

# City of Winchester Movement Strategy Consultation Response Form



Hampshire County Council and Winchester City Council are developing a new Movement Strategy to address key opportunities and challenges relating to travel and transport in the City of Winchester.

Following initial public consultation and data collection work, an emerging Strategy has been developed which confirms the key priorities for movement across Winchester and proposes measures for how these priorities could be addressed.

Residents, visitors, commuters, businesses and wider stakeholders are invited to share their views on the emerging Movement Strategy. These views will be used to refine and finalise the Movement Strategy, and to guide the two councils as they consider adopting the Strategy in March 2019.

Please read the Emerging Movement Strategy document, carefully before completing this Response Form. If you need these documents in another format (eg. paper, audio or large print) or language please phone 0300 555 1388 (local rate number) or email [strategic.transport@hants.gov.uk](mailto:strategic.transport@hants.gov.uk).

**This consultation opens at midday on 19 November and closes at 23:59 on 13 January 2019.**

## Your data

Hampshire County Council is seeking your views and comments and other information about you through this Response Form in order to inform the Winchester Movement Strategy. The information you provide in this Response Form is being collected by the County Council exercising the official authority vested in them, and for reasons of substantial public interest. The data provided will only be used to understand views on the proposed changes set out in this consultation. Data will be anonymised and summarised in a public consultation findings report on the County Council's website.

All individuals' responses will be kept confidential and will only be shared between Hampshire County Council and Winchester City Council. Personal data will not be shared with any other third parties, but responses from organisations or businesses may be published in full. All data will remain within the UK. Responses will be stored securely and retained for one year following the end of the consultation before being deleted or destroyed.

Please see our Data Protection webpage [www.hants.gov.uk/privacy](http://www.hants.gov.uk/privacy) for further details about how the County Council uses and handles data. You can contact the County Council's Data Protection Officer at [data.protection@hants.gov.uk](mailto:data.protection@hants.gov.uk). If you have a concern about the way we are collecting or using your personal data, you should raise your concern with us in the first instance or directly to the Information Commissioners Office at <https://ico.org.uk/concerns/>

## The emerging Movement Strategy

The Emerging Movement Strategy Document sets out the vision, priorities and proposed measures for improving how people travel in and around Winchester.

**How confident are you that the emerging Movement Strategy will meet Winchester's future travel and transport needs?** (please tick only one)

- Very confident
- Quite confident
- Not very confident
- Not at all confident
- Not sure

**Please briefly explain why you feel this way.**

It is absolutely right to propose that the first step needs to be the reduction of traffic in central Winchester and that this will make possible a number of other important initiatives. We also agree that it will be necessary to increase the capacity of park-and-ride in the short term at least, so that cars intending to enter Winchester will be intercepted before they reach the centre. Two bus gates will be essential, and their exact location will need to be considered carefully. More bus gates (e.g. in Stockbridge Road underpass) will speed up the rate of traffic reduction.

However, we are concerned that in the middle- and long-term the focus will need to change. There is no safe level for PM<sub>2.5</sub> emissions from brakes and rubber tyres, so stronger measures will be necessary. In addition, we have been told by the International Committee on Climate Change that unless we make more progress more quickly on CO<sub>2</sub> reduction we could reach a 'point of no return' on global warming by 2030. Only a comprehensive plan for modal transfer from private car to buses and trains will achieve the level of energy reduction necessary if Winchester District is to contribute fully to preventing global disaster and mass extinction.

## Proposed measures to achieve Priority One: Reduce City Centre traffic

Pages 22-24 of the Emerging Movement Strategy Document set out the measures that we think would help to reduce City Centre traffic in Winchester.

**To what extent do you agree or disagree that the following measures to help reduce City Centre traffic should be implemented?** (please tick only one per row)

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Increasing the capacity of park and ride	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Introducing bus priority measures on key routes into the City Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Negotiating a new bus partnership with bus operators across the City	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Introducing measures to help manage traffic demand	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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## Proposed measures to achieve Priority Two: Support healthier lifestyle choices

Pages 25-26 of the Emerging Movement Strategy Document set out the measures that we think would help to support healthier lifestyles in Winchester.

**To what extent do you agree or disagree that the following measures to support healthier lifestyles should be implemented?** (please tick only one per row)

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Reallocation of road space to improve provision for pedestrians and cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Introducing a charging zone if other measures do not deliver sufficient improvements to traffic volumes in the City Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

**If you agree or strongly agree that a charging zone is needed, what type of charging zone do you feel would be most appropriate for Winchester?** (please tick only one)

- A charging zone related to air quality
  A workplace parking levy
  Congestion charging
  Something else (please specify below)

**What other type of charging zone do you feel would be appropriate for Winchester?** (please explain)

Given the urgency for results, it would be most appropriate to introduce a combination of these. However, the closure of all central Winchester car parks for all but residents and blue badge holders, the doubling of all single yellow lines and single loading flashes, the abolition of half-hour free parking, and the introduction of more than two bus gates, would be robust low-tech ways of obviating the need for the two high tech proposals. Workplace parking levy is a successful way of reducing peak road use.

## Proposed measures to achieve Priority Three: Support sustainable growth

Pages 27-29 of the Emerging Movement Strategy Document set out the areas where we feel that investment will be needed in order to support sustainable growth in Winchester.

**To what extent do you agree or disagree that investment should be made in the following infrastructure to support sustainable growth? (please tick only one per row)**

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree	Unsure
Enhancing public realm in the City Centre	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Enhancing strategic road network capacity	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Better management of deliveries of goods to the City Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
An integrated approach to transport planning and land-use planning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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## Alternative approaches

Is there anything that you would change or modify about our proposed approach to improving movement into and around Winchester?

Yes

No

If yes, please provide details of what you would change or modify, or outline the alternative approach that you think we should take. (please do not include any personal details in your response)

**Climate change targets.** Transport produces just over half the CO<sub>2</sub>, and consumes just under half the energy in the district so any movement strategy needs to include a clear plan for reducing both of these by 2030 to demonstrate how it will achieve zero emissions and prevent runaway climate change. The most recent report by the Intergovernmental Panel on Climate Change states as never before the urgency of implementing effective steps to reduce greenhouse gases. Sections on this need to be added to the strategy.

**Quick wins.** To encourage walking and cycling at minimal cost as soon as possible, low cost improvements could be added. Better signage and marking of low-traffic cycle and walking routes that already exist could be added with the help of Sustrans, Cycle Winchester and the Walking Strategy Group to build up an early appetite for more elaborate changes

**More emphasis on zero-carbon clean growth.** Increasingly, as people realise that we are in a climate disaster endgame, funding regimes will concentrate on clean growth. Enterprise M3 Partnership will be publishing a policy on this in February. Such an emphasis will only increase the chances of raising money.

**More on developing bus and train services to encourage modal transfer.** As we said above, PM<sub>2.5</sub> and CO<sub>2</sub> emissions across the district will not reduce sufficiently by 2030 unless bus and rail access to Winchester city centre are promoted even more than is proposed here. We would like the high quality bus partnership to develop more frequent and cheaper bus services and a better train service from all parts of the Solent area.

**Develop extensive links with the planning process** to establish appropriate planning rules for new developments to prevent off-street parking in central Winchester, reduce the travel requirements of new developments (including a matching of development type with proximity of appropriate work opportunities, greater density of housing to reduce length of functional travel, primacy of low-carbon transport modes, reduction of parking spaces through new maximum standards), ensure a comprehensive analysis of the transport reduction implications of the combined building implications.

**Strategic Road Network.** There seems little point in pursuing this idea. Since only 7% of the congestion in central Winchester is caused by through traffic, in our view, a Western by-pass would have little effect. Strengthening Easton Lane would be likely bring more traffic into Winchester and be counter-productive. Any new big roads are likely to create new big traffic jams and more pollution.

**Healthier Lifestyles.** 'Support' healthier lifestyles appears to underestimate the significance of this. We suggest that it should be strengthened to go beyond helping those who already walk and cycle etc. It should persuade those who do not currently have healthy lifestyles to change their way of life, since they are the ones most at risk. Walking and cycling are not a lifestyle choice, but result automatically from better facilities and infrastructure for walking and cycling. This will require significant investment in walking, cycling and public transport infrastructure to bring about much healthier active travel habits and change travel culture.

**Promoting the Movement Strategy.** Before any steps are taken we would like to see extensive publicity about the reasons for the changes, emphasising the requirements to clean up the air, the health dangers and costs of pollution, including data on the real local casualty rates, the threats that congestion and pollution pose for the economy of Winchester., and health hazards that people within cars face because of the greater level of pollution they experience compared with people at the roadside.

## About your response

We would be grateful if you could answer the following questions so that we can analyse the findings of this consultation overall and by different groups of people to help understand how opinions may differ.

Most questions in this section are optional.

**Are you responding to this questionnaire as an individual or on behalf of an organisation, group or business?** (please tick only one)

- I am responding as an individual
- I am providing the official response of an organisation, group or business

*If you are providing the official response of an organisation, group or business then please complete the following questions. If you are responding as an individual, please skip the rest of this section and move to 'Impacts'.*

 The name and details of your organisation, group or business may appear in the final report, and the information you provide may be subject to publication or release to other parties or to disclosure regimes such as the *Freedom of Information Act 2000*.

**Name of your organisation, group or business:**

Winchester Action on Climate Change 
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**Your role in the organisation, group or business:**

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**Which of these best describes the primary function of your organisation, group or business?**

(please tick only one)

- |  |  |
|--|--|
| <input type="radio"/> Local public sector organisation                 | <input type="radio"/> Residents association            |
| <input checked="" type="radio"/> Charity / non government organisation | <input type="radio"/> Disability group                 |
| <input type="radio"/> Local business                                   | <input type="radio"/> School/College/Further Education |
| <input type="radio"/> Social enterprise                                | <input type="radio"/> Other (please specify)           |

If 'other', please specify below

*If you are providing the official response of an organisation, group or business then please complete the following question*

**If the proposed measures were adopted, what kind of impact do you feel they would have on your group, organisation or business? (please tick one only)**

- A negative impact     A positive impact     No impact     Not applicable

*If you are responding as an individual then please complete the following question*

**If the proposed measures were adopted, what kind of impact do you feel they would have on. .? (please tick one per row)**

	A negative impact	A positive impact	No impact	Not applicable
Your quality of life	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Your journeys into or around Winchester	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*If you feel that the proposed measures will have an impact, then please complete the following question*

**Please tell us more about any potential impact using the box below** (please do not include any personal details in your response)

It will enable us to make even more positive contributions to plans to reduce Winchester's carbon footprint and pollution levels

## About your journeys

*Please only complete the following questions if you are responding as an individual. If you are providing the official response of an organisation, group or business then please fill in your postcode on the next page, and then move on to the 'End of Consultation' question.*

Please tell us about how and why you travel into and around Winchester. This will help us to consider the needs of different types of travellers and how impacts may vary at different times of the day.

**How often do you tend to travel into or around Winchester?** (please tick only one)

- Daily or more often
- Several times a week
- Weekly
- Fortnightly
- Monthly
- Every 2-3 months
- Every 6-12 months
- Less often
- Never *(please tick and then move forward to provide your postcode)*

**When do you usually travel into or around Winchester?** (please tick all that apply)

- Week day morning peak (07:00 to 9:00)
- Week day lunch time (12:00 to 14:00)
- Week day evening peak (16:30 - 18:30)
- Week day off peak (all other times)
- Weekends anytime

**How do you usually travel into or around Winchester?** (please tick all that apply)

- Private motor vehicle (eg. car, motorbike)
- Commercial motor vehicle (eg. car, motorbike, van or lorry)
- Taxi
- Bike
- Bus
- Train
- By foot
- Other

If 'other', please specify below

**For what reasons do you come into, or travel around Winchester?** (please tick all that apply)

- I live in Winchester
- I work in Winchester
- I commute via Winchester
- To go shopping
- To study or do the school run
- For leisure/recreation (e.g. bars, restaurants, sports, entertainment)
- To access local services (e.g. healthcare, day centre, job centre, council offices)
- Other

If 'other', please specify below

**Please provide your postcode** (please write in the box below)

*NB: If you are providing the official response of an organisation, group or business, please provide this postcode, not your own.*

 Providing your postcode is optional. It would help us to understand the impact of proposed changes if you could provide at least the first five digits of your postcode. If you do provide your full postcode it is possible that in rural areas this might identify your property. By providing your postcode you are consenting to the County Council using this information to analyse the response to the consultation from different areas and to understand how views differ by area and by where people travel from.

## About you

**What was your age on your last birthday?** (please tick only one)

- |                                   |                                   |                                     |  |
|-----------------------------------|-----------------------------------|-------------------------------------|--|
| <input type="checkbox"/> Under 16 | <input type="checkbox"/> 35 to 44 | <input type="radio"/> 65 to 74      | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> 16 to 24 | <input type="radio"/> 45 to 54    | <input type="radio"/> 75 to 84      |  |
| <input type="checkbox"/> 25 to 34 | <input type="radio"/> 55 to 64    | <input type="checkbox"/> 85 or over |  |

**Is your ability to move around Winchester limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?** (please tick only one)

- |                                     |  |                          |   |
|-------------------------------------|--|--------------------------|---|
| <input type="checkbox"/> Yes, a lot | <input type="checkbox"/> Yes, a little | <input type="radio"/> No | <input type="radio"/> Prefer not to say |
|-------------------------------------|--|--------------------------|---|

## End of consultation

**Finally, to help us to improve access to future consultations, please tell us where you first heard about this consultation:** (please tick only one)

- On a bus stop information board
- Via a consultation poster or leaflet in the local area
- Reported in the press (eg. radio, newspaper, tv)
- On social media (eg. Facebook, Twitter etc)
- Word of mouth
- Via a website (please specify)
- Other (please specify)

On which website did you hear about the consultation?

For 'other' please specify

**Thank you for taking the time to respond to this consultation.**

Please return your response in the freepost envelope provided. If you do not have a freepost envelope, please post your response to **Freepost HAMPSHIRE**, writing 'Strategic Transport' on the back of the envelope.

Please ensure that your response reaches Hampshire County Council by 11:59pm on 13 January 2019.

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