

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

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| <b>Decision Maker:</b> | Executive Member – Environment and Transport   |
| <b>Date:</b>           | 27 July 2011                                   |
| <b>Title:</b>          | Winchester Town Access Plan - Adoption         |
| <b>Reference:</b>      | 2992   |
| <b>Report From:</b>    | Director of Economy, Transport and Environment |

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### 1. Executive Summary

1.1. The purpose of this report is to present the Winchester Town Access Plan (TAP) for adoption by Hampshire County Council. The TAP will also be adopted by Winchester City Council's cabinet.

1.2. This paper seeks to provide:

- background information on the Winchester Town Access Plan;
- information on how the document will be used; and
- information on how the document will be monitored and updated.

### 2. Contextual information

2.1. The draft TAP was approved for consultation in June 2010. Consultation was undertaken in the autumn. The responses received are discussed below.

2.2. The third Local Transport Plan (2011-31) (LTP3) gives a high level strategic vision for transport in Hampshire and provides the context for the delivery of more detailed transport policies. Town Access Plans, which were originally presented as a policy tool in the second LTP, remain an important mechanism in LTP3 for helping to secure and prioritise transport improvements at the local level. It is also the intention that District Statements are developed, which will cover whole districts, encompassing the TAP and non-TAP areas. District Statements will be vital in encompassing the TAPs but also addressing the lack of detailed local transport policy outside of the TAP areas.

- 2.3. The Winchester TAP (WTAP) covers 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 in revised WTAP at [www.hants.gov.uk/taps](http://www.hants.gov.uk/taps)). In order to allow the TAP to focus on localised issues and improving access to key destinations within the town, it does not extend to the surrounding villages.
- 2.4. The WTAP has therefore been developed to identify the barriers to access for walking and cycling, traffic, and public and community transport. The WTAP provides two Action Plans (one gives current priorities and the other longer term objectives) which present schemes that can be provided to assist with new development and securing contributions from developers' from future development; this does not preclude funding from any other source also being sought.
- 2.5. The four key Aims of the WTAP are to:
- (i) ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable;
  - (ii) lead a transition to cycling, walking, public transport and low-carbon modes of travel including low emission private and commercial vehicles;
  - (iii) 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; and
  - (iv) enhance the social and cultural wellbeing of Winchester by providing access for all.
- 2.6. In order to achieve the Aims of the Access Plan action is required in key areas. These are identified as eight strategic priorities to:
- (i) promote self-sufficient communities and self-containment to reduce the need to travel by car;
  - (ii) improve the local cycling and walking experience for functional and leisure trips (through education and infrastructure);
  - (iii) provide carefully planned car parking to meet economic need;
  - (iv) reduce the negative impact of transport related carbon emissions on all neighbourhoods;
  - (v) promote the delivery of 'A high-quality public realm that is available to all users' where this is appropriate;
  - (vi) promote the purchase and use of low-emission vehicles;
  - (vii) invest for maximum benefit from public transport; and

- (viii) use new development as an opportunity to set standards that support the aims and priorities of the Access Plan.
- 2.7. The identification and prioritisation of schemes presented in the Action Plans has been undertaken in conjunction with local Members and stakeholders. Local groups in Winchester with an interest in access, mobility, transport and the quality of the environment were invited to participate in a workshop to discuss issues for inclusion in the TAP and their potential solutions.
- 2.8. A total of 78 responses were received. These are summarised at <http://www3.hants.gov.uk/2011-winchester-tap-consultation-summary.pdf>.
- 2.9. While the consultation responses overall represented a broad range of opinion, it is worth noting that a significant proportion were from environmental interest groups. In particular, the group 'Winchester Action on Climate Change' (WinACC) submitted its own response and also encouraged individual group members to submit individual responses.
- 2.10. The consultation process asked for respondents to select schemes from the Action Plans that they would like to see prioritised. A number of comments from members of the public and stakeholders were received. The schedule of comments received is available to view online at <http://www3.hants.gov.uk/2011-winchester-tap-consultation-summary.pdf>.
- 2.11. The scheme receiving the most support was the desire for a 20 mile per hour (mph) trial for the city. Other priorities identified related to the need to reduce congestion in the city centre as it is an Air Quality Management Area as well as improving access on the main routes into the city centre.
- 2.12. The consultation responses were considered in detail at a Members' seminar on 17 February, comprising County Council Members with wards directly affected by the TAP and key City Council members. The Members present endorsed the suggested responses (contained on the schedule, as above) and concluded that the draft TAP broadly reflected the consultees views and, hence, required minimal change prior to adoption. This forms the basis of the recommendation to this report.
- 2.13. The TAP has consequently been amended to reflect the comments received to produce a final document, which is available at <http://www3.hants.gov.uk/tap-winchester-full-document.pdf>. The key changes made are –
- give greater emphasis to the principles of speed management and highlight the potential for a 20mph zone
  - more clearly set out specific priorities for schemes, particularly where developer funding is potentially available for allocation.
- 2.14. The amended TAP was considered and approved by Winchester City Council's Cabinet on 6 July 2011.

### **3. Finance**

- 3.1. The Action Plans contained within the TAP will primarily be used to direct developer funding, secured through the development control planning process, to the most appropriate improvement scheme for the town and development.
- 3.2. The TAP refers to the adopted Hampshire County Council Transport Contributions Policy, which sets out the financial requirements arising from new development.
- 3.3. The TAP has the potential to act as a bidding document for funds available through third parties such as cycle organisations.

### **4. Performance**

- 4.1. Development of the WTAP and proposed adoption will enable Hampshire County Council's and Winchester City Council's Development Planning Teams to utilise the measures contained within the Action Plans to negotiate with developers to secure a transportation contribution. This will thereby reduce the risk of adverse appeal decisions, based upon lack of evidence or need for the proposed measure.
- 4.2. The measures identified in the Action Plans were principally informed by a series of Community Street Audits and Stakeholder Workshops and through consultation. The TAP also reflects some of the key points highlighted in the Winchester Movement and Access Plan and the recent Winchester Blue-Print LDF process (transport comments). The measures also support national objectives as outlined in the recent White Paper 'Delivering a Sustainable Transport System'.

### **5. Future Direction**

- 5.1. The WTAP will be reviewed at regular intervals to ensure the schemes within the Action Plans are consistent with the objectives of the TAP and meet local and national transportation and accessibility objectives.
- 5.2. Monitoring of the schemes implemented through the TAP will be undertaken to ensure the schemes meet the needs of the town and the development. This might be in the form of surveys (speed, flow, pedestrians/cyclists) or through community feedback primarily sought from various local groups or forums.

### **6. Recommendations**

- 6.1. That the Winchester Town Access Plan be adopted by Hampshire County Council as a basis for local transport policy and to support the evidence base for negotiating developers contributions and other sources of funding towards transportation and accessibility improvements.

- 6.2. That the Director of Economy, Transport and Environment be given delegated authority to periodically update the specific projects in the Winchester Town Access Plan in consultation with local Members, Winchester City Council and the Executive Member for Environment and Transport.

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

|  |     |
|--|-----|
| <b>Hampshire safer and more secure for all:</b>          | yes |
| 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): |     |

**Other Significant Links**

|  |                          |                             |
|--|--------------------------|-----------------------------|
| <b>Links to previous Member decisions:</b>                           |                          |                             |
| <u>Title</u><br>Draft Winchester Town Access Plan                    | <u>Reference</u><br>1555 | <u>Date</u><br>29 June 2010 |
| <b>Direct links to specific legislation or Government Directives</b> |                          |                             |
| <u>Title</u>   | <u>Date</u>              |                             |

**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>  |
| Consultation responses | Hampshire County Council website<br><a href="http://www.hants.gov.uk">www.hants.gov.uk</a> |

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

#### 1.1. Statement one: The short-term minimum required to meet this action:

The Winchester TAP has a duty to ensure 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 (eg people on low income and those living in areas of the town with the poorest transport links). Preparing the recommendations involved assessing the local population and understanding the varied access needs.

#### 1.2. Statement two: Longer term minimum required to meet this action:

The Winchester TAP 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 councillors, residents and members of the Town Forum to identify its varied access needs. The results from these audits and information form a range of strategies (roads and traffic, parking control and management, walking and cycling, public and community transport, and smarter choices) and helped to produce recommendations for the schemes included in the Winchester TAP. 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 (eg people on low income and those living in areas of the town with the poorest transport links).

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

2.1. Schemes that provide enhanced or new lighting and increased public and cycling activity within the public realm could have a beneficial impact on reducing crime and anti-social behaviour. They could create fewer areas with secluded outlooks and poor urban design, reducing the potential for such behaviour.

**3. Climate Change:**

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

The Winchester TAP seeks to improve accessibility and therefore increase the opportunities for use of more sustainable modes of transport than the motorised vehicle.

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

The Winchester TAP supports the need to adapt to climate change by looking to promote and support a move towards more sustainable modes of transport. In particular by improving walking and cycle routes within the town centre and looking to reduce the need to travel at all.