

## Winchester Movement Strategy – Walking & Cycling network

### What is the Winchester Movement Strategy?

The City of Winchester Movement Strategy (WMS) is a transport strategy that sets out an agreed vision and long-term priorities for travel and transport improvements in Winchester over the next 20-30 years.

The overarching vision of the Strategy is to support economic prosperity whilst at the same time enhancing Winchester as a place where people can have an excellent quality of life. The WMS was adopted by Winchester City Council (WCC) in March 2019 and Hampshire County Council (HCC) in April 2019, following an extensive process of engagement and public consultation. The public consultation showed strong support for the three WMS priorities of:

- Reducing city centre traffic;
- Supporting healthier lifestyle choices;
- Investing in infrastructure to support sustainable growth.



### What are the main transport and travel problems facing Winchester?

- There is **traffic congestion** at busy junctions in the city centre, particularly during rush hour;
- As a historic city with a Roman and medieval grid street pattern, **many streets are narrow** and away from the pedestrianised High Street area, several city centre streets are dominated by motorised traffic, resulting in **noise and air pollution** and are **unpleasant to use** for pedestrians;
- There isn't really the space to provide bus lanes along main routes into the city centre, meaning that **buses get delayed** and can find it difficult to keep to their timetables;
- Although more people have been using local buses and Park and Ride services over the last ten years or so, the Covid-19 pandemic has resulted in **falls in level of use** of both of these;
- The **one-way system** introduced in the 1970s makes some journeys longer and hinders cycling journeys from one side of the city to the other as well as journeys to the High Street;
- There is **no network of safe cycle routes** that links together the destinations that people travel to, and the provision that is there is not always suitable for people of all ages and abilities;
- **Pavements** on many streets are **very narrow** and some **roads are difficult to cross**;
- There is a need to reduce **carbon emissions** from transport and travel to zero by 2050 and to achieve this, people need to rethink the way they travel and use cars less.

## What sort of measures can I expect to see delivered in Winchester in the next ten years to help address these problems and meet the three WMS priorities?

HCC and WCC will be seeking to make the following changes over the next ten years to help achieve these three priorities:



Expanding Park and Ride provision by new sites and extensions of existing sites



Reducing the total amount of public car parking available in the city centre



Improving streets in the city centre by reallocating road space from vehicles and changing parts of the one-way system for general traffic.



Reducing the number of freight movements to/from the city centre at the busiest times



Delivery of a network of high-quality cycling and walking routes – (Winchester LCWIP)



Providing better access for buses (bus gates & bus only streets)

## During the WMS public consultation, what did people say about cycling or walking in Winchester?

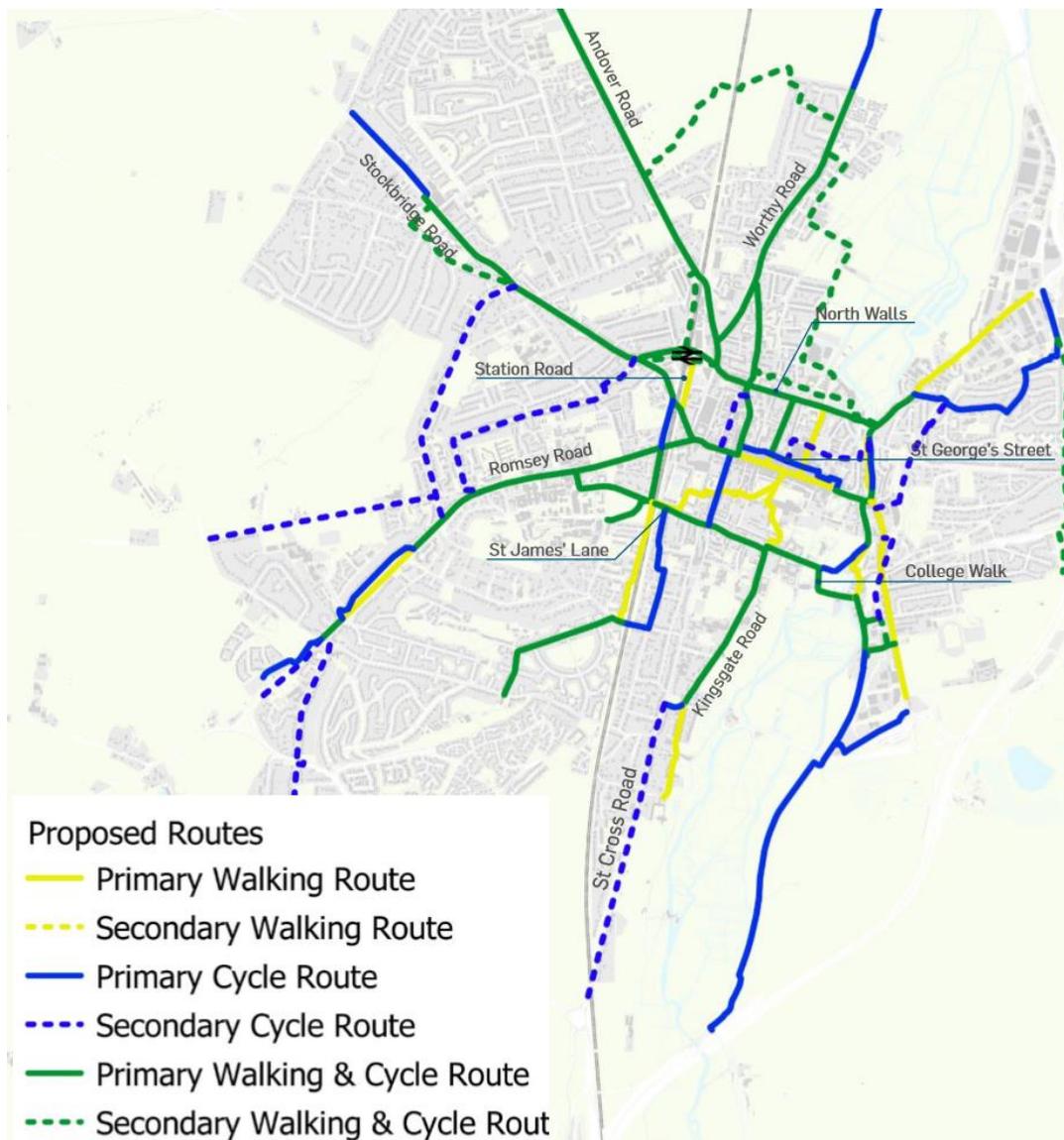
Almost 3,000 people who live in, work in and visit the city shared their views about traffic and travel in Winchester through a range of meetings, surveys and workshops as part of two phases of public consultation. A questionnaire survey asked how people usually travel into the city and asked for people's views about different ways of travelling. Respondents shared their views on how the difficulties they have faced when cycling and walking within Winchester and the improvements that they wanted to see. The feedback is summarised below:

- Nearly three in four respondents (74%) supported the reallocation of road space to improve pedestrian and cycle provision.
- Of the 900 people said that they usually travel by car **into** Winchester, 30% said that they also walked into Winchester and 20% advised that they also cycled into Winchester. This suggests that for many people who usually drive, other forms of transport for journeys within the city could be used instead.
- 81% of people painted a negative picture of travelling around Winchester – citing a number of problems and issues that they encountered.
- 208 respondents mentioned cycling. Many of these people said that they found cycling within Winchester either difficult or dangerous. 123 comments suggested that people felt that they could not travel safely when travelling by bicycle in Winchester.
- Nearly all of these 208 people, suggested that there should be additional cycle lanes and dedicated space for cyclists.
- 159 respondents proposed alternative solutions. 67% of these people identified that there is a need for more dedicated pedestrian space - mainly within the city centre. A fifth of these people said they wanted to see improvements that would enable those on foot to move more freely around the City centre and increase their feeling of safety whilst doing so.
- One third of respondents felt that an increase and improvement in the cycling infrastructure could have a positive impact on them, many reported being likely to cycle more often and being safer doing so.



## What are the plans for developing a network of walking and cycling routes in Winchester?

The Winchester Local Cycling and Walking Infrastructure Plan proposes the development of a series of primary and secondary walking and cycle routes that connect together where people live to important and useful destinations (such as the shopping areas in the city centre, the leisure centre and the railway station). The aim over the coming years will be to start to deliver parts of the future network of routes shown in the map below:



To arrive at a prioritised set of routes, a series of workshops with a number of walking and cycling stakeholders were held. Potential routes were assessed against a series of criteria.

These routes will be designed to be safe, continuous, well-designed routes that are inclusive and cater for the needs of different people of different levels of cycling ability and personal mobility.

## **How do the three proposed Active Travel Fund schemes fit with this planned network?**

When it was announced in spring 2020, HCC and WCC identified the Government's Active Travel Fund, which can be used to fund walking and cycling improvements, as a source of funding to help design and implement some primary routes.

North Walls, Hyde Street, Jewry Street, Parchment Street and the High Street and Upper High Street have all been designated as "Primary Walking & Cycle Routes" within the Winchester LCWIP.

A funding bid was submitted, and funding for design and delivery of improvements on these roads was secured from Tranche 2 of the Active Travel Fund in November 2020.

The three proposed Active Travel Fund Scheme covering these streets will involve reallocation of roadspace from vehicular traffic to help enable the creation of high quality, safer and more comfortable environments for pedestrians and cyclists.

The majority of the proposed schemes will be introduced for an 18-month trial period. If monitoring work suggests that these schemes are being well used and have not resulted in a worsening of traffic congestion, then designs for a permanent improvement will be prepared.