

RESPONSE OF CITY OF WINCHESTER TRUST

Winchester Town Access Plan Questionnaire

Introduction

Having good access to shops, employment, health services, schools, leisure and other facilities is important to all of us, whether it is by car, on the bike, walking, or catching the bus or train. Balancing the needs of different users can be difficult and ensuring good access in and around Winchester needs careful planning.

Hampshire County Council and Winchester City Council are now working together on the development of the Winchester Town Access Plan, a long term strategy that will set out the transport and access improvements we want for Winchester. It will be used to develop priority areas for improvement, co-ordinate funding, and support the wider environmental and economic objectives of the town centre.

To do all this we need your help! We need to know your experiences of travelling into and around Winchester town.

This consultation will help us shape both the general strategy and the detail of what the plan may contain. Your views will help us develop a coherent and agreed access plan that will shape the future of Winchester for the next 10 to 20 years.

About you and your travel habits

To help us analyse the results of this questionnaire it would be helpful if you would answer some brief questions about your travel habits. If you are filling in this questionnaire on behalf of an organisation or association please skip this section.

Where do you live (please tick one of the following areas)

Winchester Town (all urban and sub-urban area)	<input checked="" type="checkbox"/>
Winchester District (rest of district)	<input type="checkbox"/>
Southampton, Eastleigh & Chandlers Ford	<input type="checkbox"/>
Portsmouth, Gosport, Fareham & Havant	<input type="checkbox"/>
Test Valley (Romsey, Stockbridge & Andover)	<input type="checkbox"/>
Basingstoke & Thames Valley	<input type="checkbox"/>
Other	<input type="checkbox"/>

How often do you use the following modes of transport to, from and within Winchester?
(select one time per mode)

	Every day	2/3 times a week	weekly	monthly	yearly	never
Walk						
Cycle						
Car			NOT APPLICABLE TO THE TRUST'S RESPONSE			
Bus						
Train						
Motorbike						
Taxi						

Where do we want to go? — A Vision for Winchester Town

A Vision for Winchester Town has recently been developed by Winchester's Town Forum - a cross-party group of City Councillors representing town wards. The Vision is intended to set out aspirations for Winchester Town's future, and describe the sort of place we seek to become. The Vision for Winchester Town considers aspirations for Winchester's future under eight themes, one of which is **improving transport, access and air quality**. In this respect the Objectives as developed by the Town Forum are set:

To improve access and reduce pollution we will:

- *promote choice and variety in the ways people come to the city;*
- *seek to reduce the need to travel by ensuring more services and facilities are provided locally,*
- *manage car parks to balance the need of residents, visitors and businesses;*
- *further expand park and ride, making it a more attractive option for visitors and workers,*
- *promote improvements to parking at Winchester station and establish better links to and from the station, particularly from outlying areas;*
- *reduce levels of congestion and manage traffic to reduce vehicle emissions and improve air quality;*
- *provide a new high quality bus station with good links to the suburbs and rural areas,*
- *establish more, safer and convenient walking and cycling routes;*
- *promote improvements in public and community transport;*
- *promote workplace and school travel plans;*
- *reduce street clutter and champion well designed and managed streets.*

1a To what extent do you support the notion that the objectives listed in the Town Forum's Vision (above) should be incorporated as objectives in the Town Access Plan?

Please circle one of the following:

Strongly Support, **Support**, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

1b If you do not support the objectives — which elements should be dropped? Should other elements be added?

The Trust supports all the Objectives including improvements to the quality of car parks at Winchester Station. We do not however support any increase in the number of parking spaces at the Station

Proposed Structure of the Plan

Following a preliminary consultation exercise with the local elected members a number of Key **Issues** emerged. These are fairly broad subject headings and can be categorised as:

- **Accessibility** including cycling, walking and Travel Plans
- **Car Parking and Park & Ride**
- **Traffic Management** including traffic restrictions, access controls
- **Public Transport** including rail and bus

Accessibility Issues

This area of the Plan will cover a range of issues including walking, cycling and the development of Travel plans. Cycling and walking are both viable options for short local journeys, either on their own or in combination with public transport. They can have a positive impact in terms of helping to reduce traffic congestion, pollution and noise. Travel Plans can be used to assist Schools and Businesses find ways of meeting their travel demands without undue reliance on the private car.

Walking

Walking is the most environmentally friendly mode of transport and has considerable health benefits. There are a number of measures available to improve pedestrian access and safety including traffic calming, road closures, new and wider footways, tactile paving, and pedestrian refuges. The enhancement of conditions for pedestrians through a range of measures is likely to be a key component of the plan if more walking is to be encouraged.

2a To what extent do you support the statement that "We should aim to give a greater level of priority to pedestrians"

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

2b What specific measures are needed to encourage more pedestrian activity?

Better footway maintenance
Lower Speed limits (20 or even 15mph as in proposed ECO towns)
More shared spaces
Better pedestrian access to station from Stockbridge and Andover Rds
Completion of "missing links" eg East side of Andover Rd Railway Bridge,

Cycling

The enhancement of conditions for cyclists through a range of measures including dedicated routes, on-road improvements, contra-flow cycle lanes and cycle parking is considered a key component of the plan if more cycling is to be encouraged.

3a To what extent do you support the notion that "We should improve conditions for cyclists to encourage the use of this mode"

Please circle one of the following:

~~Strongly Support~~, **Support**, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

3b What specific measures are needed to encourage more cycling?

We recognize that opportunities are limited
Lower speed limit for traffic would help

Travel Plans

Travel Plans are a package of measures which aim to monitor and reduce reliance on the private car through initiatives such as car sharing, promoting the use of public transport and encouraging walking and cycling. They are usually targeted at major employment or education centres. In the case of schools they are often aimed at improving road safety.

4a To what extent do you support the **use** of Travel Plans to encourage the use of more sustainable modes of transport and reduce reliance on the private car?

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

4b What specific 'Travel Plans' and measures are needed and where?

All public Authorities , Educational establishments, Hospital etc should have and regularly review travel plans
All significant new commercial developments

Car Clubs

The city council are looking to enable the provision of a **car club** in Winchester which would allow residents and businesses to hire cars and pay for them on the basis of time and mileage. This will hopefully encourage lower car ownership levels reflecting the limited amount of space available for cars in the Town.

5a To what extent do you support the use of Car Clubs to enable reduced car ownership, but still allow access to the private car?

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

5b What specific locations, for vehicles, are needed and what organisations should be targeted as members?

Spaces for club cars should be reserved, convenient and conspicuous
In particular this should be included in large residential developments such as Silverhill.

Bikeabout

Bikeabout aims to encourage the use of cycling as a means of transport within Winchester by providing bicycles for the members of the public to borrow for free. The bikes are available for loan from Winchester City Council's Tourist Information Centre in The Broadway or from the WACA Shopmobility office in The Brooks Centre.

6a To what extent do you support the *Bikeabout* scheme as a way of encouraging sustainable transport around the town?

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

6b What could be done to improve the operation of the scheme?

We think the service should be restored at the Station

Car Parking and Park & Ride

The overall strategy for parking in the town needs to reflect the vision we are working towards, and look to deliver elements of that vision. We need to establish within the access plan, a balanced parking strategy that reflects the economic aspirations of the town, as well as keeping in check the environmental problems that unfettered car access can cause in the historic core of the city. A range of issues and potential actions have been identified.

Car parking charging strategy

The charging strategy can play an important role in determining how and which car parks are used and for what purpose. The current regime of 'charging' for on and off street spaces is designed to encourage long term visitors to use the 'outer' car parks and the Park and Ride service, whilst the spaces in the town, which are more likely to be used for short stay visits, have a higher price premium attached.

To what extent do you support the following statements:

7a "We have established an appropriate range of car parking facilities and payment mechanisms"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

7b "We should develop an environmentally linked parking strategy which encourages the use of less polluting vehicles"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

7c "We should consider charging for parking on Sundays"

Please circle one of the following:

~~Strongly Support, Support, Neither, Oppose~~, **Strongly Oppose**

7d What other car park charging issues do we need to consider?

We don't support Sunday charges just for the sake of raising money. The trigger should be to resolve major parking problems
We want to see pay on foot in more car parks

Off-street car parking

The provision of public off-street car parking and its location are major factors in terms of influencing travel behaviour and people's choices in terms of where they choose to shop or visit. The location and popularity of some car parks can create undue pressures on the town centre environment.

8a To what extent do you agree that "Some car parks could serve a better purpose in delivering other elements of the WTAP vision"

Please circle one of the following:

~~Strongly Support, Support, Neither, Oppose~~, **Strongly Oppose**

8b What car parks could be considered for closure to encourage the use of alternatives forms of transport and the park and ride service,? And what should those sites be used for?

Upper Brook Street – Housing
Gladstone Street – Cultural?
St Peters - Housing
Chesil - Coaches

8c What other off-street parking issues do we need to consider?

Improve the quality of the built environment of car parks with quality finishes, better information, more trees and higher standard of lighting and cleaning
All car parks should be brought up to Park Mark design standards.

Park and Ride

Park & Ride was a cornerstone of the first Winchester Movement and Access Plan. It still allows the flexibility of car use for our journeys, without placing undue pressure on the historic city core. It is hoped to extend the park and ride service by providing a new site to the South of Winchester. We are currently assessing how the two services can be run and how they will best serve the needs of the users.

Whilst accepted as an important part of an Integrated Transport Strategy, to be most effective, Park & Ride schemes should be complemented by measures such as reductions in town centre parking, bus priority measures or pedestrianisation.

To what extent do you support the following statements?

9a "Park & Ride should continue to be a cornerstone within the transport strategy"

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

9b "There should be an associated reduction in town centre car parking spaces when new park and ride spaces are opened"

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

9c "We should subsidise the park and ride operation to encourage its use"

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

9d "There is a need for further sites in the future e.g. north of the town"

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

9e "Bus priority measures should be provided to enhance the existing and future park and ride services"

Please circle one of the following:

~~Strongly Support~~, **Support**, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

9f Which route should a new Park & Ride bus service run from the new site south of the City use?

- a) In via Romsey Road out via St Cross Road
 - b) In via Romsey Road out via Romsey Road
 - c) In via St Cross Road out via Romsey Road
 - d) No particular preference
- } **Combination of all**

9g Are there any other issues you wish to raise in relation to Park & Ride?

Like the residents parking scheme the economics of car parks should be cost neutral with all costs covered by income. Price differentials should be achieved by subsidising the cheapest (park and ride) from the income from the expensive central car parks. No additional subsidy should be introduced

Park and Ride car parks should not become brown field sites if their use is ultimately redundant. They should be returned to countryside

On-Street residents parking schemes

On-street residential parking schemes have helped reduce the amount of commuter parking and protected this parking solely for the use of residents. It is city council policy that on-street residents parking schemes should be 'cost-neutral' in that the operational costs are met by the revenue received.

10a Do you live in one of On-street residential parking zones? **Yes/No**

To what extent do you support the following statements?

10b "The pricing and availability of residential spaces is appropriate"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

10c "We need to create additional or expand the existing controlled zones"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

10d "There is some misuse of visitor permits and amendments to the operation of the scheme are required"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

10e "We need to consider amending the times of parking restrictions to reflect different pressures on different parts of the town"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

10f What other issues do you have relating to on-street parking?

The Trust has no strong views on this.
Schemes should be in response to residents' difficulties and requirements

Coach Parking

The current coach parking facility is located off Worthy Lane, to the north west of the town centre. This location is not ideal as it requires coaches to circulate the one way system to get to and from the coach park from the 'drop-off point in the Broadway. Many visitors and coaches come to Winchester on a daily basis and it is hoped that the access plan may be able to improve these facilities.

11a To what extent do you support the notion that "We should provide coach parking that will enable coaches to avoid using the town centre gyratory"

Please circle one of the following:

~~Strongly Support~~, ~~Support~~, **Neither**, ~~Oppose~~, ~~Strongly Oppose~~

11b If we were to provide replacement coach parking, where should it be located?

We believe the only possible location is Chesil (on the Surface Car Park). Coaches could still set down and pick up in the Broadway and park up at Chesil whilst still being accessible to their passengers. Access is direct from M3 without using one way

11c Do you have any other issues to raise in relation to coach parking?

The "Switch off Engine" regs should be enforced

Traffic Management

The management of traffic is a key issue and one that is likely to impact on all of the WTAP's objectives in one way or another. The road network in Winchester is dominated by the one-way systems, which were originally instigated to cope with traffic travelling through Winchester before the completion of the A33/A34 Winchester bypass. The system has largely remained intact, and a review is required to assess how efficiently the system manages the modern day pressure of traffic levels, congestion and air quality, especially as certain elements of the one-way system can create additional vehicle mileage e.g. Parchment Street.

The longer term effects of traffic management schemes on the local economy do, however, need careful consideration and as such it may be appropriate to undertake schemes on a trial basis in order to assess the environmental benefits alongside the economic issues.

To what extent do you support the following statements?

12a "The traffic management arrangements are adequate and there are unlikely to be better solutions"

Please circle one of the following:

~~Strongly Support~~, ~~Support~~, **Neither**, ~~Oppose~~, ~~Strongly Oppose~~

12b "We should look to implement a 20mph zone across the town centre"

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

12c "There are better ways to provide access in and around the core city centre areas"

Please circle one of the following:

Strongly Support, **Support**, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

12d "We should further restrict freight delivery hours throughout the city to reduce the delays during the day"

Please circle one of the following:

~~Strongly Support~~, ~~Support~~, **Neither**, ~~Oppose~~, ~~Strongly Oppose~~

12e "We should further restrict vehicular access in and around the pedestrainised areas of the High Street"

Please circle one of the following:

~~Strongly Support~~, **Support**, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

12f Please give us your ideas of how we might improve the traffic management system around the town?

It is our recollection that the current one way system was introduced in the very early 1970s just after the A34 was diverted away from the city centre with the completion off the Kingsworthy Bypass in 1969. The present system was therefore designed for local traffic albeit that it has grown dramatically in the meantime. The present system has no flexibility and if N Walls of St Georges St become blocked there is no escape. We believe it is worth investigating reverting North Walls to two way traffic to reduce traffic levels in St Georges Street
We note the success of 20mph schemes in Portsmouth and Salisbury. We also hear that a 15mph limit is proposed for new ECO towns.

Passenger Transport

Promoting greater use of public transport was one of the main objectives of WMAP and is likely to continue to be a core part of the new access plan. In recent years public transport improvements have been delivered through Quality Partnerships between the County Council, the City Council and Stagecoach and Southwest Trains. Waiting facilities for passengers and travel information have been improved, both for rail and bus users.

Bus

The bus network in Winchester is well established with a number of high frequency routes serving the centre and its environments, most of which are operated on a commercial basis and are not controlled by either the city or county councils.

'Quality Partnerships' between operators and the local authorities have helped increase bus patronage on a number of routes through improved frequencies and passenger facilities.

To what extent do you support the following statements?

13a "There is adequate bus stop provision throughout the town"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

13b "The phasing of all traffic signals in the town, should be adjusted to allow greater priority for pedestrians and buses"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

13c "Where possible bus priority measures should be provided to enhance existing and future services"

Please circle one of the following:

Strongly Support, Support, Neither, Oppose, Strongly Oppose

13d Please give us your ideas of how **we** might improve the facilities for buses around the town?

We recognize that there are few if any opportunities for bus lanes. Clever technology may give opportunities for buses to trigger traffic signals and we support this. The number of bus stops seems adequate but in many the facilities are dismal. Electronic signs are erratic and some key stops are not equipped with them. eg opposite the Brooks. Signage has improved but maintenance and cleanliness of shelters and signs is poor. Some bus stop signs, eg opposite Cranworth Rd, are quite illegible

Rail

Winchester benefits from excellent rail services but this can bring its own pressures particularly in terms of access to the station. Winchester is on the main line to London with frequent services to the Capital and the South, as well as cross country services to the Midlands, the North and Scotland.

The main operator, Southwest Trains, has seen a 50% increase in patronage over the last ten years Whilst this growth is very much supported, it does raise other issues, particularly in terms of access to the station.

To what extent do you support the following statements?

14a "Additional car parking should be provided at the station"

Please circle one of the following:

~~Strongly Support, Support, Neither, Oppose~~, **Strongly Oppose**

14b "We should restrict any additional parking to serve 'off-peak' rail travel only"

Please circle one of the following:

~~Strongly Support, Neither, Oppose, Strongly Oppose~~, **Support**

14c "We should provide additional cycle and motorcycle parking at the station"

Please circle one of the following:

~~Support, Neither, Oppose, Strongly Oppose~~, **Strongly Support**

14d "Pedestrian and cycle routes to the station are adequate"

Please circle one of the following:

~~Strongly Support, Support, Neither, Oppose~~, **Strongly Oppose**

14e "Provision for disabled access to the station is adequate"

Please circle one of the following:

~~Strongly Support, Support, Neither, Oppose~~, **Strongly Oppose**

14f "Bus integration and taxi provision at the station is good"

Please circle one of the following:

~~Strongly Support, Support, Neither, Oppose, Strongly Oppose~~

14g Please give us your ideas of how we might improve facilities and access at the rail station?

Access for the disabled, prams and those with heavy luggage is abysmal. Lifts are needed
Pedestrian crossing needed in Stockbridge Rd
Footpath and lighting needed on access from Andover Rd (behind ESSO Garage)

Shared Space Concept

The **Shared Space Concept** which seeks to break down the barriers between people and vehicles is being carefully considered in terms of its suitability and application within Winchester town. This approach seeks to change the road environment so that vehicles and people are given a more equal priority. This both reduces vehicle speeds and enhances the environment thereby opening up under utilised areas for other purposes. Initial studies looked at three potential areas; these proposals will have to be considered in relation to traffic management issues generally as discussed below.

- `Jewry Place' the intersection of Jewry Street with High Street, St George's Street and Southgate Street. This could be remodelled to form a coherent public space accommodating traffic and pedestrian movements.
- **St Georges Street** could be redefined as a series of distinct spaces.
- `**King Alfred Square**' this area around King Alfred Statue, City Bridge and the Junction of Chesil Street and Magdalen Hill. This area could form a new entry and gateway from the east formed by a new reformed Chesil Street junction and improvements for pedestrians at City Bridge.

15a To what extent would you support a **shared space** approach for Winchester?

Please circle one of the following:

Strongly Support, ~~Support~~, ~~Neither~~, ~~Oppose~~, ~~Strongly Oppose~~

15b Do you agree with the potential locations which have been suggested? Yes/No

15c Which of the potential locations would be your first choice for a trial scheme? **Please circle**

- Jewry Place
- St Georges Street** ✓ ✓ ✓
- King Alfred Square
- No particular preference

15d Are there other areas which you feel might benefit from similar schemes?

Area in front of Discovery Centre and Theatre in Jewry Street

The End

Thank you for taking the time to complete this questionnaire. All responses will be considered and the results will be used to shape the Access Plan.

If you would like to be kept informed of the plan's progress then we will need to be able to contact you. Please tick here if you would like to be kept informed and supply us with contact details.

Please return to:
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