

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Environment and Transport
Date:	19 September 2017
Title:	City of Winchester Movement Strategy
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to provide an update on the development of the new movement strategy for the City of Winchester (“the Strategy”) and to seek authority for an early stakeholder engagement exercise on the initial strategy options this autumn to further inform the development work prior to full public consultation in 2018.
- 1.2. The new Strategy for the City of Winchester will replace the ‘movement and access plan’ and will be an important aid to the local planning process. It will also help the County Council bid for external transport infrastructure funding, to support local development and address existing transport challenges. In order to be successful in doing so it will need to have a robust evidence base, coherent strategic context, and demonstrate a strong consensus with the City Council and other stakeholders.
- 1.3. The development of this Strategy requires significant work, including the collection of data, the development of a traffic model, as well as specific strategy proposals and timely engagement with stakeholders. Whilst the County Council will lead the work, it will require support from consultants and continuing close partnership working with Winchester City Council.
- 1.4. With a number of potential major redevelopment proposals emerging in and around Winchester, the development of the strategy is timely, but complicated in establishing the land use and economic context for transport. It is considered very important to engage key stakeholders in the early autumn on initial options and direction for the new Strategy. It is also important to ensure the Strategy takes account of the latest local planning decisions informing the final draft which, subject to further approval by the County Council’s Executive Member for Environment and Transport, will be subject to a public consultation in 2018.

- 1.5. Early stakeholder engagement will focus on the initial options and direction, as outlined in section 3 below.

2. Contextual information

- 2.1. The previous Winchester Movement Access Plan aimed to help keep the city economically vibrant whilst at the same time managing the number of vehicles driving into the city centre. Its primary focus was on displacing parking to the outskirts of the city by constructing 1,850 park and ride spaces to the south and west of the City plus various complementary measures at a cost of over £20 million. However, usage of the park and ride sites and city centre car parks are now approaching capacity. In addition to parking pressures, Winchester's District Local Plan to 2031 includes a number of new development sites and is likely to be subject to a review next year when further sites may be added to the Plan, with consequential increased transport pressure.
- 2.2. The Enterprise M3 (EM3) Local Enterprise Partnership is currently reviewing its Strategic Economic Plan and, given the city's economic potential and ambitious growth plans, the LEP is considering upgrading Winchester City's role as an economic hub.
- 2.3. The new Strategy will need to take account of the growth plans and seek to manage and mitigate the impacts of increased economic activity and associated movement. Since 2003, Winchester City has suffered from poor air quality, with nitrogen dioxide levels exceeding national standards; and transport is the main contributor. Although those levels reduced in recent years, they remain too high. Therefore the new movement strategy will need to consider how traffic can be better managed and reduced, whilst additional economic and housing growth is accommodated and air quality within the city is improved further.
- 2.4. In addition to major sites such as Barton Farm now being developed the City Council is also bringing forward plans for redevelopment in the city centre. This involves land around the railway station and the central city area, as well as other changes such as relocating the sports centre, all of which will have significant implications for the new movement strategy.

3. Early Engagement on Initial Strategy Options

- 3.1. The County Council has undertaken high level work to identify initial options for the new Strategy. In view of the recent local planning decisions it is now considered important to engage key stakeholders as soon as possible on this early thinking. Approval is sought to seek stakeholder views on the initial options as outlined below.
- 3.2. Based on past discussions, the key commonly identified issues are set out below but not in particular priority order:

- Promoting growth and sustained economic vibrancy, and managing increased movement requirements in and around the city;
 - Achieving the right balance between different types of traffic (this includes pedestrians and cyclists) within the city centre, residential areas and arterial routes; and
 - Improving air quality.
- 3.3. In this context it is likely that the Strategy will seek to reduce vehicle movements and congestion in the city centre, whilst improving accessibility for residents, workers, scholars, shoppers and visitors. This will involve consideration of improved public transport connectivity; genuine active travel opportunities to encourage more walking and cycling; better integration of public transport with access to the city centre, and responding to travel demands for access to Winchester from a wider area, as well as looking at travel within the city itself.
- 3.4. The new Strategy will build on a strong foundation of evidence, engagement, and testing, and will involve the following programme:
- Data collection and engagement;
 - Agreeing the desired outcomes from the movement strategy;
 - Analysis of data, including responses and publication of the results;
 - Building a model of how movement works (model: computer based tool that simulates existing and predicted future movements, using a range of data locally collected, such as traffic flows and pedestrian movements);
 - Develop proposals and ideas leading to high-level options;
 - Test options using the model against how they achieve the outcomes;
 - Develop a preferred future and likely package of options;
 - Consult on the draft strategy; and
 - Adopt the strategy subject to final amendments and Executive Member approval.
- 3.5. Data collection is currently underway. Early engagement will be undertaken alongside this so that stakeholders can input their views on the future vision and help shape the strategy development.

4. Finance

- 4.1. The cost of developing a new Strategy for the City of Winchester is covered by existing budgets for feasibility study development.
- 4.2. Winchester City Council has agreed to make a contribution of £200,000 to support development of the Strategy.

5. Performance

- 5.1. The Strategy development and its outputs will complement the County Council's Strategy priorities, particularly its priority to maintain strong and sustainable economic growth and prosperity through the planning and delivery of appropriate infrastructure to support new developments, as well as helping to improve the quality of life of local residents in terms of improved accessibility.
- 5.2. The new Strategy will support the local planning process, including best use of developer funds, as well as future infrastructure funding bids. The Strategy should improve performance of the highway network and air quality, and thus is also likely to further improve public satisfaction levels.

6. Consultation and Equalities

- 6.1. An initial scoping Equalities Impact Assessment has been undertaken to determine the likely impacts of the new Strategy. This will be reported to the next Winchester Movement Strategy Joint Project Board, and will be kept under review as the Strategy develops. .
- 6.2. The Strategy will be strengthened by ongoing, active engagement with Winchester City Council, as well as early engagement with key stakeholders and full public consultation in due course.
- 6.3. The County Council proposes a robust approach to engagement in order to identify a preferred option or options, which, subject to Executive Member approval, would be subject to full public consultation in Summer 2018. This will include a representative sample of Winchester residents, using a telephone survey to identify actual behaviours and attitudes to transport.
- 6.4. Working with Winchester City Council, an initial engagement exercise is planned for this autumn to assess initial options and agree strategy outcomes. It is proposed this includes discussions with key stakeholders, including local business groups, as well as transport operators and transport and air quality campaign groups. To supplement this there will also be an extensive programme of quantitative transport data collection.

7. Recommendations

- 7.1. That the Executive Member for Environment and Transport notes progress to date in the development of the new movement strategy for the City of Winchester to support local development plans and the County Council's own strategic priority of maintaining strong and sustainable economic growth and prosperity.
- 7.2. That the Executive Member for Environment and Transport approves early engagement this autumn with key stakeholders on initial strategy options and issues, to further inform the emerging draft strategy prior to public consultation in 2018.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	yes
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	yes
People in Hampshire enjoy being part of strong, inclusive communities:	yes

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

No impact on people with protected characteristics has been identified from this decision, but any transport schemes that arise as an outcome from the Strategy would be subject to their own Equalities Impact Assessment.

2. Impact on Crime and Disorder:

2.1. None identified at this time.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The strategy preparation will have no impact. The delivery of measures arising from it may have a significant impact and will be subject to environmental assessments as required. It is the intention that the Strategy

will focus on solving particular air quality issues and that its impact will be positive.