

### 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](#).

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](mailto:implementation@hants.gov.uk).

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

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Progress

Reset

Save

Next →

The survey is accessed here:

<https://etehampshirecc.researchfeedback.net/s.asp?k=163716423671>

Information packs about the Movement Strategy can be accessed here:

<https://www.hants.gov.uk/Winchester-movement-strategy>

This document provides some responses (highlighted with red markers), which we suggest you might wish to use in your response. The notes pages provide text, which you are welcome to copy and paste into your response if it accords with your views.

### 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)*

- The Winchester Movement Strategy Next Steps proposals
- The Local Cycling and Walking Infrastructure Plan
- 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.

Please click 'Next' to start the feedback form.

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Cycle Winchester suggests responding on both the Winchester Movement Strategy and the Local Cycling and Walking Infrastructure Plan.

### 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)

To read more about these proposals please click [here](#), or click **Next** to continue

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Read more about the proposals here: <https://www.hants.gov.uk/Winchester-movement-strategy>

Then click Next to continue.

**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 type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Changes to car parking in Winchester City Centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Converting eastern parts of the one-way system to two-way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Creating better public spaces in the city centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating a high quality walking route through Winchester	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating safe cycle routes into and through the city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Providing bus priority 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"/>
Improving local bus services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Improving deliveries into the city centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Setting up a new freight delivery hub on the edge of Winchester	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Please respond to the next steps proposals, as you see fit, from the point of view of **reducing city centre traffic**.

Cycle Winchester’s suggested responses are shown as an example.

Our main recommendation is to Strongly Agree with creating safe cycling routes into and through the city. Even if we have reservations about the detail of the schemes, it’s important to send that message loudly and clearly.

**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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Converting eastern parts of the one-way system to two-way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Creating better public spaces in the city centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating a high quality walking route through Winchester	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating safe cycle routes into and through the city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Improving local bus services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Progress

Please respond to the next steps proposals, as you see fit, from the point of view of **supporting healthier lifestyle choices**.

Cycle Winchester's suggested responses are shown as an example.

Our main recommendation is to Strongly Agree with creating safe cycling routes into and through the city. Even if we have reservations about the detail of the schemes, it's important to send that message loudly and clearly.

**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	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Converting eastern parts of the one-way system to two-way	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Creating better public spaces in the city centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating a high quality walking route through Winchester	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Creating safe cycle routes into and through the city	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
Providing bus priority 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"/>
Setting up a new freight delivery hub on the edge of Winchester	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Progress 

Please respond to the next steps proposals, as you see fit, from the point of view of **supporting sustainable growth**.

Cycle Winchester's suggested responses are shown as an example.

Our main recommendation is to Strongly Agree with creating safe cycling routes into and through the city. Even if we have reservations about the detail of the schemes, it's important to send that message loudly and clearly.

**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)

- Strongly disagree     
  Neither agree nor disagree     
  Strongly agree  
 Slightly disagree     
  Slightly agree     
  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 type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
2. Bus priority measures that include restrictions for general traffic that apply <u>at all times of the day</u>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

**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
- 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
- Providing bus priority on key routes into the city centre
- Improving local bus services
- Improving deliveries into the city centre
- Setting up a new freight delivery hub on the edge of Winchester
- None of these

Progress 

[← Back](#) [Reset](#) [Save](#) [Next →](#)

You are invited to make additional comments on each of the ten Next Steps proposals. In the following pages of this document, Cycle Winchester provides some suggested text you might wish to use. If you only have time to comment on one of the proposed next steps, please prioritise **Creating safe cycle routes**.

## Section: Winchester Movement Strategy Next Steps proposals

Please provide any feedback or comments on the proposed new Park & Ride facilities on Andover Road (including more Park & Ride spaces, and giving buses priority entering the city towards the Worthy Lane junction). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below. (Please do not give any personal details in your response)

### Winchester Movement Strategy Proposals

#### 1. A new Park & Ride site on Andover Road

##### Present Day:

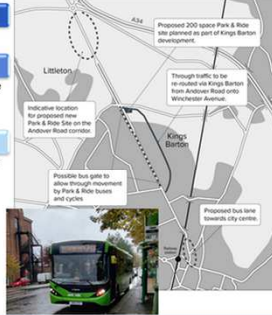
- A new 287 car park space Park & Ride site is currently under construction in Bar End off Barfield Close.

##### Short to medium term:

- As part of the Kings Barton development, Cata Homes have agreed to provide a 200 space Park and Ride site off Andover Road. This would be served by a new local bus service which would also serve the new development.

##### Medium term:

- We are working with developers to develop initial proposals for a new ~800 car park space Park & Ride site on the Andover Road corridor to serve the north side of the city.
- When through traffic is re-routed via the Kings Barton development, bus access for Park & Ride services could potentially be retained on Andover Road alongside the walking, cycling and local access corridor (an option that was outlined in the Movement Strategy adopted in 2019); this would require a re-design of the agreed developer proposed junction at Andover Road/Harestock Road.
- Additional bus priority on Andover Road into the city centre approaching Worthy Lane junction.



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This should not be a priority.

A Park and Ride facility is to be provided as part of the Kings Barton development.

An additional 800 spaces on Andover Road is likely to attract additional journeys as motorists divert to this new P+R facility. This is likely to increase traffic on nearby roads and will not reduce emissions. As it will not reduce emissions, it is unlikely to obtain funding under LTP4.

High quality cycle routes should be provided from the neighbouring villages of Sparsholt, Littleton, Crawley and South Wonston so that this form of active travel is encouraged with all the associated benefits, particularly as electric bikes are enabling more people to make longer cycle journeys.

298 characters left

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

#### 1. A new park and ride site on Andover Road

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High quality cycle routes should be provided from the neighbouring villages of Sparsholt, Littleton, Crawley and South Wonston so that this form of active travel is encouraged with all the associated benefits, particularly as electric bikes are enabling more people to make longer cycle journeys.

## Section: Winchester Movement Strategy Next Steps proposals

Please provide any feedback or comments on the proposed 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). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below.  
(Please do not give any personal details in your response)

### Winchester Movement Strategy Proposals

#### 2. Changes to the cost and availability of Car Parking



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We support this proposal because it will discourage cars from parking in the centre and so reduce city centre traffic. This in turn will provide additional space for public transport, cycling and walking. It should be accompanied by high quality cycling and walking routes delivered as part of a coherent network of routes as and when funding becomes available. However, we feel that it does not go far enough. City centre parking should be restricted to residents and blue badge holders, which would in turn allow a reduction in on-street parking and free up space for better provision for pedestrians and cyclists. Revenue from parking should be used for all active travel measures.]

314 characters left

Progress

← Back | Reset | Save | Next →

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However, we feel that it does not go far enough. City centre parking should be restricted to residents and blue badge holders, which would in turn allow a reduction in on-street parking and free up space for better provision for pedestrians and cyclists.

Revenue from parking should be used for all active travel measures.

**Section: Winchester Movement Strategy Next Steps proposals**

Please provide any feedback or comments on the proposed change of converting eastern parts of the one-way system to two-way (Union Street, Eastgate Street, Friarsgate and Upper Brook Street). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below.  
(Please do not give any personal details in your response)

**Winchester Movement Strategy Proposals**  
3. Convert eastern parts of the city centre one-way system to two-way working

In combination with other measures to reduce city centre traffic, having a two lane one-way system on Union Street, Eastgate Street, Friarsgate and Upper Brook Street will become no longer necessary or desirable.



Converting these to two-way streets would mean:

- Reduced vehicle mileage and shorter journey times to exit the city centre towards the east and south east.
- Reduced traffic volumes on St. George's Street, Jewry Street and North Walls (enabling WMS proposal 4).
- Improved walking environment for pedestrians including new crossing on Union Street by Durgate Place.
- These streets would become easier for cyclists to use, helping facilitate cross-city cycle journeys.
- The changes are compatible with the Central Winchester Regeneration proposals for south of Friarsgate.

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The guidance says that "converting these to 2-way streets would mean: these streets would become easier for cyclists to use ..." but gives no indication why this would be so. If the proposal will reduce the distance that cars have to travel to enter and leave the city rather, this proposal is supported. We also recommend that the two lanes in St. George's Street are reduced now to a single lane, which would then allow contraflow cycling and wider pavements" Any changes to the existing one-way system should facilitate safe two-way cycling on city centre roads, including adequate crossing points where required. Buses, along with cycles, should be given priority]

332 characters left

Progress

← Back   Reset   Save   Next →

**3. Convert eastern parts of the city centre one-way system to two-way working**

The guidance says that "converting these to 2-way streets would mean: these streets would become easier for cyclists to use ..." but gives no indication why this would be so. If the proposal will reduce the distance that cars have to travel to enter and leave the city rather, this proposal is supported. We also recommend that the two lanes in St. George's Street are reduced now to a single lane, which would then allow contraflow cycling and wider pavements"

Any changes to the existing one-way system should facilitate safe two-way cycling on city centre roads, including adequate crossing points where required. Buses, along with cycles, should be given priority.

**Section: Winchester Movement Strategy Next Steps proposals**

We have set out concepts for creating better public spaces in the city centre with artist impressions showing what potential improvements to Jewry Street, St. George's Street, the lower High Street and The Broadway could look like). If you see value in delivering these kinds of improvements, please provide detail below. What issues do you think the councils need to consider as they develop these concepts further?  
*(Please do not give any personal details in your response)*

**Winchester Movement Strategy Proposals**

**4. Create better public spaces in the city centre (Jewry Street, St George's Street and The Broadway)**



The images here show what Jewry Street looks like today and what it could look like in the future with access restricted to buses, taxis, cycles and local access. The 'future' image has been created by and reproduced with kind permission from Design Engine Architects.



Image for illustrative purposes only



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We support better public spaces in the city centre. Such public spaces should be designed to allow genuine shared space for cyclists and pedestrians. The needs of cyclists in this shared space should be an integral part of the design not an afterthought. This will encourage more walking and cycling in Winchester. Improved public realm need not be expensive and much can be achieved by measures such as traffic filters, signage and planters. Existing safety hazards for both pedestrians and cyclists should be removed.

479 characters left

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

**4. Create better public spaces...**

We support better public spaces in the city centre. Such public spaces should be designed to allow genuine shared space for cyclists and pedestrians. The needs of cyclists in this shared space should be an integral part of the design not an afterthought. This will encourage more walking and cycling in Winchester. Improved public realm need not be expensive and much can be achieved by measures such as traffic filters, signage and planters. Existing safety hazards for both pedestrians and cyclists should be removed.

**Section: Winchester Movement Strategy Next Steps proposals**

Please provide any feedback or comments on the proposed change of creating a high-quality walking route through Winchester (from Winchester railway station to Winchester Sports and Leisure Park at Bar End). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below.  
(Please do not give any personal details in your response)

**Winchester Movement Strategy Proposals**

5. Create a high-quality walking route from Winchester railway station to Winchester Sports and Leisure Park at Bar End via the High Street

This is one of 13 routes proposed for walking improvements in the City of Winchester LCWIP. Options for the north western section from the Railway Station to The Westgate are to be considered first. Views of residents and stakeholders will be sought at an early stage. Then proposals for the rest of the corridor will be developed.

Side road entry treatments – such as providing a continuous footway

Provide more space for pedestrians on main retail streets

Key

- Proposed Line Improvements
- Footway improvement
- Part of primary cycle network
- Junction with other primary walking route

Proposed Crossing Improvements

- crossing improvement
- Zebra crossing
- Parallel crossing
- Toucan crossing

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We support high-quality walking routes but it is disappointing that the current proposal is limited to one scheme. In addition, it does not include a proposal to have a high-quality cycling route to the Leisure Centre. The distance from the station to the Leisure Centre is too long for some pedestrians and so a high-quality cycle route along that corridor should be included as a matter of urgency with hire bikes, including e-bikes, available at the station.

538 characters left

Progress

← Back   Reset   Save   Next →

5. Create a high-quality walking route...

We support high-quality walking routes but it is disappointing that the current proposal is limited to one scheme. In addition, it does not include a proposal to have a high-quality cycling route to the Leisure Centre. The distance from the station to the Leisure Centre is too long for some pedestrians and so a high-quality cycle route along that corridor should be included as a matter of urgency with hire bikes, including e-bikes, available at the station.


## Section: Winchester Movement Strategy Next Steps proposals

Please provide any feedback or comments on the proposed change of creating safe cycle routes into and through the city (including Stockbridge Road, Worthy Road and cross-city routes). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below.  
(Please do not give any personal details in your response)


### Winchester Movement Strategy Proposals

6. Provide safe cycle routes into and through the city centre, starting with:


#### Stockbridge Road corridor Cycle Route



Example of mixed traffic 'quietway' cycle route




Example of on road segregated cycle track



Key

- One-way segregated cycle track
- Mixed traffic
- Shared-use path
- Mixed traffic / Advisory cycle lane
- Mixed traffic
- Changes affecting vehicular traffic
- Parallel crossing
- Toucan crossing

#### Kings Worthy to Hyde Cycle Route



- Extend route north from Bedford Lane to Church Lane
- Widen existing shared use path between Bedford Lane and Dyson Drive
- New toucan crossing south of Stoke Road
- Extend route south from Dyson Drive to Hyde Street
- New crossing on Worthy Lane by Hyde Church Lane

The network of nine proposed primary cycle routes is set out in the City of Winchester LCWIP engagement material. Proposals for the two routes above are being developed, and would be subject to engagement with stakeholders and residents. Funding for their delivery would then be sought.

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We support implementation of safe cycle routes, which must be high-quality and provide direct, convenient routes to destinations. Stockbridge Road scheme must provide a high-quality route throughout. The segregated cycle lane is welcomed, but elsewhere painted cycle symbols will not bring about the required modal shift. The scheme must deal adequately with the railway bridge and Carfax junction. Improvements from Kings Worthy to Hyde Street are welcomed but must comply with LTN 1/20 even if that requires taking space from the carriageway. Cyclists should have priority at junctions as per the latest Highway Code. The improvements lack ambition and the LCWIP should be improved to provide a comprehensive, coherent cycle network that gives access to the city centre and connects suburban shopping, schools and colleges. Proposals prioritise radial routes but ignore cross-city journeys not via the centre. They should create other routes away from main radials and deal with identified barriers

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## 6. Provide safe cycling routes...

We support implementation of safe cycle routes, which must be high-quality and provide direct, convenient routes to destinations. Stockbridge Road scheme must provide a high-quality route throughout. The segregated cycle lane is welcomed, but elsewhere painted cycle symbols will not bring about the required modal shift. The scheme must deal adequately with the railway bridge and Carfax junction. Improvements from Kings Worthy to Hyde Street are welcomed but must comply with LTN 1/20 even if that requires taking space from the carriageway. Cyclists should have priority at junctions as per the latest Highway Code. The improvements lack ambition and the LCWIP should be improved to provide a comprehensive, coherent cycle network that gives access to the city centre and connects suburban shopping, schools and colleges. Proposals prioritise radial routes but ignore cross-city journeys not via the centre. They should create other routes away from main radials and deal with identified barriers.

**Section: Winchester Movement Strategy Next Steps proposals**

Please provide any feedback or comments on the principle of providing bus priority on key routes into the city centre (including bus-only lanes, bus priority at traffic signals and/or bus gates). If you support the proposal or if you have concerns about the impact on journey times for other traffic that you would like to see addressed, please provide detail below.  
(Please do not give any personal details in your response)

**Winchester Movement Strategy Proposals**

7. Provide bus priority measures on key routes into the city centre

To help speed up and improve reliability of bus services, our proposals could see feasibility studies on and potential delivery of:

- Bus priority measures on Andover Road from the railway bridge to the Carfax Junction – with a bus lane and traffic signal priority to bypass queues).
- Adapt some traffic signalised junctions to give extra green time when a bus service is approaching.
- Bus gates on other routes into the city centre (e.g. in the Bridge Street area or Southgate Street) – that either apply in both directions or one and all day or only at certain times of the day)



Example of Bus Lane on A27 in Fareham that operates all day, every day



Example of signage used to indicate a Bus Gate restriction that applies at certain times of the day

A "bus gate" is a sign-posted point on the road that bans motor vehicles (excepting buses, cyclists, taxis and emergency services) from passing either all day or at certain times of the day.



Example of Bus Gate on Station Hill, Winchester that operates all day, every day

Hampshire County Council logo and text, Winchester City Council logo and text, and the website address www.hants.gov.uk.

We support the creation of bus priority routes into and out of the city. Cyclists must be exempt from any restrictions on vehicular traffic as a result of the introduction of bus lane or bus gates.

803 characters left

Progress

Navigation buttons: Back, Reset, Save, Next

7. Provide bus priority measures...

We support the creation of bus priority routes into and out of the city. Cyclists must be exempt from any restrictions on vehicular traffic as a result of the introduction of bus lane or bus gates.

## Section: Winchester Movement Strategy Next Steps proposals

Please provide any feedback or comments on the proposed change of improving local bus services (including more routes, more frequent services, better information, electric/zero carbon buses, better interchanges and better ticketing options). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below. (Please do not give any personal details in your response)

### Winchester Movement Strategy Proposals

8. Deliver a range of measures to improve the attractiveness of local bus services



We support the principle but there is insufficient detail to comment further.

923 characters left

Progress

8. Deliver a range of measures to improve the attractiveness of local bus services.

We support the principle but there is insufficient detail to comment further.

## Section: Winchester Movement Strategy Next Steps proposals

Please provide any feedback or comments on the proposed change of 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). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below.  
(Please do not give any personal details in your response)

### Winchester Movement Strategy Proposals

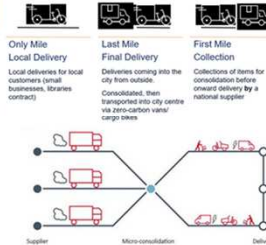
9. Install additional city centre loading bays and change timing of access for delivery vehicles
10. Work to reduce and better manage city centre deliveries and related congestion

Our proposed measures to manage freight in the city centre include:



Looking to provide additional loading bays within the city centre along with changes to timing of servicing access to avoid peak times.

A micro-consolidation centre (delivery hub) that enables zero carbon 'last mile' deliveries by electric van or cargo bike.



Hampshire County Council

Winchester City Council

www.hants.gov.uk

Local deliveries should be restricted to certain times of the day, i.e. they should not be allowed during peak times. This restriction should be monitored and penalties issued where necessary.  
The delivery hub on the edge of Winchester (see below) has the capacity to reduce deliveries into the city centre and so reduce conflict between delivery vehicles and buses and cyclists.

619 characters left

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

## 9. Improving deliveries into the city centre.

Local deliveries should be restricted to certain times of the day, i.e. they should not be allowed during peak times. This restriction should be monitored and penalties issued where necessary.

The delivery hub on the edge of Winchester (see below) has the capacity to reduce deliveries into the city centre and so reduce conflict between delivery vehicles and buses and cyclists.

## Section: Winchester Movement Strategy Next Steps proposals

Please provide any feedback or comments on the proposed change of 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). If you support the proposal or if you have concerns about it that you would like to see addressed, please provide detail below.

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

### Winchester Movement Strategy Proposals

9. Install additional city centre loading bays and change timing of access for delivery vehicles
10. Work to reduce and better manage city centre deliveries and related congestion

Our proposed measures to manage freight in the city centre include:



Looking to provide additional loading bays within the city centre along with changes to timing of servicing access to avoid peak times.

A micro-consolidation centre (delivery hub) that enables zero carbon 'last mile' deliveries by electric van or cargo bike.



#### Only Mile

##### Local Delivery

Local deliveries for local customers (small businesses, libraries, contracts)

#### Last Mile

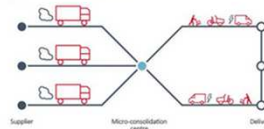
##### Final Delivery

Deliveries coming into the city from outside. Consolidated, then transported into city centre via zero-carbon vans/cargo bikes.

#### First Mile

##### Collection

Collections of items for consolidation before onward delivery by a national supplier



[www.hants.gov.uk](http://www.hants.gov.uk)

We support the concept of a freight delivery hub on the edge of Winchester.

This must include electric cargo bikes and include the provision of suitable cycle stands in the city centre. It also requires high-quality cycle routes that provide safe, direct and convenient routes to delivery locations.

Rail deliveries should be encouraged and there should be electric cargo bikes at the station and good routes from the station to delivery locations.

549 characters left

## 10. Setting up a new freight delivery hub on the edge of Winchester.

We support the concept of a freight delivery hub on the edge of Winchester.

This must include electric cargo bikes and include the provision of suitable cycle stands in the city centre. It also requires high-quality cycle routes that provide safe, direct and convenient routes to delivery locations.

Rail deliveries should be encouraged and there should be electric cargo bikes at the station and good routes from the station to delivery locations.

## 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)
- 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)
- Providing bus priority on key routes into the city (including bus gates, bus-only lanes and/or bus priority traffic signals)
- 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

Progress 

[← Back](#) [Reset](#) [Save](#) [Next →](#)

### 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 <b>before</b> considering measures to make it more difficult or expensive to drive into the city centre	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Invest in schemes that provide alternatives to driving into the city centre <b>at the same time as</b> taking measures to make it more difficult or expensive to travel by car into the city centre	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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)

Possible other schemes:

- Low traffic neighbourhoods
- Implementation of a comprehensive, cohesive cycle network (revision of the current LCWP required as a matter of urgency) that links not only the city centre but other local shopping centres, educational establishments, the leisure centre, etc. together with safe cycle routes from neighbouring villages.
- Secure cycle parking for residential streets where houses cannot accommodate bikes.
- Secure cycle parking at public transport hubs (bus and rail)
- of housing with each other and the city centre, and avoid main roads (what do you intend here?)
- A bus route redesign

370 characters left

Progress 

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Possible other schemes:

- Low traffic neighbourhoods
- School streets
- Implementation of a comprehensive, cohesive cycle network (revision of the current LCWP required as a matter of urgency) that links not only the city centre but other local shopping centres, educational establishments, the leisure centre, etc. together with safe cycle routes from neighbouring villages.
- Secure cycle parking for residential streets where houses cannot accommodate bikes.
- Secure cycle parking at public transport hubs (bus and rail)
- A bus route redesign

### 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)

- 5 or more days a week       1-2 days a week       Less than once a month  
 3-4 days a week       1-2 days a month       Never

**Why do you typically walk in Winchester?**  
(Please select all that apply)

- Travel to/from work or business travel  
 To get to/from school/education  
 Shopping  
 Personal business (e.g. bank, hairdresser)  
 Visiting friends/relatives  
 Social/leisure (e.g. entertainment, restaurants)  
 For recreation/exercise  
 Just going for a walk  
 Other  
 None of these

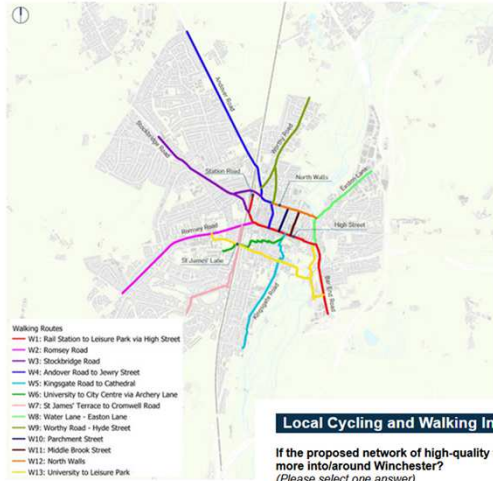
Progress 

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Please answer according to your own walking routine.

### 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  
(Please select one answer)

- Strongly disagree
- Slightly disagree
- Neither agree nor disagree
- Slightly agree
- Strongly agree
- Not sure

- 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)

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Cycle Winchester offers no suggested answer to the questions about the walking aspects of the LCWIP.

**Local Cycling and Walking Infrastructure Plan (LCWIP)**

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

*(Please select one answer)*

- 5 or more days a week       1-2 days a week       Less than once a month  
 3-4 days a week       1-2 days a month       Never

Why do you typically cycle in Winchester?

*(Please select all that apply)*

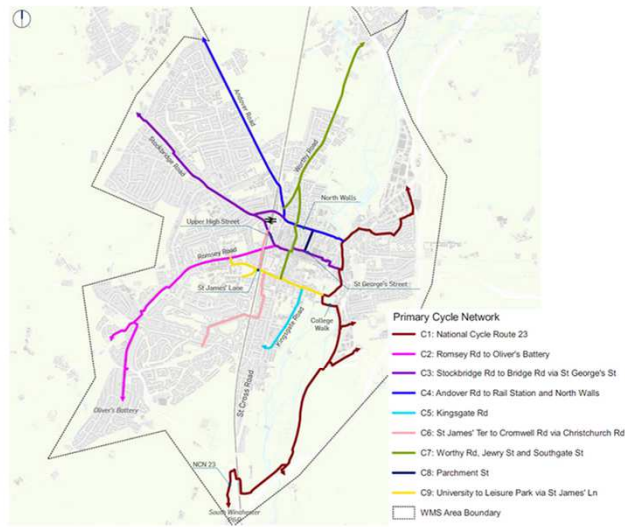
- Travel to/from work or business travel  
 To get to/from school/education  
 Shopping  
 Personal business (e.g. bank, hairdresser)  
 Visiting friends/relatives  
 Social/leisure (e.g. entertainment, restaurants)  
 For recreation/exercise  
 Just going for a cycle  
 Other  
 None of these

Progress 

[← Back](#)   [Reset](#)   [Save](#)   [Next →](#)

Please answer according to your own cycling routine.

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)

- Strongly disagree
- Slightly disagree
- Neither agree nor disagree
- Slightly agree
- Strongly agree
- Not sure

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

## 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 cycling routes in Winchester?

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

The LCWIP should be revised to:

- Provide a coherent network plan that identifies barriers to cycling, preferred routes and zones for future development. It should include, not only radials into the city, but also links to shopping destinations, schools/colleges, leisure centre and neighbouring villages eg Twyford, Hursley, Sparsholt, Littleton, Crawley, South Wonston;
- Mesh with LCWIPs for the greater Winchester area and districts such as Eastleigh;
- Embed within local planning policy so that active travel measures can be implemented when a scheme is proposed, especially large projects eg Southampton University expansion;
- Include a prioritised programme of future infrastructure improvements;
- Increase permeability in the city centre, e.g. by allowing contra-flow cycling and slow speed cycling in streets such as the High Street, Middle Brook Street, Silver Hill;
- Include a commitment that cycle schemes comply with LTN 1/20 ;
- Give greater recognition to the value of e-bikes.

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Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

The LCWIP should be revised to:

Provide a coherent network plan that identifies barriers to cycling, preferred routes and zones for future development. It should include, not only radials into the city, but also links to shopping destinations, schools/colleges, leisure centre and neighbouring villages eg Twyford, Hursley, Sparsholt, Littleton, Crawley, South Wonston;

Mesh with LCWIPs for the greater Winchester area and districts such as Eastleigh;

Embed within local planning policy so that active travel measures can be implemented when a scheme is proposed, especially large projects eg Southampton University expansion;

Include a prioritised programme of future infrastructure improvements;

Increase permeability in the city centre, e.g. by allowing contra-flow cycling and slow speed cycling in streets such as the High Street, Middle Brook Street, Silver Hill;

Include a commitment that cycle schemes comply with LTN 1/20 ;

Give greater recognition to the value of e-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	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Community transport (e.g. Dial a Ride)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Wheelchair/mobility scooter	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please write in)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**About you**

**Why do you typically travel into or around the Winchester area?**

*(Please select all that apply)*

- Travel to/from work or business travel
- To get to/from school/education
- Shopping
- Personal business (e.g. bank, hairdresser)
- Visiting friends/relatives
- Social/leisure (e.g. entertainment, restaurants)
- For recreation/exercise
- Other
- None of these

**When do you typically travel into or around the Winchester area?**

*(Please select all that apply)*

- Weekdays 7am – 9am
- Weekdays 9am – 12 noon
- Weekdays 12 noon – 2pm
- Weekdays 2pm – 4.30pm
- Weekdays 4.30pm – 6.30pm
- Weekdays 6.30pm – 11.30pm
- Weekdays 11.30pm – 7am
- Weekends anytime

Progress

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Please answer according to your own transport routine.

## 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)

- This is a **personal response**
- I am providing the **official response of an organisation, group or business**
- I am responding as a **democratically Elected Representative** of a local area (e.g. district, borough, parish or town council Member or MP)

## About you

Do you live...

- In Winchester
- Outside of Winchester
- Prefer not to say

Which of the following best describes your gender?

- Male
- Female
- Prefer to self-describe
- Prefer not to say

What is your age?

- Under 16
- 16-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85+
- Prefer not to say

Progress 

[← Back](#) [Reset](#) [Save](#) [Next →](#)

Please answer the personal and demographic questions as appropriate, then submit your response.