

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

2021 – 2031



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FOREWORD

Councillor Lynne Stagg



Portsmouth City Council declared a Climate Emergency on the 19 March 2019, pledging to achieve net zero carbon emissions in Portsmouth by 2030. The development of the new Portsmouth Local Cycling and Walking Infrastructure Plan comes at a time when the focus is already on decarbonising the city.

The plan proposes creating a strategy for infrastructure improvements in the short, medium and long term that will increase walking and cycling in the city whilst reducing cycle accidents on the roads.

It is essential that the appropriate infrastructure is in place to make walking and cycling an attractive, safe and healthy alternative to polluting motor vehicles. We also want to encourage more active travel to combat rising obesity and greater participation in walking and cycling will help with this.

This plan is important in contributing to improving air quality as there are significant air pollution hot spots across the city that must also be addressed in line with the ministerial direction in the shortest possible time. Air pollution affects everybody, but it's worse for children, older people and individuals with existing heart and lung conditions. Exposure to air pollution can cause lung damage in children, impair their development and worsen existing conditions like asthma.

This forms part of our emerging Local Transport Plan 4 that sets out our vision and policy direction for transport in Portsmouth until 2036.

This LCWIP shows how we will work towards delivering ambitious plans to increase walking and cycling usage in Portsmouth. The strategy will help to achieve the targets in our emerging Local

Plan, setting out housing and employment growth to 2036, and our emerging Climate Change Strategy and Local Transport Plan, including a carbon neutral Portsmouth by 2030.

Our LCWIP highlights how our existing cycle routes and comprehensive footway network can be transformed in order to better connect people to places, including strategic development sites set out in our new Local Plan, and encourage people of all abilities to cycle and walk.

By expanding the travel choices for those in Portsmouth, we will be providing clear benefits to both individuals and communities alike, helping to overcome issues associated with inactivity and social isolation.

This Plan will aid in the future-proofing of the city to ensure that it is '...cleaner, greener and safer...' for generations to come.

1 INTRODUCTION

1.1 BACKGROUND

This report is a sub-strategy to the adopted Local Transport Plan (LTP4) as indicated in figure 1. It provides the first iteration of the joint cycling and walking strategy and implementation plan for Portsmouth. As outlined in the Government’s **Cycling and Walking Investment Strategy (CWIS)**¹, the ambition is

“...to make walking and cycling the natural choices for shorter journeys or as part of longer journeys.”

In order to support this, Local Cycling and Walking Infrastructure Plans (LCWIPs) have been developed. LCWIPs provide a new, strategic, long-term approach to developing walking and cycling networks for local authorities across the country following guidance from the Department for Transport (DfT).

The Portsmouth LCWIP was developed using Local Cycling and Walking Infrastructure Plan Technical Guidance for Local Authorities, issued by the DfT (see figure 2), and also considers best practice examples from the UK. Technical support was provided by DfT’s appointed consultant, WSP.



Figure 1

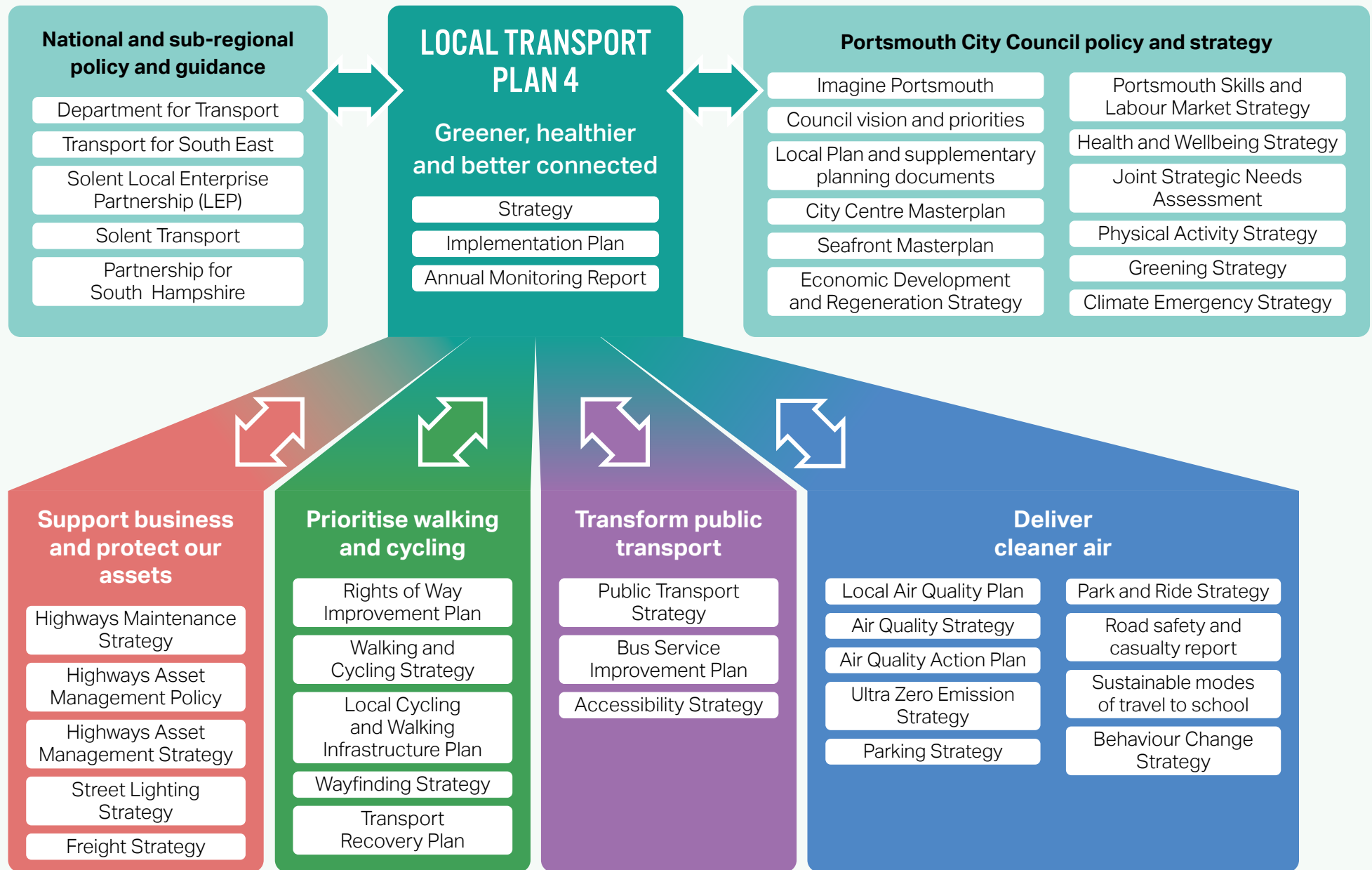
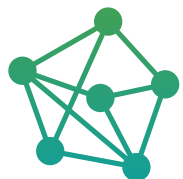


Figure 2: LCWIP Process

Stage	Name	Description
1	Determining scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network planning for cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network planning for walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and application	Integrate outputs into local planning and transport policies, and delivery plans.

This process culminates in three key outputs, which collectively form the LCWIP:



Cycling and walking network plans² which identify preferred routes and core zones for further development;



A prioritised schedule of infrastructure improvements³ for future investment; and



A report setting out the underlying analysis and the narrative which supports the rationale for the identified network and prioritised improvements – the Background Report⁴.

This report sets out the key highlights from these three outputs.

Information on the methodology used is located in the [Background Report](#).

1.2 THE PORTSMOUTH LOCAL CYCLING WALKING AND INFRASTRUCTURE PLAN

The first Portsmouth LCWIP has been developed by Portsmouth City Council with support from WSP. Additionally, a working group was formed with several local stakeholders. Where LCWIP projects have been identified, and funding secured, further engagement with key stakeholders will take place throughout the design process.

The aim of the Portsmouth LCWIP is to encourage modal shift by creating a comprehensive walking and cycling network that is safe, inclusive, accessible, convenient and attractive, enabling people to get from A to B in the most direct way possible when making utility trips.

These are everyday journeys made for a specific purpose, such as commuting to work, trips to the shops or the doctor, or to school, college and university.

Due to the resourcing required to establish a comprehensive Network Plan for Portsmouth, the LCWIP is intended to

be developed through a phased approach, with the initial LCWIP covering a 10-year period that is subject to periodic updates as funding opportunities become available.

The LCWIP is an ambitious plan that proposes significant investment over the next 10 years that look to transform the city for both walking and cycling.

The principles of the LCWIP, such as the audit methodology used, has been embedded in to the adopted Local Transport Plan 4, where Active Travel is a particular focus.

This initial phase of the LCWIP focuses on several specific routes for both walking and cycling, forming a primary network (see figures 3 and 5). Secondary and Tertiary networks will be developed in future iterations of the LCWIP.

Further details regarding this can be found in the **Background Report⁵**.



1.3 WHY INVEST IN CYCLING AND WALKING?

In establishing an LCWIP, Portsmouth City Council are setting out our approach, based on a clear methodology, for improvements to walking and cycling networks that have a wide range of benefits.

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Increase accessibility

By making it easier for residents and visitors to both walk and cycle in Portsmouth, we can make the city far more inclusive and accessible for all.



Improve health

Walking and cycling directly contribute towards a range of physical, mental and neurological health benefits, such as reducing the risk of all-cause mortality, fewer symptoms of depression and improved quality of life.⁶



Creates cleaner air and reduces congestion

By improving walking and cycling routes we are encouraging a modal shift away from single car occupancy vehicle, thus reducing car travel which in turn leads to a reduction in air pollution, carbon dioxide emissions and congestion.



Improvements to the local economy

Investing in walking and cycling projects provides a 'Benefit Cost Ratio' of 13:1, so for every £1 spent, £13 is returned to the economy.⁷ Additionally, those who cycle and walk will take more trips to the high street over the course of a month.⁷



Increase productivity

Those that walk or cycle to work report to have greater job satisfaction and feel far more productive than those who travel by different modes.⁷



Promotes future growth

By building a network of walking and cycling routes, we are increasing the range of transport options that respond to areas of current and future development.

2 LCWIP SCOPE

2.1 AREA COVERED

The Plan covers the whole of the Portsmouth authority area, including trip origins and destinations that are located in neighbouring authorities, as can be found in *figure 2*.

In order to ensure sufficient continuity of provision across boundary, Portsmouth City Council has been working in conjunction with neighbouring authorities such as Hampshire County Council and the Isle of Wight Council, throughout the LCWIP process.



Figure 2: LCWIP area coverage

3 EXISTING CONTEXT AND CHALLENGES

3.1 DATA AND EVIDENCE COLLECTED FOR LCWIP

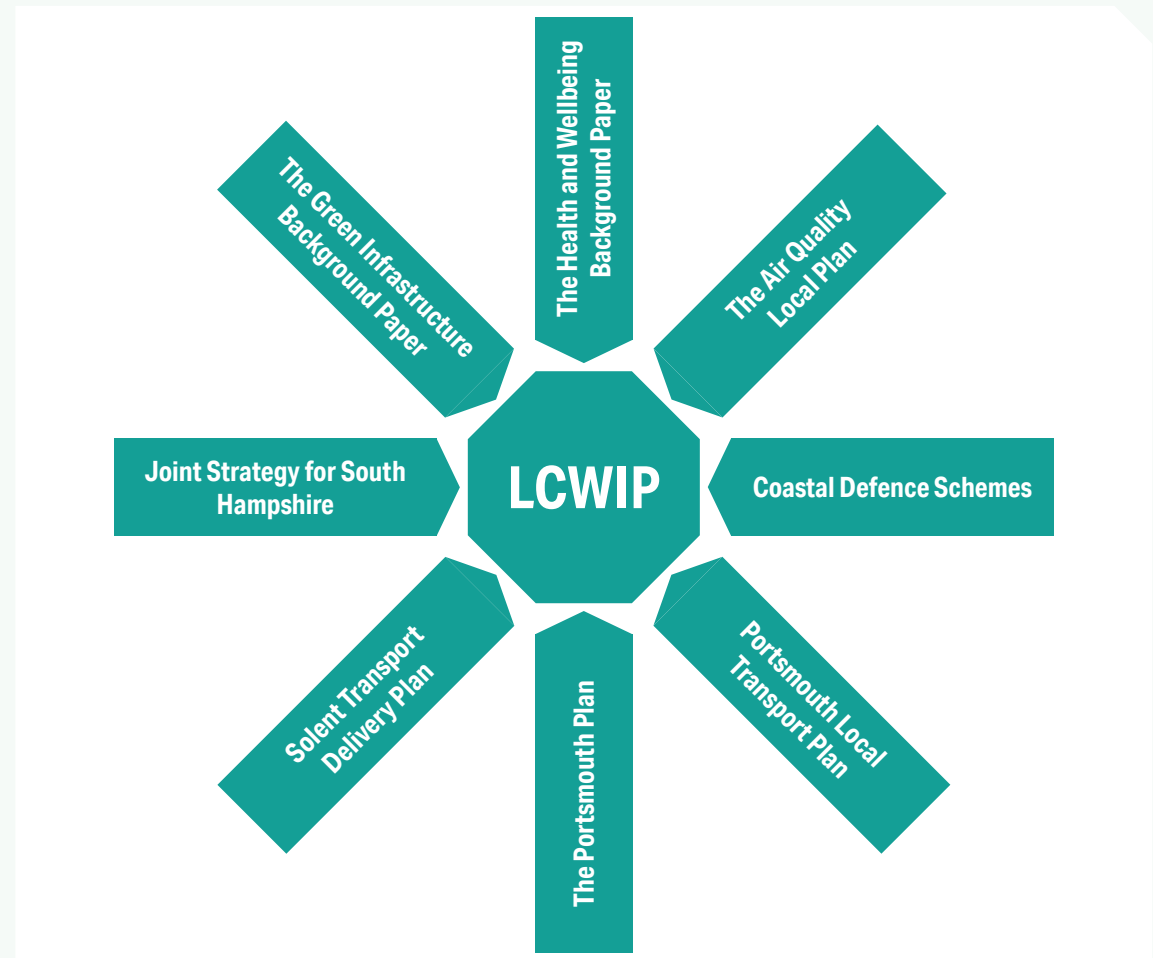
Through the LCWIP process, a wide range of data and information has been gathered and referenced. This has influenced and shaped the planned future cycling and walking network, proposed interventions and design standards for infrastructure.

Plans, policies and strategies

Improvements to walking and cycling are a concurrent theme across a number of Portsmouth City Council policies and strategies that have been adopted or are in a process of consultation. This highlights the important link that the LCWIP holds when being considered as part of the wider context.

Examples of this are shown in the diagram opposite.

A full list, and further information can be found in the **Background Report**.⁸



Existing cycling and walking network

The current network available for cycling and walking is illustrated on the city council's **Active Travel Map⁹**, with **public rights of way plans¹⁰** also published online .

As part of the LCWIP process, the information gathered via audit, stakeholder engagement and site visits has helped to identify severance points, where options to continue walking or cycling are limited or cut off completely, and inform network planning.

An assessment of the quality of the network based on suitability for walking and cycling was also undertaken, with the following key findings:

Cycling – low scores



Shared-use paths scored poorly where insufficient width for different cyclists and pedestrians exist.



Many paths are unlit, or have no passive surveillance.



Many on-road sections score poorly against safety and comfort criteria. This is usually due to them having high traffic volumes, 30mph speed limits and no infrastructure to physically protect cyclists from motor traffic

Cycling – high scores



Residential streets with low traffic volumes and 20mph speed limits tended to score well



Some off-carriageway routes score well where they are sufficiently wide to comfortably accommodate all users.

Walking - network issues



Absence of street trees or planting in the highway to enhance the walking environment, provide shade or shelter and absorb carbon dioxide;



Extensive bollards or guard railing impacting on the quality of the streetscape.



Footways in poor condition, damaged paving slabs and uneven surfaces, creating potential trip hazards;



No formalised pedestrian priority when crossing side roads. Road crossings without dropped kerbs or tactile paving to assist blind, partially sighted and mobility impaired pedestrians.

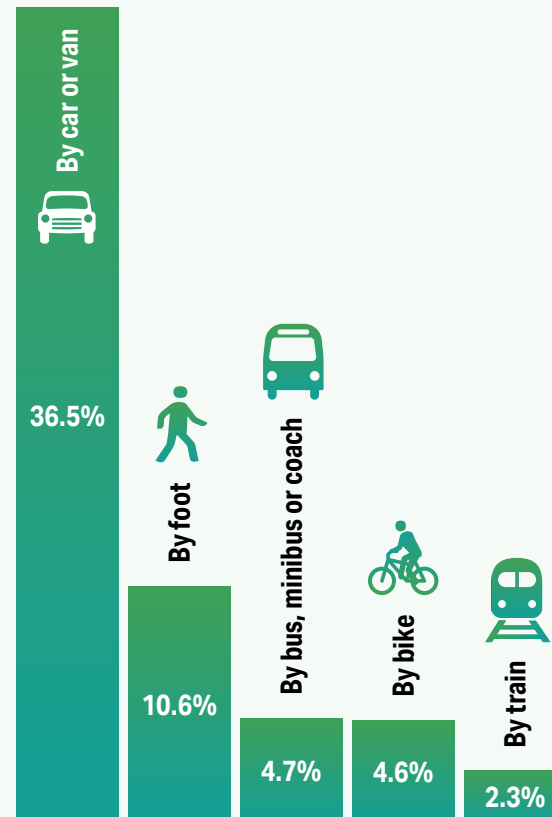
Further details of this can be found in the **Background Report¹¹**

Travel patterns

Car or van use for travel to work still remains the most popular method of transport in Portsmouth¹⁰ based on 2011 Census data, with those travelling by foot and by bike having fairly low representation.

Despite evidence suggesting that we travel far less¹², "... with 16% fewer trips made in 2018 than in 1996." It is anticipated that there will be a "... 41% increase in inbound traffic ... by 2026"¹⁰.

The most commonly used mode of transport to work by Portsmouth residents are as follows:¹⁴



The proportion of adults in Portsmouth that either walk or cycle are as follows:



Walking¹⁴

22.3%

walk five times per week for travel vs

63.9%

walk at least once per month for travel

14.7%

walk five times per week for leisure vs

60.9%

walk at least once per month for leisure



Cycling¹⁵

5.3%

cycle five times per week for travel vs

17.7%

cycle at least once per month for travel

1.0%

cycle five times per week for leisure vs

17.8%

cycle at least once per month for leisure

This highlights challenges faced, but also the potential for modal shift away from single-occupancy vehicles, and the importance of the proposals outlined in the LCWIP in order to increase the number of people cycling and walking to meet government targets.

4 WALKING AND CYCLING NETWORKS

4.1 WALKING*

Although car and van use represent a high proportion of trips in Portsmouth, the distance travelled for journeys to work still remains low.

24% of all journeys to work are < 2km¹⁶

With walking¹⁷ having the greatest potential to replace trips currently made by other modes up to 2km in length, this shows that there is significant potential to increase the number of those walking in the city.

In order to support this, a network of walking routes have been proposed using employment sites from the 2011 census, along with other key destinations and based on guidance using Core Walking Zones (CWZs) and Key Walking Routes (KWRs), where CWZs consist of major trip generators that are clustered

together such as Commercial Road and Guildhall Walk, and KWRs being the main pedestrian routes across the remaining areas of the city.

For the purposes of the first iteration of the Portsmouth LCWIP, only the top 5 KWR's leading to the city centre and the top 5 KWR's outside the city centre have been audited. This is shown in figure 3.

This network of walking routes is believed to have the most potential when looking at increasing the number of journeys made by foot in Portsmouth.

Each route has been audited based on the criteria of attractiveness, comfort, directness, safety and coherence. As the quality of some of these routes are poor, they may not currently have high numbers of people travelling on foot, but the potential for increasing the number of

short journeys are high if they are found to be easy, convenient and safe to do so.

The wider network of Core Walking Zones, along with the Key Walking Routes in the city are shown in Figure 4. These will be audited in future iterations of the Portsmouth LCWIP.

Please visit the **Background Report¹⁸** for further analysis, and the methodology used, including a map highlighting CWZs in Portsmouth.

* In the context of the LCWIP, walking includes people using wheelchairs or mobility scooters and people with pushchairs

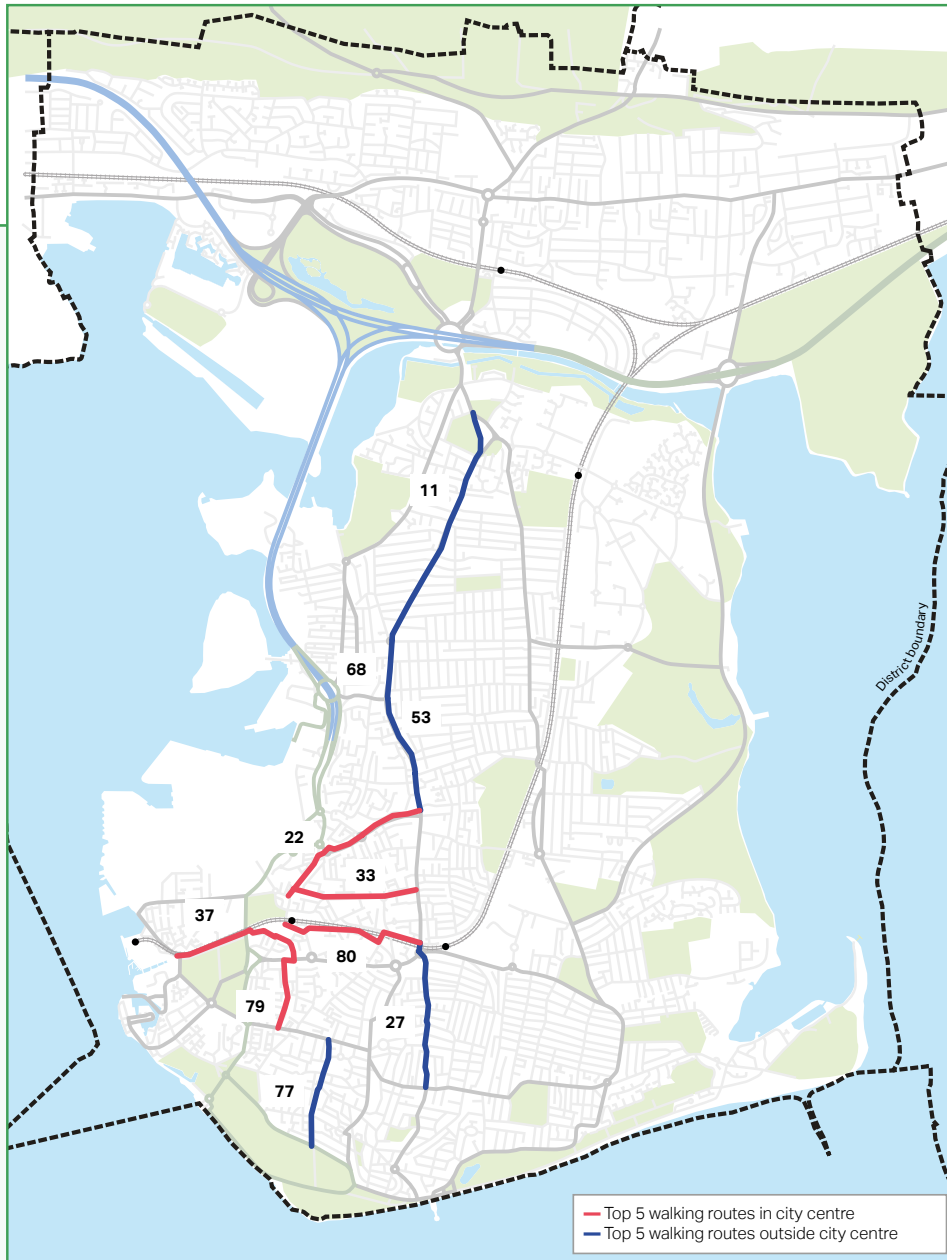


Figure 3: Prioritised key walking routes

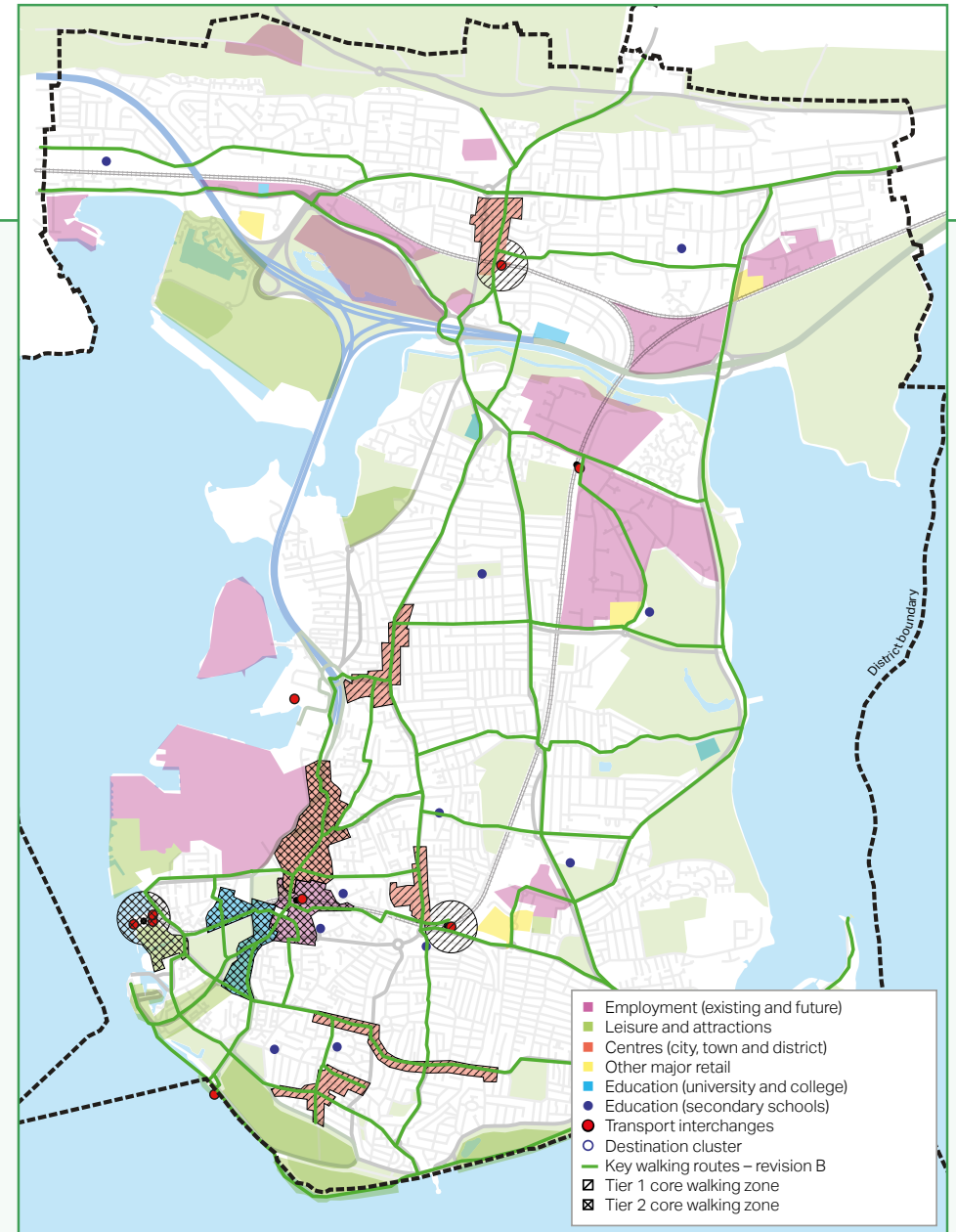


Figure 4: Wider Key Walking Route Network and Core Walking Zones

4.2 CYCLING

The LCWIP guidance suggests that cycling¹⁹ has the potential to replace trips currently made by other modes, typically up to 10km in length. Additionally, a 5km threshold has been applied to represent short distance utility journeys which could be made by new or returning cyclists.

With 64% of current journeys below 10km²⁰

A network of main corridors and several east-west routes have been identified based on the greatest potential to increase cycling.

Approximate home and work locations have been mapped to form 'as the crow fly' information using 2011 census data, along with the **Propensity to Cycle Tool (PCT)**²¹, with key destinations as part of the walking network also being considered.

This has been mapped onto the existing network, and discussed with stakeholder groups.

Figure 5 highlights the primary network, those routes having the greatest potential to increase cycling journeys that lead or go past key destinations and employment sites. As with each walking route, there are unique identifiers for each cycling route that have been used.

The primary network has been audited (see *Section 3*) based on a criteria of directness, gradient, safety, connectivity and comfort. Further detailed information about the audit process, including the scores of each section of routes against this criteria, can be found in the **Background Report**²².

As initial audits have been focused on routes with the greatest potential to increase the number of people cycling,

none of the proposed secondary or tertiary networks have been audited. Figure 6 highlights both the primary, secondary and tertiary network of cycle routes identified in Portsmouth. These are mapped based on desire lines, linking origin and destination by straight line connections. For further information regarding the method used to develop this network, please see the **Background Report**²².

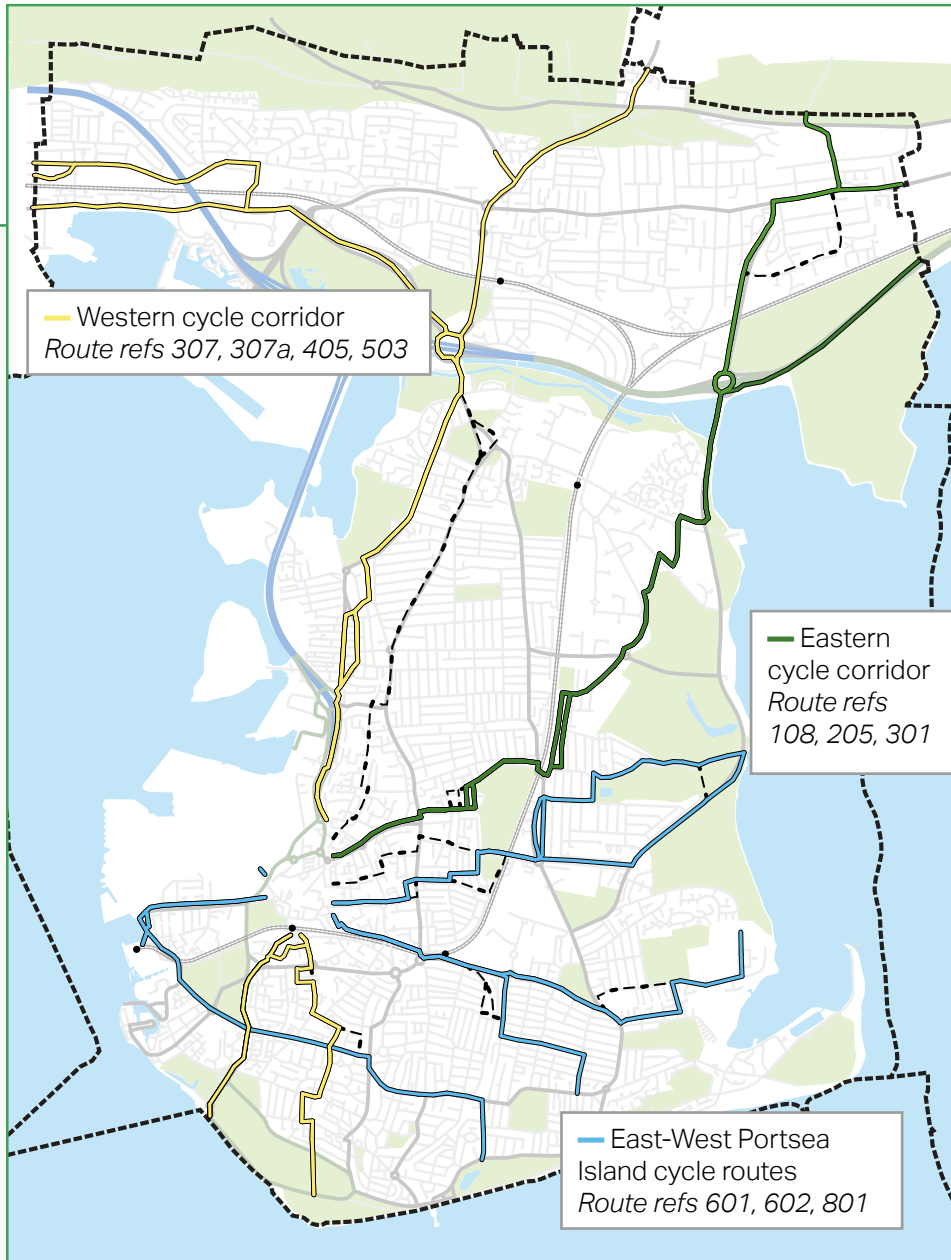


Figure 5: Primary Cycling Network

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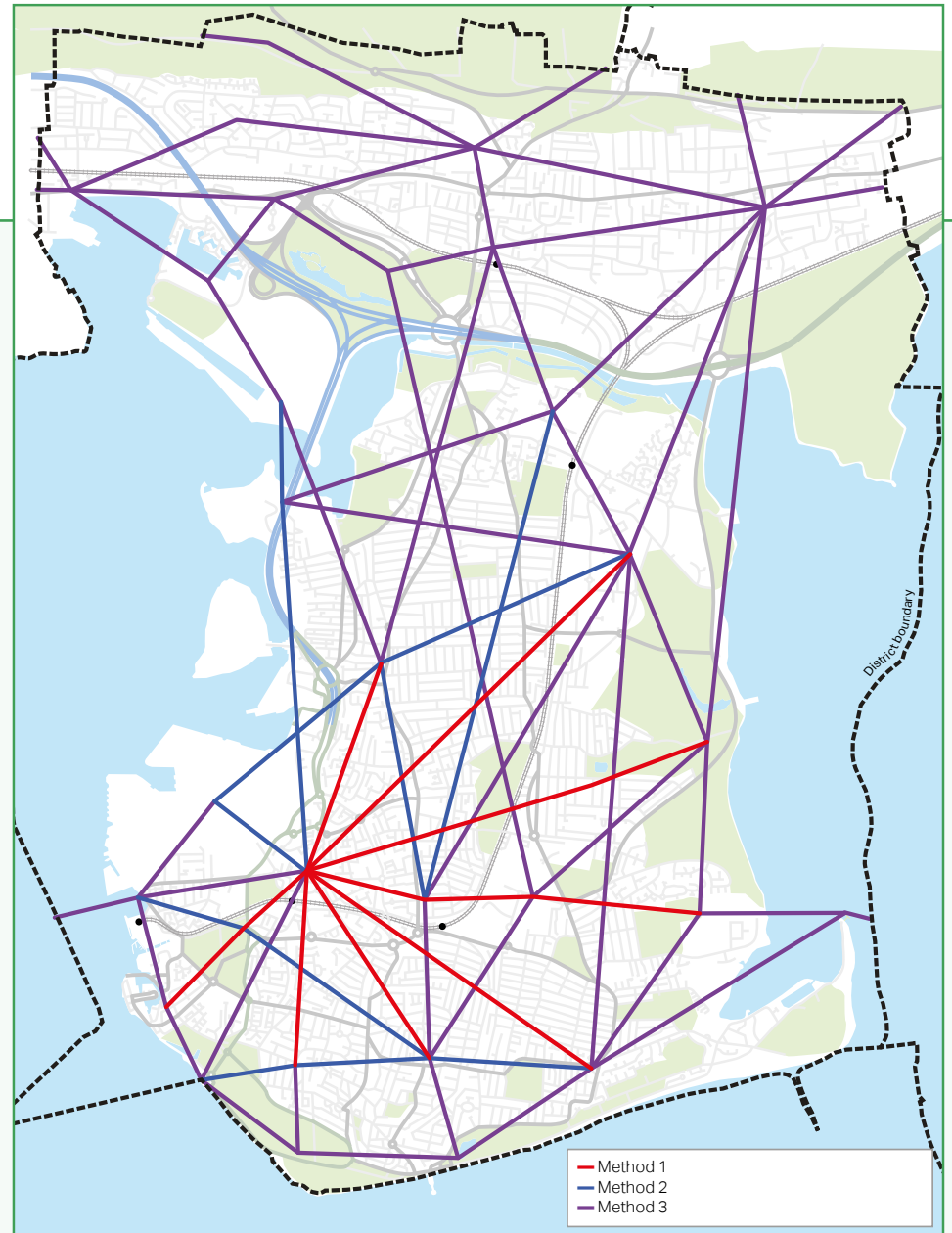


Figure 6: Primary, Secondary and Tertiary Cycling Network

5 PRIORITISING IMPROVEMENTS

In order to prioritise accordingly, a balanced set of criteria were chosen to inform infrastructure improvements. The criteria covered the following themes:

- > Existing and potential future cycling demand;
- > Strategic transport projects and priorities e.g. AQMA areas;
- > Economy;
- > Education;
- > Housing; and
- > Public health

These helped establish an investment programme of short, medium and long-term investment for the primary walking and cycling network, as summarised in the three categories below:

- > **Shorter-term (0–3 Years):** improvements which can be implemented quickly or are under development;
- > **Medium term (3–5 Years):** improvements where there is a clear intention to act, but delivery is dependent on further funding availability or other issues (e.g. detailed design, securing planning permissions, land acquisition, etc); and
- > **Longer-term (5–10 Years):** more aspirational improvements or those awaiting a defined solution.

This investment programme will feed into the Local Transport Plan (LTP4) strategy and future LTP implementation plans as part of a range of works, along with wider infrastructure proposals such as those that are being developed for the South East Hampshire Rapid Transit network.

For further details regarding the methodology for prioritisation, please see the **Background Report**.

Prioritising cycle route improvements

Outlined in *Figure 7* are the short, medium and longer-term indicative prioritisation of cycling improvements for Portsmouth, with each route split into relevant sections to help support this process.

For site specific information, please visit Appendix B.

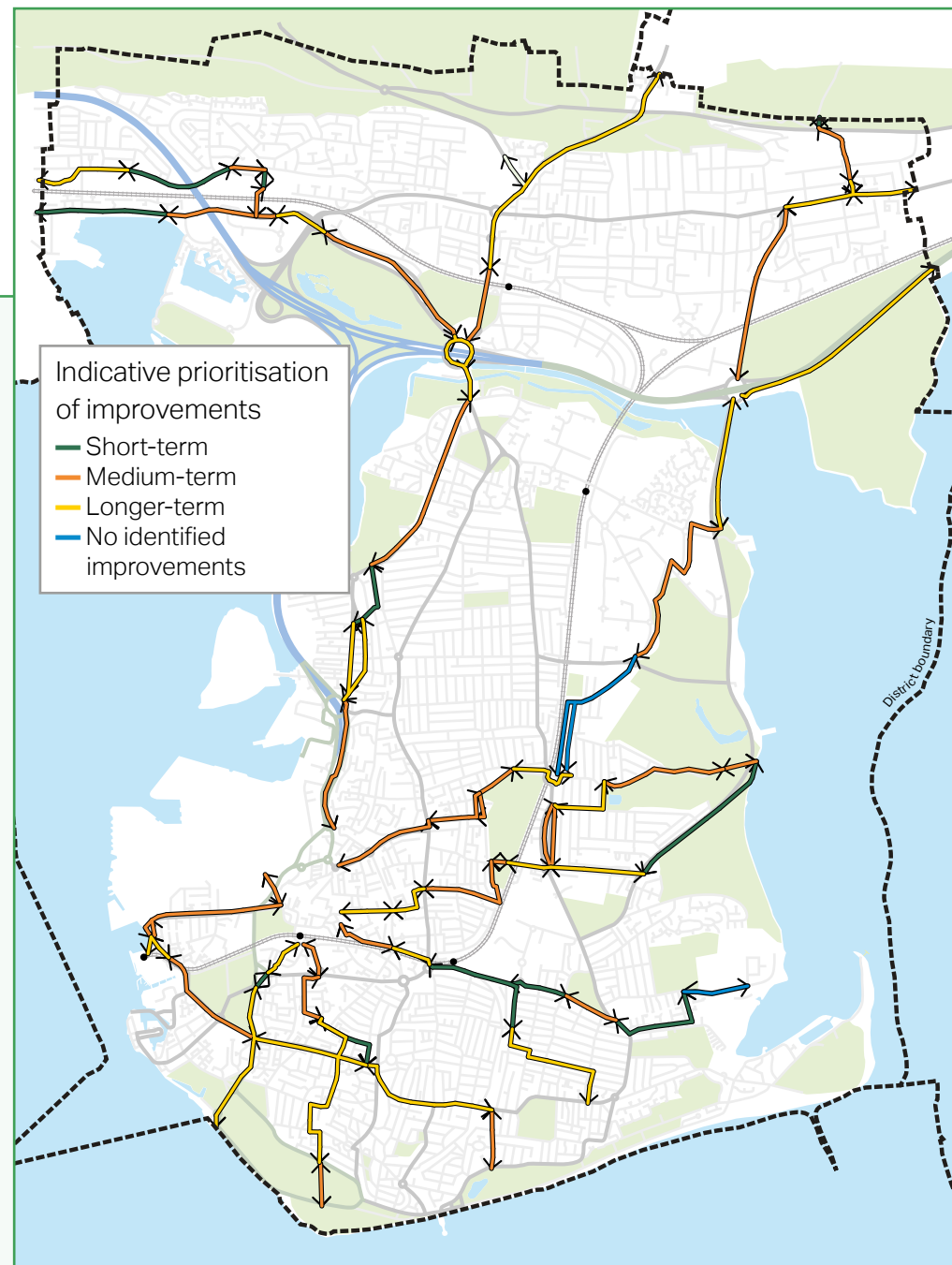


Figure 7: Short, Medium and Long-term cycling improvement prioritisation.

Prioritising walking route improvements

Figure 8 maps the short, medium and longer-term indicative improvements for walking infrastructure in the city. As with cycling, this has been split into sections to aid prioritisation.

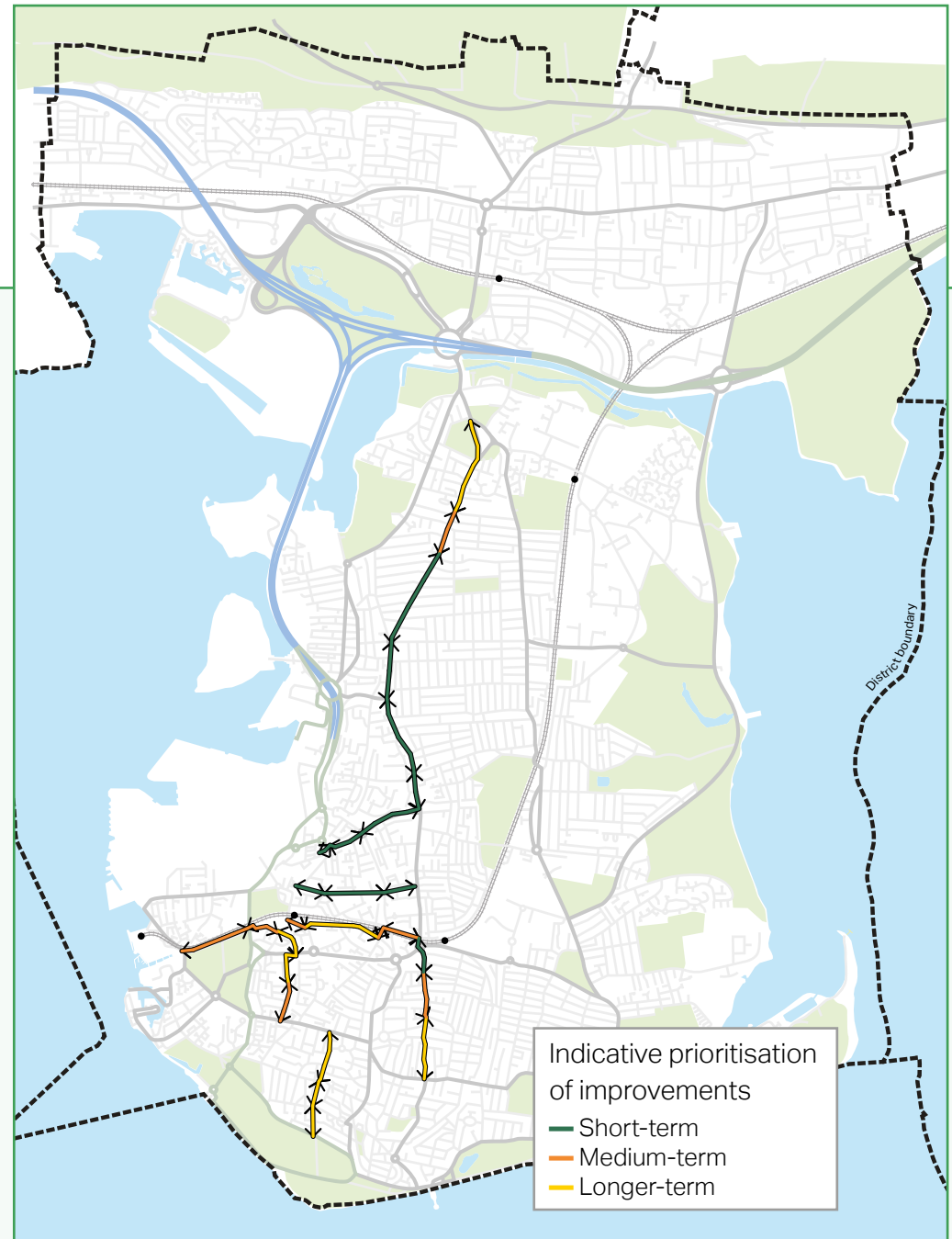


Figure 8: Short, Medium and Long-term walking improvement prioritisation.

6 TYPES AND EXAMPLES OF IMPROVEMENTS

6.1 TYPES OF IMPROVEMENT

In order to set a baseline for walking and cycling infrastructure, an established set of principles have been used to inform improvements and associated cost estimates.

Examples of these can be found below.

All potential improvements will follow the latest available guidance, taking into consideration those sites where casualty and near-miss reports exist, and are subject to further study, feasibility and consultation, each of which has the

potential to change cost estimates and scheme design.

Please note these are for illustrative purposes only. For further information regarding this, please refer to the **Background Report**.

Raised Tables

A section of the carriageway that is raised to the same height as the adjacent footway to improve crossing.



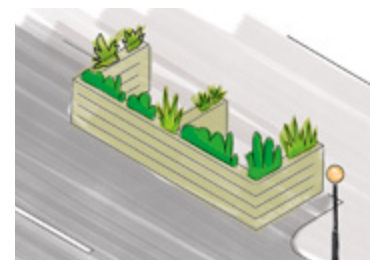
At-grade crossing facilities

A crossing point for potentially both cyclists and pedestrians at the same level as the carriageway.



Parklets

A public space that provides an extension of the footway incorporating seating, greening and bicycle parking. These are usually placed in former parking-bays.



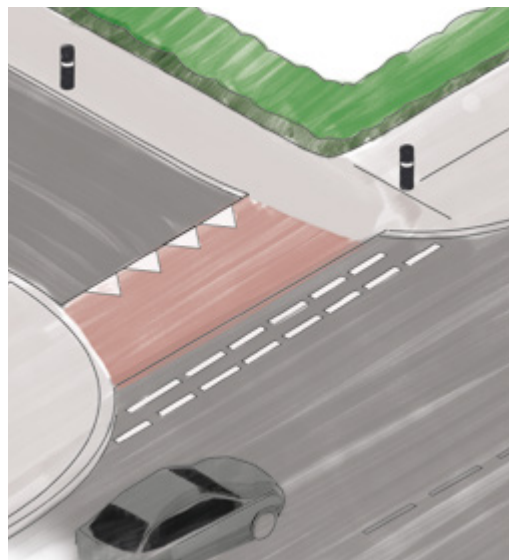
Grade-separated crossings

A crossing point for potentially both cyclists and pedestrians at a different level to the carriageway.



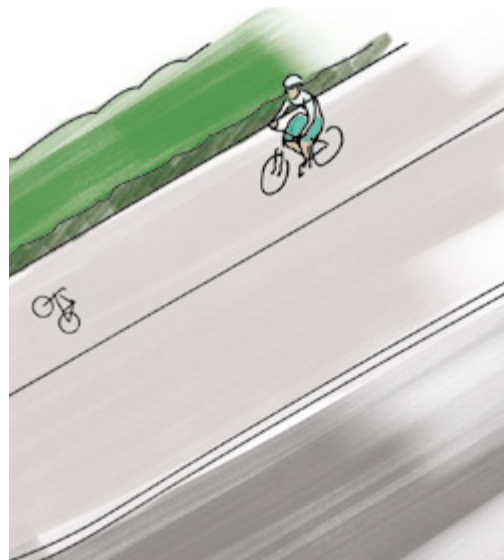
Wayfinding improvements

Wayfinding is used to guide both residents and visitors in Portsmouth, helping them navigate the city by foot and by bicycle successfully, from origin to destination.



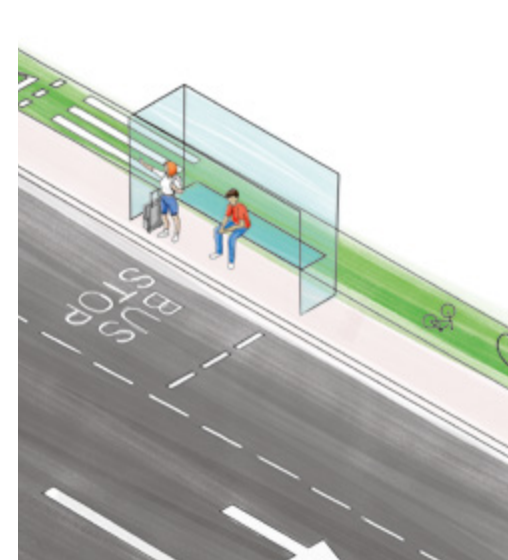
Segregated or Shared Use cycle paths

A segregated cycle path is one where cyclists are separated from pedestrians and other road users by a physical feature such as a kerb. A 'shared use' path is where both pedestrians and cyclists mix.



Bus by-pass / Floating bus stop

The routing of a cycle lane behind a bus stop in order to maintain the separation of people cycling from motor traffic.



Mandatory or advisory cycle lanes

These are lanes designated for use by cyclists, either marked by a solid white line or dashed white line. A solid white line indicates that is exclusively for the use of cyclists, while a dashed white line may be crossed if necessary.



Wider pedestrian refuge islands

An area in the carriageway to aid the crossing of both cyclists and pedestrians.



Footway buildouts with pedestrian priority across junctions

Amendments to the geometry of side roads to provide shorter crossing distances, along with give way lines set-back to aid pedestrians crossing.



7 APPLICATION OF LCWIP AND INTEGRATION INTO AUTHORITY WORKSTREAMS

The LCWIP will be used to inform, contribute and provide a basis for the following (*see diagram*):

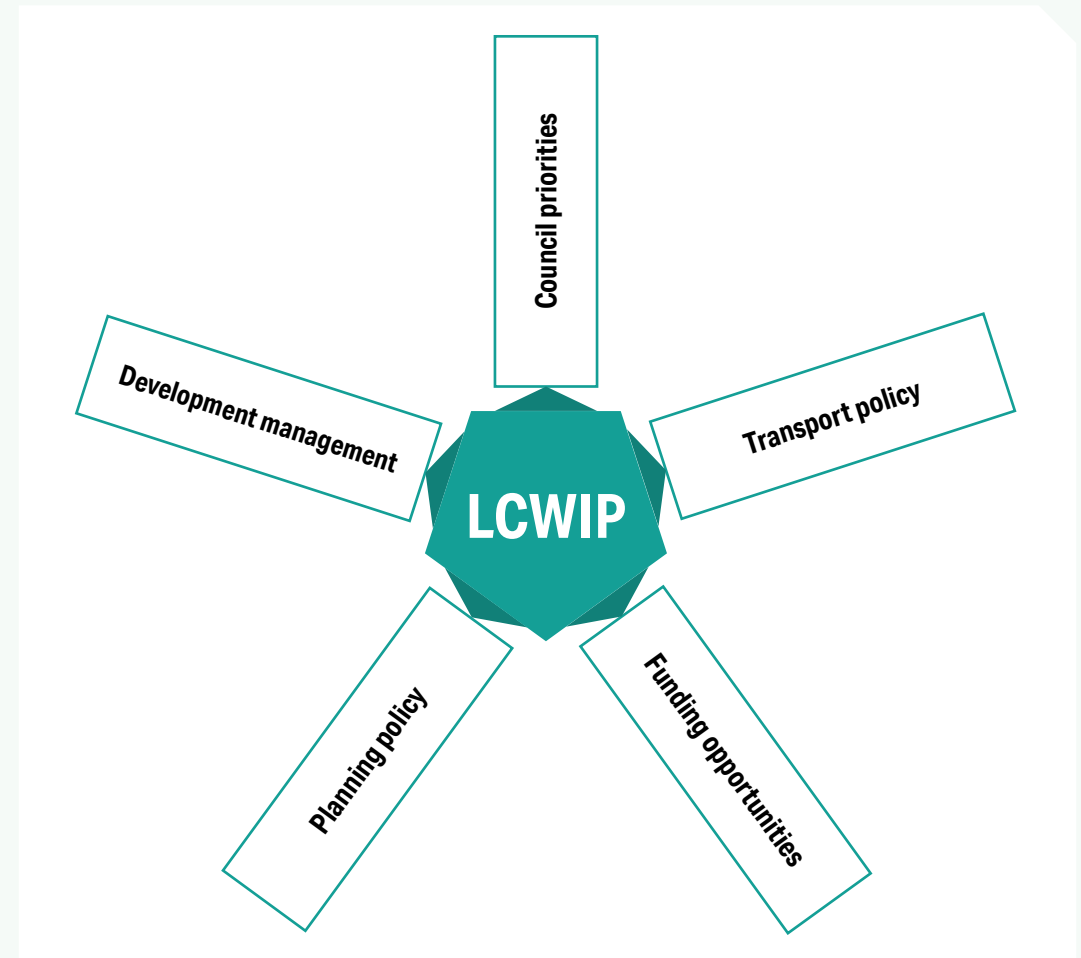
For further information, please visit the **Background Report**.

Several elements identified in the LCWIP will be dependent upon available funding, with identified infrastructure being delivered by Portsmouth City Council through planning proposals, master plans and local transport plans where feasible.

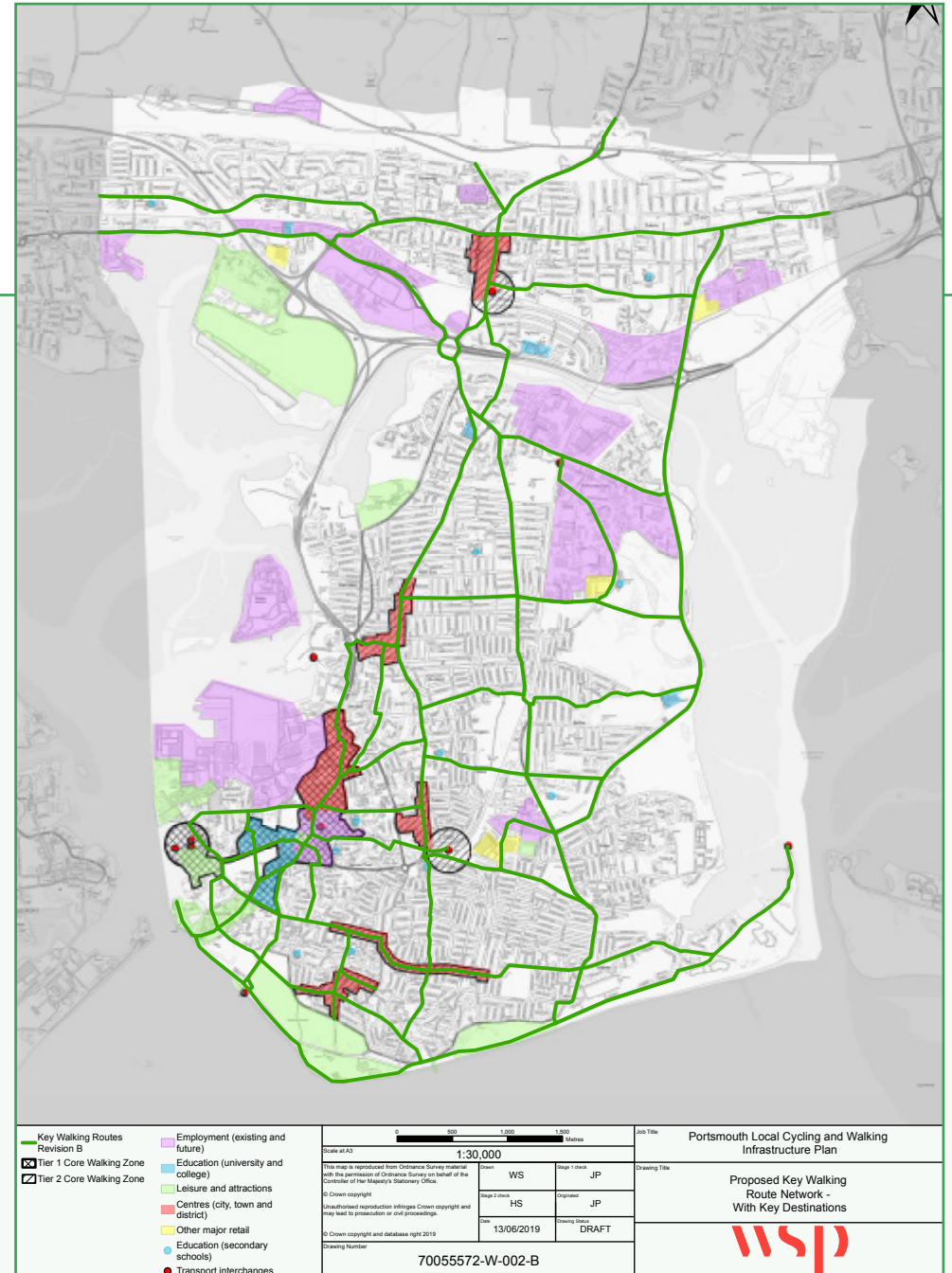
Where external funding opportunities are presented, the Council will submit relevant bids in order to supplement delivery of the Plan. We will continue to undertake before and after monitoring of our schemes and feed them into the developing Portsmouth transport data system.

As the LCWIP process is iterative, future versions and revisions will follow a similar process, with further auditing and feasibility studies in order to respond to opportunities as they arise.

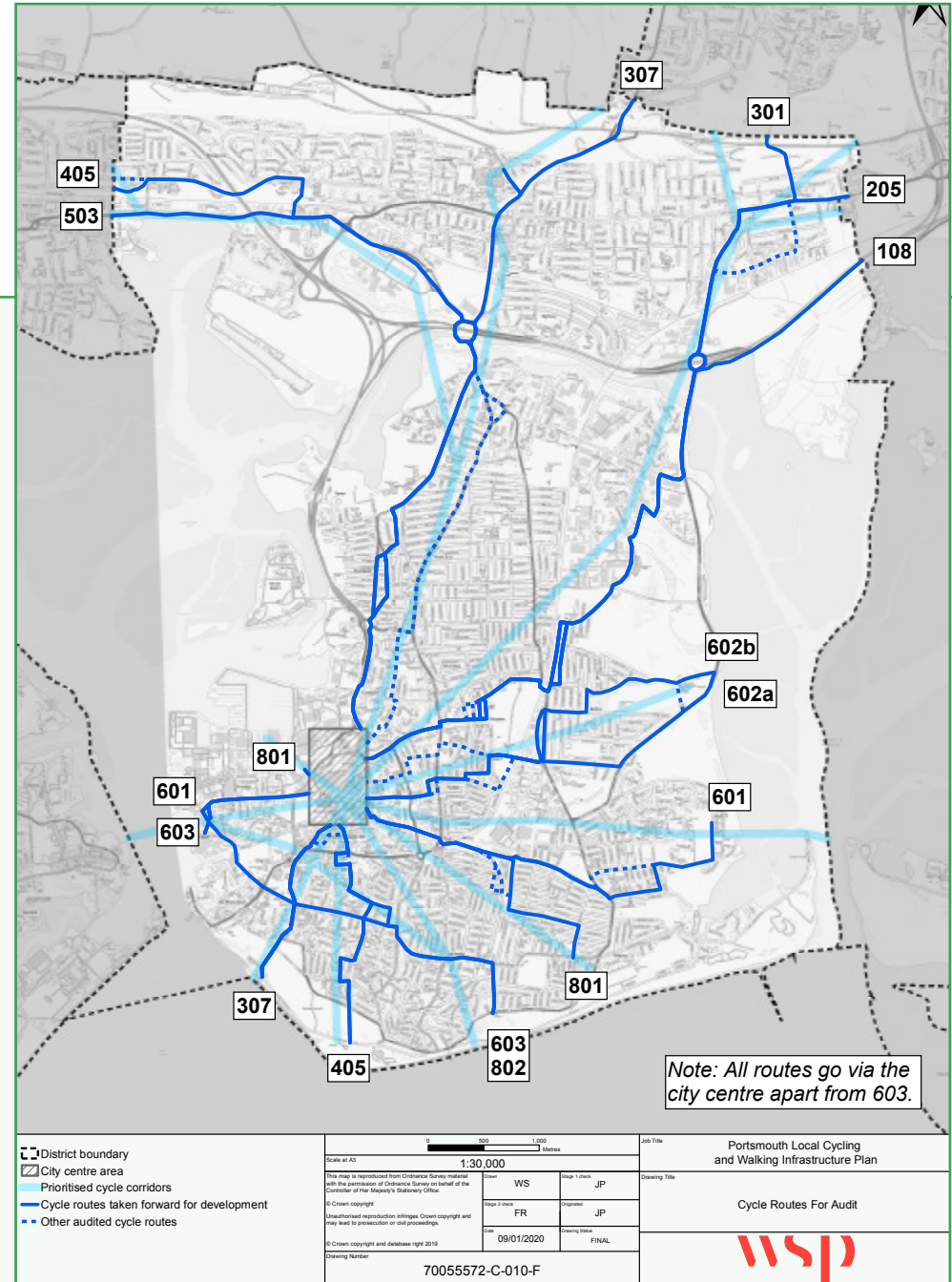
As referenced in the LCWIP guidance, the plan will be reviewed every four to five years to reflect any progress made. Interim revisions may occur where there have been significant changes or more up to date data sources made available.



APPENDIX A KEY WALKING ROUTE NETWORK WITH KEY DESTINATIONS



APPENDIX A CYCLING ROUTE PLANS



APPENDIX B

Indicative Prioritisation of Key Walking Route Improvements – Shorter term

Key Walking Route Reference	Key Walking Route Description
KWR 33 section 3	Arundel Street (Holbrook Road to Fratton Road)
KWR 27 section 1	Fratton Bridge and Fawcett Road (Selbourne Terrace to Manners Road)
KWR 53 sections 1-2	Kingston Road (Kingston Crescent to Lake Road)
KWR 22 sections 1-3	Lake Road (entire length)
KWR 68 section 1	London Road (Kingston Crescent to Angerstein Road / Gladys Avenue / Stubbington Avenue roundabout)
KWR 11 section 3	London Road (Hewett Road to Angerstein Road / Gladys Avenue / Stubbington Avenue roundabout)

Indicative Prioritisation of Key Walking Route Improvements – Medium term

Key Walking Route Reference	Key Walking Route Description
KWR 33 sections 1-2	Arundel Street (Commercial Road to Holbrook Road)
KWR 80 section 1	Isambard Brunel Road (Commercial Road to Greetham Street)
KWR 80 section 3	Somers Road (Raglan Street to Sydenham Terrace)
KWR 80 section 4	Sydenham Terrace (Somers Road to Fratton Bridge)
KWR 37 section 1	King Henry I Street and walkway to Anglesea Road (Guildhall Square to Anglesea Road)
KWR 37 section 2	Park Road (Anglesea Road to St. George's Road)
KWR 79 section 3	Eldon Street and Norfolk Street (Sackville Street to King's Road)
KWR 11 section 2	London Road (Merrivale Road to Hewett Road)
KWR 27 section 2	Fawcett Road (Manners Road to Addison Road)

Indicative Prioritisation of Key Walking Route Improvements – Longer-term

Key Walking Route Reference	Key Walking Route Description
KWR 80 section 2	Greetham Street and Raglan Street (Isambard Brunel Road to Somers Road)
KWR 79 section 1	Unnamed walkway from Guildhall Square to Winston Churchill Avenue
KWR 79 section 2	Middle Street (Winston Churchill Avenue to Sackville Street)
KWR 11 section 1	London Road (Northwood Road to Merrivale Road)
KWR 27 section 3	Lawrence Road (Addison Road to Albert Road)
KWR 77 section 1	Grove Road South (Elm Grove to Palmerston Road)
KWR 77 sections 1-2	Palmerston Road (entire length)

Indicative Prioritisation of Cycling Improvements – Shorter Term

Strategic Cycle Corridor Ref	Strategic Cycle Corridor Description	Stage 1 Prioritisation Rank	Route Description
307	Waterlooville to Clarence Pier via Cosham & City Centre	1	Section C: Nelson Avenue, North End Avenue & Penrose Close (Northern Parade to Twyford Avenue) Section H: A288 Hampshire Terrace (King Richard I Road to St. Michael's Road (southern end))
503	Fareham to Southsea Common via Lakeside North Harbour, North End, City Centre & Southsea Town Centre	=2	Section 1: Southampton Road (Portsdown Road to Watersedge bus stop)
802	Southsea Seafront to HM Naval Base via City Centre	=2	Section 3: St. Andrew's Road, Cottage Grove and Green Road (Elm Grove to Brougham Street)
801	Eastney to HM Naval Base	=2	Sections A, B & 4: Frensham Road and Goldsmith Avenue (Devonshire Avenue to Fratton Bridge roundabout)
301	Waterlooville to Clarence Pier via Farlington, Hilsea Employment Area (South) & City Centre	5	Section 1: Crookhorn Lane (authority boundary to Portsdown Hill Road)
405	DSTL / North Portchester to Southsea Common via Lakeside North Harbour, North End, City Centre & Southsea Town Centre	=6	Section 2: Allaway Avenue shared-use path (Castle View Academy to Bourne Road) Section 4: Marsden Road (Allaway Avenue to Paulsgrove Adventure Playground)
602a	Gosport to Portsmouth College via City Centre (southern route)	=6	Sections B to D: Eastern Road shared-use path (Tangier Road to Langstone Road junction)
601b	Gosport to St. James' Hospital / Langstone Campus development sites	=9	Section B: Ironbridge Lane, Maurice Road and Dunbar Road (Locksway Road to Milton Road) Section 4: Goldsmith Avenue (Priory Crescent to Frensham Road)

Indicative Prioritisation of Cycling Improvements – Medium-Term

Strategic Cycle Corridor Ref	Strategic Cycle Corridor Description	Stage 1 Prioritisation Rank	Route Description
307	Waterlooville to Clarence Pier via Cosham & City Centre	1	Sections A & B: A3 Northern Parade (London Road to Nelson Avenue) Sections E & F: Rudmore Roundabout and A3 Mile End Road (Twyford Avenue / Stamshaw Road to Church Street Roundabout)
503	Fareham to Southsea Common via Lakeside North Harbour, North End, City Centre & Southsea Town Centre	=2	Section 2: A27 Southampton Road (Watersedge bus stop to Compass Road) Sections 3: A27 Western Road (Southampton Road junction underpass to Portsbridge Roundabout underpass) Section 12: Commercial Road (south) and Isambard Brunel Road (Station Street roundabout to Winston Churchill Avenue) Section G: Winston Churchill Avenue shared-use footway / cycleway, St. James' Road and Waterloo Street (Isambard Brunel Road to Grosvenor Street) Section 16: Avenue de Caen (Clarence Parade to Clarence Esplanade)
802	Southsea Seafront to HM Naval Base via City Centre	=2	Section 1: Festing Road (Eastern Parade to Albert Road) Section 6: Unicorn Road (Bishop Crispian Way to HM Naval Base)
801	Eastney to HM Naval Base via City Centre	=2	Section 6: Canal Walk, Bridport Street and East Surrey Street (Sydenham Terrace to Station Street)
301	Waterlooville to Clarence Pier via Farlington, Hilsea Employment Area (South) & City Centre	5	Section 2: Gillman Road (Portsdown Hill Road to Eveleigh Road) Sections B & 6: Eastern Road (Havant Road to Farlington Interchange) Sections 8 & 9: Anchorage Road, Robinson Way, Airport Service Road, Dundas Lane and former busway (Eastern Road to Moneyfield Avenue) Section C: George Street, Glencoe Road / Daulston Road, Hampshire Street, Shakespeare Road and Manor Road (New Road to Fratton Road) Section 13: Fratton Road and Lake Road (Manor Road to City Centre)

Strategic Cycle Corridor Ref	Strategic Cycle Corridor Description	Stage 1 Prioritisation Rank	Route Description
405	DSTL / North Portchester to Southsea Common via Lakeside North Harbour, North End, City Centre & Southsea Town Centre	=6	Section 3: Allaway Avenue (Bourne Road to Marsden Road) Section 5: Racecourse Lane (Paulsgrove Adventure Playground to Southampton Road)
602	Gosport to Portsmouth College via City Centre	=6	Section 11: Bishop Crispian Way (Edinburgh Road to Queen Street) Section 12: Queen Street (Bishop Crispian Way to The Hard)
602a	Gosport to Portsmouth College via City Centre (southern route)	=6	Section A: Tangier Road (Portsmouth College entrance to Eastern Road) Section E: St. Mary's Road (Kingston Cemetery entrance to Clarke's Road) Section F: Clarkes Road and Clive Road (St. Mary's Road to Fratton Road)
602b	Gosport to Portsmouth College via City Centre (northern route)	=6	Section 1: Tangier Road (Portsmouth College entrance to Neville Road) Section 3: Baffins Road (Southbound) / Milton Road (Northbound) (Hayling Avenue to Prison Roundabout)
603	Gosport to Southsea Seafront via University and Albert Road	=9	Section 2 & 3: St George's Road and Museum Road (St. George's Square to King's Roundabout)
601b	Gosport to St. James' Hospital / Langstone Campus development sites	=9	Section 3: Goldsmith Avenue (Milton Road to Priory Crescent)

Indicative Prioritisation of Cycling Improvements – Longer-Term

Strategic Cycle Corridor Ref	Strategic Cycle Corridor Description	Stage 1 Prioritisation Rank	Route Description
307	Waterlooville to Clarence Pier via Cosham & City Centre	1	<p>Sections 1-3: A3 London Road and Northern Road (Authority boundary to Cosham Health Centre)</p> <p>Section 5: A3 Portsbridge Roundabout and London Road (Western Road underpass to Northern Parade junction)</p> <p>Section D: A3 Twyford Avenue (northbound) and Stamshaw Road (southbound) (Penrose Close to Rudmore Roundabout)</p> <p>Section G: Guildhall Square & Guildhall Walk (Commercial Road to St. Michael's gyratory)</p> <p>Sections 14 & 15: A288 Hampshire Terrace, Landport Terrace, King's Terrace, Jubilee Terrace, Bellevue Terrace & Pier Road (St. Michael's Gyratory to Clarence Pier)</p>
307a	Waterlooville to Clarence Pier via Queen Alexandra Hospital, Cosham & City Centre	1	Section 1: B2177 Southwick Hill Road (Queen Alexandra Hospital Entrance to London Road)
503	Fareham to Southsea Common via Lakeside North Harbour, North End, City Centre & Southsea Town Centre	=2	<p>Section 3: A27 Southampton Road (Compass Road to Western Road underpass)</p> <p>Sections 14 & 15: Grosvenor Street, Green Road, Cottage Grove, Grove Road North & Grove Road South, Kent Road, Portland Road, Osborne Road and Palmerston Road (Grosvenor Street to Clarence Parade)</p>
802	Southsea Seafront to HM Naval Base via City Centre	=2	Section 2: Albert Road, Victoria Road South and Elm Grove (Festing Road to St. Andrew's Road)
801	Eastney to HM Naval Base	=2	<p>Section 1: Prince Albert Road, Landguard Road, Maxwell Road, Aston Road, Haslemere Road, Pretoria Road and St. Augustine Road (Highland Road to Devonshire Avenue)</p> <p>Section 5: Fratton Bridge and Sydenham Terrace (Goldsmith Avenue to Canal Walk)</p>

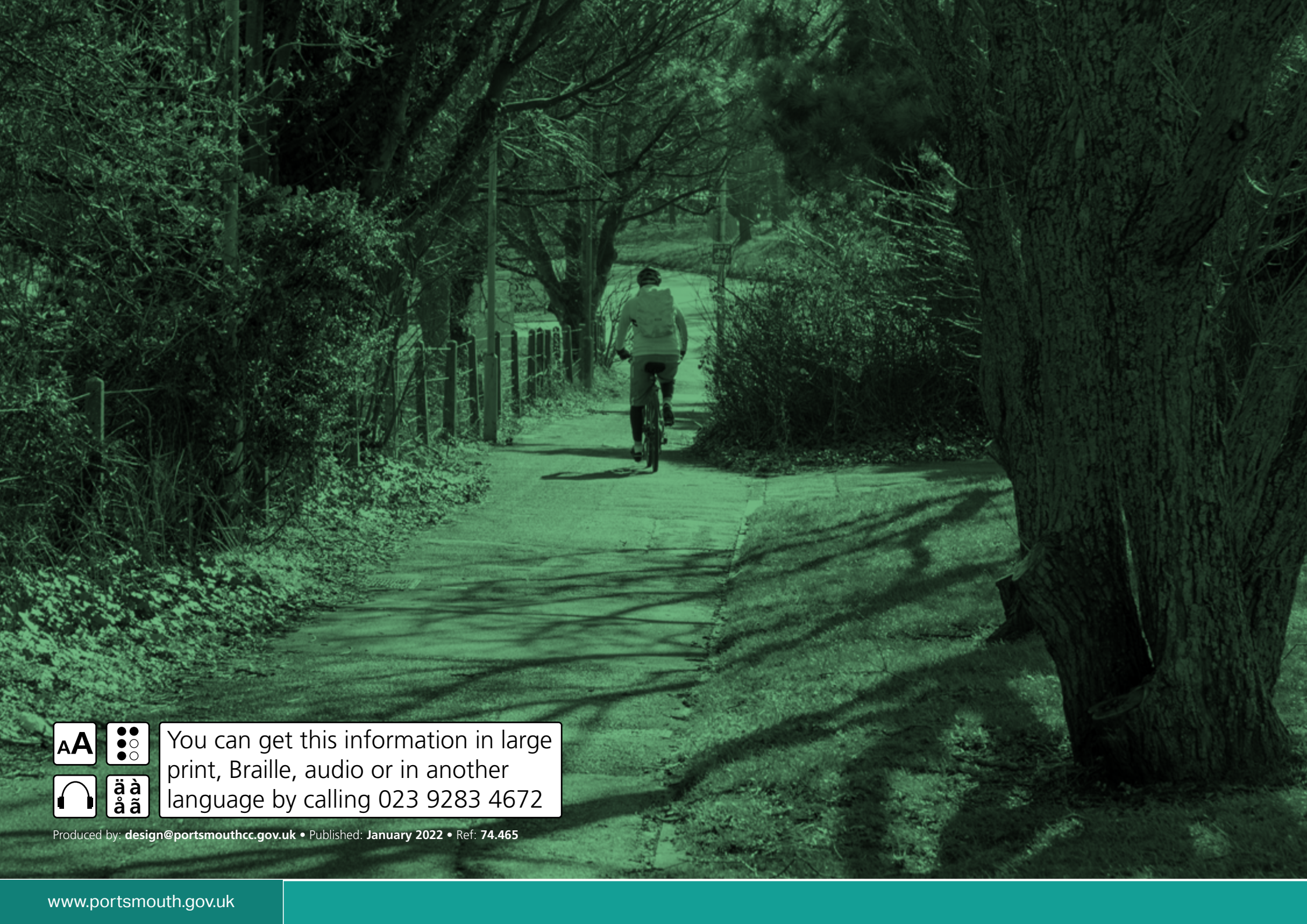
Strategic Cycle Corridor Ref	Strategic Cycle Corridor Description	Stage 1 Prioritisation Rank	Route Description
301	Waterlooville to Clarence Pier via Farlington, Hilsea Employment Area (South) & City Centre	5	Section 3: Gillman Road (Eveleigh Road to Havant Road) Section A: Havant Road (Gillman Road to Eastern Road) Section 7: Eastern Road (Farlington Interchange to Anchorage Road) Section 11: Tangier Road, Milton Road, Copnor Bridge & New Road (Folkestone Road to George Street)
405	DSTL / North Portchester to Southsea Common via Lakeside North Harbour, North End, City Centre & Southsea Town Centre	=6	Section 1: Westfield Road path, Jubilee Avenue & Allaway Avenue (Portsdown Road to Castle View Academy)
108	Havant to Clarence Pier via Farlington, Hilsea Employment Area (South) & City Centre	=6	Sections 1 & 2: National Cycle Network route 22 (Farlington Marshes route from authority boundary to Farlington Interchange)
602	Gosport to Portsmouth College via City Centre	=6	Section 6: St. Mary's Road (Prison Roundabout to Kingston Cemetery entrance) Section G: Stamford Street, Clifton Street and Arundel Street (Fratton Road to 20mph limit west of Holbrook Road) Section 10: Arundel Street (20mph limit west of Holbrook Road to Buckingham Street)
602a	Gosport to Portsmouth College via City Centre (southern route)	=6	Section 5: Langstone Road (Eastern Road to Prison Roundabout)
602b	Gosport to Portsmouth College via City Centre (northern route)	=6	Section 3: Neville Road and Hayling Avenue (Tangier Road to Baffins Road)
205	Leigh Park to Clarence Pier via Farlington, Hilsea Employment Area (South) & City Centre	=9	Section 1: Havant Road (authority boundary to Lower Farlington Road)
603	Gosport to Southsea Seafront via University and Albert Road	=9	Section 1: The Hard (Hard Interchange to St. George's Square) Section 4: King's Road and Elm Grove (King's Roundabout to St. Andrew's Road)

APPENDIX C BACKGROUND REPORT

See attached document for the Background Report:
Local Cycling & Walking Infrastructure Plan

REFERENCES

- 1 www.gov.uk/government/publications/cycling-and-walking-investment-strategy
- 2 Appendix A
- 3 Appendix B
- 4 Appendix C
- 5 Appendix C
- 6 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/757756/Cycling_and_walking_for_individual_and_population_health_benefits.pdf
- 7 <http://content.tfl.gov.uk/walking-cycling-economic-benefits-summary-pack.pdf>
- 8 Appendix C
- 9 www.portsmouth.gov.uk/ext/documents-external/trv-actitvetravelmap-2014.pdf
- 10 www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/public-rights-of-way
- 11 Appendix C
- 12 <https://democracy.portsmouth.gov.uk/documents/s26332/Local%20Transport%20Plan%204%20Development%20report.pdf>
- 13 www.nomisweb.co.uk/census/2011/QS701EW/view/1946157284?rows=rural_urban&cols=cell
- 14 www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw
- 15 www.nomisweb.co.uk/census/2011/QS702EW/view/1946157284?rows=rural_urban&cols=cell
- 16 https://www.nomisweb.co.uk/census/2011/QS702EW/view/1946157284?rows=rural_urban&cols=cell
- 17 In the context of LCWIP walking includes people using wheelchairs or mobility scooters and people with pushchairs.
- 18 Appendix C
- 19 In the context of LCWIP cycling includes all types of cycle typically in use, including adapted cycles, tricycles and cycles with trailers.
- 20 www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw
- 21 www.pct.bike/m/?r=hampshire
- 22 Appendix C



You can get this information in large print, Braille, audio or in another language by calling 023 9283 4672

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