

Winchester Movement Strategy Consultation

Presentation to WinACC meeting 27 Nov 2021

By Phil Gagg, Chair, WinACC Transport and Planning Action Group


Dunelm
The Home of Homes
TO LET
LET
BAKERY
ARCANA

The story so far

April 2019 priorities:

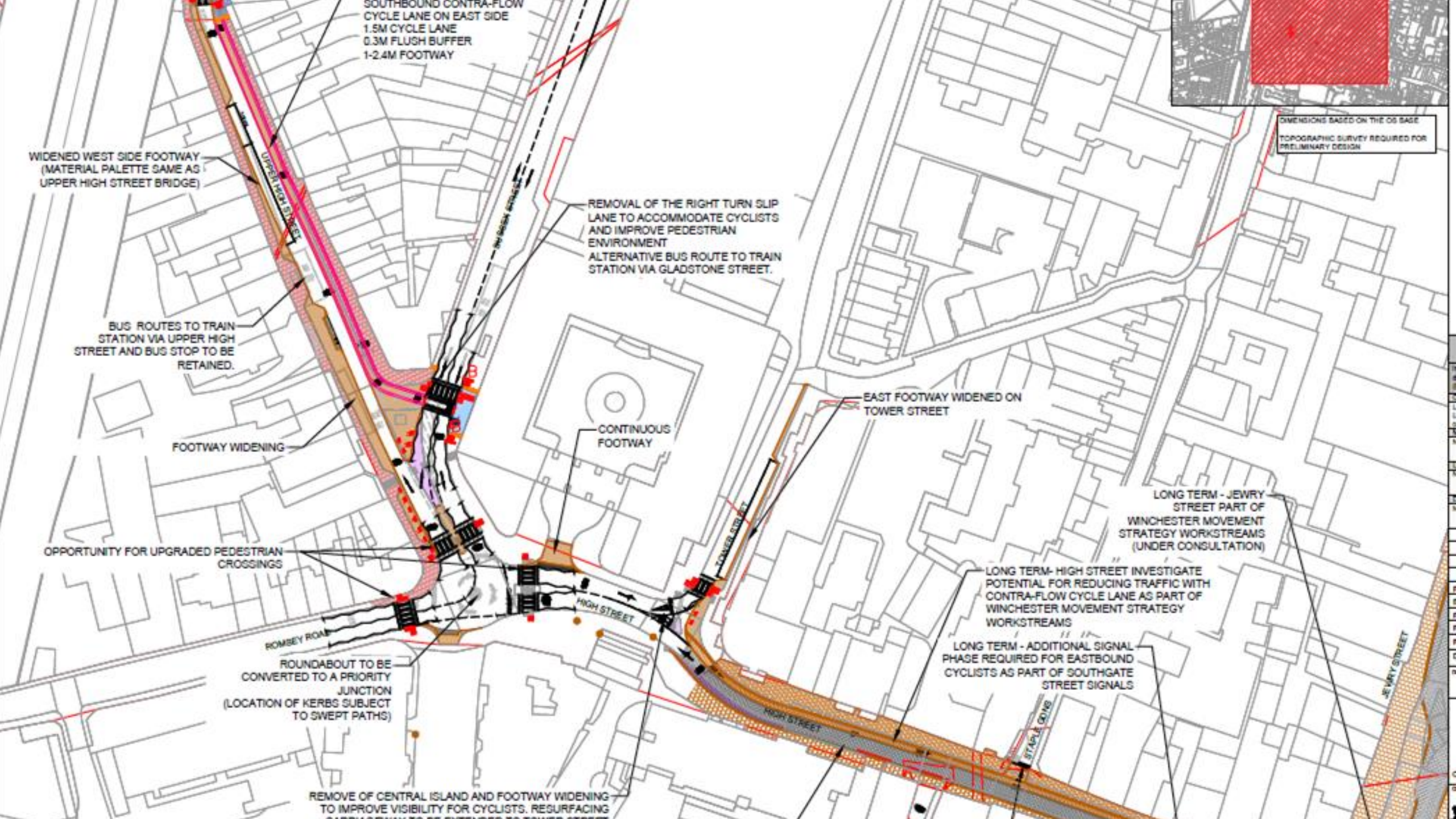
- Reduce city centre traffic
- Support healthier lifestyle choices
- Invest in infrastructure to support sustainable growth.

Intensive detailed work

- Workshops
- Detailed designs

September 2021

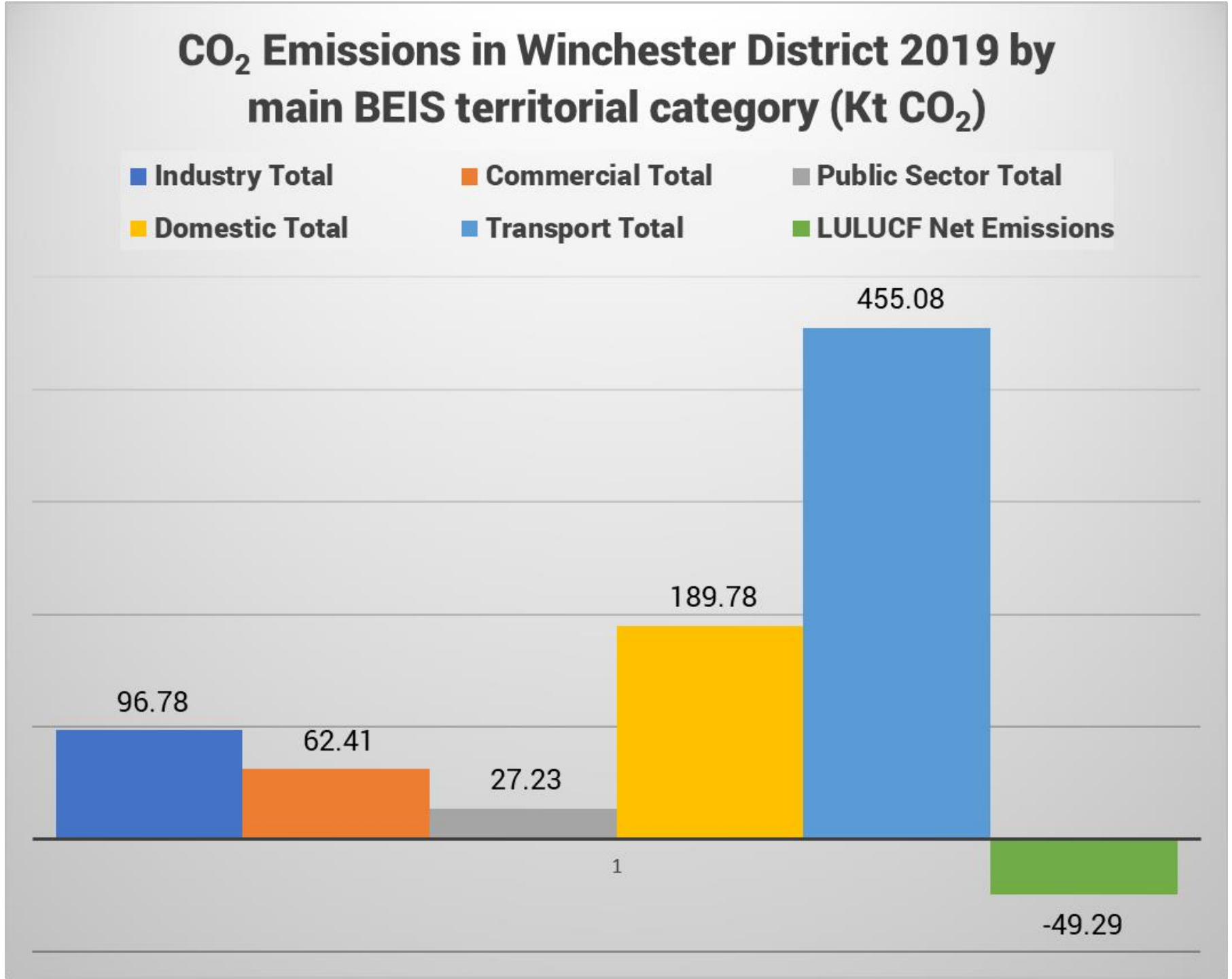
- Phase 2 Report


SOUTHBOUND CONTRA-FLOW
CYCLE LANE ON EAST SIDE
1.5M CYCLE LANE
0.3M FLUSH BUFFER
1-2.4M FOOTWAY
WIDENED WEST SIDE FOOTWAY (MATERIAL PALETTE SAME AS UPPER HIGH STREET BRIDGE)
UPPER HIGH STREET
OLD BOOK STREET
REMOVAL OF THE RIGHT TURN SLIP LANE TO ACCOMMODATE CYCLISTS AND IMPROVE PEDESTRIAN ENVIRONMENT
ALTERNATIVE BUS ROUTE TO TRAIN STATION VIA GLADSTONE STREET.
BUS ROUTES TO TRAIN STATION VIA UPPER HIGH STREET AND BUS STOP TO BE RETAINED.
FOOTWAY WIDENING
CONTINUOUS FOOTWAY
EAST FOOTWAY WIDENED ON TOWER STREET
TOWER STREET
OPPORTUNITY FOR UPGRADED PEDESTRIAN CROSSINGS
HIGH STREET
ROMSEY ROAD
ROUNDABOUT TO BE CONVERTED TO A PRIORITY JUNCTION (LOCATION OF KERBS SUBJECT TO SWEPT PATHS)
LONG TERM - JEWRY STREET PART OF WINCHESTER MOVEMENT STRATEGY WORKSTREAMS (UNDER CONSULTATION)
LONG TERM- HIGH STREET INVESTIGATE POTENTIAL FOR REDUCING TRAFFIC WITH CONTRA-FLOW CYCLE LANE AS PART OF WINCHESTER MOVEMENT STRATEGY WORKSTREAMS
LONG TERM - ADDITIONAL SIGNAL PHASE REQUIRED FOR EASTBOUND CYCLISTS AS PART OF SOUTHGATE STREET SIGNALS
HIGH STREET
STAPLE GDNS
JEWRY STREET
REMOVE OF CENTRAL ISLAND AND FOOTWAY WIDENING TO IMPROVE VISIBILITY FOR CYCLISTS. RESURFACING
DIMENSIONS BASED ON THE OS BASE
TOPOGRAPHIC SURVEY REQUIRED FOR PRELIMINARY DESIGN

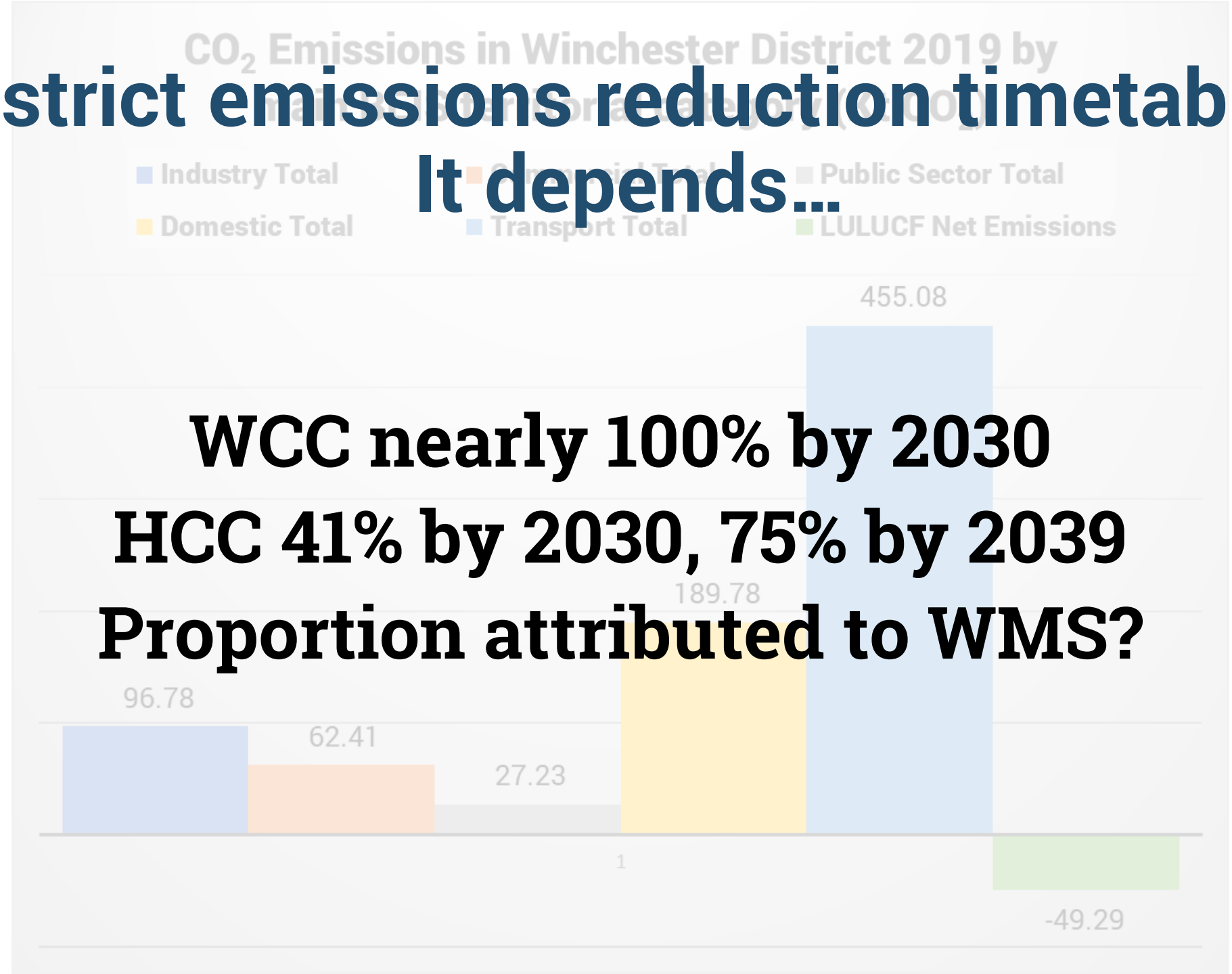
Meanwhile

- Climate emergencies (net zero 2030, 2050)
- Covid-19 lockdown and Active Travel
- Pedestrianisation of The Square
- Decarbonising Transport: £12bn for local transport schemes
- Bus Back Better £3bn
- Gear Change
- “target that active travel should make up at least half of all journeys in towns and cities by 2030”


EAT · DRINK · SLEEP
THREE JOES
CHAMPAGNE
TAITTINGER
Reims
20
38
37
DESIGN
HOUSE
WINCHESTER


CO_2 Emissions in Winchester District 2019 by main BEIS territorial category (Kt CO_2)
Industry Total
Commercial Total
Public Sector Total
Domestic Total
Transport Total
LULUCF Net Emissions
96.78
62.41
27.23
189.78
455.08
-49.29
1

District emissions reduction timetable: It depends…



WCC nearly 100% by 2030

HCC 41% by 2030, 75% by 2039

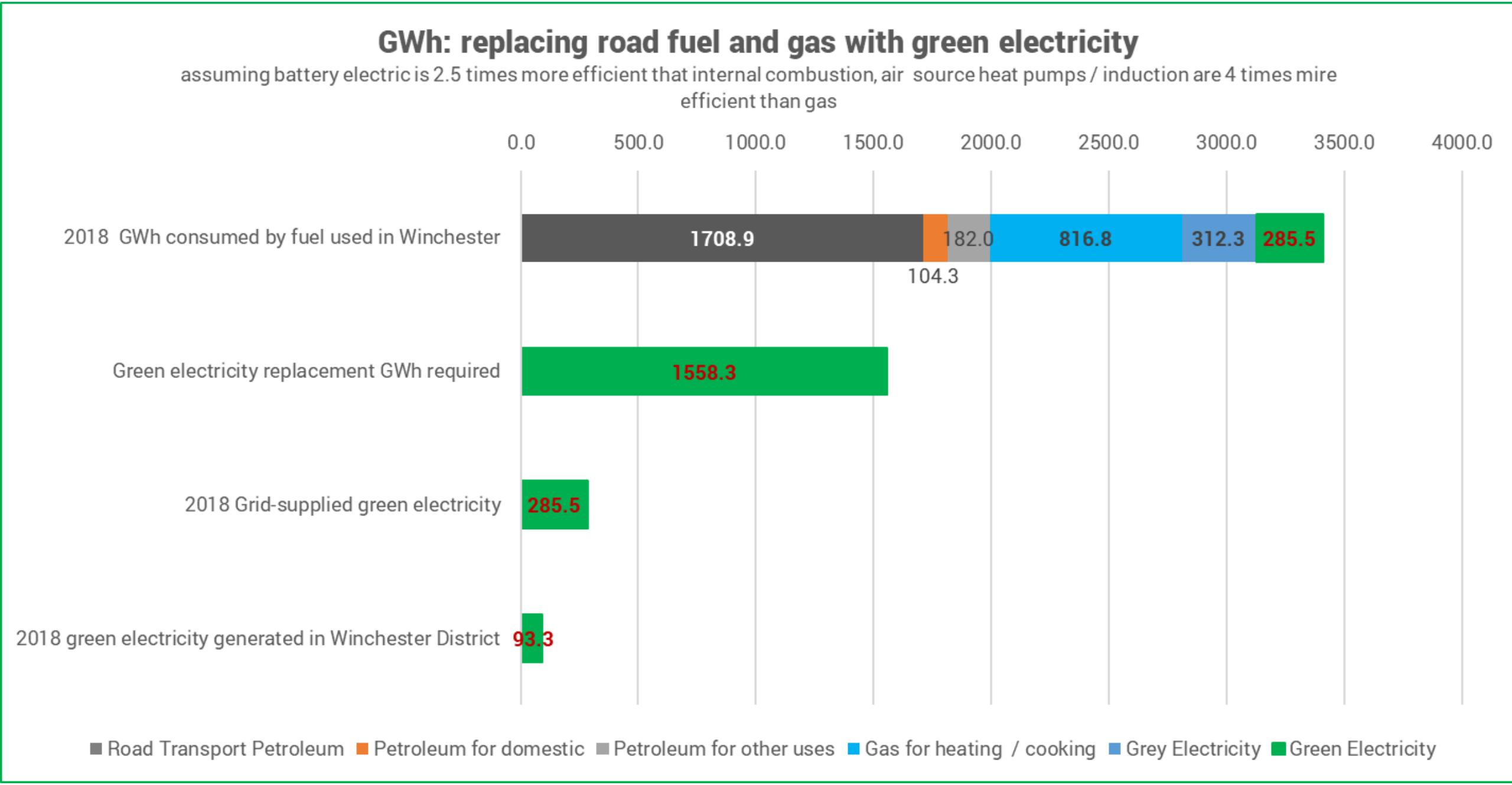
Proportion attributed to WMS?

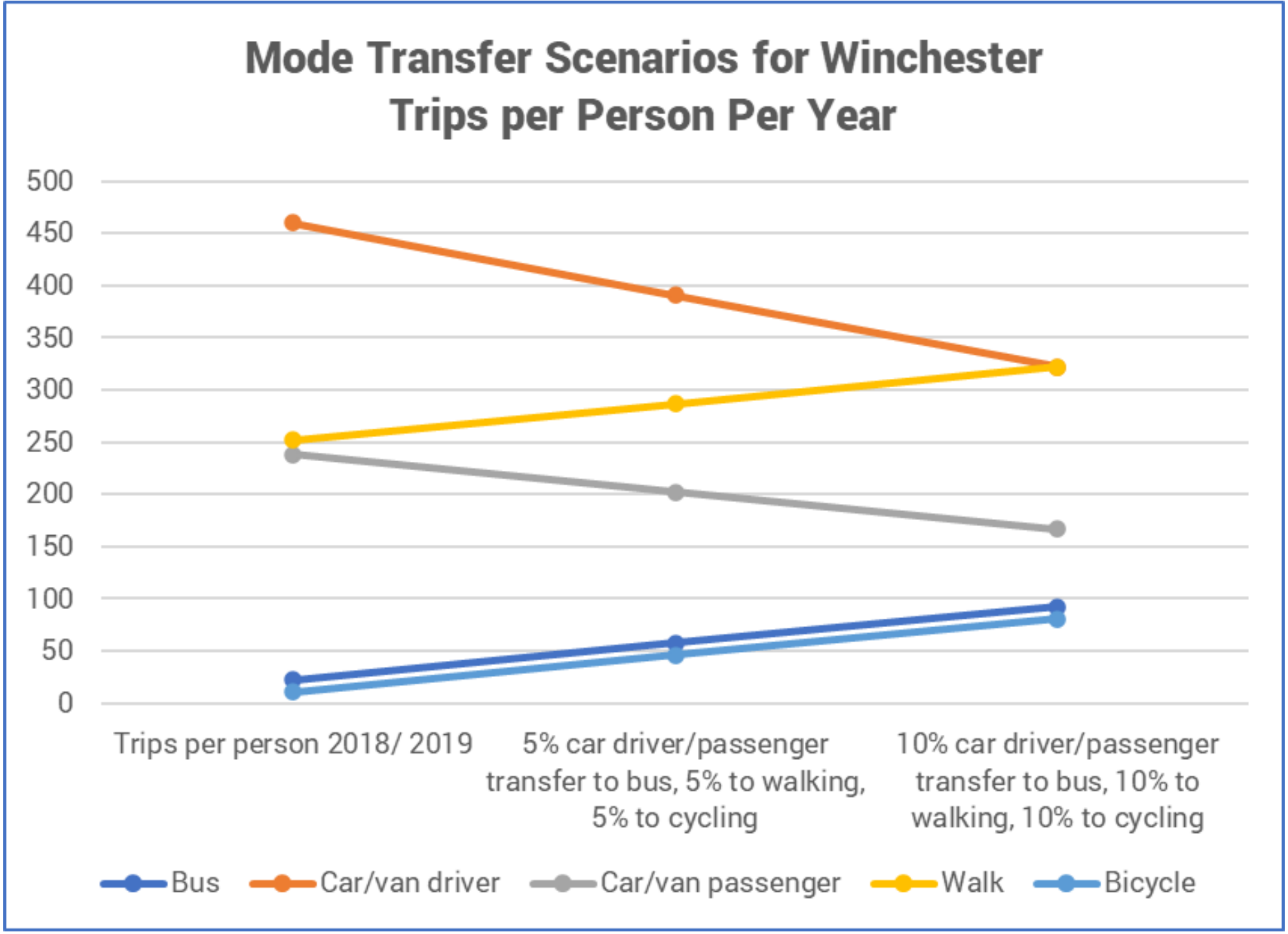
Electrification will save us

Air source heat pumps

Battery vehicles

“No more emissions”


GWh: replacing road fuel and gas with green electricity
assuming battery electric is 2.5 times more efficient that internal combustion, air source heat pumps / induction are 4 times mire efficient than gas
0.0
500.0
1000.0
1500.0
2000.0
2500.0
3000.0
3500.0
4000.0
2018 GWh consumed by fuel used in Winchester
1708.9
104.3
182.0
816.8
312.3
285.5
Green electricity replacement GWh required
1558.3
2018 Grid-supplied green electricity
285.5
2018 green electricity generated in Winchester District
93.3
Road Transport Petroleum
Petroleum for domestic
Petroleum for other uses
Gas for heating / cooking
Grey Electricity
Green Electricity


Mode Transfer Scenarios for Winchester
Trips per Person Per Year
500
450
400
350
300
250
200
150
100
50
0
Trips per person 2018/ 2019
5% car driver/passenger transfer to bus, 5% to walking, 5% to cycling
10% car driver/passenger transfer to bus, 10% to walking, 10% to cycling
Bus
Car/van driver
Car/van passenger
Walk
Bicycle

Change in mode share

Mode	A: 2018/19	B '10% car driver/passenger transfer to bus, 10% to walking, 10% to cycling	B as % of A
Bus	2.30%	9.39%	408.85%
Car/van driver	46.77%	32.74%	70.00%
Car/van passenger	24.20%	16.94%	70.00%
Walk	25.62%	32.72%	127.70%
Bicycle	1.12%	8.21%	734.55%
Total	100.00%	100.00%	100.00%



Priorities

- Andover Rd P&R 5
- Reduce city centre parking demand 5
- 2-lane working 1
- Public realm work 2
- Walking corridor 5
- Cycle routes 5
- Bus Priorities 5
- On-street bus stands 5
- Loading bays 2
- Goods delivery consolidation 4
- Low traffic neighbourhoods 5
- School streets 5
- Station interchange 5


Give way to oncoming vehicles