

Local Plan Response Reference ID ANON-AQTS-3B8M-K Phil Gagg, WinACC Transport and Planning Group

Replies to Stage 1 Questions

Replies in purple

Inspector's Questions on W2

8. Are the policy requirements justified, in particular those that require a park and ride facility and are the policy requirements clear and unambiguous in their intent? Would they provide adequate flexibility to bring forward a high quality scheme that enhances the locality? Would the policy ensure open space and outdoor sports pitches to meet the needs of the proposed development and contribute to provision in the local area?

It is unlikely that a park and ride facility will have much impact on traffic volumes in central Winchester. Surveys have shown that a very low proportion of traffic bound for central Winchester comes from the north. At worst, a park and ride facility here would encourage more car traffic from the north and create a modal shift towards cars, in conflict therefore with policy CN1. To ensure 'a high quality scheme that enhances the locality' the policy needs to include specific quantified requirements for active travel and public transport infrastructure in line with our submission that go well beyond the vague aspirations currently in the policy

Inspector's Questions on W3

1. Would the proposed development of this city centre car park strike the right balance between contributing to the reduction of city centre traffic, improving air quality and providing homes in accessible locations?
Vehicles using this car park need to use the central one-way system to access it and so contribute to central Winchester congestion, pollution, and greenhouse gas emissions, even though the car park itself is located on the edge of the centre. It is right that given the central location of this site, traffic-generating infrastructure (car access, domestic parking provision) have been specifically minimised, but maximum quantities should be specified. Similarly walking, cycling and wheeling infrastructure should be clearly specified and quantified. The WMS and LCWIP have not delivered what is necessary and the plan should not rely on them to do so.

Inspector's Questions on W7

2. Policy W ii refers to a masterplan with no requirement for this to be produced. Policy W7i refers to a supplementary planning document? In this regard would the Plan be clear and thereby effective? Paragraph 12.71 refers to a supplementary planning document. Does this include a masterplan?

There is a need for greater clarity on what will happen here on a number of issues. The plan does not address what will happen to the bus station on this site (1.2.68) The plan needs to specify what the future plans are to develop bus services in the town, especially if the bus station is 'evicted' from this site. The section on Broadway suggests that the

bus station will be moved to the railway station but there is no reference to this in either W7 or W8. A consistent and sufficient approach is required to prevent these parts of the plan from being unsound.

Inspector's Questions on W8

4. Would the policy ensure appropriate co-ordination to manage movement, particularly trains, buses, pedestrians and cyclists to connect key locations in the town centre, in accordance with the Winchester Movement Strategy, given its potential role in reduction of transport emissions in the District helping to reach the target of net zero emissions by 2030?

In particular the policy needs to be specific about the requirement to accommodate the bus station removed from W7 referred to only obliquely in paras 5.55b and 5.59b of the draft plan but in neither policy W7 nor policy W8 and specify the area of space required to provide a sufficient interchange. The traffic flow arrangements at this site need to anticipate how bus services need to be reconfigured to enable a transport interchange bus station and bus routes serving both the railway station and the city centre. Similarly, there is a need to specify more clearly how pedestrian routes and cycle routes must connect with the city centre the, nearer suburbs, and key facilities such as the hospital, the university, the art college, and the sixth form college. With a well-specified bus/rail interchange, and good public transport connections many more public transport journeys will become viable across the district, and transport emissions will reduce in line with policy CN1.

Inspector's Questions on W9

2. Would Policy W9 secure active travel routes for cycling and walking as part of the development in accordance with the Winchester Movement Strategy? Would it provide an appropriate framework for this area in accordance with the Winchester Movement Strategy?

The policy does not specify the need to include cycle and walking routes across the site to remove blockages preventing people following local desire lines linking Highcliffe and the Leisure Centre. The policy addresses access to the site only.