



PORTSMOUTH CYCLING STRATEGY

Our vision is to

Promote cycling as a 'safe, quick and healthy' mode of transport. To make cycling the mode of choice for short trips that are not undertaken on foot and to fully integrate cycling with all forms of public transport.



Portsmouth
CITY COUNCIL

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EXECUTIVE SUMMARY

Tripling cycle use by 2010 is an extremely challenging target for Portsmouth, but it can be achieved by overcoming the key deterrents to cycling and by creating a cycle-friendly culture. This strategy lays out a new vision for cycling in which schools and workplaces will be targeted to find new and returning cyclists. Cycling will be promoted as a healthy and low stress alternative to the car and as a transport mode which is fully integrated with the local public transport system. Strategic cycle routes and enhancements for cyclists at junctions will provide the backbone to the city cycle network enabling cyclists to safely and quickly cycle to all parts of the city. Secure cycle parking and publicity campaigns about cycle theft will assist in the fight against cycle crime.

1. INTRODUCTION

Cycling has long been part of Portsmouth's heritage. As a compact, generally flat city, Portsmouth is ideally suited to cycling. Cycling levels in Portsmouth are higher than in many other cities in the UK, with 7.1% of city residents cycling to work according to the 2001 census. Cyclists already benefit from a comprehensive network made up of some 23 miles of on and off-road cycle paths, cycle friendly roundabouts, priority at junctions and hundreds of cycle racks. Despite these facilities there are many key challenges to overcome, in particular reducing cycle casualties and cycle theft, but most importantly encouraging children and adults to start or return to cycling.

This is the second revision of the strategy since 1995 and it brings together policies that can help to promote and increase cycling with partners from across the community. The success of this strategy will be judged on achieving more cycling and ultimately achieving the national target of tripling use by 2010.

Background

Cycling is one of the most sustainable forms of transport and across Europe it plays an important role in integrated transport. In the UK surveys of journey patterns have revealed that 72% of journeys are less than 5 miles and 46% are less than 2 miles in length. Overall cycling makes up approximately just 3.8% of all journeys in Portsmouth, twice the UK average, although still a long way short of the levels in Germany and Denmark where cycling is 15% and 18% respectively. The potential does exist for increasing the modal share of travel by cycle is well recognised, but to date throughout the UK it has proved very challenging.

Vision

Portsmouth's vision for cycling is to promote cycling as a 'safe, quick and healthy' mode of transport. To make cycling the mode of choice for short trips that are not undertaken on foot and to fully integrate cycling with all forms of public transport.

2. OBJECTIVES

1. To continually improve the cycling infrastructure
2. To improve safety and security of cyclists and their cycles, including reducing the fear of accidents and theft
3. To maintain and further develop the strong cycling culture in Portsmouth; to promote a positive image of cycling and enhance its social status as a mode of transport
4. To exploit fully the potential for cycling in Portsmouth for utility, commuting, school journeys, recreation and tourism; and to integrate cycling into other relevant policy initiatives
5. To improve public health by promoting projects involving cycling and health

3. TARGETS

Headline Target: More Cycling

To triple the proportion of cycling trips by 2010 compared with a 2001 base of 5.35%

Local Targets/Indicators

- | | |
|-----------|---|
| Target 1 | To treble the proportion of children cycling to school by 2011 |
| Target 2 | To treble the level of cycling to work by 2011 |
| Target 3 | To reduce the number of cyclists killed or seriously injured by 40% by 2010 and reduce the overall number of slight injuries by 40% by 2011 |
| Target 4 | To reduce the number of reported cycle thefts by 30% by 2011 |
| Target 5 | To complete the Seafront Cycle Route by the end of 2005 |
| Target 6 | To make all existing public transport interchanges easily accessible by bicycle and have secure cycle parking by 2011 |
| Target 7 | To complete the strategic cycle routes in Portsmouth by 2011 |
| Target 8 | To provide contra-flow cycle facilities on all non-classified residential one-way streets by 2015 |
| Target 9 | To year-on-year reduce the number of complaints about inconsiderate/illegal cycling |
| Target 10 | To increase the proportion of children receiving cycle proficiency training to 20% by 2011 |

NB. Base data for Targets detailed on page 12

4. OVERCOMING THE BARRIERS TO CYCLING

In order to encourage and promote cycling it is important to understand the key deterrents to cycling. A study by the European Commission found that *'the sheer volume of car traffic, excess speed and lack of consideration of cyclists by motorists were the key deterrents'*. There is no easy solution to overcoming these barriers; on

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the one hand we need to encourage more appropriate use of motor vehicles through demand management (discussed more widely in our Local Transport Plan) and on the other we need to re-introduce a culture of cycle awareness in Portsmouth. This cannot be achieved overnight. Rather it is an on-going process, which we have already made some progress towards achieving. The strategy measures listed below detail how this change in culture will be achieved with specific actions laid out in the Action Plan on Page 9.

One key step is to implement the principles of the hierarchy of need which has a presumption of priority towards vulnerable road users on the majority of the highway network – this excludes the principal road network. The hierarchy of need is a cornerstone of the Local Transport Plan for Portsmouth

Hierarchy of Need

The presumption of priority, based on transport need, will be:

- pedestrians
- people with mobility problems
- cyclists
- public transport users
- commercial business users
- riders of powered two wheelers
- coach borne shoppers and visitors
- car borne shoppers
- car borne visitors
- car borne commuters

5. STRATEGY MEASURES

SM 1 - Complete the City Cycle Network

- Cyclists should be able to safely cycle on all roads in the city, but in some locations specific cycle routes will be provided and protected for cyclists.
- These specific routes will comprise strategic, local and advisory cycle routes and some of them are already complete. Priority will be given to the completion of strategic routes (page 14) that facilitate commuting and utility journeys.
- Simultaneously, a wider introduction of 20 mph zones in residential areas and around schools will make it safer for children to cycle to school, for shopping and other utility or work trips.
- Access improvements between the University and the city centre and around other local centres for cyclists will be undertaken
- Route networks will achieve high standards of coherence, directness, safety, attractiveness, comfort, and design and the existing highway will be modified where necessary using traffic restraint, traffic calming and cycle specific facilities to enable safe and convenient access to all destinations.
- The City Council will seek to expand the cycle network by allowing cycling on identified routes in parks, cemeteries, other areas of open space where appropriate and through pedestrian precincts (out of peak shopping hours only)
- Schemes that reduce conflict between pedestrians and cyclists will be undertaken, particularly measures that enable contra-flow cycling on one way streets and other measures that improve the convenience of cyclists and reduce illegal cycling manoeuvres.

SM 2 – Build the Seafront Cycle Route

- The City Council will give priority to completing the Southsea Seafront Cycle Route which runs along the Esplanades between the Hayling Ferry and the Gosport Ferry and forms part of National Cycle Network Route 2

SM 3 – Integrate Cycling into other policies and with other Agencies/ Authorities

The City Council will:

- Seek to ensure that policies to increase cycling, and to meet the needs of cyclists, are fully integrated into the Local Plan, the Local Transport Plan, the South East Hampshire Transport Strategy, the Casualty Report and Road Safety Plan, the Health Improvement Plan and all other complementary strategies
- Work with neighbouring local authorities, health authorities and government agencies to promote cycling and meet the needs of existing cyclists.

SM 4 – Promote Cycling

The City Council will:

- Use National Bike Week as a focus for promoting cycling as an every day method of transport and will organise a variety of events each year
- Develop in co-operation with health professionals a package of measures to promote cycling for health
- Work with other South-East Hampshire local authorities, local cycling groups and others to develop and promote a series of cycle rides around Portsea Island, Langstone and Portsmouth Harbours
- Work with all available partners to promote cycle tourism to and from Portsmouth.



SM 5 – Provide Information and Publicity

The City Council will:

- Provide information promoting cycle routes in the city

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- Provide information on its website about cycling policies and events
- Work with the Police to identify high cycle theft locations and develop a package of measures to substantially reduce cycle theft in Portsmouth.
- Increase the number of cycles post-coded each year and focus anti-theft information on students, school children and commuters.

SM 6 – Encourage Company Travel Plans

The City Council will:

- Work with employers to develop company travel initiatives through the SignPOST (Supporting People using Sustainable Transport) Forum.
- Work with employers to promote cycling as ‘a healthy and low stress alternative to the car’ and start introducing the cycle friendly employers’ scheme.
- Show leadership to businesses through its own travel plan.

SM 7 – Create Safer Journeys to School

The City Council will:

- Encourage a cycling culture within schools to attract children and young people to cycling.
- Work with junior and secondary schools to develop school travel plans, which will include measures to increase cycling such as developing safer cycle routes to schools, helping to provide safe, secure and covered cycle parking and helping to organise cycling buses
- As resources permit and in consultation with the local community the City Council will implement 20mph zones outside of appropriate schools

Cycle Racks at Priory School and King Richard School



SM 8 – Integrate Cycling with Public Transport

The City Council will work with operators to:

- Integrate cycling with all forms of public transport (to enable cycle use as part of longer journeys).
- Ensure that cycles are allowed to travel on the section of the LRT which will travel under Portsmouth Harbour
- Provide and improve cycle links to all public transport interchanges (5 railway stations, The Hard and Cosham Compound Bus Interchanges)
- Work with Railway Operators to improve cycle parking at railway stations
- Encourage the rail regulator and operators to make appropriate provision for cycle carriage on trains
- To specifically investigate with bus operators opportunities for cycle carriage on selected and appropriate routes

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- Work with ferry companies (continental and local) to improve cycle provision on ferries
- Work with the Continental Ferry Port to create a 'gateway' entry point for tourists to South East Hampshire and the UK including the provision of information about cycling and cycle routes at the terminal and on-board the ferries.

Cosham Station Covered Cycle Racks – Improved Location



SM 9 – Provide Cycle Parking

The City Council will:

- Provide secure cycle parking around the city and will seek to reduce vandalism by replacing butterfly style racks with racks that support the frame and wheels
- Work with smaller organisations, companies and residents to improve and promote cycle parking at the home, work and key destinations
- Install cycle racks with tapping rails to aid the partially sighted

SM 10 – Encourage Good Practice in Planning and Design

The City Council will:

- Undertake cycle audits on all highway and land-use development schemes; this includes highway maintenance and parking schemes. The audit will ensure that schemes provide improvements to, or are neutral to, the coherence, directness, safety, attractiveness and comfort of routes used by cyclists, pedestrians and the disabled.
- Undertake a strategic cycling review of the road network
- Minimise the conflict between pedestrians and cyclists. In all cases, where a shared use path has been put in place, cyclists are expected to have consideration for pedestrians. However the potential for conflict still exists. The city council will only introduce a shared use path when all other alternatives for provision for cyclists have been examined and dismissed as unsuitable. If shared use is being considered, then the city council will consider widening the existing footway to accommodate the joint use.

SM 11 – Apply traffic, safety and environmental management techniques

- The City Council through its Casualty Report and Road Safety Plan will give priority to sites with high cycle casualties and undertake measures to improve safety for cyclists
- There will be a presumption in favour of exempting cyclists when introducing or maintaining restrictions to general traffic movements in traffic management schemes, in the design of road junctions and any other highway alteration

SM 12 - Encourage Training and Education

Through its Road Safety Education, Training and Publicity Programme the City Council will:

- Reduce the fear of cycling on-road in traffic by providing on-road cycle training for primary school age children
- Increase the numbers of children being trained to 20% by 2011
- Expand of our advanced cycle skills training course for secondary school children
- Encourage adult cycle training through an appropriate partner
- Encourage and support community projects which involve recycling bikes back into the community and/or bike maintenance training projects

SM 13 – Maintain Cycle Facilities and Cleanse the Highway

- The cycling infrastructure will be maintained as part of the highway network
- We will ensure that highway problems are resolved quickly and efficiently.
- Improve the way we manage vegetation adjacent to cycleways

SM 14 – Make appropriate use of the development control process

The City Council will:

- Ensure that the needs of cyclists are taken account of in new development.
- Regularly review and update, in line with best practice, its cycle parking guidelines.



SM 15 – Seek to involve the Community

- The City Council will continue to hold meetings of the Portsmouth Cycle Forum on a quarterly basis and it will consult the forum in regard to cycling issues and seek feedback.
- The City Council will encourage Access Groups and other interested individuals, businesses and organisations to attend Cycle Forum Meetings
- The Cycle Forum will manage, monitor and comment on the implementation of the cycle strategy.

SM 16 – Monitor and Review

- Monitoring of cycle use will be rigorously undertaken using the following methods: automatic count sites, school travel surveys, company travel surveys, the modal split survey and cycle parking surveys
- An annual report will be produced detailing progress towards targets and updating the Action Plan
- The City Council will continue to monitor cycle accidents and theft in order to inform its programme of road safety measures and its crime reduction strategy

6. ACTION PLAN

Strategy Measure	Action	Who will be involved	Target Completion Date
SM 1	Cycle Network		
1a	Complete strategic cycle route network	PCC	2011
1b	Develop an infrastructure programme	PCC	End of 2003
1c	Provide contra-flow cycle facilities on all non-classified residential 1-way streets	PCC, DfT	2015 (base year 2003, 8/85)
1d	Consult on allowing cycling on identified routes through parks, cemeteries & open space	PCC	End of 2004
1e	Consult on allowing cycling in pedestrian areas out of peak shopping hours	PCC	End of 2004
1f	Construct and sign the strategic cycle network with directional signs	PCC, PFI Contractor	Ongoing
1g	Improve access between the university and the city centre for cyclists	PCC	End of 2004
SM 2	Seafront Cycle Route		
2a	Construct and sign a completed route along Southsea Seafront	PCC, Sustrans	End of 2005
SM 3	Integration		
3a	Integrate Cycling with other polices & agencies	PCC, Others	Ongoing
3b	Identify & undertake Partnership Projects that benefit cycling	Police, Health Professionals, Others	At least one a year
SM 4	Promotion		
4a	Continue to organise & promote Bike Week events	PCC, cycle shops, clubs and local cyclists	Ongoing
4b	Identify appropriate health professionals to work with	PCC	End of 2003
4c	Incorporate cycling into Health Improvement Plan	PCC, Health Professionals	2004
4d	Incorporate cycling messages into local tourism initiatives	PCC, TIC	2004 (new initiative)
4e	Expand bike2work t-shirt promotion to 1500	PCC, Employers	2005 (base year 2003, 600)

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4f	BHF to take over organisation of Round the Harbours ride	BHF	2004
4g	Develop leisure rides with local cyclists	Local Cycling Groups	2004
4h	Promote leisure rides around Portsmouth	PCC, TICs	2005
SM 5	Information and Publicity		
5a	Cycle map to be regularly updated	PCC	2004, 2006, 2008, 2010
5b	Cycle map between ferry port and city centre	PCC, Ferry Port, Ferry Operators	2004
5c	Increase public awareness of cycle theft prevention measures through events & signing	PCC, University, Employers, Schools, Police, Others	2004 (new initiative)
5d	Distribute cycle map more widely	Employers, TIC, University, Schools, Others	Ongoing
5e	Take part in Local Publicity Campaigns	PCC	Minimum one a year
SM 6	Company Travel Plans		
6a	Cycle Friendly Audit of PCC premises	PCC	End of 2004 (new initiative)
6b	Establish a programme of parking and access improvements to all PCC premises	PCC	End of 2004
6c	Increase number of visits by cycling officer to company BUGS	PCC, Employers	Ongoing
SM 7	Safer Journeys to School		
7a	All secondary schools to have school travel plans	PCC, Schools	2006 (5/14 schools by end 2003)
7b	All schools to have secure cycle parking	PCC, Schools	2011 (4/14 schools by end 2003)
7c	Increase the number of 20 mph zones outside of schools	PCC, Schools, Residents	Ongoing (4 zones by end of 2003)
SM 8	Integrate with Public Transport		
8a	Implement all route improvements to interchanges	PCC, Network Rail	2007
8b	Secure covered cycle parking at all train stations	PCC, Operators	2007 (2/5 stations complete by 12/2003)
8c	Cycle route information at all railway stations	PCC, Operators	2004 (new initiative)
8d	Cycle route information at ferry port and on ferries	PCC, Ferry Port, Ferry Operators	2004 (new initiative)

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SM 9	Cycle Parking		
9a	Review cycle parking locations (identifying cycle theft hot spots)	PCC, Police, local cyclists	Annually
9b	Replace all publicly maintained butterfly racks and encourage others to do likewise	PCC & Others	2011
SM 10	Planning and Design		
10a	Cycle audit report to Executive member	PCC	End of 2004
10b	Cycle review of highway network	PCC, Cycle Forum & Clubs	End of 2005 (new initiative)
SM 11	Traffic and Safety Techniques		
11a	Identify highest 2 cycle casualty sites & incorporate into Casualty Reduction programme	PCC, Police	End of April each year
SM 12	Training and Education		
12a	Increase number of children being trained on-road	PCC, Schools	2011 (base year 2002, 350)
SM 13	Maintenance		
13a	Programme of hedge cutting to be devised	PCC	End of 2004
13b	All cycle routes and racks to be recorded on PCC GIS system	PCC	End of 2003
SM 14	Development Control		
14a	Update cycle parking guidance	PCC	End of 2003
SM 15	Involve Community		
15a	Invite Access Groups to forum meetings	PCC	End of 2003
15b	Feedback comments box on cycle web pages	PCC	2004
SM 16	Monitor & Review		
16a	Increase number of automatic count sites	PCC	2005 (base 7 sites in 2003)
16b	Report on cycle strategy implementation	PCC	Every year
16c	Report on latest cycle usage & injury accidents involving cyclists	PCC, Police	Every Forum Meeting

7. BASE DATA FOR TARGETS

The **Headline Target** will be monitored against data collected in the annual modal split survey. In 2001 the proportion of cyclists crossing the Inner Cordon was 5.35%.

Targets

1. School Travel Surveys have recently been carried out at 7 of the 14 secondary schools

Proportion of Children Cycling to School in Oct 2002	
City of Portsmouth Girls	4% (July 2003)
King Richard School	3%
Mayville High School (private)	1%
Miltoncross School	3%
Portsmouth High School (private)	1%
Priory School	10%
Springfield School	2%

2. National Census Results in 2001 found that 7.1% of residents travelled to work by bicycle. 6.9% of Portsmouth City Council staff cycle to work. Results from other Employer Travel Plan Surveys will be reported in future Annual Progress Reports.

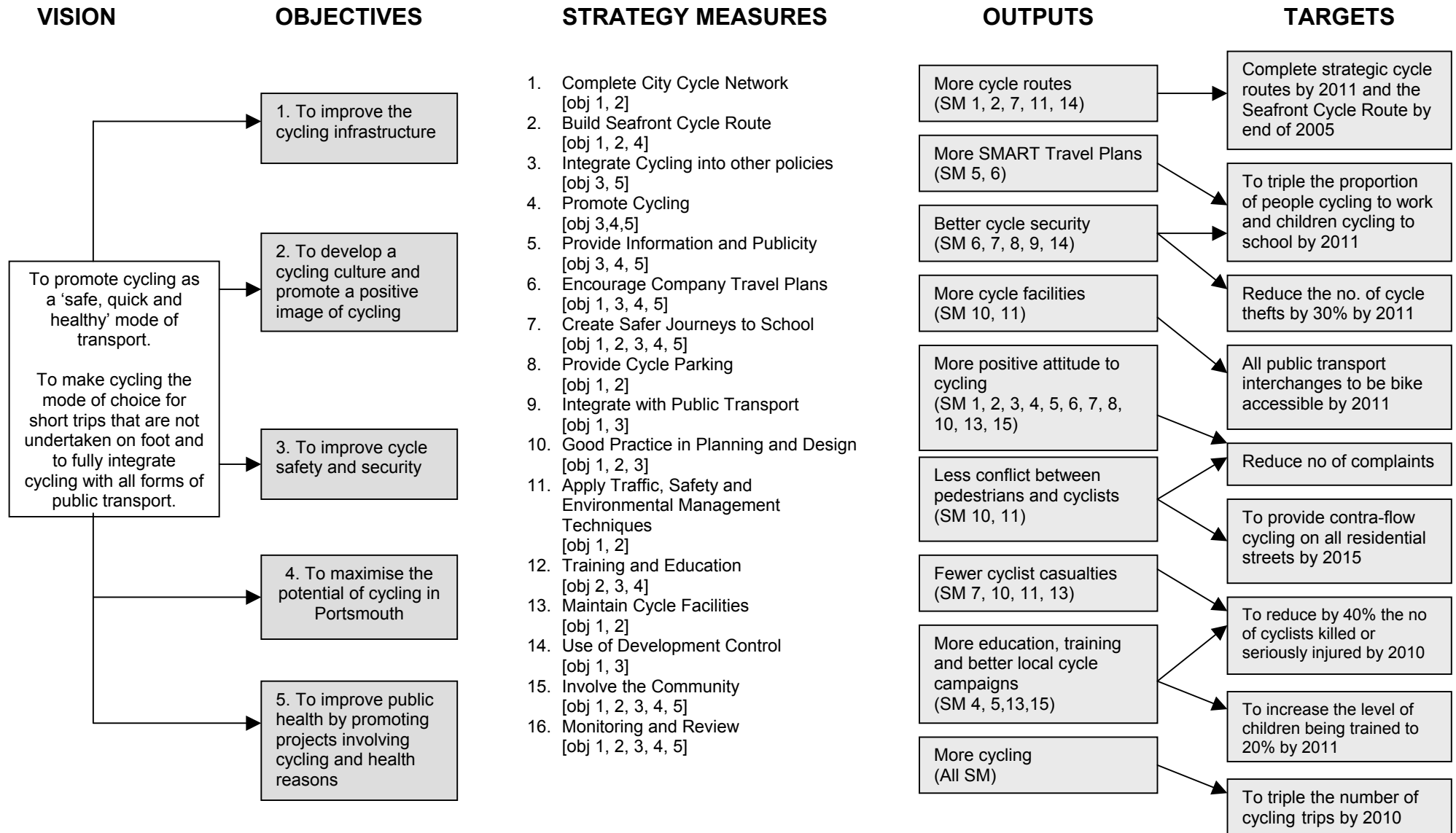
Portsmouth City Council Travel Survey Results			
	1998	1999	2002
Staff Cycling to work	5.2%	6.8%	6.9%

3. Cycle Casualties in Portsmouth (data collected by Hampshire Constabulary); the targets will be measured against the 1994-98 average.

Injury Accidents Involving Cyclists (Adults and Children)				
	Fatal	Serious	Slight	Total
1994-98 Average	1	28	169	197
2002	1	20	122	143

4. 885 reported cycle thefts in 2002 (data collected by Hampshire Constabulary)
5. 4% of the Seafront Cycle Route was complete at the end of 2003
6. The 5 railway stations & 2 bus interchanges all need improvements
7. 30% of the Strategic Cycle Route Network was complete at the end of 2003.
8. A total of 85 one way streets have been identified as being appropriate for two way cycle movement. At the end of 2003 8 of these roads had contra-flow (or false way street) facilities.
9. In 2003 PCC received 20 letters of complaint about inconsiderate/illegal cycling
10. 6% of children received cycle proficiency training in 2002

8. CAUSAL CHANGE



9. STRATEGIC CYCLE ROUTE NETWORK



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10. APPENDIX

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The photographs (left and centre) on page 8 were taken by Tony Russell of the CTC.

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11. NOTES



PORTSMOUTH **CYCLING** STRATEGY DECEMBER 2003

If you have any comments please send them to:

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