

Bus facilities in Winchester

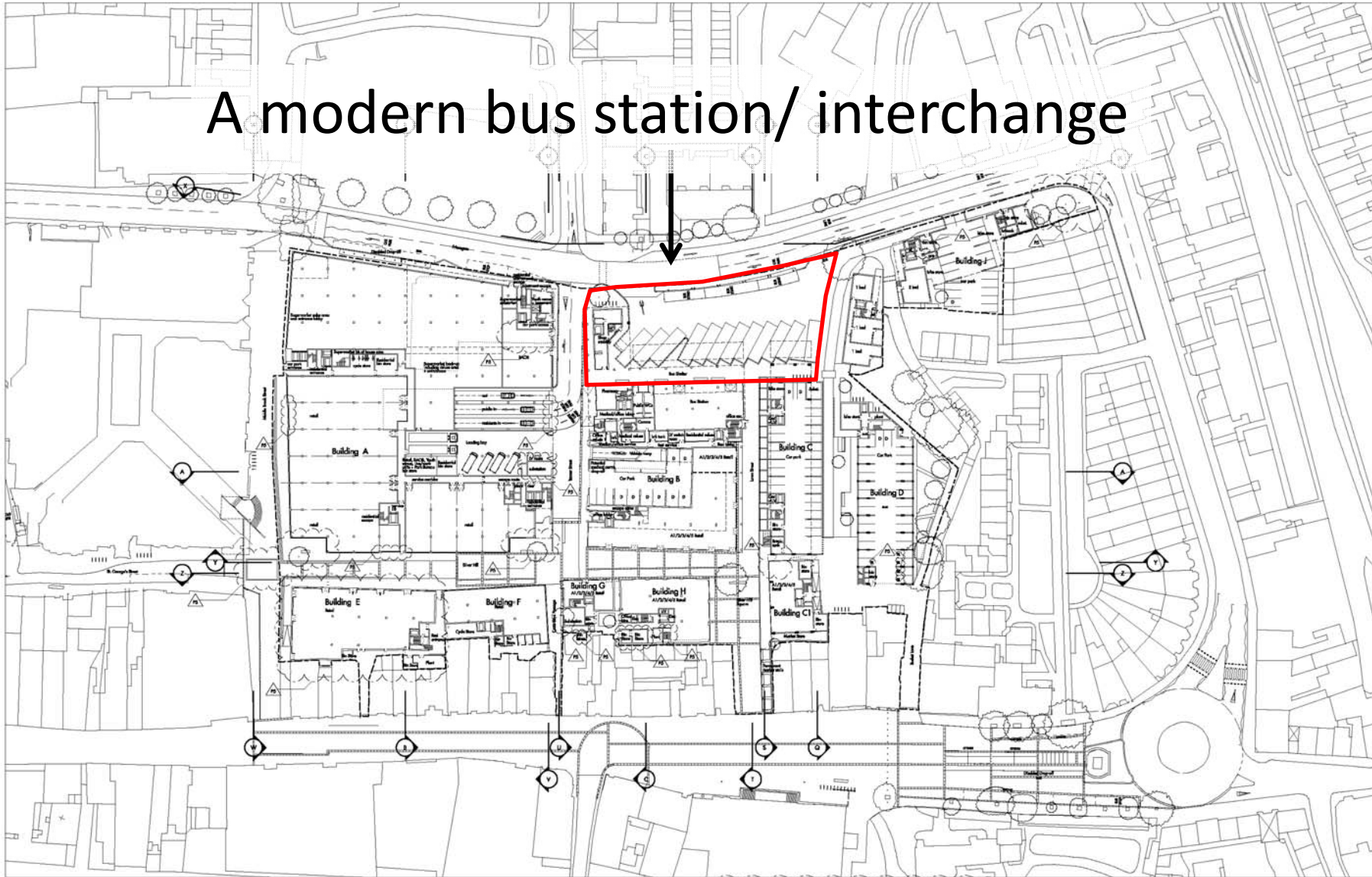
IPG November 8th November 2016

What do we have at present

- A traditional style bus station
- Bus stops/ waiting area/ layover areas
- Information office
- Café /toilets
- Central location
- Operation Management Facilities

What did 2009 scheme propose

A modern bus station/ interchange



REV	DATE	DESCRIPTION	BY
01	11/02/09	ISSUED FOR PERMITS - IAH	IAH
02	14/04/09	ISSUED FOR PERMITS - IAH	IAH
03	13/01/09	ISSUED FOR PERMITS - IAH	IAH
04	12/01/09	ISSUED FOR PERMITS - IAH	IAH
05	24/02/07	ISSUED FOR PERMITS - IAH	IAH

NOTES:
 D Disabled car parking space
 BL Bus Lane car parking space

NOTE: Refer to Arup Transport drawing no.113666-06-98 for Highways works.

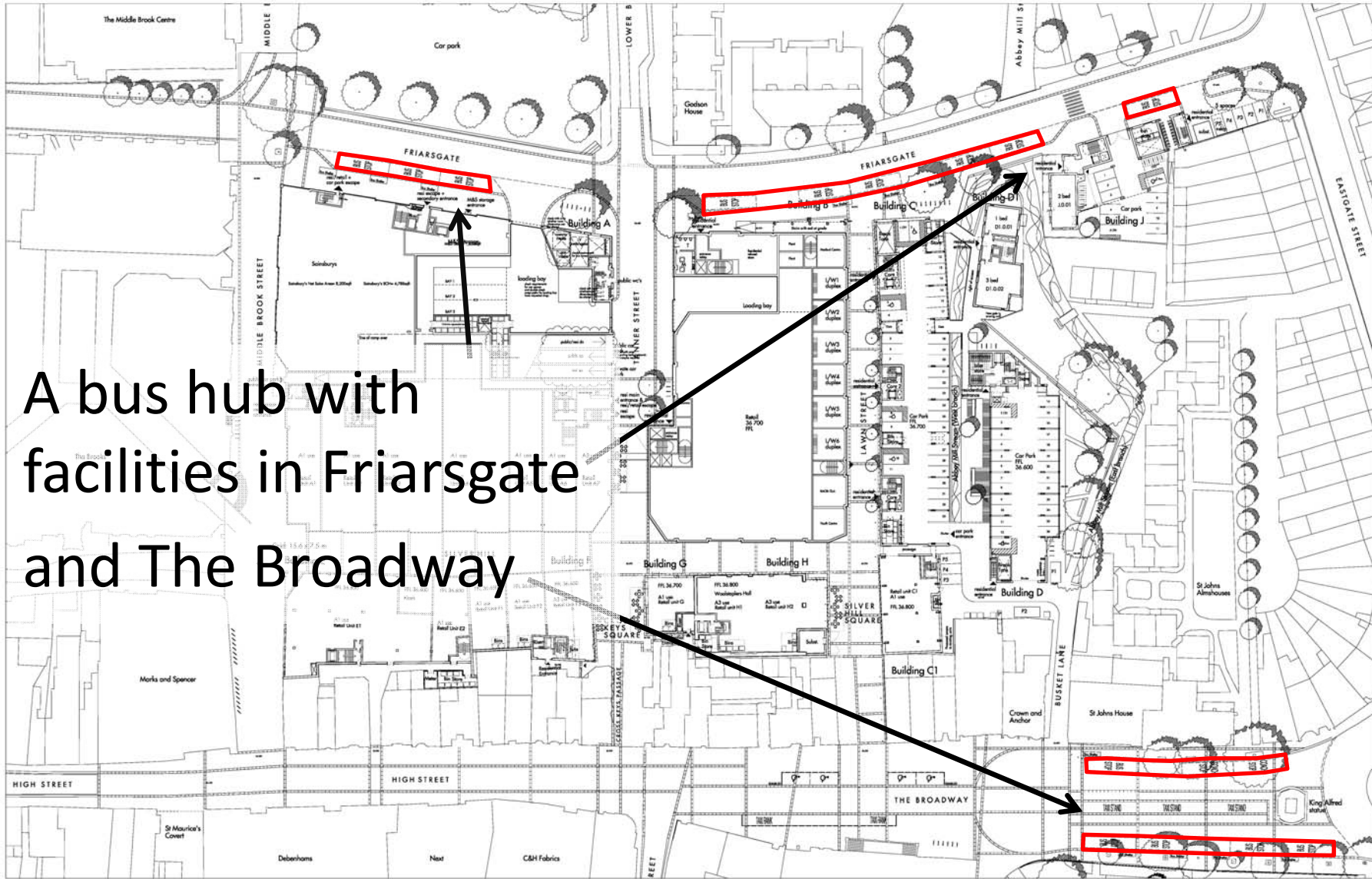
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WINCHESTER SILVER HILL DEVELOPMENT
 GROUND LEVEL PLAN
 PLANNING APPLICATION
 354_00_07_100
 SCALE 1:500 BAI 1:1000 BAC

P5
 Revision

What did 2014 scheme propose

A bus hub with facilities in Friarsgate and The Broadway



REV	DATE	DESCRIPTION	BY
1	14.12.04	ISSUE FOR PERMITTING	SM
2	21.07.14	ISSUE FOR PLANNING	SM

Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimeters. All levels are in meters. All dimensions and levels shall be verified on site before proceeding with works. Detailed site surveys to be carried out to verify positions and level relationships with the features and surface water. Boundaries are indicative only and are to be verified by others. The architect must be notified of any discrepancy.

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WINCHESTER SILVER HILL DEVELOPMENT
 DRAWING KEY PLAN, GROUND LEVEL
 PLANNING APPLICATION
 308_AL_0101_G.P.A.1
 SCALE 1:400 @A1 1:800@A3

What are the issues/ challenges

- What is a bus station?
- How many bus stops/ coach stops do we need?
- Best way of providing the right facilities
- Bus route past Sainsbury's
- What do the Bus operators need/ desire?

A Bus Operators View

- Good Public Transport key to Economic Prosperity of the City
- Comprehensive City Network – 2.3% Growth 2016
- Interurban network to surrounding settlements
- Buses provide a real solution to future growth in city centre access
- Bus travel is half the carbon footprint of the equivalent travel by car

Current Bus Network City

Links to :

- Badger Farm** 10 mins
- Harestock** 10 mins
- Stanmore** 15 mins
- Winnall** 15 mins
- Springvale** 15 mins
- Teg Down** 60 mins
- Highcliffe** 60 mins
- Sparsholt** 60 mins



Current Bus Network Country

Links to :

Romsey	30 mins
Hursely	30 mins
Alresford	30 mins
Alton	30 mins
Andover	6 trips
Whitchurch	60 mins
Petersfield	7 trips
C' Common	60 mins
B' Waltham	60 mins
Fareham	60 mins



Current Use

- 1.5m People use buses to City Centre each year
- 2.3% Growth in bus use in City in last year
- c625 departures from the City each day
- Significant Investment in bus network in 2015
- Additional evening journeys to support nighttime economy
- Car Traffic at saturation level
- Future Growth in City Centre economy depends on high quality public transport

Current Use

- Every £1 spend on Bus Priority brings £7 of net economic benefit
- 29% of city centre expenditure by bus customers
- On average bus customers spend £28.66 per return trip
- Typically 25% of visitors to city centres travel by bus

Sources : The value of the Bus to Society (Greener Journeys)
Buses and the Economy II (University of Leeds)

Encouraging Growth

Buses Need :

- Access to the heart of the City Centre
- Modern, attractive waiting facilities
- Central Bus Hub for interconnections
- A free flowing road network
- Layover space to help manage network
- To Be Sympathetic to wider City Centre environment

Encouraging Growth

City Centre Bus Hub

- Located at the commercial heart of City especially important for mobility impaired
- 2009/2014 Schemes located buses on edge of, not at heart of commercial area
- Silver Hill/St Georges Street ideal location
- Access via Tanner Street
- No ongoing requirement for buses to use High Street

Encouraging Growth

City Centre Bus Hub

- Around 50 departures per hour
- 4 Stops Required (3 stops currently)
- Travel Information Point – shared with TIC?
- Real Time Electronic Information Displays
- Supervision facilities vital to allow real time network management
- Layover area required – Tanner St ideal

Encouraging Growth

- Buses need to be sustainable in the long term
- Council funding under pressure
- Commercial Bus Services therefore Key for growth
- Customers want city centre location
- Good location encourages modal shift, ensuring sustainability and future route improvements