Pedestrian provision is constrained by the narrowness of some of Winchester's streets, in particular on North Walls and St. George's Street. The High Street has been refurbished with other areas in the central area also being improved due to paving slabs that have been damaged by delivery vehicles and bus use.

Pedestrian signing in the Town Centre has been reviewed in consultation with stakeholders and replaced as part of the High Street refurbishment scheme.

Access for All

4.33 Hampshire County Council and Winchester City Council both recognise the importance of providing an accessible destination for all visitors. The very nature of the city of Winchester creates some inherent access problems common to many historic towns and cities: for example, Winchester High Street is on a hill and some of the shops, restaurants and hotels are less accessible to wheelchair users because of their historic nature.

4.34 A Destination Access Audit was completed in July 2009 at the request of Winchester City Council by Tourism for All. It identifies areas of good practice and areas where improvements could be made for the benefit of all visitors. Although wheelchair users have been provided for in many aspects of the visitor journey, there are many other elements which can make a visit more accessible for a greater range of visitors.

4.35 The full audit is available from Winchester City Council on request. However, a number of key points relevant to this Access Plan will, as appropriate, be included in both the 'Action Plans' and are summarised below;

- The current situation regarding transport is one of transition to a more accessible future, for example the development of a new bus station and the improvement of access and facilities at the railway station, both of which are proposed.

- The railway station was not designed to be accessible to wheelchair users. South West Trains along with other train operating companies have been altering their policies towards disabled people and now offer some options in terms of getting individuals to their final destination.

- A sign directing visitors to the new WC facility from the bus station may be useful.

- Low floor buses are appearing on more routes, and there has been a drive to create more raised kerbs to facilitate improved access onto vehicles.

- Ensure that all Park and Ride sites clearly indicate spaces for Blue Badge holders and that they are expect to purchase a ticket to park and use the bus. It is not clear.

- Training of taxi drivers in disability awareness may need to be enhanced.

- For the foreseeable future, it is more likely that disabled visitors will be using personal transport to reach the study area at least until all public transport is accessible.

- Bollards to prevent the incursion of vehicles could pose difficulty for pedestrians in some areas. There is guidance available regarding the provision of colour banding to improve contrast, although some of the existing bollards already sport a contrast of black and white.

- Although not prolific at the time of this audit, it should be borne in mind that particularly in busy areas with narrow pavements, 'A' boards can pose significant barriers to visually impaired and other pavement users.

4.36 The key points are that facilities need to consider *ALL* users and be secured by appropriate design. The community street audits carried out in Winchester have already helped to inform this process.

Access by rail services

4.37 Winchester railway station lies on the Waterloo – Southampton – Bournemouth train line, with four daytime services to and from London per hour. This includes three from Southampton and beyond, and one from Portsmouth, all operated by South West Trains. Journey times of 55 to 70 minutes to reach London Waterloo make Winchester an attractive commuting location. There is significant overcrowding on peak hour services (06:48 to 07:48) to London, with passengers standing, and limited scope for increasing provision. There is no room in the timetable for additional services without improvements to the network capacity. There is also the Cross Country service operated by Arriva, which runs one train per hour to Manchester via, Basingstoke Reading and Birmingham In addition to the London services mentioned, Standard Class passengers also have to stand on the 07.31 cross country service as far as Reading and sometimes Oxford.

4.38 Passenger numbers at Winchester (based upon the number of single journeys) have increased by 60% to around 3.5m journeys taking place in 2006/07, compared with just over 2.15m in 1996/7. This compares well with Basingstoke (4.4m) and Southampton Central (5.1m), especially considering there is only an urban population of around one-quarter of Basingstoke and one-sixth of Southampton.

4.39 Access to the railway station is relatively straightforward, but the car park is always full by 8.00am on weekdays and the geographical location means that the route to the town centre on foot needs to be improved by better signing and ease of access. The route from the railway station into the town centre is neither obvious nor inviting and tends to lead visitors towards the Andover Road/Stockbridge Road junction. The motorcycle and cycle parking bays are used to capacity. Car parking improvements could be beneficial if managed in the right way.

4.40 The railway station is well served by buses, with the local number 5 service (Winnall – Winchester – Badger Farm) calling there on a ten-minute frequency and the X66 (Romsey-Hursley-Winchester) calling there every hour. The Park and Ride service calls at the railway station, and operates at a high frequency in peak periods. The last service calls at the station at 21:25 taking passengers directly back to the South Winchester Park and Ride site.

A railway station travel plan is being developed to identify and deliver key improvements.

Access by Bus Services

4.41 The bus network covering the urban area of Winchester is very extensive, with routes going through most residential areas including Winnall, Badger Farm, Hyde, St Cross, Stanmore, Teg Down, Harestock, Highcliffe and Weeke. All of the suburbs are served during the week on a commercial basis; some have very high level of frequency with buses running at least every ten minutes. Outside the peak times, the County Council provides subsidies to enable evening and weekend services when funding allows.

4.42 Buses also provide access to and from Winchester from outside the urban area. Buses run every 20 minutes from Southampton and Kings Worthy and every 30 minutes from Eastleigh, passing through Chandler's Ford. Winchester also has bus routes to Basingstoke, Fareham, Romsey and Alton which are all running an hourly frequency during weekdays.

4.43 A Quality Bus Partnership (QBP) covering Services 1, 5 and Park and Ride was agreed between the local bus operator Stagecoach, Hampshire County Council and Winchester City Council, in September 2003. On the three key routes covered, patronage increased by an average of 12%. Passenger satisfaction ratings on the routes were very high, with 87% of passengers rating the service as good or very good.

4.44 The price of bus transport is often quoted as a reason not to use the mode, however, this is usually made by car drivers making simple comparison with fuel prices – not considering the real cost of private transport or parking charges. Bus travel costs less than most would think, with return tickets in the town as low as £1.30, A rider 'unlimited travel' ticket within Winchester costs just £3.30 a day or £10.50 for seven days, the bus can provide a real alternative to the car. Covering a wider area, a stagecoach 1 day or 7 day gold card can give the user unlimited travel on stagecoach buses anywhere within Hampshire, Sussex and Surrey for a discounted price.

4.45 Access to the bus station is relatively straightforward, being located in The Broadway but is in need of updating. The proposed Silver Hill development of that area will create a new and improved bus station for the future. Many of the bus services also pass through the railway station, offering genuine interchange opportunities.

Access to community transport

4.46 Winchester Area Community Action (WACA) provides a Dial-a-Ride door to door minibus service for people with mobility or sensory impairment issues as well as those who cannot access public transport due to location/age. WACA have run this service for 17 years and currently run three minibuses supported by a Voluntary Car Scheme. Patronage is on the

increase with over 13,100 passenger trips per year on the minibuses and up to 1,700 made by the Voluntary Car Scheme. The majority of trips are to and from the city to shopping centres, doctors, dentists, surgeries, banks and are generally quite short, typically being less than 5 miles each way. These trips are supplemented by shopping trips further away, for example to Southampton on a two weekly basis. The average passenger age is 79 years with the majority (82%) female. Mobility issues are the most common reason for using the service. The service is demand-led and so there are no fixed routes, although patterns have emerged over the years. The three vehicles cover approximately 50,000 miles per year. Patrons can book up to eight days in advance.

4.47 There is no dedicated parking for Dial-a-Ride vehicles outside the WACA central office in Winchester, and a lack of secure overnight parking for the vehicles. The service would also benefit from being able to stop and wait whilst passengers board and alight safely at destinations such as supermarkets. The central office is also poorly located in an underground car park, and is not well sign-posted. WACA also provide community transport services, and currently have three minibuses and an accessible car. These are available for community groups to hire. Dial-a-Ride usage growing steadily as the population ages and so issues will be compounded, especially if a fourth vehicle were to become necessary.

Access to Local Services

4.48 An assessment has been done that determines whether residents can walk or catch a bus to the following services within certain time bands:

- primary and secondary schools and further education colleges
- doctors surgeries
- hospital
- employment
- food shops
- retail centres

Accessibility in and from surrounding areas

4.49 Access to key services in the surrounding areas of Winchester town have also been assessed. Some areas have access to local services, such as doctor's surgeries, whilst some rely on services in Winchester centre.

4.50 Access to the Royal Hampshire County Hospital is variable. Only those areas served by regular bus routes are shown as having good accessibility i.e. South Wonston, Kings Worthy, and Twyford. Residents living in the rest of the surrounding areas have a journey of an hour or more by bus to access the hospital or have no bus services at all. Realistically, these residents are faced with having to use private car travel if available to them or to seek help

through friends, relatives or car share schemes. Dial-a-ride services do not accommodate hospital or doctors surgery trips due to the uncertainly of the length of the consultation.

Quality of the road network

4.51 The road network in Winchester is dominated by one-way routes which were originally designed to cope with traffic travelling through Winchester before the completion of the A33/A34 Winchester bypass. The system has largely remained intact, and has been reviewed. The road network of central Winchester can be described as consisting of two one-way systems. The much larger eastern 'loop' includes North Walls, Union Street, East Gate Street, Friarsgate, St George's Street and Jewry Street. The western system incorporates Sussex Street, Upper High Street and Gladstone Street, providing access to the Railway Station. The one-way system operates relatively well although peak hour congestions does occur and there are some resulting air quality issues. A number of alternative routes are used by locals to avoid the one-way system during peak hours which will be monitored and opportunities taken to reduce the impact on these areas in conjunction with the review of traffic management arrangements in the town.

Quality of the public realm

4.52 The public realm relates to almost all parts of the external environment that we experience. It includes streets, roads, squares and parks where the public has free access. It encompasses the relationship between these spaces and the surrounding buildings and internal spaces whether private or public. The quality of the public realm has a profound impact on the way we travel and how we access services.

4.53 Winchester is a unique cathedral city with a high quality public realm throughout. A single Conservation Area covering the entire city centre, and a substantial portion of its inner suburbs, includes over 369 listed buildings providing a sense of a well maintained and carefully monitored environment. Areas that are less well managed are conspicuous by comparison.

4.54 A significant part of the city has a compact urban form based on a tight and fine grained urban grid of streets, roads, lanes, courtyards and alleys with buildings providing enclosure at a human scale. Due to the narrow nature of a number of roads and lanes, low levels of traffic in some areas, and a rich street life of cafes, events and fairs, priority is shared between pedestrians and traffic in many spaces with clear opportunities to extend this tradition to other places.

4.55 There is a well defined relationship to the surrounding landscape with clear cut divisions between city and country on most approaches reinforced by mature trees beside the roads. Despite the notable absence of street trees, frequent views of the countryside and mature gardens provide an impression of a 'green' setting and attractive routes.

4.56 In 2007 a journey time survey was undertaken using ANPR (automatic number plate recognition) technology. It showed that journey times through the one-way system can be over four times longer at certain times of the AM peak between 8:00 and 9:00 than at other times of the day. In order to establish if the road network could be better managed 'A Road Network and Traffic Management Study (Stage 1) was commissioned. at the end of 2008.

4.57 Stage 1 of this study looked at how traffic could be managed more effectively and to see if the demands of the 21st century could be reconciled with the Town's 9th century street pattern. The main emphasis of the study inevitably was the current and future role of the one way system which impacts on traffic speed, journey lengths / times, pollution, residents, pedestrians and cyclists. The study looked at the current situation including traffic and road casualty data, possible options and their impacts and makes recommendations.

4.58 Stage 2 of the Road Network and Traffic Management Study has now been commissioned to look in more detail at some of the main priorities raise in the first study. Options to be tested;

1. Two way working on North Walls, Union Street, Friarsgate and Eastgate Street.

2. Two way working on Friarsgate (to facilitate access to and from the car parks and meet local loading requirements) and a reduction of road space on St Georges Street to single traffic lane (to include provision of loading bays)

3. Two way working on Friarsgate and a reduction of road space on St Georges Street to single traffic lane (as 2 above) plus banned right turn at the northern end of Southgate Street (B3335) (except buses).

4. Two way working on North Walls, Union Street, Eastgate Street and Friarsgate with reduction of road space on St Georges street as identified in 2. Adapting St Georges Street to enhance the area to benefit both businesses and people and to better integrate the area with the High Street.

5. Two way working on North Walls, Union Street, Eastgate Street and Friarsgate with reduction of road space on St Georges Street (as 4 above) plus the banned right turn at the northern end of Southgate Street (expect buses)

6. Revert North Walls, Union Street, Friarsgate, St George's Street and western end of the High Street to two-way traffic with restrictions on through movements by heavy goods vehicles and removal of traffic (except buses and cycles and access for deliveries) at the south end of Jewry Street .

7. Options to minimise or prevent traffic from diverting from St Cross Road via routes such as St Swithun Street and The Square, to avoid the right turn ban at the northern end of Southgate Street. This is now being considered within the context of the refurbishment scheme for The Square.

8. Provision of Key Cycle contra flow routes; Upper High Street and a north south link between North Walls and St Georges Street.

The aim of the study is to identify improvements that will;

- Reduce impact of traffic on town centre and wasted mileage
- Reduce dominance of the one way system
- Provide a better environment for pedestrians and cyclists
- Improve environmental quality and public realm

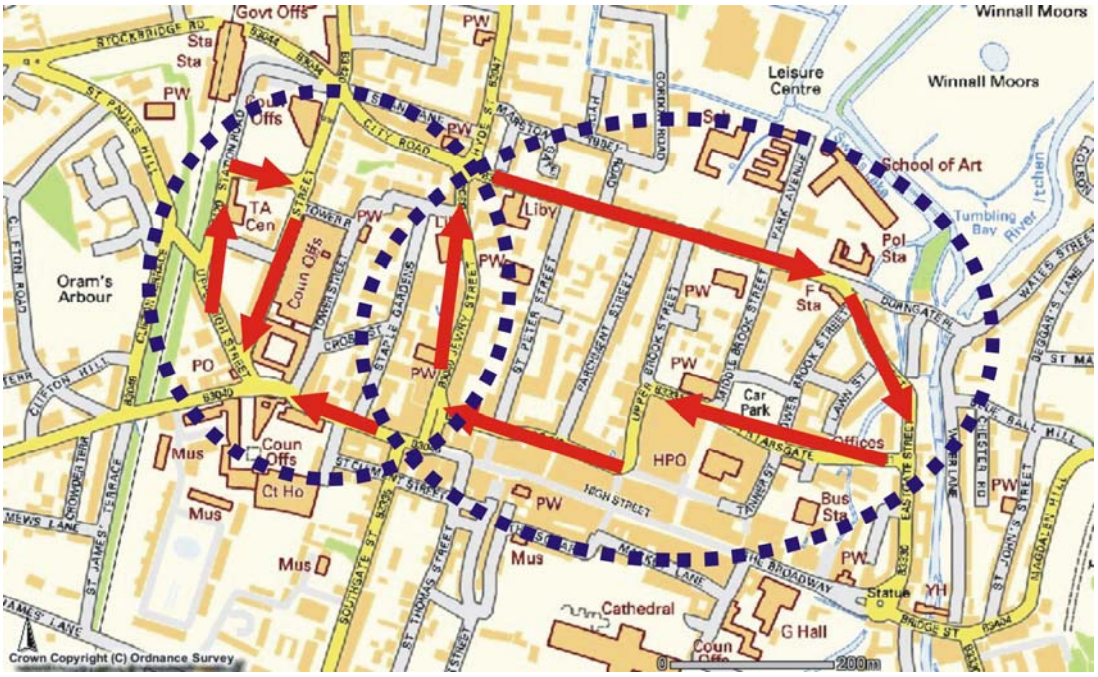

Figure 6

4.59 Feeding into this network are a number of routes which link Winchester to the Strategic Road Network and neighbouring settlements. Delays on the M3 and A34 (T) can badly affect the local network as traffic seeks alternative routes, or is routed through the town using streets that have completely inadequate capacity for such volumes of traffic. This can affect part or the entire city centre, and junction 9 on the M3 can be a serious bottleneck on the Strategic Road Network.

A study of Easton Lane has been completed and has made some recommendations relating to traffic flow on and leading to junction 9 of the M3. The study looked at what can be made to improve the situation for buses and

cyclists. The Highways Agency, as the responsible authority for the M3, will assess the recommendations before any improvements are considered more fully. A separate study is being commissioned to look at the specific issues relating to Winnall Manor Road / Easton Lane junction.

Existing Traffic Flows

4.60 As previously mentioned traffic count data shows that traffic levels in the city have not changed to any great extent since the early 1990's. Some key radial routes, Easton Lane, Romsey Road and Andover Road suffer congestion during the peaks but are free flowing during the off peaks. The junction of Chilbolton Avenue with Romsey Road has always contributed to the outbound congestion due to the priority given to vehicles accessing Romsey Road from Chilbolton Ave and turning towards Hursley. As part of the bus priority measures put in place for the South Winchester Park and Ride service, gating traffic lights have been installed on Chilbolton Avenue which operate during the evening peak only. This gating provides additional flow out of Winchester thus improving journey times.

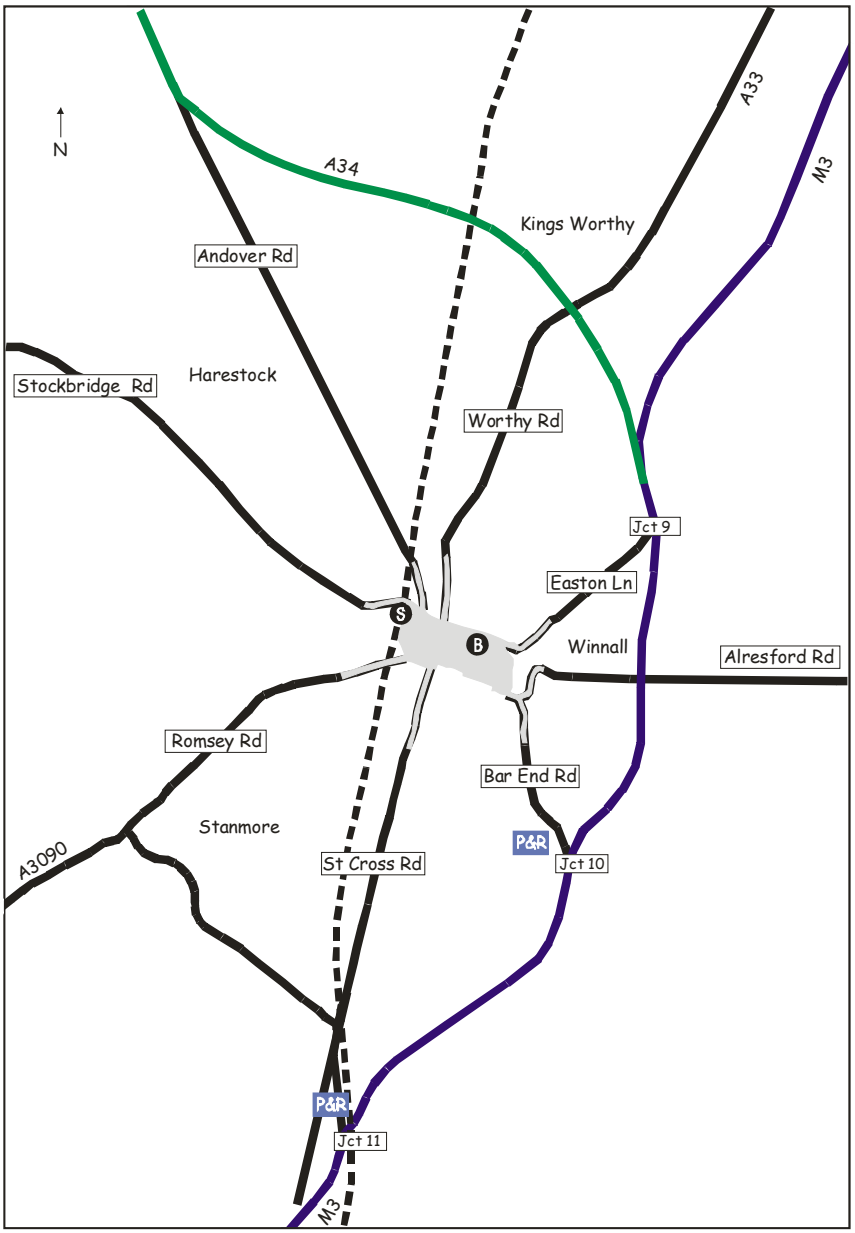

Figure 7

4.61 An origin and destination sample survey was undertaken in November 2007. The survey monitored traffic entering and leaving the one-way system over a single day in the morning and evening peak periods. The survey monitored traffic which entered the one-way system and passed through without stopping, in order to assess the levels of through traffic not using it as a destination. Data was recorded from five origin points as seen in 'Table 2' and three destination points. This provides an indication of the proportion of traffic that can be classed as 'through traffic'.

4.62 Using the table, it can be seen that on Hyde Street, 5% of recorded traffic exited onto Southgate Street within the 15 minute period, and is therefore classed as 'though traffic'. Likewise, 10% of traffic recorded on Hyde Street was recorded leaving on Chesil Street.

Origin → Destination ↓	Hyde Street	Andover Road	Stockbridge Road	Sussex Street	Romsey Road
Southgate	5%	10%	4%	3%	6%
Chesil Street	10%	14%	9%	10%	6%
Wales Street	13%	20%	12%	16%	10%
Totals	28%	44%	25%	29%	22%

Table 2 Proportion of through traffic

4.63 The data in the table above shows that a proportion of traffic passing through the town centre is on its way to other destinations which is not surprising considering the network of roads around the town centre. This is seen as contributing toward the Air Quality problem and congestion in the town centre. Whilst the A34/M3 provides an effective bypass for long distance trips, for those journeys to and from suburbs, such as Harestock, Weeke and Stanmore, travelling through the town centre is likely to be the simplest, if not the quickest, option.

Air Quality

4.64 A statutory Air Quality Management Area (AQMA) has been declared for the central area of the town and an Air Quality Action Plan has been produced, the Action Plan forms an integral part of the Access Plan.

The recent independent review of the AQMA Action Plan suggests that more radical measures along with completion of measures in the current action plan will be necessary in order to further reduce nitrogen dioxide levels towards the Government's thresholds. This has been reflected, as far as possible, in the two Action Plans in Chapter 6 of this Access Plan. The Stage 2 Road Network and Traffic Management Study is also looking at measures which may help achieve Government air quality thresholds dependent upon their acceptance and the necessary funding being secured.

The Winchester City Council AQMA Action Plan is available on the Winchester City Council website.

Intelligent Transport Systems in Winchester

4.65 Advances in computing and telecommunications have given rise to a new range of tools for managing the transport network, known collectively as Intelligent Transport Systems (ITS), which aim to improve the operation, safety and efficiency of the transport network to optimise its capacity and minimise the need for new construction.

4.66 Traffic signals form one aspect of ITS, helping control the road network and improve access for all road users. Other ITS collect information about the network and provide transport users with real-time travel information, helping individual travellers to make informed decisions about travel. The Strategy to manage and control traffic and parking in Winchester will be supported by a number of Intelligent Transport Systems (ITS), including:

- closed circuit television cameras (CCTV) for traffic monitoring and incident detection;
- variable message signs (VMS) for car park spaces information and traffic information on the local and surrounding road network
- automatic number plate recognition (ANPR) cameras to monitor journey times
- real-time passenger information at bus shelters
- journey planning kiosks
- bus departure information system

4.67 Throughout Winchester a number of these ITS tools are in use to help with the management of the highway network. Currently there are 4 dedicated CCTV cameras in Winchester, with a further 6 cameras linked from the City Council's city centre security system. The system may be expanded as funding becomes available, and as further opportunities for sharing systems with the City Council emerge.

4.68 The main routes into Winchester benefit from traffic information VMS but these are focussed on inbound traffic. Further signs may be installed as funding opportunities arise, principally to provide information about conditions on routes out of Winchester. There are currently 19 'inbound' ANPR cameras in Winchester which were installed as part of the 'MIRACLES' project. They form an outer and inner cordon between which journey times are measured. A similar number of 'outbound' ANPR cameras are required to enable cross-Winchester journey times to be monitored. This will also allow ITS Group to provide the County Council's Transport Planners with regular traffic count data.

4.69 There are currently 30 electronic display screens deployed in Winchester informing passengers of bus times. South Winchester Park and Ride car park has displays installed both in the waiting room and bus shelters.

4.70 There are 3 journey planning kiosks in Winchester. These are located at Winchester Train Station, Royal Hampshire County Hospital and Middlebrook Street precinct, with the principal aim of enabling users to plan and print public transport journeys, and view and print timetables and local area maps.

4.71 Measures are in place to optimize the effectiveness and efficiency of existing traffic signals. Periodic maintenance, including a six-monthly bulk lamp change and annual electrical inspection of traffic signal junctions and pedestrians crossings, is undertaken throughout the year.

4.72 In Winchester, the junction of Andover Road with Stockbridge Road, Sussex Street and City Road is a major traffic control installation, managing five traffic movements including buses and taxies leaving the rail station, and large numbers of pedestrians. This junction was remodelled in 2002 as part of up-grading the railway station approach, providing new Puffin facilities for pedestrians and removing traffic islands from the carriageway to ease turning movements and improve flow. Even with these improvements, peak period delay occurs here for all road users. The signal timings are kept under review, but there is little scope for significantly reducing peak period congestion here due to overall traffic volumes.

Smarter Choices

4.73 The guiding principle of 'smarter travel choices' is that given the right conditions there will always be a proportion of the population who are willing to consider an alternative to their current means of transport. The primary objective for a smarter travel choices programme would be to achieve greater use of alternative more sustainable modes of travel to the single occupancy car, by expanding travel choice.

Travel Plans for Businesses and Schools

4.74 Promoting more flexible working patterns is important to help relieve peak-time congestion.

4.75 The School Travel Planning Team (STPT) at Hampshire County Council continue to work with schools to develop School Travel Plans. Schools with travel plans approved by the STPT are eligible for funding through the Safer Routes to School programme, as well as a one-off capital grant from the Department for Children, Schools and Families (DCSF).

4.76 The Safer Routes to School programme links very closely with the development of the School Travel Plan programme. One of the objectives of a School Travel Plan is to encourage as many children as possible to be active and independent by walking, cycling or using public transport to get to and from school on a regular basis.

Chapter 5 Conclusion

5.1 The Winchester Town Access Plan is a strategic document that sets out a shared vision for how access to facilities and services within the town will be improved. It will help to guide future transport investment in order to deliver accessibility improvements within the town.

5.2 Winchester has a resident population of some 45,000 people, but also faces additional pressures on the transport network from in bound commuters working in the town or accessing the main line railway services to London.

5.3 The Town Access Plan sets out the current situation in Winchester and identifies the key aims and priorities needed to improve accessibility. This document seeks to reconcile, through the action plan and identification of longer term requirements, a way forward that not only improves access to and from the town but also seeks to improve the air quality whilst promoting economic vitality and enhancing the public realm. There are four key aims that support these objectives;

- To ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable
- To lead a transition to cycling, walking, public transport and low-carbon modes of travel including low emission private and commercial vehicles.
- To reduce the negative effects of transport related carbon emissions on all neighbourhoods including the town's historic environment, particularly in relation to air quality and the safety of pedestrians and cyclists
- To enhance the social and cultural wellbeing of Winchester by providing access for all.

5.4 The action plan and requirements list pick up on these aims and looks to achieve them under eight priority areas. These priority areas form the framework for future investment.

5.5 The measures identified will, in combination, ensure that barriers to access are reduced and, where possible, removed thereby promoting the integration of travel modes, encouraging more sustainable travel patterns, improved health and well being of the community and promoting less reliance upon the car for localised journeys.

5.6 The first of the two plans, the 'Action Plan' provides a list of improvements that already have funding secured or are already programmed into existing delivery plans. The 'Longer Term Requirements' plan provides a list of 'schemes' needed to support future development. Many of these schemes require additional investigation or funding above that which is currently feasible to provide.

5.7 Overall, the document will contribute towards sustainable development, through the provision of better accessibility and improved safety for all highway users.

5.8 Many of the priorities identified in the action plans will be investigated further through the commissioning of a second 'Road Network and Traffic Management study' for Winchester. This will build upon the conclusions made in the Stage 1 study as well as taking into account the views of members and stakeholders. A range of scenarios have been identified that the second study will need to model against their impact on the transport network in Winchester as well as the priority areas identified in the Access Plan and Longer Term Requirements list.

Chapter 6. The Action Plan

Priority A Promote self-sufficient communities and self-containment containment to reduce the need to travel by car						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPA.01	Personalised travel planning	Investigate opportunities to fund and run personalised journey planning projects.				
APPA.02	Travel to School	All schools in Winchester Town to have a level 4 School Travel Plan	Not all schools to level 3 yet. Plans approved by March 2010 will be eligible for a grant from DCSF	HCC (safe routes to school funding) or WCC to implement measures.	Short to medium	HCC School Travel Plan Advisor resources dependent upon a Government Bursary Scheme.
APPA.03	Travel to Work and Study	Develop travel plans with Romsey Road employers and Winnall businesses	Romsey Road employers (University, Hospital and HCC are already actively working with HCC and WCC in relation to South of Winchester P&R.		Short term	The Hospital have undertaken staff surveys and reviewed their travel plan. The Prison and University have undertaken travel surveys and are working reviewing their Transport Plans with HCC.

Priority B Improve local cycling and walking infrastructure for functional trips						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPB.01	Poor paving conditions	High St refurbishment	Under Construction	HCC/WCC Capital Programme	Short Term	Careful management of the scheme.
APPB.02		The Square Market Lane, Great Minster St refurbishment	Planned for 2011	HCC/WCC Capital Programme	Medium Term	Desire to enhance café culture and evening activities.
APPB.03	Poor condition of paving on footways. Damage by pavement parking and overrunning by vehicles in narrow streets	Programme of replacement	Ongoing	HCC maintenance programmes	Uncertain	
APPB.04	Poor road and footway reinstatement by utility companies	Better inspection and performance of contractors	Ongoing	HCC/ utility companies		
APPB.05	Narrow footways	Traffic Management Strategy and Shared space schemes • Narrow footway outside Pond Cottage on Stockbridge Road	See Traffic Management strategy			
APPB.06		Romsey Road Rail Bridge study	Study is programmed			

APPB.07	Improving walking routes into and around town	St James' Lane to Airlie Road footpath	Scheme has been constructed, although street lighting is yet to be provided. **Scheme identified through Public and Member consultation as one of the Top 8 Priorities for progression.**	WCC/HCC community street lighting budget University of Winchester	Short term	
APPB.08		Black Path, Winnall improvements	Part of National Cycle Network 23 Scheme considerations	HCC/Sustrans	Short to Medium term	
APPB.09		Black Path. Make into cycle way	Progressing as part of NCN23 implementation	Section 106	Medium term	Land ownership. Tesco boundary fence needed to be relocated.
APPB.10	Pedestrian Signing in town is outdated and in need of review	Review and replace signing	Signing review complete. Signs will be replaced as part of High Street works and throughout wider Town area.	WCC/HCC	Short term	Include issues highlighted in Access Audit signing of Taxi ranks and High Street Public Toilets.
APPB.11	Poor pedestrian route from Railway Station to town centre	Sign new route	Included as part of signing review	WCC	Short term	
APPB.12	Access to and visibility of Shopmobility	Include better signing as part of the pedestrian signing review	Included in signing review	WCC	Short term	
APPB.13		Review signing in The Brooks Centre to shopmobility	To be requested	WCC	Short term	

APPB.14	Enhancement of cycle provision on transport corridors into the Town centre	St Johns Street contra flow	TRO already started. Approval for contra flow needed	WCC/HCC	Short term with approval	
APPB.15	Provision of cycle parking at destinations across the town centre	Identify where cycle parking is needed and provide.	Ongoing	WCC/HCC	Short term	
APPB.16	Maintain and develop the 'Bikeabout' scheme	Work with WACA and TIC to maintain and extend the scheme.		WCC/HCC/WACA/TIC	Short term	
APPB.17	Improve crossing facilities for pedestrians	Improve current crossing arrangements at Battery Hill.	To be reviewed	WCC/HCC	Short Term	ITS scheme
APPB18	Improve Crossing Facilities.	Andover Road (B3420) near the Osborne School. Replace existing crossing with a controlled crossing (Puffin)	Survey (PV2) already carried out. Survey confirms need for controlled crossing. **Scheme added to Top Priorities list**	HCC **Scheme identified through Member consultation and survey result as one of the Top 8 Priorities for progression.**	Short Term	

Priority C Provide carefully planned car parking to meet economic need						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPC.01	Traffic movements through and into the centre of the City including unnecessary cross town traffic	Further develop parking charge strategy to encourage long stay parking in Park and Ride sites and peripheral car parks..	The role of Tower Street and Chesil Street car parks are key. This is ongoing. .	WCC	Short to medium	Pricing strategy to encourage use of park and Ride.
APPC.02		Continue to review parking stock and location, and explore opportunities to reduce long stay provision in the centre.	Recent reductions at Jewry Street, Ashburton Court (Tower St) and Middle Brook Street car parks	WCC/employers	Short to long term	
APPC.03		Develop a pricing and signing strategy to provide a ring of car parks around the town centre and encourage /provide suitable parking near key destinations	First phase introduce in 2009. Further review underway.	WCC	Short term	
APPC.04	Long term parking in the Town Centre	Provide coach parking at St Catherine's Park & Ride site.	Programmed for 2011/12	WCC	Medium term	Requires change in planning approval conditions.
Priority D Reduce the negative impact of transport related carbon emissions on all neighbourhoods						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPD.01	Reduce the need to park	Traffic Regulation Orders	Ongoing review and implementation	Annual programme but limited resources		

	on the		measures			
APPD.02	pavement.	Police enforcement	Ongoing liaison and enforcement activities	Limited resources		
APPD.03	Residents parking and management provision	Continue to review the need to extend the scheme and restrictions/management measures deployed.	Under consideration/discussion	WCC	Short term	Recent reviews in Highcliffe and Stanmore areas and associated new restrictions.
		Review of residents parking scheme and policies.	Undertake review in 2010/11	WCC	Short term	Modification of management and administration of scheme following resident association meeting in order to make scheme work better for residents.
APPD.04	Excessive vehicle speeds	Investigate / trial a Town wide 20mph scheme. This will consist of a central 20mph zone and separate neighbourhood zones covering the Town.	**Scheme identified through Public and Member consultation as one of the Top 8 Priorities for progression.**	HCC/WCC/Town Forum	Short term	
APPD.05	Assess potential impact of a range of Traffic management options	Undertake a Road Network and Traffic Management Stage 2 study	Study to report back end of 2010	HCC	Short term	Study to build on Stage 1 report delivered in January 2009 and to assess a range of scenarios.

Priority E Promote shared space where this is appropriate						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPE.01	Segregation/domination of certain commercial/shopping areas by traffic	Review traffic access and delivery arrangements in The Square and Great Minster Street	Interim experimental scheme in place. Further review needed in advance of refurbishment scheme of The Square.	HCC/WCC	Short term	

Priority F Promote the purchase and use of low emission vehicles						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPF.01	Securing use of more environmentally friendly vehicles	Provide electric charge points in the City.	5 points now available at the South Winchester Park and Ride	HCC/WCC/Developers	Short to medium term	Being investigated at Guildhall
APPF.02		Pricing incentives in relation to car park charges	Discounts are already in place for season tickets and residents permits	WCC	Medium	

Priority G Invest for maximum benefit from public transport						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPG.01	Delays to buses from South of	Romsey Road/Kings Road, Chilbolton	Part of the Park and Ride	HCC Capital Programme	Short	Trials complete

	Winchester P&R	Avenue/Romsey Road. Bus priority measures on Romsey Road.	scheme			
APPG.02	Delays to Buses	Junction of Oliver's Battery Road/Badger Farm Road. Bus priority				
APPG.03		Stockbridge Road/City Road. Adjust traffic signals and bus priority.				
APPG.04		Railway Station Travel Plan	Being developed and improvements by SW Trains being explored		Short	Joint working between SWT and WCC

Priority H Use new development as an opportunity to set new standards that support the aims and priorities of the Access Plan						
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Delivery**	**Comments**
APPH.01	Innovation in design of new developments	Applying Manual for Streets principles e.g., car parking, home deliveries, shared space principles (high quality public realm that is available to all	Ongoing	WCC/HCC/Developers		This approach is important for all types and sizes of developments.

		users) and live-work units				

Longer Term Requirements

Priority A Promote self-sufficient communities and self containment to reduce the need to travel by car					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
Priority B Improve local cycling and walking infrastructure for functional trips					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
PBLT.01	Poor condition of paving on footways. Damage by pavement parking and overrunning by vehicles in narrow streets	Trials of different materials in key problem areas	To be determined		
PBLT.02	Improving cycling routes into and around town	Create a new route from South Winchester Park & Ride site	Part of National Cycle Network 23 Scheme considerations	HCC/Sustrans	Create a new route from South Winchester Park & Ride site
PBLT.03	Improved pedestrian crossing facilities	Andover Road rail bridge. Parallel pedestrian and cycle bridge.			Subject to land availability
PBLT.04		Romsey Road near St James' Lane / Clifton Terrace			Crossing near junction therefore further investigation needed on options and impacts to local parking and residents
PBLT.05		St Cross Road	Pedestrian phase/extra		

			time. St Cross / Stanmore Lane signals Additional uncontrolled crossing points along St Cross Road		
PBLT.06		Chilbolton Avenue / Stockbridge Road Junction	Pedestrian Crossing	Developer Contributions	PV_2 to determine need
PBLT. 07	Enhancement of cycle provision on transport corridors into the Town centre **Scheme identified through Public and Member consultation as one of the Top 8 Priorities for progression.** One Cycle Contra- Flow to be to be studied and implemented as a priority.	Durngate to North Walls to link Easton Lane to the leisure centre		To be identified	
PBLT.08		St Clement Street from Southgate Street to Trafalgar Street. Contra flow cycling to avoid congested route.	Will be considered in the Road Network and Traffic management Stage 2 Study - Approval for contra flow needed	WCC/HCC	
PBLT.09		Jewry Street from City Road to Tower Street. Provide contra flow along this short section.	Will be considered in the Road Network and Traffic Management Stage 2 study - Approval for contra flow needed.	To be identified	Difficult, as limited carriageway and footway widths. Conflict with vehicles and pedestrians
PBLT.10		Easton Lane between Nickel Close and Erasmus Park. Provide uphill cycle lane on road or upgrade footway to shared use.		To be identified	Engineering needed
PBLT.11		Easton Lane between Erasmus Park and Tesco's roundabout. Provide crossing and upgrade short section of footway on the east side for shared use.			

PBLT.12		Junction of Oliver's Battery Road North and South and Badger Farm Road. Signalise the junction. Pedestrian and cycle benefits.		To be identified	Traffic signals needed
PBLT.13		Track from Andover Road across Barton Farm to Courtenay Road. Currently a farmer's field but claim for public rights is being considered.	Will be considered as part of the Barton Farm future development	To be identified	
PBLT.14		Andover Road between Park Road and Well House Lane. Consider upgrading existing footway on east side for shared use. Also link to possible development of Barton Farm		To be identified	Supplement width requirement.
PBLT.15		Path that links Westley Close with junction of Stockbridge Road and Chilbolton Avenue. Improve route and obtain cycle permission.	Also link scheme to possible junction improvements on Chilbolton Ave / Stockbridge Road junction	To be identified	
PBLT.16		Lower Brook Street between North Walls and Cossack Lane. Allow cycles to enter Lower Brook Street.	Change TRO from 'No Entry' to 'No Motor vehicles'	WCC/HCC	
PBLT.17		Kings Head Yard. Contra flow to access the Town	Contra flow opportunities to be considered in the 'Road Network and	WCC/HCC	

			Traffic Management Stage 2 Study' -Approval for contra flow needed		
PBLT.18		Great Minster Street contra flow	Contra flow opportunities to be considered in the 'Road Network and Traffic Management Stage 2 Study' Approval needed	WCC/HCC	
PBLT.19		Cossack Lane contra flow	Contra flow opportunities to be considered in the 'Road Network and Traffic Management Stage 2 Study' Approval for contra flow needed	WCC/HCC	
PBLT.20		Kings Worthy to Winnall on A33/A34	HCC already in talks with EnterpriseMouchel (HA consultant)	To be identified	
PBLT.21		Sarum Road between Chilbolton Avenue and Kilham Lane. Widen footway on south side for shared use.		To be identified	Will provide footway for students of King School
PBLT.22	Completion of missing cycle links between existing cycle provision	National Cycle Network Route 23. Secure link, Winnall to Town centre; Town Centre to Hockley	Feasibility reports are being developed and progress is being made to complete the NCN 23. **Stage 2 of NCN23 link through Winchester (City Centre to South Winchester Park & Ride site) has been identified**	To be identified	

			through Public and Member consultation as one of the Top 8 Priorities for progressions.		
PBLT.23		Station Road to Upper High Street. Provide facility for contra flow cycling to link the railway station directly with Romsey Road	Approval needed for contra flow. Will be picked up in Stage 2 Traffic Management Study	To be identified	Would need engineering if contra flow was provided as a shared use path.
PBLT.24		Alresford Road. Make existing footway shared use to provide cycle access from City to INTECH.		To be identified	New hotel being built by INTECH will have Bikeabout bikes located there.
PBLT.25	Improve pedestrian facilities	Park Road Railway Bridge Winchester	Identified as an issue but limited funds to progress	Developer Contributions sought through TCL list	Aspiration to improve but significant technical and physical challenges to overcome. Issues over value for money
Priority C Provide carefully planned car parking to meet economic need					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
Priority D Reduce the negative impact of transport related carbon emissions on all neighbourhood					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
PDLT.01	Seek to reduce congestion on Easton Lane	Junction improvements and signal phasing review on Easton Lane at the M3 intersection and Tesco's roundabout	Study to be commissioned looking at potential junction improvements to improve flow of traffic. **Scheme identified**	HCC	

			through Public and Member consultation as one of the Top 8 Priorities for progressions.		
Priority E Promote shared space where this is appropriate					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
PELT.01	Traffic movements through and into the centre of the City including unnecessary cross town traffic	Seek to adapt St George's Street to enhance the area and reduce dominance of traffic and to reduce capacity for vehicles or adopt shared space concept.	Part of Silver Hill redevelopment considerations	HCC	Need to consider results of the
PELT.02	Segregation / domination of certain commercial / shopping areas by traffic	Adaptation of St George's Street to enhance the area and reduce dominance of vehicles	Initial scheme concept only	WCC/HCC	
PELT.03	Impact of one-way system and traffic movements on pedestrians, vehicle speeds and cyclists	Further consider role of 'high quality public realms that are available to all users' on St George's Street, Bridge Street area and Jewry Place. Stage 2 Road Network and Traffic Management Study will review impact of one-way system on a number of factors and how changes may affect these.	Initial design concepts only	HCC/WCC	
Priority F Promote the purchase and use of low emission vehicles					

Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
PFLT.01	Car Ownership	Investigate the reintroduction of a car club for Winchester	Being considered as part of the Silver Hill redevelopment.	WCC/Developers	
Priority G Invest for maximum benefit from public transport					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
PGLT.01	Bus station position and condition	New bus station as part of the Silver Hill development	Planning approval granted	Developer Funded	Consider bus priority measures needed for both west and eastbound services. Need Real Time passenger Information and train Information.
PGLT.02	Delays to Buses	St George's Street – loading restrictions			
PGLT.03		Winnall Manor Road/Easton Lane junction. Bus priority	**Scheme identified through Public and Member consultation as one of the Top 8 Priorities for progressions. Linked to PDLT.01**		
PGLT.04		Badger Farm Road. Delays from Sainsbury's roundabout to the Pitt roundabout. Bus Priority.			Subject to review of existing measures
PGLT.05		Delays to buses on Hursley Road approach to Pitt roundabout.	Bus priority lane		
PGLT.06		Delays to buses at Bushfield roundabout from Otterbourne	Bus priority lane		
PGLT.07	No Park & Ride	Provide Park and Ride	Being considered in		

	provision to the north of the city		relation to possible development at Barton Farm.		
PGLT.08	Enhanced quality bus partnership providing access from the north of the city.	New bus quality partnership	Being considered in relation to possible development at Barton Farm.		
PGLT.09	Delays to buses by The Brooks and entering St George's Street				
PGLT.10	Quality of bus interchanges	Various			See HCC audit
PGLT.11	Access to the Railway Station. Lack of car parking.	Extend evening services. Enhance cycle parking			
PGLT.12	Lack of joint ticketing between bus operators	Provide a joint ticket that can be used on all buses			
PGLT.13	Real Time Passenger Information – Not comprehensive across the city	Extend Real Time Passenger Information			
PGLT.14	Bus drop off at Railway Station is not directly outside booking hall	Investigate relocating bus stops nearer to ticketing hall			Part of Station Road is still not adopted.

Priority H Use new development as an opportunity to set new standards that support the aims and priorities of the Access Plan					
Ref	**Issue**	**Measure/Scheme**	**Status**	**Funding**	**Comments**
N/A					

Chapter 7 Delivery, Next Steps, Monitoring and Review of Town Access Plan (TAP)

How this document will be used

7.1 The document will be used to determine the allocation of funds sought from developers under the Transport Contributions Policy (TCP) by Development Control Officers as well and Highway Officers from Hampshire County Council and Winchester District Council. Developers will also use the document when assessing the amount of financial contribution likely to be sought by the authorities when mitigating development and what those funds will seek to provide. Following the public consultation on the draft document the TAP will be adopted by both authorities and will be used to inform decisions on developer contributions as well as mitigation measures. Each scheme will also be the subject of local consultation prior to any implementation.

Responsibility for the implementation of the TAP action plan measures

7.2 The TAP is a jointly prepared and adopted document by Winchester City Council and Hampshire County Council and as such the responsibility for its implementation will be shared.

Likely and possible sources of funding for schemes

7.3 The Plan is largely reliant upon developer contributions obtained through the Transport Contributions Policy. The Plan will serve as a key document in the negotiations between developers, the Highways Authority and the Planning Authority.

How implementation of this TAP will be monitored and reviewed

7.4 The TAP will be monitored jointly on a regular basis. The progress of the Plan and those schemes implemented will be reported to Council members. Outstanding issues will be reviewed and new priorities added as necessary taking account of:-

- changes to the South East Plan;
- revisions to policy context at a local level
- new information on transport/access issues in Winchester
- the impact of new development;
- changes to the transport network