



# Winchester Movement Strategy

## High level options stakeholder workshop

### Workshop programme and attendance

Following initial public consultation, work to develop the Winchester Movement Strategy moved into the testing phase during summer 2018. The first step in this process was to engage stakeholders and local delivery partners in the development of preferred scenarios to be modelled and tested, in order to understand the feasibility of proposed high level options arising from public feedback and the evidence base.

The workshop was held at Winchester Guildhall on 9 July 2018, with representation from local transport or related interest groups, local employers and bus and rail operators organisations, including Winchester University, Access for All, walking and cycling representatives and Bluestar.

Following presentation of the headline findings from the Phase 1 engagement programme, (including both the Atkins evidence base and the public consultation), an overview of the subsequent process of reviewing the ideas and suggestions arising and a summary of how this has impacted thinking to date, stakeholders were asked to consider:

- A) Which of the ideas put forward through the Phase One consultation would enable the core transformational priority of 'reducing city centre traffic' and which can only be actioned once these enablers are realised?
- B) To what extent are each of the ideas put forward through the Phase One consultation
  - 'Affordable' – the cost of implementation vs the benefit of doing so
  - 'Acceptable' – politically, socially
  - 'Actionable' – how realistic are they given the current infrastructure and built environment and the limitations of Winchester's natural setting.
- C) From the ideas suggested, and given the above considerations, what should be addressed first in order to reduce city centre traffic in Winchester?

Stakeholders worked in four small groups. They were also asked to put forward and assess any new (high-level) ideas/suggestions that they felt were pertinent to meeting the priority of 'Reducing City Centre Traffic'.

## Workshop feedback – Enablers

Ideas that the groups felt would clearly enable the reduction of city centre traffic are outlined in the table below. The table also illustrates how many of the four groups concluded that these enablers would be feasible to implement in terms of their acceptability, affordability and ease of achievement

Idea submitted via Phase One consultation (enabler)	Acceptable	Affordable	Achievable
Expand park and ride	4	4	4
Local bus priority where space/technology permits on key corridors/junctions	4	4	4
More opportunities to park and walk/cycle from outside city centre/city	4	4	4
Growth/development well supported by transport provision	3	4	4
Improve buses	3	4	4
Bus quality partnerships	3	3	4
Improve park and ride bus services	4	2	4
Control city centre access of most polluting vehicles	2	3	4
Improve strategic road network to reduce effects on city	3	2	4
Manage deliveries	3	3	3
Reduce city centre parking/increase outer parking	3	3	3
Improve public realm away from trafficked areas	3	2	3
Policies to control new/expanded private parking	2	3	3
Premium parking policy	2	3	3
Redefine radial routes to redistribute traffic and rebalance priorities	2	4	2
More joined up planning/connections eg start/finish times of schools/colleges/passenger transport timetables	1	2	1
Winchester Parkway rail station (to south)	2	1	1
Western Bypass	1	0	1
Moving covered walkway from South Winchester park and ride to city centre alongside rail line	0	0	1
Elevated transport system	0	0	0
Light rapid transit system	0	0	0

Ideas that appear in the upper quartile (dark green) primarily encompass improvements to public transport. For example, the groups all agreed that further development and improvement of Park and Ride / Walk / Cycle schemes and local bus services would help to reduce city traffic and be viable to implement.

Enablers in the lighter green were also generally well supported, but the groups acknowledged that there may be some barriers to overcome in order for them to succeed. For example, it was felt that policies to control or restrict vehicle access based on pollutants or parking policies were less likely to be socially or politically acceptable, whereas financial or physical barriers would potentially make a redefinition of strategic or radial routes or public realm improvements less feasible.

The ideas highlighted in white, whilst aspirational, were broadly felt to be unrealistic due to the likely cost, acceptability and practical barriers to implementation.

## Workshop feedback – Enabled

There were eight ideas that groups generally recognised would not be feasible until traffic in the city centre had reduced. Given the need to reduce city centre traffic prior to their implementation, most of the ‘enabled’ ideas were recognised as being less affordable, acceptable and achievable than the ‘enablers’. However, all groups agreed that the installation of contra-flow cycle lanes on one-way streets should be relatively straightforward to implement once space became available.

Idea submitted via Phase One consultation (enabled)	Acceptable	Affordable	Achievable
Contra flow cycle lanes on one-way streets	4	4	4
Better maintenance of existing or any future provision	2	2	2
Improve top of High Street ped/crossing area on Jewry Street	2	2	2
Improve walking	2	2	2
Refine traffic signal timings/phasing	2	2	2
Better air quality/health and well being	1	1	1
Remove/reduce car trips/queuing for car parks	1	1	1
Relocate bus stops in congested areas	0	0	0

## Workshop feedback – Both

There were some ideas about which the groups were unclear. In some cases, it was felt that, dependent on the context, the idea could either be a primary enabler or would need to be enacted in combination with other issues. For others, they would like to use the modelling to give further understanding. Of these ideas, the groups felt that improvements to City Bridge and to cycling options in and around Winchester were most likely to be acceptable, affordable and achievable. The groups also felt that the use of bus gates merited further exploration.

Idea submitted via Phase One consultation (both)	Acceptable	Affordable	Achievable
Improve City Bridge (ped/cycle access)	4	4	4
Improve cycling	4	4	4
Bus gate on Chesil Street banning other motorised vehicles to provide maximum priority for buses including park and ride services (model)	3	3	3
Bus gate on Southgate Street banning other motorised vehicles to provide maximum priority for buses including park and ride services (model)	3	3	3
Bus lane/gate on Andover Road (more priority for buses on Andover Road/to/from Carfax crossroads). No restrictions for non-bus traffic - but held back to prioritise buses. (model)	3	3	3
Improve public realm next to roads	3	3	3
Walking/cycling/bus to schools	3	3	3
Sussex Street two-way with associated crossings	2	2	3
Better parking controls/enforcement	2	2	2
New city centre eastern access (Friarsgate/Union Street two-way) (model)	1	1	2
Improve key junctions (model)	2	0	1
St George's Street one lane of traffic	1	1	1
Surface level tram system on key corridors/city centre	1	1	0
Use smaller/cleaner buses/delivery vehicles	1	0	0

## Workshop feedback – Ideas of out scope for reducing city centre traffic and alternative suggestions

There were some ideas that the groups generally concluded would not contribute to reducing traffic volumes in the city centre, and should therefore be considered out of the scope of the modelling exercise at this stage.

- Increase city centre parking (neither – would encourage cars into the centre)
- Encourage electric vehicles (neither – this still means traffic in the city centre)
- Local capacity improvements on key corridors (neither – this would increase traffic)
- Remove/ban use of rat-runs/use of unsuitable roads (neither – would not contribute)

Instead, some groups put forward alternative high level options for consideration, namely:

- Delivery hubs
- Improve the one-way system
- Prioritise cars that are full
- Bus gate/priority for Stockbridge Road
- Better bus services for Winchester residents
- Better enforcement
- Congestion charging
- Removing the one-way system
- Banning through movements by HGVs
- Signing
- Behavioural change initiatives modal shift
- Combination of issues
- Planning residential areas in or near centre
- Better management of coach parking

Delegates also requested further information relating to the origin and destination of traffic moving through the city centre – for example is traffic crossing the centre in order to reach another destination, or traffic circling the area in search of a parking space?

## Workshop feedback – Key priorities

Overall, when asked to prioritise which ideas should be included in the preferred scenarios for testing how traffic in Winchester city centre could be reduced, park and ride and bus priority measures again came to the fore.

Group 1	Group 2
Park and ride Bus priority measures (range of initiatives) Prioritise cars that are full (maintain price for cars using the Park and Ride, not charge for buses) Restricting deliveries/collections (delivery hubs and better management of things that happen in town to control traffic flow)	Improve cycling and walking routes Improve key junctions including one-way system Local bus priority and improve park and ride management issues to implement immediately (maintenance, parking control, BQP, manage deliveries)
Group 3	Group 4*
Bus priority, bus gates, expanded P&R, reduced city centre parking combined as a single package Bus gate proposals should also include Stockbridge Road so that all key radials covered	Reduce traffic in city centre Improve air quality Enhance economic viability of the city A healthier lifestyle (improved walking and cycling, access and movement) A more pleasant city streetscape for residents, workers and visitors

*\*NB: Group 4 preferred to outline their broad priorities for improving movement in Winchester, which generally mirrored the outcomes of the Phase One public consultation.*