

A Cycling Strategy for Portsmouth



2009-2012
Draft for
consultation





Cycling Strategy consultation document

Executive Summary

Achieving an increase in cycling in Portsmouth is a challenging aim. However we can go some way towards that goal by nurturing a cycle friendly culture and tackling some of the key barriers to cycling in the city.

This is the 3rd revision of the cycling strategy and will outline the approach to be taken over the next 3 years. The aim is to increase the numbers of people cycling for leisure and utility by implementing a strategy centred around families and delivered through pre-schools, nurseries, schools, colleges, the university and workplaces.

Cycling will be promoted as a form of active travel that can integrate into everyday routines to help keep you and your family healthy. Furthermore using a bicycle to travel short distances can help reduce your impact on the environment.

If we aspire to increase cycling levels we will need to improve the environment in which people cycle, targeting areas of the city that cause concern and promoting a network of low and traffic free routes suitable for family, returning, new, less confident and young cyclists. At the same time being aware of the more confident cyclists that use the heavily traffic networks and some of the problems they may experience.

There is a need to understand accidents involving cyclists in more depth and to increase awareness of personal safety issues, encouraging an element of self-preservation through the use of precautionary measures such as visibility aids and adherence to the rules of road.

Offering a range of training schemes aimed at different ages and levels will also help to reduce accidents, increase confidence and encourage more cycling.

An increase in cycling across the city will benefit all cyclists and raise awareness in other road users of the presence of this more vulnerable group. However, the presence of more cycles parked on our streets will require a concerted education campaign around bike theft prevention and good locking practice.

Introduction

Cycling is an important part of Portsmouth's heritage; the City being compact, flat and densely populated makes it ideally suited to cycling and walking. There are already some 32 miles of on and off-road cycle paths across the city but it is important that we try and open up other areas of the city to cycling both for leisure and utility. The network also includes cycle crossing points and advanced stop lines as well as many cycle racks at key locations around the city.

However as we aspire to increase cycling in Portsmouth there are still many challenges such as cycle theft, casualty levels, east-west travel, cyclist safety and encouraging a culture where cycling is viewed as an attractive means of travelling around the city for families, children, adults and students, for new cyclists and those returning to cycling.

Background

Integrating cycling into everyday routines has the potential to reduce traffic, congestion and pollution, to improve the environment in which we live and to help make and keep people healthier. In recognition of this, the Government's national policy is one of encouraging the increased use of more sustainable modes such as cycling. To that end they have funded the first and second rounds of Cycle Demonstration Towns and they are currently funding the first round of Healthy Towns. Portsmouth has been selected to be one of the first Healthy Towns and as been awarded funding to try some innovative and multi agency approaches to tackling obesity levels in the city.

The 2006/7 figures show that 12.3% of 5 yr olds and 24% of 10 yr olds in the city are obese – the highest rates in the South Central area.

**Source: Healthy Weight Strategy for Portsmouth City
2008-2011**

Healthy Weight: The local context

- **In 2005, only 41% of the adult population of Portsmouth had a healthy weight.**
- **In 2006/7, 25% of children were overweight or obese on joining Portsmouth's primary schools, and 35% were overweight or obese on leaving Portsmouth's primary schools.**
- **In 2005, 29% of men and 22% of women undertook at least 30 minutes of moderate exercise 5 times a week.**

Source: Healthy Weight Strategy for Portsmouth City 2008-2011

Portsmouth has recognised problems with traffic, congestion, pollution and obesity. One way to tackle all four of those issues is to get more people on to bikes and cycling for those shorter journeys or integrating cycling, walking and public transport as a means to achieve the Government's Change4Life aims to encourage people to 'eat well, move more and live longer'



Portsmouth has been awarded approx 600k over the next 2 years to encourage more active travel in the city, especially cycling, to encourage the population to 'move more and live longer'





Overcoming Barriers to Cycling

If we are to increase the numbers of cyclists in Portsmouth or even halt the decline we need to understand what stops people from using a bicycle for short journeys in a city as compact and densely populated as Portsmouth.

Surveys conducted in local schools and workplaces indicate that the main barriers to cycling are concerns about the volume and speed of traffic, personal safety, lack of continuous cycle lanes or safe cycle routes, cycle security and training or confidence.

In order to encourage a sustainable transport culture and to reduce pollution, congestion and ease parking pressures in Portsmouth the presumption of priority towards vulnerable road users, should be:

- Pedestrians
- People with Mobility Problems
- Cyclists
- Public Transport Users
- Riders of Powered Two Wheelers
- Commercial Business users

Car sharers/journey sharers
Single occupancy vehicles

Vision

Portsmouth's vision for cycling is to promote cycling as a healthy, environmentally friendly and efficient mode of travel that is easily included in active daily life. To integrate cycling with other modes and so make cycling the obvious choice for shorter journeys not undertaken by foot.

Objectives

1. To improve the environment in which people cycle in the city
2. To improve public health by the promotion of cycling as a simple, inexpensive and effective active lifestyle choice
3. To improve the security of cycles
4. To encourage the use of measures to enhance personal cycle safety and to educate all road users to gain improved safety and an increased awareness of each other
5. To gain a clearer understanding of the causes of accidents involving cycles in order to attempt to prevent them
6. To work through existing networks and organisations to fully exploit the potential to increase cycling in Portsmouth for utility, commuting, education, recreation and tourism and to integrate cycling into other strategies and policies



Strategy Measures

Continue to develop the city cycle network

If we aspire to increase cycling levels we will need to improve the environment in which people cycle, targeting areas of the city that cause concern and promoting a network of low and traffic free routes suitable for family, returning, new, less confident and young cyclists. At the same time being aware of the more confident cyclists that use the heavily traffic networks and some of the problems they may experience.

As Portsmouth now has a 20mph limit on most of its residential roads, cyclists should be able to cycle safely on many of the quieter, low traffic roads.

- Utilising these quieter, low traffic, mainly residential roads a strategic network of routes will be identified and signed. These routes will be designed to appeal to families, new, less confident, younger and returning cyclists to encourage them to travel by bicycle for short work, school, leisure and utility journeys.
- Utilise the information in PCC Casualty Report and Road Safety Plan to prioritise sites with high cycle casualties and work to improve safety at those locations
- Produce an annual 'Pedal Cycle Casualty' Report

- Whilst being aware of the pressure to maintain on street parking, opportunities to improve the safety and utility of the more heavily trafficked routes for the benefit of the confident cyclists will be exploited.



A range of mapped and signed leisure routes will be developed and promoted as a means to encourage cycling as a family leisure activity, potentially a 'first step' to increased cycle use for other journeys



- Immediate access to schools, colleges and the university will be improved wherever possible.
- Opportunities to improve access to play and other open spaces will be utilised, routes that encourage family cycling will be developed wherever possible.
- By increasing permeability wherever possible the network will be expanded; continuity will be improved; a reduction in illegal, unexpected and inappropriate cycling manoeuvres will be achieved:
 - Consideration will be given to two-way cycling on appropriate and strategic existing one-way roads and new one-way roads.
 - Controlled cycling through Guildhall Square will be proposed
 - Consultation on allowing cycling through the precincts out of hours.
 - Appropriate routes through parks and open spaces to enhance the network and encourage cycling will be identified.



Design and implement the Seafront Cycle Route Complete the National Cycle Network Route 2

The Seafront route is strategically very important and forms an incomplete part of the National Cycle Network (NCN) Route 2 as well as being an integral part of the Healthy Towns Access2Cycling - Bike4Life Programme to encourage more families to cycle as a means of improving health and reducing obesity. Furthermore, the completion of such a route has the potential to increase leisure cycling and the numbers of cycle tourists that visit the city.

Therefore the Council will seek to make improvements that will enhance this route to make it more attractive and safe for cyclists to use. This will also enable the route to be signed, mapped, promoted and allocated a Sustrans Ranger as part of the NCN2 linking Hayling Ferry and the Gosport Ferry.

Promote Cycling and Provide Information and Publicity

- Through National, regional and local festivals and events such as Bike Week, Commuter Challenge, Cycle Challenge, other local events and festivals and planned events
- Organising a specific annual cycling festival

- Providing information promoting cycle routes across the city and updating and circulating the Portsmouth cycle map





- Identifying a range of rides, some themed, of various lengths and difficulties as a basis for rides suitable for families, returning, new, less confident and young cyclists – to be mapped, promoted and widely distributed

ON YER BIKE!

FOR THE D-DAY 65TH ANNIVERSARY CHARITY BIKE RIDE

TO REGISTER AND QUALIFY FOR A FREE T-SHIRT VISIT US AT

WWW.DDAY65.ORG.UK

START AND FINISH AT SOUTHSEA SKATEPARK, OPPOSITE CASTLE FIELDS
ON THE SEAFRONT AT SOUTHSEA, PORTSMOUTH.

SATURDAY JUNE 6TH 12 NOON – 2 PM

**D-DAY
65**

**The Royal
British Legion**

Approved 26/10/15

**A FANTASTIC OPPORTUNITY TO SEE THE SIGHTS OF PORTSMOUTH BY BIKE.
RIDE ON THE EXTENSIVE CITY CYCLE NETWORK.
THE RIDE IS FREE TO ENTER AND OPEN TO ALL! FAMILIES AND INDIVIDUALS.
THE FIT AND THE NOT SO FIT.**

A CHOICE OF THREE ROUTES. START ANYWHERE ON A ROUTE AND GO ANY DISTANCE FROM 1 MILE TO 15 MILES.

bike4life

 **Portsmouth
CITY COUNCIL**

Cycle Experience

Development of the Round the Island Ride (ROTIR) and signing, mapping and promoting it as a ride suitable for experienced riders, families and beginners. This will form the basis of an annual medium length sponsored cycle ride to attract established cyclists as well as new cyclists.



ROUND THE ISLAND RIDE

the D-Day 65th Anniversary Charity Bike Ride

Portsmouth
the southern city

Saturday June 6th 12 noon – 2pm

Start/Finish - Southsea Skate Park
opposite Castle Fields, Southsea

bike 4 life



Cycle Experience

Introduction

This is a beautiful round the island ride following the coastal access around Portsea Island. Explore some of the traffic free routes around Portsmouth and see some of our stunning coastal scenery. There are 3 routes to choose from:

The full ride for more experienced cyclists and cycling families

The half ride for those that wish to ride with younger family members

Bike, Hike and Trike for those who want to take part in a family fun event but need to take a pushchair or wheelchair and/or have very young children





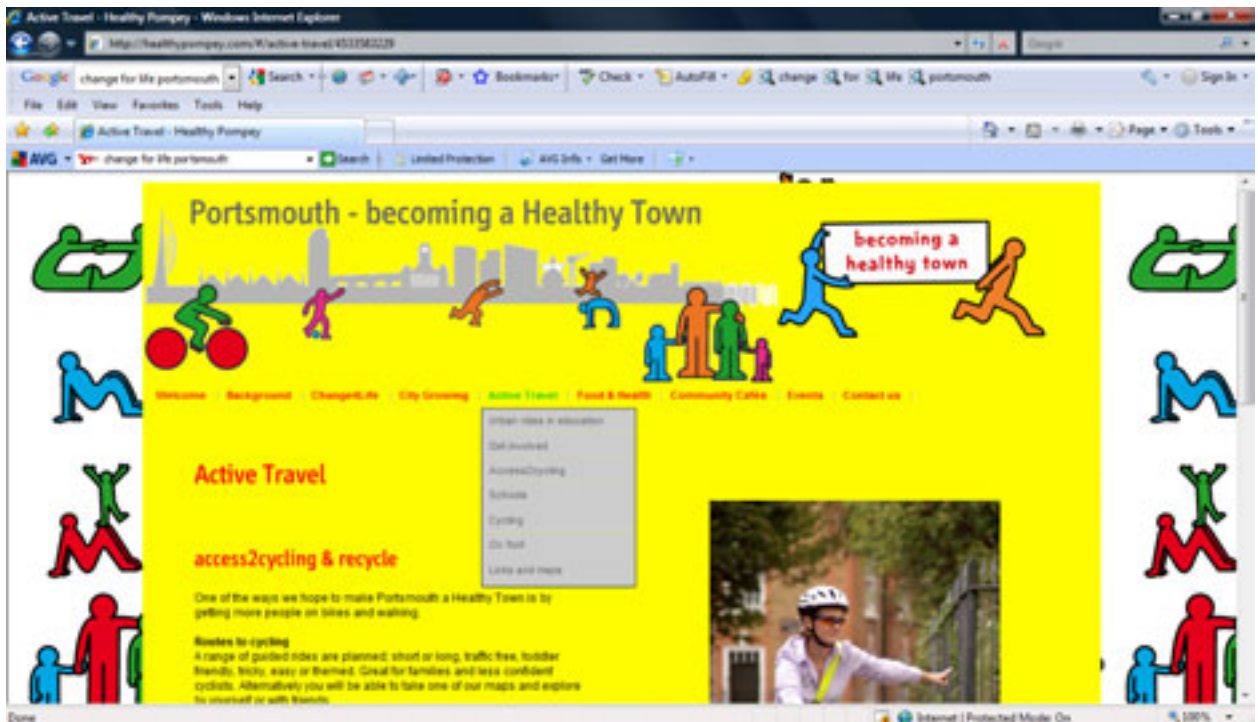
Bike Week 2009 (pictures courtesy Annette Rebentisch)

Programme a series of Guided Rides along various routes across the city to highlight some of the more attractive open spaces and some useful low traffic routes – this is to be funded by the Healthy Towns Project and therefore the provision of paid guides will be available for the next 2 years only – volunteer recruitment on going.



of

Develop an Active Travel website to provide a 'one stop shop' for information about all aspects of cycling in Portsmouth in conjunction with other sustainable transport forms as a resource for encouraging sustainable travel planning



Integrate Cycling into other policies and with other Agencies

- Continue to integrate consideration of cycling and the interests of cyclists into other relevant strategies and plans: Local Service Business Plan,

Local Transport Plan, Regional Transport Strategies, Local Area Agreement, Climate Change Strategy, Casualty Report and Road Safety Strategy, Sustainable Transport Strategy, Carbon Management Plan Seafront Strategy, Obesity Strategy, Rights of Way Improvement Plan and any other relevant strategies or plans as they are developed.

- Work with neighbouring local authorities, The Local Health Authority and Government Agencies to promote cycling and meet the needs of existing and future cyclists

Work to improve the links between cycling and play

We will take every opportunity to enhance the facilities we have in the city for young cyclists to take part in increased levels of activity, to practice and enhance their skills and to undertake more cycling to assist weight management.

We will work closely with the Play team and outside agencies to identify ways in which we can incorporate cycle-play into parks and other play spaces.

We will identify and develop routes to parks and play spaces and incorporate simple bike skill practice areas into the design of these routes.

We will assess the cycle parking available in play spaces and where necessary introduce or improve the provision.

Work to improve cycle access to open spaces and parks

As identified in the Rights of Way Improvement Plan, it is important to recognise the need to improve access to open spaces in Portsmouth, not only for cyclists but for walkers, the disabled, equestrians and other NMUs (non-motorised users).

We will seek opportunities to improve access to open spaces and the Rights of Way Network for cyclists where appropriate. We will work to ensure access to suitable storage (where direct access by cycle is not possible/permitted) and at important open spaces and cycling and walking routes.

Develop a package of measures to try to reduce the problem of bike theft in the city

Cycle theft is the single greatest deterrent to cycle use after fears over road safety; secure cycle parking is identified as the second greatest enabler after provision of safe cycle lanes. (Department of Environment, Transport and the Region, 07/09 Supply and Demand for cycle parking)

The Government accepts that to get more people cycling they must act to increase cycling infrastructure, including secure cycle parking, to reduce cycle theft (www.Bikeoff.org/design_resource/DB_brief1.shtml)

Increase cycle storage

- Annual programme of rack installation as identified by request and need – Cycle Forum to assist with collation of requests, link to a reporting and requesting space on the Active Travel website
- Influence rack provision through Development Control Process

- Encourage Schools, Colleges, University and other educational establishments to review and upgrade their storage

Develop specific storage for specific situations

- Stainless Steel Sheffield Stands for all on-street racks



- Revise cycle parking standards to specify quality of storage with examples of what is needed to be effective and useful

- Investigate city wide security system (WASP) as adopted by the University
- Investigate the provision of extra secure public storage for a small fee
- Install cycle lockers in appropriate locations

Increase awareness of the problem and publicise ways to reduce the risk

Stickers on racks outlining best practice locking procedures



Educating the public about the problem and effective prevention



Develop and circulate Leaflets about improving locking practice

- Include locking practice in cycle training at all levels



Reduce Flyparking – identify areas of high flyparking and where appropriate install alternative means of locking



Improve Racks

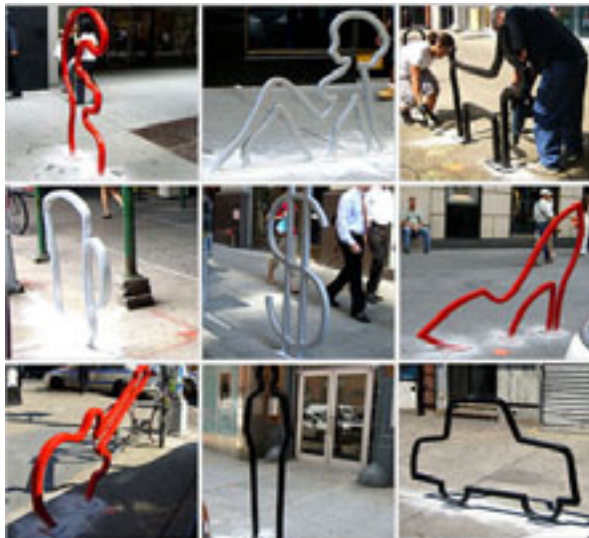
Investigate different designs and methods by which we can encourage good locking practices



In the case of the M-stand the design removes the opportunity for cyclists to park on the cross bar and encourages securing both the wheels and frame to the stand



Work with University, colleges and schools to design unusual but secure racks to publicise the importance of bike security



- Work with the police to increase tagging and security marking
- Maximise opportunities to mark or tag bikes
- Work with the police to devise innovative measures to reduce bike theft through Cycle Crime Delivery Group (CCDG)

Your Cycle Passport

Top tips to keep your wheels safe...

- Don't leave your bike unattended - even for a minute!
- Don't leave your bike in public places for a long time - it's always better to take it home!
- Lock the frame to something solid and use a good quality lock
- Always use the lock to all the wheels
- If you have a garage, use it and lock it
- Only use the lock when you're not around!
- Make sure you're always using the right kind of lock - a good quality one!
- Always use your lock with care - don't force it!
- Don't be afraid to call the police - they'll help you get your bike back!

Your Cycle Passport

Complete this card and keep it on you for use in the event of an accident.

Your Name	Postcode
Cycle Make/Model	Frame Size
Frame Number	
Signature	

It is important to record the number. It is your bike's unique number and should be displayed on the frame (S, H, Registration)

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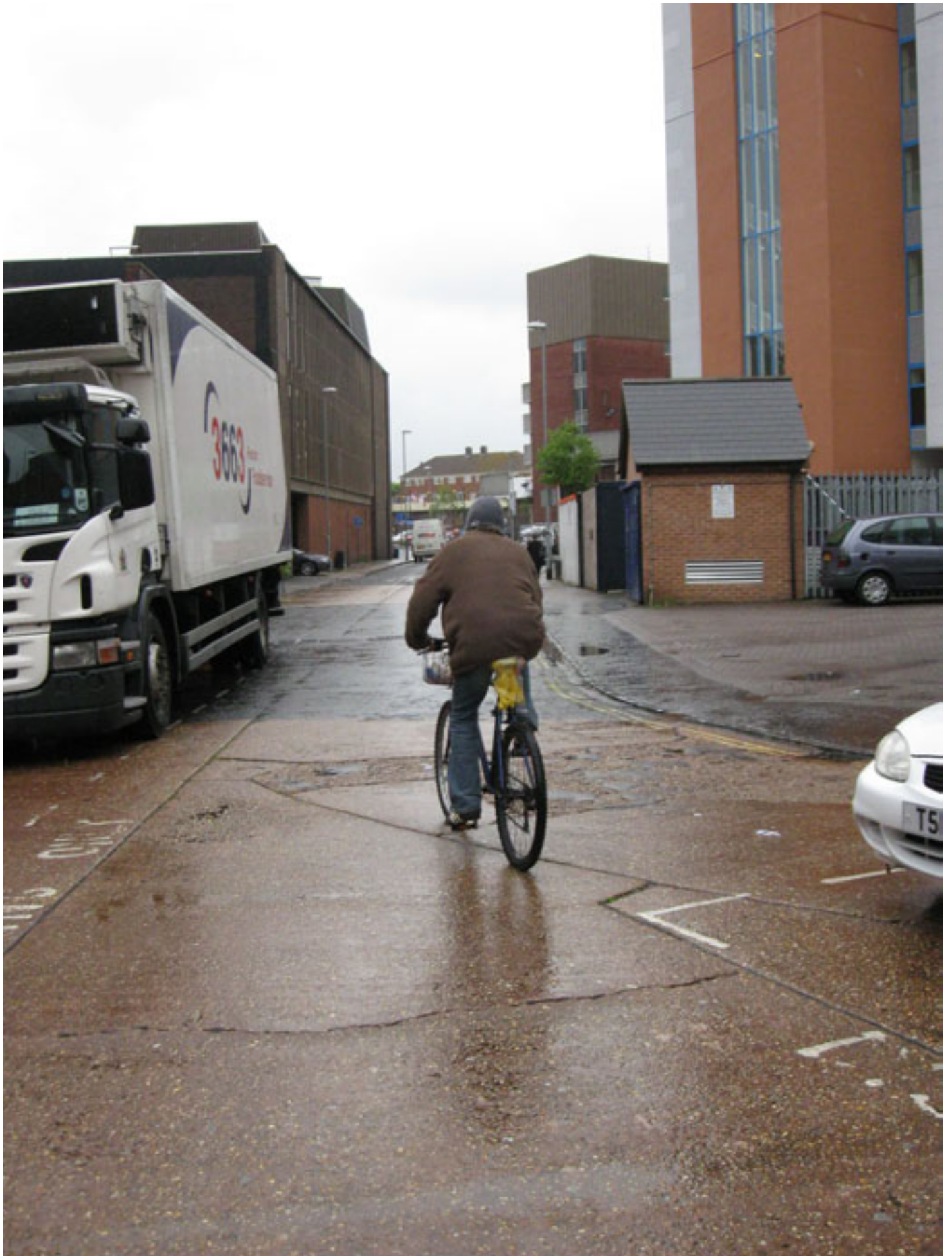
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Develop Company Travel Plans

- Work with employers through the SignPOST Forum to develop effective cycling initiatives to increase cycling for work travel



- Encourage employers to take part in Access2Cycling projects – a programme of integrated measures to remove some of the real and perceived barriers to cycling for work
- Encourage the development of BUGs (Bicycle User Groups) to act as a point of information, promotion and contact with cyclists in workplaces
- Encourage participation in salary sacrifice cycle purchasing schemes
- Promote participation in Bike Week and Commuter Challenge





- Demonstrate leadership through PCC policies to encourage cycling

Develop Educational Cycling Plans and initiatives Schools, colleges, University, Nurseries and Pre-schools

- Work with schools, colleges, The University, Nurseries and Pre-schools to encourage participation in Access2Cycling Projects - a programme of integrated measures to remove some of the real and perceived barriers to cycling and conduct Cycle Training

want to cycle to uni?

bike4life

are you worried about busy roads?
not got a bike?
want some help?

Free course available to boost your confidence and get you cycling to work safely and enjoyably.

bike care	route planning	safe cycling
<input type="text"/>	<input type="text"/>	<input type="text"/>
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bike skills:

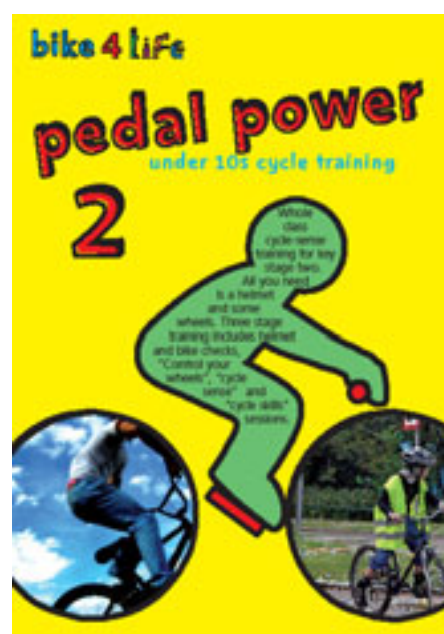
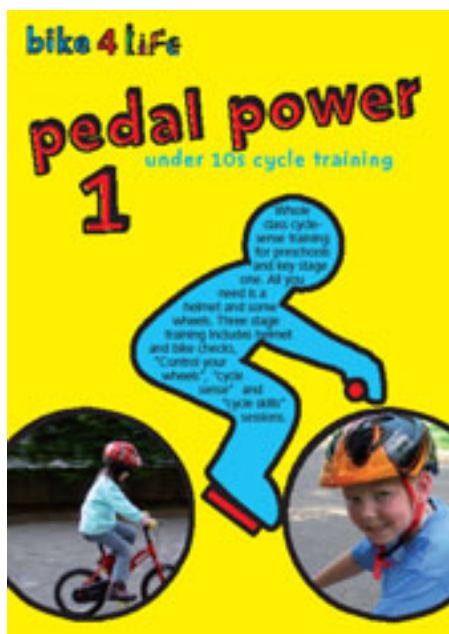
Mountbatten cycle track

even if you have never ridden a bike we can help

Contact details

Access2Cycling is a project of the Transport Development Board, a charity which works to make it easier and more enjoyable to cycle to work and school. Being funded by the Government, we will only be able to continue our work if you support us. Please contact us on 020 7323 1200 for more information.

- Work with Pre-schools, Nurseries, Primary Schools to expand participation in under 10s cycle training.



- Work with Educational establishments to develop specific localised maps for route planning and to identify cycling issues
- Work with educational establishments to provide adequate cycle racks
- Promote use of local family and leisure cycle routes
- Work with schools and Safer Routes to School officer to develop measures to encourage cycling to schools
- Include school's policy on cycling to school in each School Travel Plan. Work with those that want to encourage cycling to develop action plans to achieve this.

Integrate Cycling with Public Transport

Work with public transport providers to improve links to stations and interchanges:
The Hard

- Link route to the Hard Interchange
- Improve cycle parking at the Hard Interchange
- Include cycling provisions in the Hard Masterplan
- Work to encourage more use of the Gosport Ferry for Multi-modal Journeys to and from Gosport

Town Centre

- Preserve permeability in Developments in Commercial Road and the changes to Bus Interchange
- Increase/Improve cycle parking at Portsmouth and Southsea Station
- Investigate locker provision
- 2 way-cycling in Dugal Drummond Street – rear access to station

Fratton

- Increase cycle parking in Goldsmith Avenue and reduce flyparking
- Work with Rail company to improve access to the station – Access to Stations Projects
- Investigate bike lockers

Hilsea

- Access to Stations Project – rear access for cycles and pedestrians from Devon Road

- Increase cycle storage
- Investigate bike locker provision

Cosham

- Cycle access from Cosham Interchange
- (Covered) Racks at Cosham Interchange
- Investigate bike locker provision

Approach the ferry companies (continental and local) to improve links to ferries

- Increase cycle provision on ferries
- Increased racks at terminals
- Supply and provide local cycle routes and facilities information
- Investigate bike lockers



Encourage good practice in planning and design

Produce brief outline of basic design parameters for 'good' cycle facilities and make available to planners and designers

Consider cyclist exemptions when introducing or maintaining restrictions to general traffic movements in traffic management schemes

Sign and map a strategic network of 'routes recommended for cyclists' on the basis of the citywide 20mph limits now in use.

Wherever possible, adhere to the principles of the DfT Design Guidance (LTN 208).

Consider planning applications, highway and land use development schemes and assess provision for cyclists (pedestrians and disabled)

Wherever possible install cycle lanes on the road – where necessary or desirable install cycle facilities on the footway

Consider shared use paths where they are appropriate and will not exacerbate existing conflicts with pedestrians

Encourage Training and Education

- Design and implement a two-tier under 10s cycle skills training course aimed at preschools, nurseries, early years settings, infant and primary schools



- Expand the availability of the National Standard Bikeability training for year 6.
- Develop and offer cycle training for young adults, new, returning and less confident cyclists
- Establish and support bike recycling projects across the city
- Establish and support community bike safety and maintenance courses in partnership with other agencies



Maintain Cycle Facilities and cleanse the highway

- Maintain the cycle infrastructure as part of PFI contract
- Establish and promote a public 'problem reporting' mechanism on the Active Travel website including vegetation overgrowth
- Seek to deal with these reported issues in a quick and efficient manner.



Make appropriate use of development control process

- Through links with planning and the Development Control Officer we will seek to ensure that the needs of cyclists are taken into account with new developments
- To seek to ensure that new developments do not act to the detriment of the existing infrastructure and where they affect already existing infrastructure to seek suitable solutions and reparations through the relevant planning procedures
- Review and update the cycle parking guidelines

Seek to involve the community

- The city council will continue to work with Portsmouth Cycle Forum with regard to issues and feedback



- The city council will encourage the establishment of BUGs (Bicycle user Groups) within local businesses and organisations to feed into the Cycle Forum or to approach the council in their own right
- We will establish a feedback mechanism on the Cycle Portsmouth website
- As required, we will work with the Neighbourhood Forums with regard to issues and feedback
- We will work with schools and other educational establishments with regard to issues and feedback
- We will liaise with other local groups and forums as and when appropriate or required



Monitor and review

- Monitoring of cycle use will be undertaken using:
 - Automated count sites
 - School Travel Surveys
 - Company Travel Surveys
 - Cordon Counts
 - Cycle parking Surveys
 - Census Data (every 10 years)
- As part of the monitoring and evaluation of the Healthy Towns Programme we will be conducting additional monitoring and evaluation as the projects progress
- We will continue to monitor cycle accidents and work with the police to monitor theft