

**HAMPSHIRE COUNTY COUNCIL****Decision Report**

<b>Decision Maker:</b>	Executive Member for Economy, Transport and Environment
<b>Date:</b>	3 March 2015
<b>Title:</b>	Winchester Walking Strategy
<b>Reference:</b>	6527
<b>Report From:</b>	Director of Economy, Transport and Environment

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## **1. Executive Summary**

- 1.1 The Winchester District Strategic Partnership (WDSP), through its Transport sub-group, produced a Winchester Walking Strategy in 2014. This Strategy promotes walking as “a primary means of transport” for the city covering the entire extent of the urban area. The overarching aim for the Strategy is to raise the profile of walking by improving all streets for walking to make it a primary means of travel for the city by 2025.
- 1.2 County and City Councillors and representatives from local groups such as Winchester Action on Climate Change and the City of Winchester Trust are members of the Transport Group that developed the Strategy. County Council officers were invited to comment on a draft of the Strategy in the summer of 2014. One of the recommendations included in the Strategy is that the County Council adopts it as the walking strategy for Winchester city.
- 1.3 The County Council acknowledges that the Strategy is a good basis to understand walking issues and aspirations for improvements. The County Council broadly supports the principles of the Strategy and where appropriate can include specific proposals in existing and future strategies, studies and schemes such as the emerging Hampshire Wide Walking Strategy, the Winchester District Transport Statement and the Winchester Town Access Plan. However, the County Council would need to seek further clarification on key issues such as timescales, costs, funding sources, overlap with existing policies and committed programmes, as well as requiring more specific detail on the proposed priority improvements such as base evidence and future performance monitoring.

## **2. Contextual information**

- 2.1 The Winchester District Strategic Partnership, through its Transport sub-group, produced a Winchester Walking Strategy in 2014. Members of this sub-group include County and City Councillors, Winchester Action for Climate Change, Winchester Litter Pickers, Winchester Business Improvement District and the Winchester City Centre Trust, among other local groups.
- 2.2 The Strategy supports the Winchester Town Access Plan (2011), which includes core themes of supporting the local economy, leading a transition to other forms of transport such as walking, reducing the negative effects of motorised transport and improving the social and cultural wellbeing of the city.
- 2.3 Alongside all the existing work and range of activities that the County Council undertakes to promote and support walking, work is ongoing to develop Hampshire Wide Walking and Cycling Strategies, with public consultation planned for Spring/Summer 2015. These strategies aim to provide a strong framework to guide the County Council and its partners in developing walking and cycling across Hampshire. These strategies will include the core aims of providing a focus for funding opportunities, guiding investment decisions, encouraging collaborative working and supporting locally developed initiatives among others, which are specifically or broadly reflected in the Winchester Walking Strategy.
- 2.4 The Strategy's own core aims are that by 2020 many streets will have been improved for pedestrians with walking substantially increased, and that by 2025 all city streets will have been improved so that walking is a primary means of getting about the city. The primary objectives are to reduce car use, support the local economy, improve health and air quality and to support the city as an attractive and vibrant place to live, work and visit. Appendix 1 summarises the core objectives, outcomes, priority improvements and recommendations.
- 2.5 County Council officers commented on an earlier draft in the summer of 2014 along with other national and local groups and organisations including Winchester City Council, Winchester University, Living Streets, Winchester Ramblers and Friends of the Earth. Revisions have been made that reflect these comments.
- 2.6 The Strategy makes several recommendations including that Hampshire County Council adopts the Strategy as the walking policy for the city and therefore allocates resources to further develop the strategy and its specific priority improvements.
- 2.7 In response to the Strategy, Hampshire County Council as highway authority can broadly support the principles of the Strategy:

- **Basis for promoting walking:** Provides a good basis for promoting walking for the city and recognises the positive contributions that increased walking can make to peoples' health and travel choices as well as improving the city's local environment and supporting its local economy, among other benefits.
- **Informs and supports existing commitments:** Directly supports and can inform where appropriate existing and proposed transport studies and projects for the city, particularly those relating to the key transport corridors such as Andover Road, Worthy Road/Lane and Stockbridge Road for example.
- **Background information:** Is useful background information on walking and potential local aspirations alongside providing a knowledge base for walking issues across the city.
- **Consultation and involvement:** Provides a strong basis on which to continue developing future consultation opportunities and local contacts, helping to tap in to local knowledge and perspectives relating to walking in the city.

2.8 However, while the County Council can broadly support the principles of the Strategy it seeks further clarification regarding key issues including:

- **Holistic approach to transport improvements:** Walking is a key component of holistic transport solutions. While the Strategy provides a useful focus for walking and acknowledges the potential to link with other forms of transport, it needs to be developed further as part of a wider and balanced approach to improving transport for the city.
- **Timescales:** The Strategy proposes wide-ranging improvements by 2020 with all city streets to be improved for walking by 2025. These timescales do not take account of existing commitments, current and future programmes, nor the resources required to meet them. Therefore the timescales need to be reviewed and revised accordingly.
- **Funding:** The Strategy does not specify costs either for the complete cost of the Strategy or for each priority proposal. Neither does it identify potential funding sources, the means of securing the required funding, nor the likely timescales involved to then inform the overall delivery programme and therefore timescales for the Strategy. Therefore, it is difficult to currently understand how the Strategy can be delivered and to what timescales.
- **Detail:** The Strategy needs to provide more detail, particularly specific detail in support of the priority routes and improvements identified. For example, this could include a range of base evidence in support of the specific proposals and the monitoring required measuring how each priority proposal performs, were they to be implemented.
- **Overlap:** The Strategy overlaps with existing commitments, programmes and key activities undertaken by the County Council as highway authority. Therefore further work is required to confirm which of the Strategy's proposals and recommendations are already being progressed by the County Council, those that are included as part of

existing schemes and initiatives and those that merit being added to the Winchester District Transport Statement through the regular review process. For example, the County Council works hard to secure appropriate walking and cycling improvements as part of new development and relies on the Winchester District Transport Statement to inform its negotiations. This Statement is a proposed schedule of transport improvements that reflect key local priorities, informed by engagement with local Members, the City Council and public consultation.

### **3. Recommendations**

- 3.1 That the initiative of the Winchester District Strategic Partnership to develop a Winchester Walking Strategy is welcomed and the broad principles of the strategy be recognised.
- 3.2 That, where appropriate, the Strategy and its specific proposals be reflected in the emerging Hampshire Walking Strategy and in future revisions of the Winchester District Transport Statement, the Winchester Town Access Plan, and in other relevant documents and strategies to best manage change and the delivery of improvements.
- 3.3 That proposals to support and promote walking continue to be included as part of citywide holistic transport improvements.

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
Winchester Walking Strategy October 2014 (as amended, up until 19 February 2015)	Winchester District Strategic Partnership

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

As this decision relates to Hampshire County Council reviewing an independently produced walking strategy for the urban area of Winchester city it does not directly impact on equalities and has been therefore assessed as having a low or no impact. The County Council's emerging walking and cycling strategies will consider specific equality and other issues, such as crime and climate change, to carefully and specifically assess the impacts of walking and cycling policies and specific proposals.

### **2. Impact on Crime and Disorder:**

2.1. There is no direct impact on crime and disorder regarding the recommended decision on the Winchester Walking Strategy. Such issues will be carefully assessed by the emerging countywide walking strategy.

**3. Climate Change:**

- 3.1. How does what is being proposed impact on our carbon footprint/energy consumption?

There is no direct impact on climate change regarding the recommended decision on the Winchester Walking Strategy. Such issues will be carefully assessed by the emerging countywide walking strategy.

- 3.2. How does what is being proposed consider the need to adapt to climate change and be resilient to its longer term impacts?

There are no direct impacts regarding the recommended decision on the Winchester Walking Strategy relating to the need to adapt to climate change and resilience to its longer term impacts. Such issues will be carefully assessed by the emerging countywide walking strategy.

**Appendix 1: Winchester Walking Strategy: Summary of the vision, core objectives, key components, proposed specific priorities and recommendations**

**Summary vision**

**Summary short-term by 2020:** *Many streets improved for walking and more people walking as a preferred means of transport in the city.*  
**Summary longer term by 2025:** *Many more city streets improved for walking with walking the priority transport and travel improvement in recognition of it being a primary means of transport around the city.*

**Core objectives**

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| <ul style="list-style-type: none"> <li>• Increase the numbers of journeys made on foot by making routes more attractive and enjoyable to use</li> <li>• Exploit potential for shared-space improvements</li> <li>• Support the local economy, particularly local shops</li> <li>• Improve health and well-being.</li> </ul> | <ul style="list-style-type: none"> <li>• Reduce the numbers of short journey car trips, particularly those within the city</li> <li>• Reduce congestion</li> <li>• Improve air quality and reduce noise pollution</li> <li>• Reduce the general nuisance and severance relating to motorised traffic</li> </ul> |
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**Core strategy components**

- Infrastructure changes to existing streets
- Extension of 20 mph zone
- Designing internal roads and street frontages in new developments to focus on walking and to improve the walking environment
- Integrating green open spaces into walking network
- Improved signing alongside reducing clutter, pavement parking and overgrown vegetation
- Regular cycle of footway maintenance and maximising planned highway maintenance and other works to meet pedestrian needs
- Opportunities for “Park and Stride”
- Collaborative working

**Criteria for prioritising improvements**

- Strategic routes and those serving key destinations and areas of high pedestrian demand
- Routes that link or have the potential to link with major destinations or centres of activity
- Likelihood of attracting full funding from one or more sources
- Easy to implement alongside providing the most benefit.
- Bring the most benefit to the widest number and range of people
- Deliverable within existing resources and budgetary constraints
- Complements existing pedestrian network.

**Action plan and specific priorities**

- Develop an agreed action plan to include:
- Annual programme of maintenance and improvements
  - Working within existing policies, strategies, visions, masterplans etc to maximise opportunities for walking
- Headline priorities:
- Andover Road/Stoney Lane to Barton Farm and Stockbridge Road
  - Friarsgate and St George’s Street
  - Radial routes generally
  - Links between Romsey Road and Andover Road via rail station
  - St James Lane rail bridge
  - Pedestrian routes to city centre car parks mainly those on North Walls

### **Summary recommendations:**

1. Winchester Town Forum, Winchester City Council and Hampshire County Council formally adopt the Strategy.
2. Officer time should be committed to further develop the strategy and coordinate with existing priorities/plans.
3. Officers need to ensure that walking requirements are fully integrated in to 'local plans' as appropriate and negotiate appropriate s106 and CIL monies through development.
4. That HCC and WCC Portfolio Holders for Transport meet with County Councillors, the Chairman of Winchester Town Forum and relevant senior officers to agree how best to progress the strategy.
5. Strategy is widely disseminated to ensure that it becomes a fully recognised part of the work of both councils.
6. That designs and costings be prepared for two schemes initially and used to raise funds from a variety of sources. One scheme should be highly visible, in a well-used area and the other should focus on a residential neighbourhood.
7. The Walking Strategy Group should continue as a subgroup of the Winchester District Strategic Partnership (WDSP) Transport Forum. It should meet regularly to help maintain momentum towards making Winchester a city that actively encourages all citizens and visitors to use walking as a primary mode of transport.
8. A Workshop for members and officers be organised by the Strategy Group to explore and explain best practice on promoting and encouraging walking in towns and cities.