Walking Strategy for Winchester

Promoting walking as a prime mode of transport

"People say it is the quality, not quantity, of streets and parks that will encourage them to walk more"

'City Health Check - How design can save lives and money' RIBA December 2013

October 2014

Contents

1. Summary
2. Vision and Introduction
3. Objectives and Outcomes of the Strategy
4. Core Components essential for realising the Vision
5. Priority routes and interventions - proposed Action Plan for further evaluation
6. Conclusion and recommendations

Appendices

I. Working Group membership
II. Working Group Terms of Reference
III. Organisations consulted
IV. Transforming the Andover Road
V. National and Local Policy Guidance
VI. Guidance on Design for Walking, Enforcement, Education and Monitoring
VII. Health Benefits of Walking

(Appendices IV, V, VI and VII are available separately)

"When walking and bicycling are a natural part of the daily pattern of activity, there is a positive spin-off for the life quality and well-being of the individual - and even greater benefits to society"

Jan Gehl 'Cities for People', 2010

Summary

Walking is the normal form of transport for many short journeys and forms part of most journeys using cars or public transport. In Winchester, where distances are not great, there is considerable potential to increase the number of journeys made on foot, making a significant contribution to economic prosperity, to health and wellbeing as well as reducing congestion, air and noise pollution. However these benefits will only be achieved by taking a proactive approach and the implementation of a number of interrelated measures is essential. This Strategy is intended to start that process.

The Strategy has been developed by a Steering Group made up of cross party City and County councillors as well as representatives of local organisations interested in residents' quality of life, the environment, economic vitality, and the attractiveness of the city. Group members share the **Vision** that by 2020 many more people will choose to get about the town by walking along streets that feel safe, are attractive and interesting and link to places they wish to go to; existing streets that will have been improved as well as the streets in new developments. By 2025 it should be obvious that walking is the most normal form of transport for short journeys in the town.

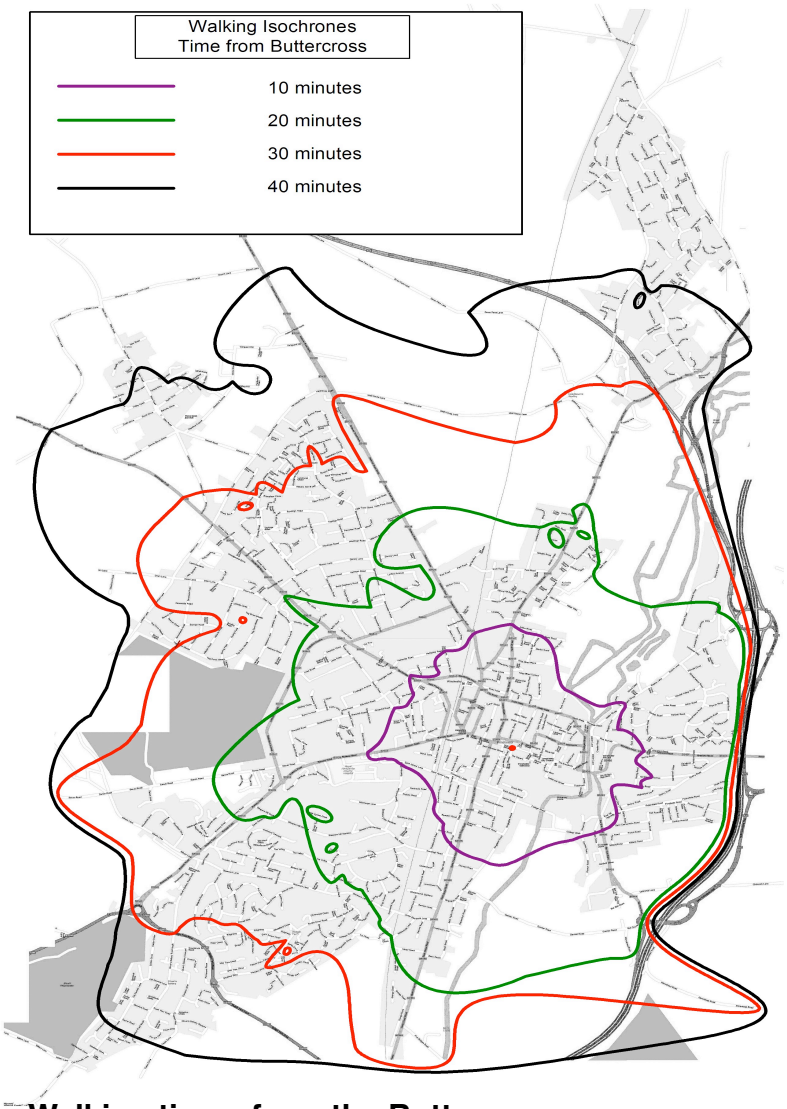
The Strategy outlines this **Vision** and sets the context for change. It identifies **Objectives and Outcomes**. These start with the need to recognise the potential and to identify the **Core Components** required to achieve the changes desired. It calls for dedicated budgets and collaborative working between departments and councils and recognises that not everything can be achieved at once; it therefore identifies **Criteria** for prioritising work and itemises **Priority Routes and Interventions.** Finally it considers **Implementation and Monitoring** and the benefits of a strategic approach with an Action Plan, recognising the contribution that this can make to raising funds, and it concludes with recommendations to ensure that progress is made towards achieving the vision.

It is well known that the more roads are improved the more cars will use them. The same is true for walking. Moreover there is now plenty of evidence from many UK towns and cities that where provision for walking is improved pedestrian use increases as does economic activity.

Vision and Introduction

As a small, compact and attractive town Winchester has the potential to become a town in which the vast majority of people automatically choose to walk for part, if not all, of many regular journeys. Walking in Winchester should be useful, a pleasure, feel safe and be comfortable. The Town Forum, the Winchester Town Access Plan, and the City of Winchester Trust/WinACC Vision all highlight the importance of making Winchester a town that encourages people to choose to walk in preference to using cars, especially for short journeys. The health of people of all ages, the local economy and the environment would all benefit from making Winchester a city better designed to encourage walking.

Distances, and time required to walk from one place to another , in Winchester are not great, as can be seen from the adjacent map. Whether traveling on foot or by car the same distance can often be covered in similar times once parking and walking to a destination is factored in to journey times. The problem is that most roads and streets in Winchester are designed primarily for



Walking times from the Buttercross
Source: Chris Gillham, Friends of the Earth

cars giving the message that the normal way to travel is by car. All too easily walking is perceived as unsafe, uncomfortable, unpleasant and an inferior way to get around, particularly for children and elderly people. Promoting safer and more enjoyable walking to schools and colleges is fundamental to this strategy.

Sustrans has estimated that over 50% of car trips are for journeys under 3 miles, and 30% under 2 miles, with a third of all car trips being open to alternative modes if conditions were encouraging. If at least three quarters of current short journeys were made on foot, or by bicycle, there would be major health benefits, reduced congestion and carbon emissions and an overall improvement in the quality of life. However to achieve significant change a proactive and strategic approach is required.

The Vision of the Walking Strategy for Winchester is that by 2020 many streets will have been improved for pedestrian movement and the numbers of people walking as a preferred method of getting around the town will have increased substantially. Winchester will be a town in which walking is a pleasure and recognised by residents and visitors as a primary mode of transport for short journeys, in the town centre as well as in the local centres and residential areas. By 2025 many more of the town's streets will have been enhanced and will demonstrate that walking has been prioritised and is the most normal way of getting around the town. This Strategy aims to begin the process of translating this **Vision** into reality.

The importance of walking and cycling to health and well-being is increasingly recognised and supported by UK research, most notably in a recent publication from NICE (National Institute of Health and Care Excellence) "Walking and Cycling: local measures to promote walking and cycling as forms of travel or recreation", November 2012. This research argues for a holistic approach to encouraging more walking and cycling based on changes to infrastructure as well as habits. Tackling issues in isolation is unlikely to have a significant effect. In terms of health benefits stress is being place on the need for people to be more active for both their physical and mental health, but also reducing emissions is an essential element in securing health improvements.

Similarly “The Pedestrian Pound” published by Living Streets, 2013, demonstrates that investment in better streets and places can deliver commercial returns to business and investors. A recent study by Transport for London has noted that people walking to a town centre spend more than those driving and their passengers. Those arriving by public transport also spend more than drivers and their passengers, but less than those who walk. There are also social benefits to walking that should not be underestimated. The streets are an essential part of the public realm; they are important places as well as links, and wherever appropriate their design should reflect this function.

Evidence demonstrates that the more roads are improved the more cars will use them. Similarly the more streets are improved for pedestrians the more people walk as a form of transport. This is now well demonstrated in many UK towns and cities, most notably in London but also in Coventry, Oxford, Bath and Canterbury; towns and cities where provision for walking has been improved, with good quality interventions for whole areas. Economic activity increases alongside increased pedestrian use. In many European towns and cities where prioritising walking has been more the norm over a number of years the change is even more noticeable.

Everywhere is different and requires careful analysis to get the best solutions on a street by street basis. In Winchester town centre where many of the streets are historic, narrow and full of services there are particular problems in balancing the needs of different modes of transport. All proposed interventions need to respond to Winchester’s character: it is a walkable town and its historic street system is hugely important as is its network of waterways and bridges, and its easy access to the surrounding countryside - all this needs to be enhanced; it provides opportunities and challenges.

The Winchester Walking Strategy identifies priorities, and essential components necessary to bring about change, and to progress from where we are now to where the City should aim to be in 2020, and 2025. Further detailed analysis and evaluation of priority routes and other recommended interventions is essential, as is the collection of baseline information. To progress it is recognised that Hampshire County Council (HCC) and Winchester City Council (WCC) need to work together fully to bring about change. This strategy needs

to be endorsed and adopted by both local authorities to provide an agreed document that can form the starting point for the evaluation of priorities, project development, and the identification of sources of funding.

Walking and cycling have many synergies; they both have health and environmental impacts and need to be considered together. Providing for safe cycling also contributes to traffic reduction and creates better conditions for pedestrians, so encouraging more people to want to walk. Measures to improve the streets for those walking, such as the introduction of 20 mph, benefit both cyclists and pedestrians. While this Strategy focusses on walking as a mode of transport it should be considered in conjunction with a similar strategy for cycling, as a mode of transport, with measures that can contribute benefits for both being of particular significance and more cost effective. The area around the station has been identified as a priority for improving the pedestrian environment; it has also been identified as a priority for the Winchester Cycle Working Group so strengthening the case for change.

This Strategy has been developed by councillors working with representatives of local groups and is based on local knowledge; walkabouts were part of the process of developing the strategy. Its development has offered opportunities for local groups to work with ward councillors to consider what would encourage more people to want to walk; it is not exhaustive or the final word, but it provides a framework that can be expanded and developed further in the future. It recognises that walking is not the only mode of transport, but it does seek a better balance between modes, with the needs of different users all being reflected, and embedded, in improved street design.

All references to “Winchester”, refer specifically to the urban area of Winchester, including Oliver’s Battery, Badger Farm, Harestock and Barton Farm. Each settlement within the wider District is different, and requires a strategy designed specifically for its circumstances. A similar approach, based on intimate local knowledge, could be used to develop strategies for the other towns and villages in the District leading to the creation of conditions that would encourage more people to walk throughout the District as a whole; again this Strategy is a start.

Throughout the Strategy there are references to “pedestrians”

and their needs; at all times this includes disabled people including those in wheel chairs, both manual and electric. People with disabilities, children and elderly people, are most affected by a poor quality pedestrian environment. This became very evident during walkabouts and in discussion with representatives of WAAFA. As in so many areas of implementing public policy, the devil is in the detail, and the detail is too often overlooked but it makes a huge difference when considering the needs of pedestrians. For this reason engagement with local people and a cross section of users should be an essential part of all design and implementation.



Many streets are social spaces and form an important part of the public realm. Cheriton Road, September 2014

Objectives and Outcomes of the Strategy

The objectives and outcomes of the Strategy are to:

1. Ensure that walking is recognised as a primary mode of transport by highway engineers, planners, councillors, local authority officers and the public and, as a result of changes to the streets, becomes the norm for the majority of short journeys within Winchester by 2025.
2. Identify the necessary core components for increasing pedestrian movement while recognising, and rectifying, current barriers to people choosing to walk.
3. Identify key routes and prioritise interventions that demonstrate the value of changes and create the context for further work, while also highlighting other interventions that can be carried out in the short, medium and longer term.
4. Demonstrate what can be achieved through a local approach to identifying needs and potential and the implementation of change so that initial work in Winchester can be a catalyst for encouraging walking throughout the District.
5. Aim to ensure that a high standard of year round, all weather, maintenance of pavements and pedestrian routes is carried out.

Implementing changes, in accordance with these objectives, would have the following results:

- An increase in the number of journeys made on foot
- Improved viability of local shops through improved footfall
- Improved health and well-being, quality of life, neighbourliness/social interaction, feelings of safety and mobility for people with disabilities.
- Improved attractiveness and comfort.
- Decrease in the number of short journeys made by car and taxi resulting in less traffic.
- Less congestion, air and noise pollution, with carbon reductions resulting from less car use contributing to mitigating the effects of climate change.
- Reduced requirement of land for parking if the numbers of cars accessing the town centre is reduced in line with the Council's parking strategy.
- Better use of financial resources and funding opportunities.

The emphasis of the Strategy is on pedestrian requirements but the aim is to bring benefits to all. It is not against vehicles moving around Winchester but does attempt to reduce their

impact and ensure that pedestrians, and cyclists, are equally given consideration.

"The benefits being cleaner air, greater freedom for pedestrians to move around rather than the juggling act that has to be performed to cross car dominated roads, less damage and erosion to the city's built fabric, less unsightly signage. As a whole it adds up to a more enjoyable experience for those both visiting as well as locals using Winchester on a daily basis'"
Keith Leaman, chair City of Winchester Trust.



City Bridge, heavily used by pedestrians and should be a delight for Winchester visitors and residents



North Walls, narrow pavements with poor surfaces and proximity of vehicles makes walking here a fearful and joyless experience

Core components essential for realising the Vision

Moving from the situation that currently exists to one that fulfills the Vision requires a number of co-ordinated interventions all of which will add value to one another. These include:

1. Infrastructure changes to the existing streets focussing on:

- demonstrating that the needs of pedestrians are prioritised and that walking is the most normal, and acceptable, means of transport for short journeys in town,
- the identification of key routes/areas that are well used, linked to key destinations and public transport, and which will demonstrate changed priorities. Improvements must be planned, and carried out, for the length of the street and/or journey and should consider the needs of all users at once as opposed to piecemeal interventions. This will require phasing if full funding is not available.
- design alterations to residential and other streets clearly indicating that pedestrians are treated as equals with all other road users and indeed have priority at key points. This will require consideration of interest/attractiveness, comfort, safety and usage and will require landscape architects to work with engineers. *

Every street is different and needs to be considered individually. Safety, interest/attractiveness, usability and comfort are all essential and need to be considered along with traffic movement and one way systems, pavement widths, table crossings at junctions, tree planting, landscaping, street furniture (seating, lighting, bins), active frontages of buildings and parking - surface car parking provides a very poor edge to a pedestrian route while unbroken parking parallel to narrow pavements is quite unpleasant for pedestrians and dangerous for children. The diagram on the next page provides a useful checklist of desirable qualities required to encourage walking.

*Some years ago the then Director of Highways made a commitment to the City of Winchester Trust that all highways schemes in the town would be collaboratively delivered by engineers working with landscape architects.

Quality Criteria for the pedestrian environment

Protection	**PROTECTION AGAINST TRAFFIC AND ACCIDENTS — FEELING SAFE** · Protection for pedestrians · Eliminating fear of traffic	**PROTECTION AGAINST CRIME AND VIOLENCE — FEELING SECURE** · Lively public realm · Eyes on the street · Overlapping functions day and night · Good lighting	**PROTECTION AGAINST UNPLEASANT SENSORY EXPERIENCES** · Wind · Rain/snow · Cold/heat · Pollution · Dust, noise, glare
Comfort	**OPPORTUNITIES TO WALK** · Room for walking · No obstacles · Good surfaces · Accessibility for everyone · Interesting façades	**OPPORTUNITIES TO STAND/STAY** · Edge effect/ attractive zones for standing/staying · Supports for standing	**OPPORTUNITIES TO SIT** · Zones for sitting · Utilizing advantages: view, sun, people · Good places to sit · Benches for resting
	OPPORTUNITIES TO SEE · Reasonable viewing distances · Unhindered sightlines · Interesting views · Lighting (when dark)	**OPPORTUNITIES TO TALK AND LISTEN** · Low noise levels · Street furniture that provides "talkscapes"	**OPPORTUNITES FOR PLAY AND EXERCISE** · Invitations for creativity, physical activity, exercise and play · By day and night · In summer and winter
Delight	**SCALE** · Buildings and spaces designed to human scale	**OPPORTUNITIES TO ENJOY THE POSITIVE ASPECTS OF CLIMATE** · Sun/shade · Heat/coolness · Breeze	**POSITIVE SENSORY EXPERIENCES** · Good design and detailing · Good materials · Fine views · Trees, plants, water

"Cities for People", Jan Gehl, Island Press, 2010

2. Extension of 20 mph zone to cover as much of the urban area of Winchester as possible and appropriate.
This is particularly important in residential areas and needs to be supported by design changes (as above) to ensure that, as far as possible, the speed limit is self-enforcing.

3. Designing roads in all new developments with internal streets to ensure that walking is prioritised.
This will apply both within the development and between the development and the town centre/local centres, including schools and local green spaces. Where new schemes require transport infrastructure to make them acceptable in planning terms, including provision for walking and pedestrian links to the surrounding area, development permitted will be subject to planning obligations (s106s) and conditions to ensure these measures are delivered. Transport infrastructure (including walking and cycling) may also benefit from CIL funding in line with priorities to be identified by the City Council, Hampshire County Council and other bodies.

4. Street frontages of new developments that enhance the pedestrian environment, making it feel safer and visually interesting.
This will require consideration of measures, including planting and fencing, that may take place between the building and the street, with a focus on demonstrating that the street/path frontage is attractive and animated, while keeping pavements clear of vehicles.

5. Integrating the town's green open spaces into the network of pedestrian routes.
Winchester has many disjointed, and poorly maintained and publicised, walking routes that are unknown to most except locals from the immediate vicinity; linking these together with the street network, and making use of the green open spaces, with effective signage, has considerable potential at relatively little cost. This is also important to create links with nearby settlements and the adjacent countryside, and to maximise the benefits of the Council's Open Space Strategy.

6.Improved signage

Increased, and improved signage, would not only help way-finding but also reinforce the perception that people will be walking and sharing the streets. The new maps in the town centre are a welcome beginning but there remains scope for significantly improved signage in the city centre as well as residential areas, using maps or finger posts as appropriate. As with the new maps signs should include walking times to key destinations, and should continue for the length of the journey.



New Wayfinding boards, Westgate, August 2014



Exeter, example of signage with distance in time for pedestrians, 2013

7. Removal of clutter, pavement parking and overgrown planting on pavement edges.

Clear sight lines and an obstacle free route are important for the safety and comfort of pedestrians, especially disabled people and those pushing wheelchairs. Careful consideration needs to be given to the siting of street furniture, bins, bus stops/shelters, and sign posts. Pavement parking, including delivery vans, is a particular problem on some streets, forcing people on to the streets and causing particular difficulties for disabled people and those pushing wheelchairs, buggies or prams. Awareness of these issues is needed along with remedial action whenever possible.

8. Regular cycle of pavement maintenance.

Uneven surfaces and poor maintenance are a major deterrent to walking, especially for elderly people, disabled people and those pushing wheelchairs.

9. Using planned highway maintenance, and other works to the streets, to address fully the needs of pedestrians.

Planned highway maintenance is on-going and provides an opportunity for improvements to the pedestrian environment to

be combined with other works. As far as possible work to encourage more walking should be fully integrated with other policies such as the Winchester Town Access Plan, the Station Access Plan, School Travel Plans, HCC Rights of Way Improvement Plan, WCC Parking Strategy and the Cycling Strategy. Priority should be given to schemes that fulfill a number of objectives at one time.

Consciousness of the needs of pedestrians should be embedded in the brief for all highway schemes, including temporary and seasonal works; this will require councillors, officers and those involved in works to the streets and roads in the town, including consultants being aware of, and understanding, this Strategy. Effective engagement and discussion is essential for schemes if they are to work for people at a local level and design work should, wherever practicable, be preceded by organised walkabouts, on site, with local councillors, designers and residents to ensure that what is proposed is satisfactory for those on foot.

Consideration also needs to be given to the needs of pedestrians when responding to:

• seasonal change, ensuring that pavements are kept free of ice, snow and leaves,
• cleaning of gulleys to prevent puddling and water being sprayed on pedestrians,
• removal of overhanging foliage and overgrown planting on footways,
• ensuring that safe pedestrian access is retained when building or maintenance work is in progress,
• ensuring adequate light levels to encourage people to feel safe walking at night,
• addressing issues of inappropriate timing on pelican crossings.

10. “Park and Stride”

Connections between the Parking Strategy and Walking Strategy need to be strengthened with signage and pedestrian improvements to encourage more use of parking slightly further from the centre of town; this should also include consideration of improved connections and signage through car parks and at adjacent crossings.

11. Collaborative working between departments & councils

Implementing the measures identified above will require cross departmental working and a collaborative approach between WCC, HCC and other authorities such as Network Rail/SW Trains and Parish Councils where relevant; it will require collaborative working on the development of proposals and to help secure funding from a number of different sources.

12. Identification of budgets and funding opportunities to achieve the objectives of the Strategy

Compared with the actual, and potential, number of users and the resources allocated to vehicular use, investment in walking as a mode of transport, or in improving the pedestrian environment, has been modest. CIL and s106 provide potential sources of funding and quality schemes may attract further funding from a variety of sources especially as the promotion of walking and cycling is now part of the government agenda (See Appendix V)**.**



Upper High Street, narrow uneven pavements opposite the Great Hall, walkabout 2013

Priority routes and interventions - proposed Action Plan for further evaluation

Criteria for Prioritisation

1. Need and numbers of people using a route - identifying work that will have a major impact on large numbers of people, which will demonstrate change and build confidence. The station and High Street are key destinations within the city that attract most users, pedestrians in particular; creating attractive and safe routes/links to them is the most effective way to demonstrate the value of improving conditions for those on foot. The High Street has benefited from high quality improvements; the next steps are to link these to a number of routes continuing east, west, north and south.

2. Strategic importance to promote walking and to contribute to other objectives such as improving economic activity and health, reducing congestion and pollution, and access to public transport.

3. Linkages to other centres of activity including: a) schools, Peter Symonds College and Winchester's two universities, b) local centres, c) major developments including new housing and hotels, d) business development, e) recreational centres, f) major places of employment, g) the hospital.

4. Potential for raising funds from a variety of sources.

5. Value for money, i.e. what can be achieved for comparatively little added expenditure, for example removing clutter and cutting back overgrown planting (possibly using the Community Payback Scheme), making connections and links, integrating work with other planned maintenance and/or working with other organisations and landowners such as the two universities, NHS, Network Rail, SW Trains, adding value to schemes initiated by them.

6. Ensuring that improvements benefit residents, organisations and businesses from all parts of the town.

7. Within budgetary and resource constraints embedding an annual programme of improvements to identified residential streets, on an area by area basis, focussing on table junctions, or similar interventions to combine speed reduction with creating a step free environment, to a number of connected streets in an area, starting with those around schools and/or neighbourhood centres. Identification of areas to be programmed in this way would be an early next step after adopting the Strategy.





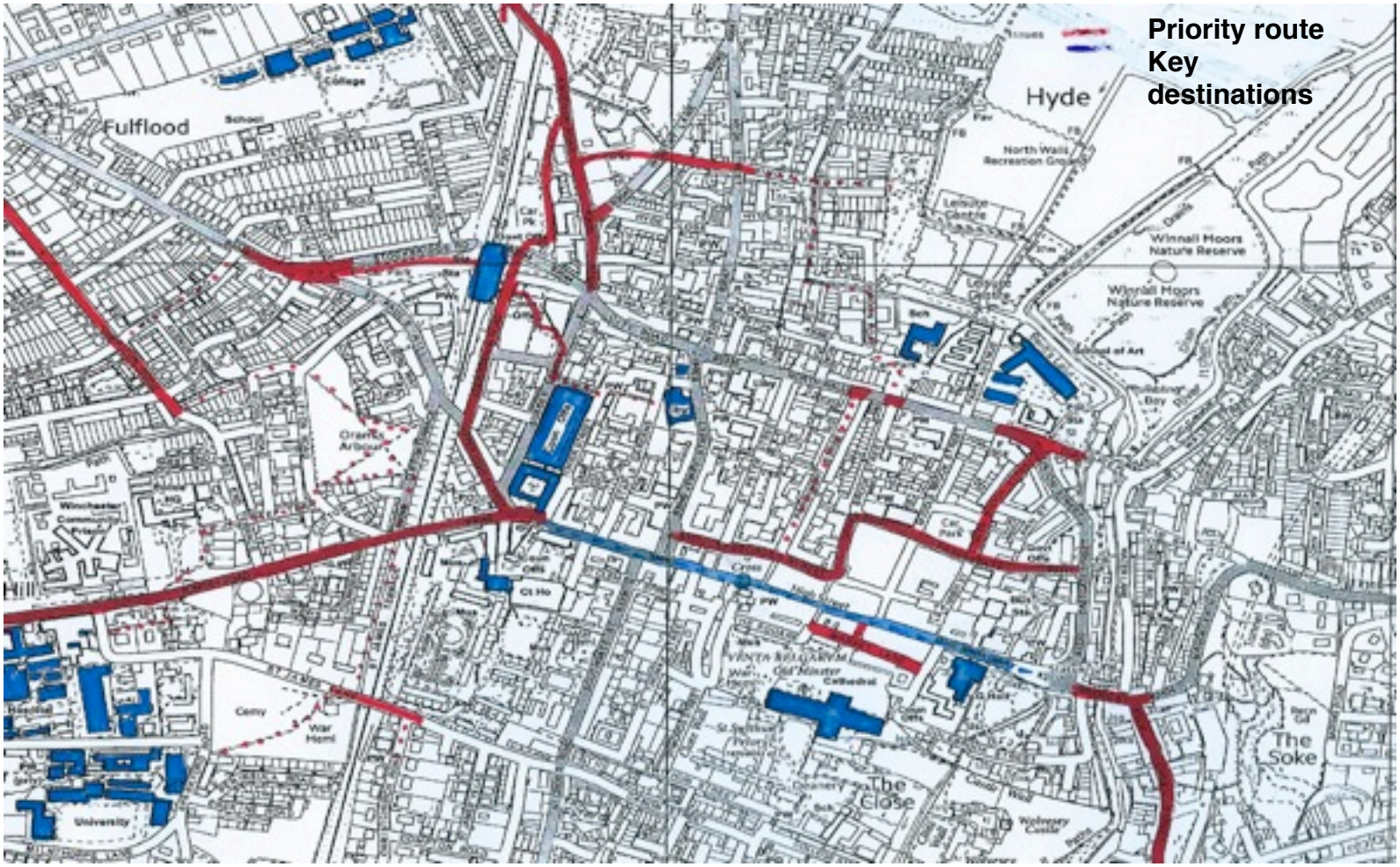
Romsey Road during Walkabouts in 2013 - narrow pavements, vehicles passing close to pedestrians at speed, inadequate opportunities for safe crossing

Proposed Action Plan for further evaluation.

An Action Plan is required to translate the above concepts into reality and demonstrate that change is taking place and will continue; this needs to dovetail with, and be embedded in, planning policies and other relevant City and County Council policies as well as the HCC District Statements.

Using the criteria for prioritisation above, and to begin this process, the routes shown, and described below, have been identified as high priorities requiring early attention. It is recognised that at this preliminary stage further investigation is required to establish practicalities, viability and baseline information; the routes suggested are a beginning, they are not intended to be a definitive list. Clarity in the process of implementation and delivery is a priority in itself. As well as prioritising routes, the Strategy highlights other issues that need to be addressed to achieve the overall aims and objectives. This Strategy should form part of the background information for studies, Frameworks, Masterplans and briefs and be drawn to the attention of relevant officers and consultants; its aims should be reflected in the corridor studies currently being undertaken for the Romsey, Andover and Worthy Roads.

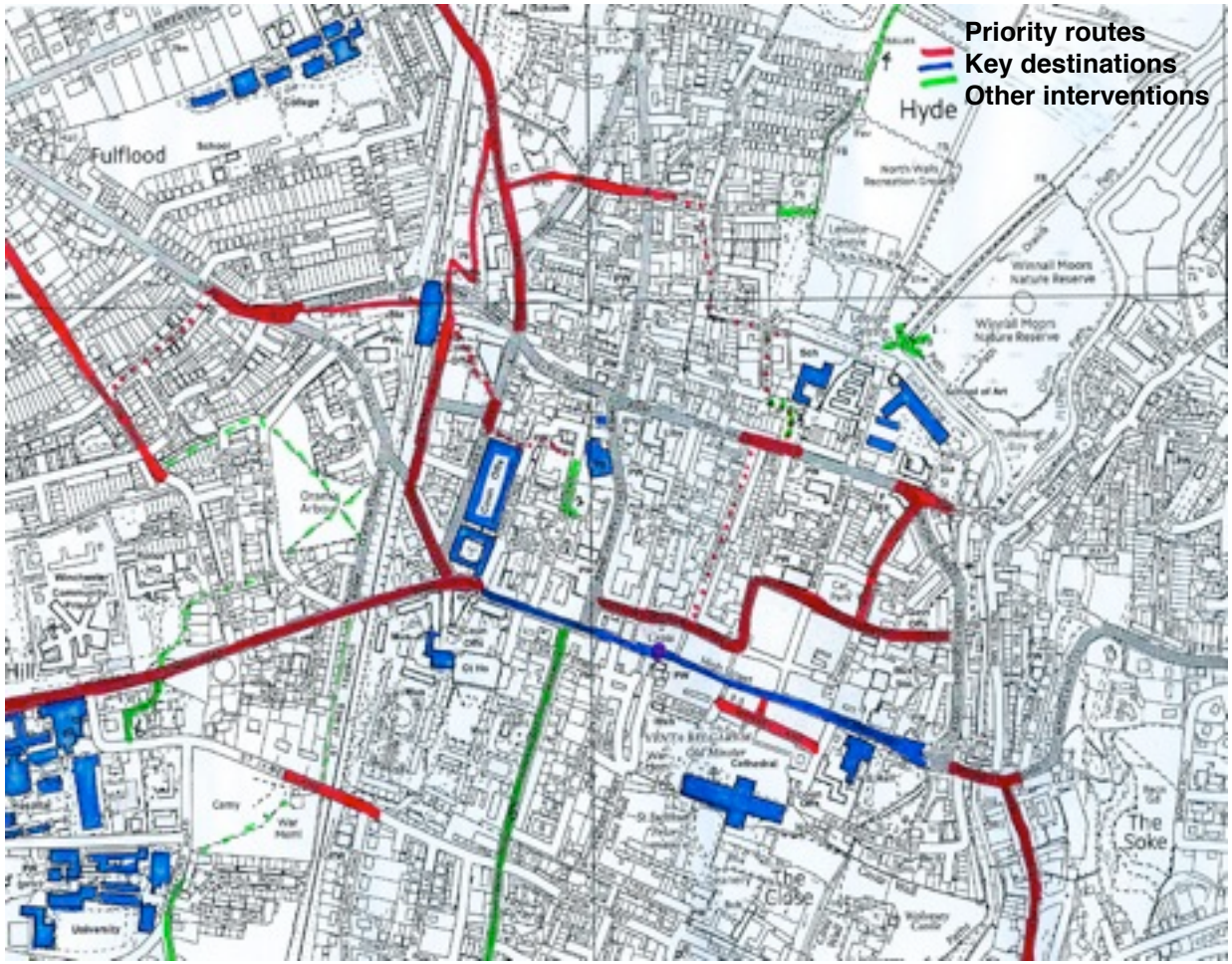
Priority routes and interventions, highlighting destinations and connections; to include Andover Road to Barton Farm and Stoney Lane, from Andover to Stockbridge Roads



Note: these priorities are not exhaustive, but a suggested start. It is recognised that work is being considered for the station area, the Andover and Romsey Roads; they are highlighted here to emphasise their importance and to ensure that implementation of work will reflect the spirit and recommendations of this Strategy.

Some other highlighted interventions and opportunities to be considered

1. New pedestrian bridge to Leisure Centre and to connect river route
2. Staple Gardens - gate in wall to provide pedestrian route through car park adjacent to library
3. Pedestrian route through car park to North Walls
4. Improvements to path adjacent to Recreation Ground
5. St Cross Road, pavement and junction improvements
6. Creation of pedestrian route from Romsey Road to St James' Lane
7. Fromond Road - creation of path through central green area with seating, incidental play and connecting crossings
8. Removal of barrier on pedestrian route from Bar End P & R to City Centre and signage.



Main priorities

1. Currently unfunded although funding may come forward linked to development

Station Area

i. Walking from Winchester rail station to the town centre, via Westgate, ensuring that the needs of pedestrians and cyclists are fully integrated, and that the potential of this heavily used pedestrian route, with stunning views of the historic centre of the town, are fully realised, for the benefit of those accessing the station as well as residents. This will require consideration of traffic movement on the adjacent streets including the possibility of returning Sussex St to two way and reconfiguring Station Road, Upper High Street, Newburgh and Gladstone Streets. It is recognised that the area is likely to undergo change following on from the Development Assessment carried out by Tibbalds. A high quality scheme in this area would add value to any development.

ii.Junction of Stockbridge Road and St Paul's Hill pedestrian and cycle access to the station to be re-designed, improved and linked to routes to Westgate School and Peter Symonds College. This is consistent with "Door to Door - a strategy for improving sustainable transport integration" DfT, 2013

Romsey Road

Westgate to the University, noting opportunities that will arise from the development of the Police HQ site.

Route from Andover Road to Leisure Centre/town centre, via Hyde Church Street

2. Routes linked to development opportunities, noting that to achieve the objectives of this strategy they may require further funds.

Barton Farm

Design of all streets to have a maximum speed limit of 20 mph and for this to be self-enforcing from outset. Residential streets to be designed as Home Zones, with a step free environment and to clearly give the message that walking and/or cycling within the development, and to the town centre, is attractive, safe and the norm.

Andover Road
Barton Farm to the station and town centre, see Appendix IV for a preliminary analysis of issues to be addressed. There is funding attached to the development of Barton Farm for this and it is important that this work is carried out before residents move in to the new development at Barton Farm, in 2015/6.

Westgate School catchment area, including Cheriton Road and Stockbridge Road, and access to the station from Stockbridge Road, linked to the above. Westgate School and Peter Symonds College both require better pedestrian access from Winnall; these measures combined with the other priorities referred to will contribute to that aim.

St George's St, linked to Friarsgate and Silver Hill development, continuing the design used for Friarsgate to the junction with Jewry Street.

Chesil Street and City Bridge, the redevelopment of Chesil St car park provides an opportunity to consider badly needed improvements to the pedestrian environment around City Bridge, the junction with Bridge Street and Chesil Street and Chesil Street itself. Traffic movement, the need for resident parking, and better use of the heavily engineered section of Bar End Road leading to the multi storey car park all need to be considered together with an improved pedestrian environment.

Lower Brook Street, North Walls and Union Street, the Durngate junction, linked to Hants & IoW Trust route and development of the Fire Station site. Lower Brook Street, with improved landscaping including trees, has the potential to provide an attractive route to the High Street, linking with a well-used route from Winnall. Access across the Durngate junction needs to highlight this and make the area feel safe and convenient for pedestrians.

Stoney Lane and surrounding streets, linked to Barton Farm**.**

3. Other priorities and interventions

Residential areas - focus around school and/or shops. Prioritisation and timescales to be agreed.

Market Lane and St Maurice's Covert

St James' Lane, junction with St James' Terrace, as well as link to Romsey Road at the western end - heavily used by students.

Fromond Road providing a path to use the green open space and connecting it to shops and the network of paths to the country.

Improved Signage,
As referred to above the new signage in the town centre is welcomed as a start; much more is required especially beyond the centre. Finger posts with distances in time on key routes as well as maps serve multiple functions

Programme of cutting back of foliage, including overgrown pavements, possibly in conjunction with the Community Pay Back team.



Cheriton Road, narrow uneven pavements, wide street enabling the few vehicles to speed. Heavily used by school children, elderly people and people pushing wheel chairs, plenty of scope for improvement to safety, comfort and delight.

“Pedestrians need to feel safe and comfortable, but they also need to be entertained, or else those with a choice will choose to drive”

Jeff Speck, ‘Walkable City’ 2012

Conclusion and Recommendations:

This Strategy highlights the crucial importance of walking as a mode of transport and focusses on the potential for Winchester to change so that over the next ten years the needs of pedestrians are embedded in all plans and walking becomes the norm for most short journeys. This will benefit health and well being, the local economy, attractiveness for tourism, local residents and workers as well as the environment, with fewer carbon emissions, less pollution and congestion. Much can be learned from other towns and cities in the UK and Europe.

Winchester has many fine historic and natural features which, combined with its size and compactness, make it particularly suited to encouraging most short journeys to be made on foot. To achieve this roads, streets and paths must feel safe, be interesting and attractive and provide continuous links to where people want to go.

A planned programme of interventions is required. These will need to be incorporated into the District Statement. Some are major and will require design and engineering along prominent streets as well as securing funds; others are less costly but still require thought and action, whether this is to ensure that good continuous links are created, clutter and overgrown foliage are removed, or the planting of trees, shrubs and flowers to enhance interest and attractiveness. Together these interventions would demonstrate change, build confidence and contribute to increasing the numbers of people choosing to walk.

The work to develop this Strategy has been carried out by a Steering Group made up of City and County councillors and representatives of local organisations; it represents the beginning of a process that will require amending over time although the principles will remain constant. There will be the need for an on going Group to act as a Steering Group and work with the relevant Portfolio Holder and identified officers. The Group should meet regularly to monitor progress and highlight opportunities. As such it could herald a new way of working between officers, councillors and interested residents. To be effective it will require dissemination and an understanding of the measures required to create a truly walkable town.

This Strategy, its Vision and Objectives are consistent with national and local policy guidelines. What is now required is the allocation of resources and the will to deliver.

Recommendations:

1. That the Strategy is adopted by:
• Winchester Town Forum
• The cabinet of Winchester City Council (WCC) and
• Hampshire County Council (HCC)

2. That HCC and WCC officer time should be made available to further develop this strategy and proposed action plan and drive the planning, co-ordination and implementation of work; this may require changes being made to transport plans, policies and statements.

3. At the outset of large planning applications, where s106 and CIL monies are negotiated, officers need to ensure that the needs of pedestrians are fully integrated into the plans for the area and its links with the rest of the city.

4. That a meeting be convened between the Portfolio Holders for Transport for HCC and WCC, the two County Councillors representing Winchester Town areas, the Chair of Winchester Town Forum and relevant senior officers. The purpose of the meeting will be to decide how best to take this strategy forward.

5. That the Strategy document is disseminated to County and City Councillors, officers at all levels, consultants and contractors, so that it becomes a fully recognised part of the work of both councils.

6. That designs and costings should be prepared for two schemes, in the first instance, and used to raise funds for their implementation from a variety of sources. One scheme should be highly visible, in a well used area: the streets leading from the station to the Westgate are suggested. The other should focus on a residential neighbourhood; Winnall, and its links to the town centre and key facilities is suggested.

7. That the Walking Strategy Group should continue as a sub-group of the Winchester District Strategic Partnership

(WDSP) Transport Forum. It should meet six times a year 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. That a Workshop for members and officers should be organised by the Strategy Group to explore and explain best practice on promoting and encouraging walking in towns and cities.

APPENDICES

Appendix I

Working Group Membership

Cllr Robert Hutchison, chair
Cllr Fiona Mather
Cllr Vicky Weston
Cllr Mike Southgate, September 2014
Cllr Martin Tod
Cllr Janet Berry
Cllr Dominic Hiscock
Mike Slinn, WDSP
Chris Turner, BID
Keith Hatter, Access for All
David Jones, Winchester Litter Pickers
Kate Macintosh, WinACC and 2020 Group
Liz Kessler, City of Winchester Trust Policy Group and 2020 Group.

Appendix II

Working Group Terms of Reference

The Group will be established to:

a) agree a Strategy capable of being approved by HCC and WCC, including the Winchester Town Forum;

b) develop the Strategy, in particular through identification of streets to be improved in the short, medium and long term with the identification of at least one high profile scheme to be implemented between 2014 and 2016 to demonstrate a changed approach and to engender support for more;

c) create a context in which the needs of pedestrians are prioritised in all new development and infrastructure projects

d) establish links between the cycling and walking strategy ensuring that they add value to each other;

e) drive, and monitor, the implementation of the Strategy.

Appendix III

Organisations that have been contacted and contributed to this Strategy

The following organisations/individuals were sent copies of the May 2014 draft Winchester Walking Strategy; many have made comments either at meetings or by email. All those who have responded have been supportive and their contributions have been much appreciated.

WCC: Traffic & Transport and Active Lifestyles

HCC: Economy Transport and Environment and Public Health

University of Winchester

WinACC

City of Winchester Trust

Friends of the Earth

Cycling Working Group

WAFAA

Winchester Ramblers

Peter Symonds College

Andrew Rutter

Kathy Heathcote, ex Occupational Health Adviser, IBM

Living Streets

9.