

Winchester Movement Strategy consultation form - Cycle Winchester's quick guide

Report and online form at <https://www.hants.gov.uk/aboutthecouncil/haveyoursay/consultations/winchestermovementstrategy>

City of Winchester Movement Strategy Consultation Response Form

 

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

We're quite confident but still worried

This is our suggestion. Use your own words.

Please briefly explain why you feel this way.

Priority 1 and Priority 2 measures encourage cycling, walking and public transport, giving people real choice and reducing air pollution. BUT... people won't abandon their cars unless they have viable alternatives. The proposed cycling and walking measures need to happen in the short term, as part of the efforts to reduce motor traffic, not later. Priority 1 will only succeed if it delivers better, quicker options for travel. There are many improvements that could be done cheaply straight away.

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)

We agree with all of these!

	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 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"/>

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)

We agree with this

	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 tick "strongly agree" for charging zones, this next bit comes up:

If 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
 Congestion charging
 A workplace parking levy
 Something else

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

Not enough info about the relative merits of each type - needs further research

(We don't think the council has provided enough information to make a judgement on charging zones.)

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 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"/>

We think the meaning of "sustainable growth" isn't clear. You may want to comment on this in the "Alternative Approaches" section.

Alternative approaches

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

- Yes
 No

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)

Below are some suggestions for issues that you might want to highlight. The most important in our view is to bring cycle measures forward to the short term. There's only space on the form to mention a few things, so pick some that matter most to you. You may wish to include some that would significantly improve your personal journey from home to work, school, shopping, leisure centre, station etc.

- Move some cycling measures from medium-term to short-term in order to encourage cycling and provide a viable choice

Some short-term measures:

- Contra-flow or two-way cycling in all city centre one-way streets ASAP. This is cheap and easy to do.

Examples:

- Parchment Street (allow cycle contraflow)
- St Peter Street (allow cycle contraflow)
- Middle Brook Street from Friarsgate to Silver Hill (allow two-way cycling)
- Middle Brook Street from Silver Hill to High Street (allow two-way cycling)
- Silver Hill (short stretch that is one way by Sainsburys, allow contra-flow for cycling)
- High Street as far as Market Street (allow two-way cycling)
- Market Street (allow contraflow cycling)
- Cossack Lane (allow contraflow cycling)

- Introduce shared space in The Square and exclude all but deliveries and residents from motorised access.

- Sign quiet routes and primary routes to, from and through City Centre

Some measures for Priority 3 (give greater priority to clean growth)

- Don't expand the strategic road network. Given that only 7% of city traffic is through traffic, expanding the strategic road network on the western side wouldn't be value for money.
- Bus gates: good idea and could be used more widely. Gates should have a way through for cyclists.
- Urgent review of current major developments to ensure an integrated approach. At present none of these are really designed to encourage cycling: Kings Barton, Sport and Leisure Park, Station Approach and Central Winchester Regeneration.
- Build cycle routes from suburbs and villages (inc Kings Worthy, Kings Barton, South Wonston) & make sure they have a sealed tarmac surface suitable for year-round commuting.
- Make 'Park & Cycle' available at Park & Ride sites. Build safe, direct cycle routes from P&R to the main central destinations and provide clear signs for them.
- Promotion and education: To encourage behavioural change, it's vital to promote the measures and explain why they are being implemented. Also expand cycle training initiatives to include training for families and adults. Currently only 1% of children cycle to school in Winchester.