

Introduction

In Spring 2019, Hampshire County Council and Winchester City Council adopted the **Winchester Movement Strategy**. This Strategy was informed by extensive consultation carried out in 2017 and late 2018/early 2019, in which residents and other stakeholders told the Councils their views on what transport in Winchester should look like in the future.

Since the Winchester Movement Strategy was adopted by the two councils, they have been investigating a range of options and looking at the feasibility and costs of delivering potential improvements. The two councils are calling these the WMS 'Next Steps proposals'.

The two councils have also developed a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city, which has been shaped by input from walking, cycling and business stakeholder groups.

The proposals are designed to help people to travel more sustainably into and within Winchester and would result in a lower carbon, greener and healthier city. If adopted, they will help Winchester to respond to the Climate Emergency, and meet the Government target to reach 'net zero' emissions by 2050. The proposed measures are not funded at this time, so sources of funding to deliver them will need to be identified and bids for external funding made.

In this feedback form you will see lots of different options and get the chance to have your say on what's important to you. All questions are optional, and you can choose which sections you want to answer. The feedback form should take no longer than 10-15 minutes to complete, depending on your answers.

There is more detail on the 'Next Steps' and LCWIP proposals in the accompanying Information Packs which can be found [here](#) and the [survey can be filled in at Survey Login \(researchfeedback.net\)](#)

Responses from this feedback form will be considered by relevant Councillors at Hampshire County Council and Winchester City Council, and will be used to help:

- prioritise future investment in WMS measures;
- identify likely benefits and disbenefits that may arise if the proposals were implemented; and
- provide evidence of local support in any future bids for Government funding to implement the proposals.

This feedback form is open from noon on Monday 6 December 2021 and closes just before midnight on Friday 11th February 2022.

Alternative formats

If you require this feedback form in another format please phone 0300 555 1388, or email implementation@hants.gov.uk.

The feedback form contains a number of images, and is therefore best viewed on a desktop, laptop or tablet computer.

Completing this feedback form

Please choose which of the following you would like to comment on. You will only be shown questions which relate to areas that you select below.

(Please select all that apply)

You will not see the sections unless you select them at this point.

<input checked="" type="checkbox"/>	The Winchester Movement Strategy Next Steps proposals
<input checked="" type="checkbox"/>	The Local Cycling and Walking Infrastructure Plan
<input type="checkbox"/>	None of these (this will mean that you will not answer any questions on the plans)

Important: please do not use the 'Back' button on your web browser to return to an earlier page in this feedback form, as your answers will be lost and you will need to start again. Only use the buttons at the bottom of each page to navigate this feedback form.

There is a '**Save**' button at the bottom of each page. You can use this to save a copy of your response if you need to complete it another time. When you click 'Save' you will be asked for an email address. A link to your uncompleted feedback form will be sent to the email address you provide, so that you can return and complete it another time. It is recommended that you also copy down the URL shown on the 'Save' webpage in case there is any issues with the email.

Section: Winchester Movement Strategy Next Steps proposals

Based on feedback from previous consultations, the Winchester Movement Strategy has three priorities relating to transport and travel into and around Winchester:

1. Reduce city centre traffic
2. Support healthier lifestyle choices
3. Invest in infrastructure to support sustainable growth

To meet these priorities, Hampshire County Council and Winchester City Council have developed ten Next Steps proposals. These proposals are:

1. Improved Park & Ride facilities on Andover Road (including more Park & Ride spaces, and giving buses priority entering the city towards the Worthy Lane junction)
2. Changes to car parking in Winchester city centre (by removing some further car parking spaces in the city centre and implementing further changes to city centre parking charges to encourage a shift in parking towards the outer and park and ride car parks and to more environmentally friendly vehicles)
3. Converting eastern parts of the one-way system to two-way (Union Street, Eastgate Street, Friarsgate and Upper Brook Street)
4. Creating better public spaces in the city centre (including Jewry Street, St. George's Street, the lower High Street and The Broadway)
5. Creating a high-quality walking route through Winchester (from Winchester railway station to Winchester Sports and Leisure Park at Bar End)
6. Creating safe cycle routes into and through the city (including Stockbridge Road, Worthy Road and cross-city routes)
7. Providing bus priority on key routes into the city centre (including bus-only lanes, bus priority at traffic signals and/or bus gates)
8. Improving local bus services (including more routes, more frequent services, better information, electric/zero carbon buses, better interchanges and better ticketing options)
9. Improving deliveries into the city centre (reducing congestion by adding more loading bays in the city centre and changing delivery times to avoid peak hours)
10. Setting up a new freight delivery hub on the edge of Winchester (so that fewer vans and lorries need to enter the city centre, and more deliveries can be made by electric vans or cargo bikes)

Section: Winchester Movement Strategy Next Steps proposals

To what extent do you agree or disagree that each of the Next Steps proposals will help to achieve the priority of reducing city centre traffic, and help to improve air quality?

(Please select one answer per row)

	Strongly disagree	Slightly disagree	Neither agree nor disagree	Slightly agree	Strongly agree	Not sure
Improved Park & Ride facilities on Andover Road				<input checked="" type="checkbox"/>		
Changes to car parking in Winchester City Centre				<input checked="" type="checkbox"/>		
Converting eastern parts of the one-way system to two-way						<input checked="" type="checkbox"/>
Creating better public spaces in the city centre					<input checked="" type="checkbox"/>	
Creating a high quality walking route through Winchester				<input checked="" type="checkbox"/>		
Creating safe cycle routes into and through the city				<input checked="" type="checkbox"/>		
Providing bus priority on key routes into the city centre					<input checked="" type="checkbox"/>	
Improving local bus services					<input checked="" type="checkbox"/>	
Improving deliveries into the city centre					<input checked="" type="checkbox"/>	
Setting up a new freight delivery hub on the edge of Winchester					<input checked="" type="checkbox"/>	

Section: Winchester Movement Strategy Next Steps proposals

To what extent do you agree or disagree that each of the Next Steps proposals will help to achieve the priority of supporting healthier lifestyle choices?
(Please select one answer per row)

	Strongly disagree	Slightly disagree	Neither agree nor disagree	Slightly agree	Strongly agree	Not sure
Changes to car parking in Winchester City Centre				✓		
Converting eastern parts of the one-way system to two-way			✓			
Creating better public spaces in the city centre					✓	
Creating a high quality walking route through Winchester				✓		
Creating safe cycle routes into and through the city				✓		
Improving local bus services					✓	

Section: Winchester Movement Strategy Next Steps proposals

To what extent do you agree or disagree that each of the Next Steps proposals will help to achieve the priority of supporting sustainable growth by investing in infrastructure?

(Please select one answer per row)

	Strongly disagree	Slightly disagree	Neither agree nor disagree	Slightly agree	Strongly agree	Not sure
Improved Park & Ride facilities on Andover Road			✓			
Converting eastern parts of the one-way system to two-way						✓
Creating better public spaces in the city centre					✓	
Creating a high quality walking route through Winchester				✓		
Creating safe cycle routes into and through the city				✓		
Providing bus priority on key routes into the city centre					✓	
Setting up a new freight delivery hub on the edge of Winchester					✓	

Section: Winchester Movement Strategy Next Steps proposals

To what extent do you agree or disagree that, where possible, the councils should introduce bus priority measures on routes into Winchester that help buses to bypass general traffic without adding to journey times for local traffic?

(Please select one answer)

<input type="checkbox"/>	Strongly disagree	<input type="checkbox"/>	Neither agree nor disagree	<input checked="" type="checkbox"/>	Strongly agree
<input type="checkbox"/>	Slightly disagree	<input type="checkbox"/>	Slightly agree	<input type="checkbox"/>	Not sure

On some routes, for example Bridge Street or Southgate Street, it may not be possible to introduce bus priority measures without having an impact on journey times for general traffic. In these cases, there could be two options to reduce city centre traffic and improve air quality, both of which would have an impact on journey times for general traffic.

1. Bus priority measures that include restrictions for general traffic that apply only at certain times of the day (e.g. in the morning peak)
2. Bus priority measures that include restrictions for general traffic that apply at all times of the day

To what extent do you agree or disagree with these options?




(Please select one answer per row)

	Strongly disagree	Slightly disagree	Neither agree nor disagree	Slightly agree	Strongly Agree	Not sure
1. Bus priority measures that include restrictions for general traffic that apply <u>only at certain times of the day</u> (e.g. in the morning peak)					<input checked="" type="checkbox"/>	
2. Bus priority measures that include restrictions for general traffic that apply <u>at all times of the day</u> (e.g. in the morning peak)					<input checked="" type="checkbox"/>	


Section: Winchester Movement Strategy Next Steps proposals

Would you like to make any further comments about any of the ten Next Steps proposals? For each proposal you select, you will see a text box where you can add further comments.

(Please select all that apply)


	Improved Park & Ride facilities on Andover Road
<p>The Trust has traditionally supported the Park and Ride Strategy but we question whether this policy should still be pursued as there have been significant changes since the public consultation in 2018</p> <ul style="list-style-type: none"> • Since the adoption of the Movement Strategy a further park and walk site has been constructed • the urgency of climate change now requires a much larger reduction in car use than the 10% suggested by the Strategy. A new park and ride site will continue to encourage car use to the parking site and only reduce it for the short distance into Winchester. • It may be ineligible for government funding for the considerable costs of several million £s because the reduction in emissions will be minimal. • Government funds available through the government's recently announced Bus Service Improvement Plan may be used to improve the bus services serving Winchester and the rest of the county and remove the need for more park and ride sites. 	
	Changes to car parking in Winchester city centre
<p>The Trust supports a reduction in city centre parking and increasing parking charges in the centre to encourage this but this is a very limited proposal and does not address the urgency and scale of the need to reduce car use. Park and ride spaces have increased over the years and the closure and redevelopment of city centre parking sites should have already accompanied these increases. The proposal to reduce parking some time in the future is too slow and should take place well before 2030.</p> <p>Parking revenue should be used to subsidise all bus services and not be limited to park and ride buses.</p>	
	Converting eastern parts of the one-way system to two-way
<p>It is difficult to be sure if this proposal will achieve what is claimed. As it is so limited the Trust questions whether it is worth the cost. An experimental trial would demonstrate whether it is worth doing at little cost.</p>	

More comprehensive changes are needed which deliver big reductions in car traffic throughout the city centre, provide better and more bus services and encourage cycling and walking. Bus gates would achieve this quickly. Feasibility studies have looked at such changes and should be progressed now.

 Creating better public spaces in the city centre

The Trust supports all proposals like these which make the city centre a more attractive place for all who use it. It will encourage people to walk and bicycle into and around the central area.


But the illustrations and examples given will only work as intended if there is a major reduction in traffic. Otherwise the benefits will be very limited and expensive resurfacing will be damaged by the impact of traffic and a waste of money. The examples in this proposal and the supporting text appear to acknowledge this but their potential benefits will not be delivered because of the limited changes proposed by the rest of the proposals.

 Creating a high-quality walking route through Winchester

The general experience of walking in the city centre will be significantly improved if a substantial amount of car traffic is removed. This can be achieved before the expense of any re-engineering to the walking routes and surfaces initially. The subsequent design and re-engineering work could and should follow when car reduction measures have been implemented.

Improved signage would help to encourage pedestrian use, particularly for less familiar routes away from roads

This proposed route seems a good one to improve. But it is very limited as it is only a small part of 1 out of a total of 13 routes and could well not get the funding available from government because it is so limited.

 Creating safe cycle routes into and through the city

The general experience of cycling in and around the city will be significantly improved if there is a substantial reduction in car traffic coming into and travelling around the city and this should be planned for as soon as possible.

If there is no room for quietways or segregated cycle tracks on or beside the main arterial routes and these retain significant traffic, then alternative cycle routes should be provided,

The Stockbridge Road route is too fragmented. A segregated uphill cycle lane is to be welcomed but the painting of cycle symbols on the highway in other parts devalue the whole route and are not acceptable.

The route to Kingsworthy will be improved by these proposals but whether they are sufficient will be dependent on the precise details such as the width of the route and how it is shared with pedestrians. A better solution would be a separate cycle route.

✓ Providing bus priority on key routes into the city centre

This has the potential to deliver a radical and speedy modal shift to bus and cycle use and has the Trust's full support. It should be implemented as widely and fully as soon as possible. Reducing substantial numbers of cars would improve the public spaces in the city centre and the main highways into the city, removing traffic queues and reducing bus travel times.

Bus gates are particularly effective, simple and inexpensive in encouraging a big switch from car to bus and cycle use and should be introduced on all arterial routes into and out of Winchester as soon as possible.

✓ Improving local bus services

The Trust fully supports this proposal and the 5 measures described. It will help deliver the bus priority measures and encourage more people to use buses instead of cars.

We support a bus interchange in the area of the station. There are conflicting views about how buses should connect with the city centre. It is important the area does not become dominated by too many buses, replacing too many cars, with relief from cars being replaced with bus congestion. So it needs to be clarified whether the bus stands in Friarsgate, Tanner Street and Silver Hill have the capacity to avoid bus congestion and domination. Public consultation and participation is needed with adequate briefing by bus operators and those with relevant knowledge.

✓ Improving deliveries into the city centre

The Trust believes the best way to remove the conflict between general traffic and delivery/service vehicles is to reduce substantially the volume of car traffic. This would reduce the need for deliveries to take place during the night which is a nuisance for those living in the town centre and should be avoided.

We support additional loading bays but fewer could be needed and costs would be saved if there is much less car traffic to be accommodated when deliveries take place.

Planning for decarbonising of freight transport at all stages of delivery routes should take place.	
<input checked="" type="checkbox"/>	Setting up a new freight delivery hub on the edge of Winchester
Electric cargo bicycles could well become widely available and should be encouraged by providing improved cycle routes from delivery hubs both in Winchester and any rail freight centres that are being planned for in nearby towns/settlements such as Eastleigh.	

Section: Winchester Movement Strategy Next Steps proposals

Of the proposed Winchester Movement Strategy Next Steps proposals, please select up to three proposals that you think are most important to progress.
(Please select up to three answers)

	Improved Park and Ride facilities on Andover Road (including more Park & Ride spaces, and giving buses priority entering the city at the Worthy Lane junction)
<input checked="" type="checkbox"/>	Changes to car parking in Winchester city centre (by removing some further car parking spaces in the city centre and implementing further changes to city centre parking charges to encourage a shift in parking towards the outer and Park & Ride car parks and to more environmentally friendly vehicles)
	Converting eastern parts of the one-way system to two-way (Union Street, Friarsgate and Upper Brook Street)
	Creating better public spaces in the city centre (including Jewry Street, St. George's Street and The Broadway)
	Creating a high-quality walking route through Winchester (from Winchester railway station to Winchester Sports and Leisure Park at Bar End)
	Creating safe cycle routes into and through the city (including Stockbridge Road, Worthy Road and cross-city routes)
<input checked="" type="checkbox"/>	Providing bus priority on key routes into the city (including bus gates, bus-only lanes and/or bus priority traffic signals)
<input checked="" type="checkbox"/>	Improving local bus services (including more routes, more frequent services, better information, electric/zero carbon buses, better interchanges and better ticketing options)
	Improving deliveries into the city centre (reducing congestion by adding more loading bays in the city centre and changing delivery times to avoid peak hours)
	Setting up a new freight delivery hub on the edge of Winchester (so that fewer vans and lorries need to enter the city centre, and more deliveries can be made by electric vans or cargo bikes)
	Not sure

	None – I don't think any of these should be prioritised
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Section: Winchester Movement Strategy Next Steps proposals

To what extent do you agree or disagree that, to achieve the three priorities of the Winchester Movement Strategy, Hampshire County Council and Winchester City Council need to do the following?

(Please select one answer per row)

	Strongly disagree	Slightly disagree	Neither agree nor disagree	Slightly agree	Strongly agree	Not sure
Invest in schemes that provide alternatives to driving into the city centre before considering measures to make it more difficult or expensive to drive into the city centre				✓		
Invest in schemes that provide alternatives to driving into the city centre at the same time as taking measures to make it more difficult or expensive to travel by car into the city centre					✓	

Other than the ten Next Steps proposals set out in the information pack, are there any other measures that you would like to see prioritised as part of delivering the Winchester Movement Strategy? If so, please explain what you would like to see and why it is important.

(Please do not include any personal details in your response)

Reducing traffic by 10% is inadequate given the accelerating effects of climate change. The government pathway to net zero by 2050 requires a 40% reduction by 2030 of 2019 levels of carbon emissions. This requires a much more radical and comprehensive set of measures than these 10 proposals.

To get public support an overall approach to movement and changes in modes of travel is needed, setting out a vision of what is the final objective. This could be progressed through a further engagement with the public. A neighbourhood plan could be used to achieve this.

Possible other measures:

- Low traffic and 15 minute neighbourhoods –
- School and play streets
- Residential cycle pods in streets where houses cannot accommodate bikes
- 20 mph limits across the whole area
- Suburban and satellite settlement travel hubs where people can park bikes and wait for buses in comfort
- More walking and cycling routes that link satellite settlements and areas of housing with each other and the city centre and avoid main roads

Local Cycling and Walking Infrastructure Plan (LCWIP)

This section of the feedback form is about plans for a Local Cycle and Walking Infrastructure Plan (LCWIP) in Winchester.

The Draft Local Cycling and Walking Infrastructure Plan (LCWIP), as set out in the Government's Cycling and Walking Investment Strategy, is a new, strategic approach to identifying cycling and walking improvements required at the local level to provide a healthy alternative to the car for local short journeys to work, local services or schools.

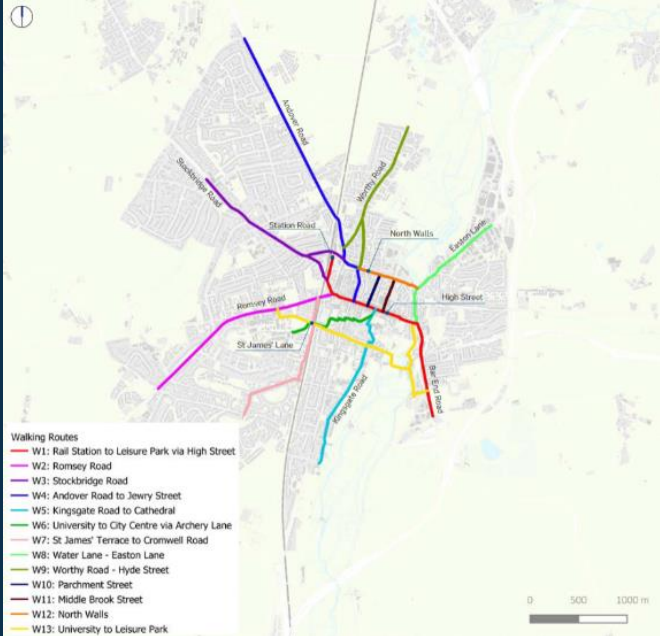
More information about the draft plan can be found [here](#)

How often do you make trips by walking in the City of Winchester?

(Please select one answer)

<input type="checkbox"/>	5 or more days a week	<input type="checkbox"/>	1-2 days a week	<input type="checkbox"/>	Less than once a month
<input type="checkbox"/>	3-4 days a week	<input type="checkbox"/>	1-2 days a month	<input type="checkbox"/>	Never

Local Cycling and Walking Infrastructure Plan (LCWIP) The map below shows the proposed network of 13 walking routes for Winchester



To what extent do you agree or disagree with the proposed walking routes for Winchester?

(Please select one answer)

<input type="radio"/>	Strongly disagree
<input type="radio"/>	Slightly disagree
<input type="radio"/>	Neither agree nor disagree
<input checked="" type="radio"/>	Slightly agree
<input type="radio"/>	Strongly agree
<input type="radio"/>	Not sure

Local Cycling and Walking Infrastructure Plan (LCWIP)

If the proposed network of high-quality walking routes set out in the plan were implemented, how likely would you be to walk more into/around Winchester?

(Please select one answer)

	Very unlikely
	Quite unlikely
	Not sure
	Quite likely
	Very likely
	Not applicable

Do you have any other comments or suggestions relating to the proposed walking routes in Winchester?

(Please do not include any personal details in your response)

It would be better if:

- There were fewer routes along main roads, where the traffic noise and fumes will deter people.
- Well-signed parallel routes would be more popular and safer. For example a route across Oram's Arbour splitting to go along Greenhill Road and Cheriton Road and then going to Teg Down and Weeke via Westley Close would avoid Stockbridge Road and go through areas of Housing, and past Westgate Schools.
- Similarly a route along Kingsgate Street could pass through housing areas in Stanmore and go through Badger Farm (Rooks Down Road, Meadows Way) and end in Oliver's Battery and avoid the noise and pollution of Romsey Road.
- It would be good to create parallel routes by linking unconnected small road networks.
- The route to the Leisure Park would not be successful without traffic reduction in Chesil Street. A route through Winnall with better connections to the supermarkets is more urgent than one along the pavements beside Easton Lane.

Local Cycling and Walking Infrastructure Plan (LCWIP)

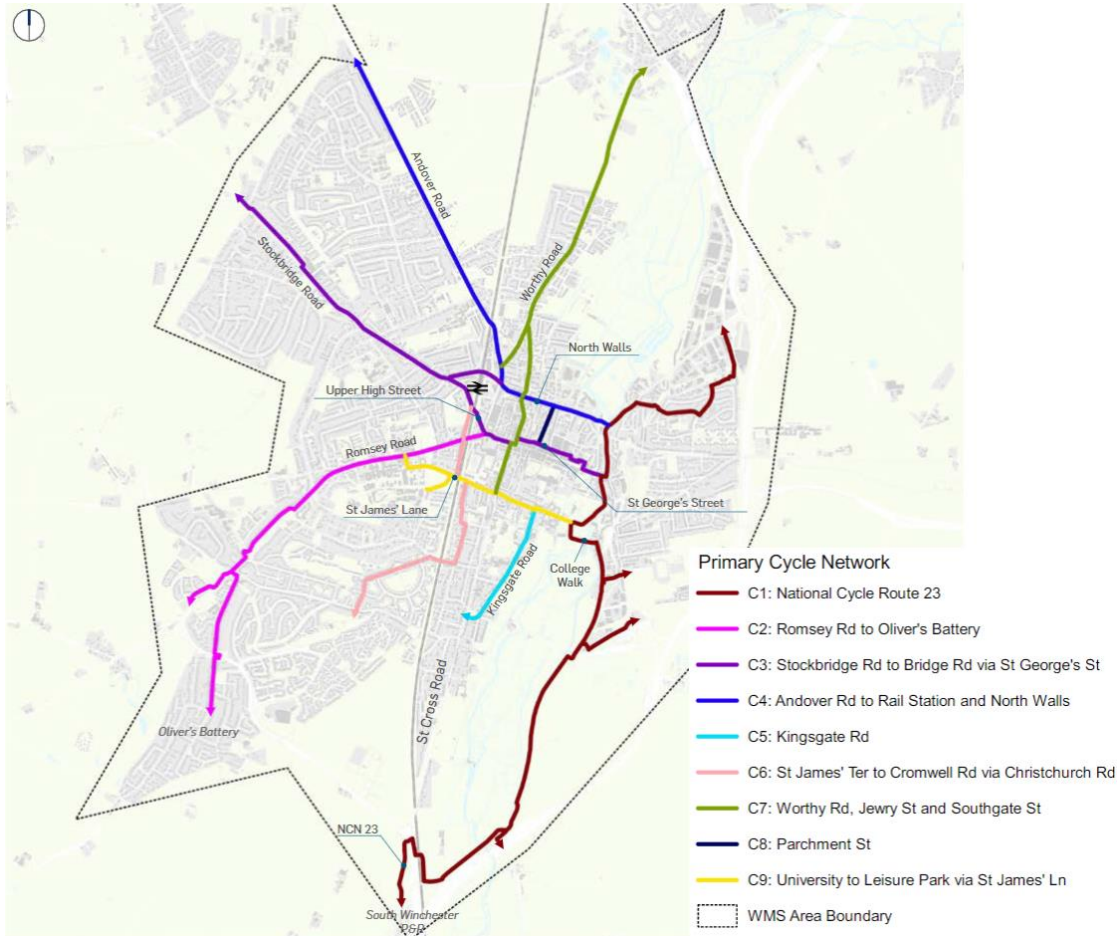
How often do you make trips by cycling in the City of Winchester?

(Please select one answer)

<input type="checkbox"/>	5 or more days a week	<input type="checkbox"/>	1-2 days a week	<input type="checkbox"/>	Less than once a month
<input type="checkbox"/>	3-4 days a week	<input type="checkbox"/>	1-2 days a month	<input type="checkbox"/>	Never

Local Cycling and Walking Infrastructure Plan (LCWIP)

The map below shows the proposed network of nine cycling routes for Winchester.



To what extent do you agree or disagree with the proposed cycling routes for Winchester?

(Please select one answer)

<input type="radio"/>	Strongly disagree
<input type="radio"/>	Slightly disagree
<input type="radio"/>	Neither agree nor disagree
<input checked="" type="radio"/>	Slightly agree
<input type="radio"/>	Strongly agree
<input type="radio"/>	Not sure

Local Cycling and Walking Infrastructure Plan (LCWIP)

If the proposed network of high-quality cycling routes set out in the plan were implemented, how likely would you be to cycle more into/around Winchester?

(Please select one answer)

	Very unlikely
	Quite unlikely
	Not sure
	Quite likely
	Very likely
	Not applicable

Do you have any other comments or suggestions relating to the proposed walking routes in Winchester?

(Please do not include any personal details in your response)

It would be better if:

- The routes linked all satellite settlements
- Fewer routes ran along main roads, where the traffic volume, noise, and fumes will deter cyclists.
- The proposals concentrated on safer well-signed parallel routes. For example a route along Kingsgate Street could pass through housing areas in Stanmore and go through Badger Farm (Rooks Down Road, Meadows Way) and end in Oliver's Battery.
- Where there is no obvious parallel route, on, for example, Andover Road, you could develop the potential for linking unconnected small networks of local roads and create permeability.
- Traffic volume could be reduced on eg Chesil Street and Worthy Road as an integrated plan.
- The route to King's Worthy were to go along St Swithun's Way and the Itchen water meadows
- Routes could serve more schools, housing and supermarkets and be tailored more to what people need.
- Proposals included engagement to nudge people onto their bikes

About you

In this final section, we would like to find out more about you to help classify answers to this feedback form.

How often do you travel into or around Winchester by each of these forms of transport?

(Please select one answer per row)

	5 or more days per week	3-4 days a week	1-2 days a week	1-2 days a month	Less often	Never
Car						
Bus						
Train						
Community transport (e.g. Dial a Ride)						
Wheelchair/mobility scooter						
Walking						
Cycling						
Other (please write in)						

About you

Is this a personal response, or are you responding on behalf of an organisation or group that you represent?

(Please choose one option)

<input type="checkbox"/>	This is a personal response
<input checked="" type="checkbox"/>	I am providing the official response of an organisation, group or business
<input type="checkbox"/>	I am responding as a democratically Elected Representative of a local area (e.g. district, borough, parish or town council Member or MP)