

Winchester District Cycling Strategy

Introduction

This Cycling Strategy will raise the profile of the cyclist and emphasise the substantial benefits that are gained from cycling. It provides a framework within which cycling can be developed to the benefit of the Winchester District. It will help to improve the safety and attractiveness of cycling and promote health objectives by setting out education, integration, promotion and enforcement measures and an action plan of key infrastructure improvements that will be continually added to and implemented when funding sources are made available. This strategy has been compiled by the Winchester Cycling Working group (appendix 1).

Vision and Background

The overall vision for this Strategy is to ensure that cycling facilities are in place to enable cycling to be a safe, attractive and a viable transport choice. The vision for Winchester as a city is:

- To ensure cycling is encouraged, cyclists can use a direct, attractive and safe network of roads.

The vision for the District of Winchester is:

- To ensure cycling in rural areas and in market towns is undertaken on appropriate routes and good facilities are provided where a demand has been established to link key areas.

Two cycling strategies were developed in the 1990s.

- Cycling Towards the Millennium: A Cycle network and promotional Strategy for Winchester, 1994
- Cycling Strategy Winchester Rural Parishes, 1999

Both strategies relied heavily on routes and route costing. Both are now out of date in regards to their way of thinking for today's sustainable transport issues, but some of the routes are still required.

Nearly three-quarters of all journeys are less than five miles and this is well within the range of practical every-day cycling for many people.

Cycling:

- is a sustainable mode of travel and a realistic alternative to the private car for short journeys
- improves the health of the individual
- provides cheap and low carbon travel
- can contribute to, and benefit from, reductions in traffic levels and congestion
- can be deterred by fears of personal safety issues

National Policy

The 1998 Transport White Paper proposed to create a better, more integrated transport system both nationally and locally. Cycling was identified as being a key component for achieving modal shift for short journeys up to 4 miles. The White Paper introduced the requirement for local authorities to produce Local Transport Plans, including a Strategy to encourage cycling.

In 2000, the Government published its 10 Year Plan for Transport up to 2010-11. This included a target to treble the number of cycling trips from their 2000 level by 2010, replacing the previous National Cycling Strategy target.

The Future of Transport White Paper, published in July 2004, outlined how the government intended to increase cycling and walking over the coming years, through a combination of local action planning, strong marketing, sharing good practice and national demonstration projects. A key development was the abandonment of the national cycle use target in favour of more focused local targets to increase cycling. Around the same time, an Action Plan for Cycling and Walking was published, detailing a range of practical actions that the government will take to support the efforts of local authorities to encourage more walking and cycling. It also describes a number of best practice case studies.

In 2005, Cycling England was established to replace the National Cycling Strategy Board. In 2008, the Department of Transport published 'Delivering a Sustainable Transport System' that described five national transport goals to be achieved of which, tackling Climate Change was one.

In January 2011, 'Creating Growth, Cutting Carbon' white paper was published, with a hope to offer people choices to change their travel behaviour and shift towards a more sustainable transport mode.

In April 2011, Cycling England, the independent expert body that advised on the promotion of cycling, was disbanded in the spending review. The Government has now created a Local Sustainable Fund to support cycling and local transport initiatives that reduce carbon emissions.

Local Policy

Hampshire Local Transport Plan 2011-2031

The LTP has a specific policy objective with regards to sustainable transport measures.

Policy Objective 12: Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

Winchester Town Access Plan

The four key Aims of the Access Plan are:

- To ensure that the vitality and resilience of the local economy is strengthened by planning for movement and access which is economically and environmentally sustainable
- To lead a transition to cycling, walking, public transport and low-carbon modes of travel including low emission private and commercial vehicles.
- To enhance the social and cultural wellbeing of Winchester by providing access for all.
- To reduce the negative effects of transport related carbon emissions on all neighbourhoods including the town's historic environment, particularly in relation to air quality and the safety of pedestrians and cyclists.

The Winchester Town Access Plan recognises that most cycle improvements in Winchester have been in the form of traffic management schemes and therefore 'A Cycle Strategy would cover the whole district, not just the WTAP area and enable a more focussed approach to improving access for cyclists.'

One of the eight Winchester Town Access Plan's strategic priorities is to:

- Improve the local cycling and walking experience for functional and leisure trips (through education and infrastructure).

Two key schemes from the WTAP action plan which will play a significant role in aiding this cycle strategy are:

1. Investigate / trial a Town wide 20mph scheme. This will consist of a central 20mph zone and separate neighbourhood zones covering the Town.
2. Promote shared space and traffic management solutions where this is appropriate (specific schemes in the WTAP longer term action plan).

Local Sustainable Transport Fund

The purpose of this fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth whilst reducing carbon. The fund also provides the opportunity to take an integrated approach to meeting the local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities. The local authorities will work with local partnerships and the community to identify solutions for the environmental challenges in their area.

Hampshire County Council's successful bid partners included the local authorities within Hampshire, Sustrans, CTC, NHS, South West Trains, Stagecoach Bus and Winacc. This successful bid of just over £4million has allocated funding for travel plan, Bikeability, Bikeabout hire scheme, walking and cycling maps, and a dedicated cycling project officer, in conjunction with the CTC. The funding from this successful will help to achieve the objectives of this Cycling Strategy.

Objectives of the Cycling Strategy

- To lead to an increase of cycling across the District.
- To provide a highway infrastructure that allows safe cycling from residential areas to key destinations within the District, e.g. educational and medical facilities, workplaces, commercial centres and public transport access points.
- To provide safe and secure cycle parking, including undercover facilities
- To develop the existing cycle-hire facilities
- These objectives will lead to:
 - An increase in the number of journeys undertaken by cycle
 - A decrease in the number of journeys undertaken by car
 - A decrease in the number of cyclist road casualties
 - Contributions to delivering a sustainable transport system
 - Reducing congestion and improves accessibility to services
 - Improvements in general health and safety
 - Improvements quality of life and the local environment
 - Contributions towards mitigating the effects of climate change
 - Informing new developments
 - Making better use of funding opportunities

These objectives compliment strategic priorities in the Local Transport Plan and Winchester Town Access Plan to: ‘Invest in sustainable transport measures, including walking and cycling infrastructure’ and ‘Improve the local cycling and walking experience for functional and leisure trips’.

Method

- To use both hard (infrastructure) and soft (behavioural) measures to encourage cycling and to monitor their effectiveness in achieving a substantial increase in cycling.
- To use funding from sources listed and any other potential funding sources, to implement the infrastructure and traffic management schemes identified in the Strategy.
- To identify gaps in the network and add and prioritise schemes to the action plan as appropriate.
- To identify demand for extra cycle parking, considering the security of the bike before installation.
- To consider the needs of cyclists in all highway schemes.

Core Principles of the Cycle Network

- The cycle network consists of the entire road network (including off-carriageway facilities accessible to cyclists) but excluding motorways.
- The cycle network should provide cyclists with direct access to key destinations and should interconnect.
- The cycle network should recognise that not all cyclists are experienced and should cater for all abilities.
- Within the City Centre, the cycle network should facilitate access to, from and through the Centre, i.e. it should be permeable.
- Cycling is a means of transport in its own right and should be encouraged as such

Exploring these core principles further, specific ideas will be guided by Manual for Streets 2. This document applies the principles of Manual for Streets from an area wider than re-designed and new residential streets to an area that will improve the environment and quality of life of all. The guidance for cycling contains the following:

- Cyclists should be accommodated on the carriageway
- Cyclists prefer direct barrier-free routes that avoid the need for cyclists to dismount. Routes that take cyclists away from their desire lines and require them to concede priority to side-road traffic are less likely to be used
- Off-road carriageway cycle tracks that bring cyclists into conflict with side-road traffic can be more hazardous than routes that stay on the main carriageway
- Cyclists are sensitive to traffic conditions; high speeds or high volumes of traffic tend to discourage cycling. If traffic conditions are inappropriate for on-street cycling they should be addressed to make on-street cycling satisfactory.
- Junctions should be designed to accommodate cyclists' needs.

Elements of the Cycling Strategy:

1. Education
2. Integration
3. Encouragement and Promotion
4. Engineering
5. Enforcement

1. Education

Education will play an important role in encouraging cycling. Cycle training is vital, both in encouraging people to take up cycling and also, in improving road safety skills of both those who already cycle and those who do not.

An aim of this strategy is to increase cycle use by:

- Promoting cycling to children and adults as a viable alternative to the private car. This can be done through education at school, school travel plans and targeted adult cycle training.

Cycle Training

Cycle training for children is currently facilitated by Hampshire County Council.

The strategy for the Winchester District is to:

- Encourage training of children through school-based programmes provided by the County Council.
- Encourage adult cycle training for residents and business employees.
- Support Cycle Champions with targeted programmes that serve to increase the confidence of adult cyclists.

2. Integration

The integration of all modes of transport is fundamental to a sustainable journey. For long journeys, cycling may not be a viable option by itself, but the journey can be achieved by linking cycling with other forms of transport. The integration of transport will be encouraged by:

- Integrating the cycle network with key transport facilities such as railway stations.
- Working with public transport operators to provide secure cycle parking at key transport hubs.
- Facilitate and encourage bikes to be carried on trains where operationally feasible.
- Considering providing secure cycle parking facilities at key bus stops in urban and suburban centres
- Investigating bike carriers on buses with public transport operators
- Promoting use of cycle hire schemes from Winchester railway station

3. Encouragement and Promotion

Cycling will be encouraged and promoted in the Winchester District by the following means:

- Provision of good quality parking, preferably undercover.
- Promotion of cycling through events such as Bike Week.
- Support for the development and implementation of School and Workplace Travel Plans and the promotion and publicity of safe cycling.
- Promote the County Council's interactive 'Travel to Schools' website which shows smarter ways to travel to school:
<http://www3.hants.gov.uk/traveltoschool/interactive-route-finder.htm>
- Work with relevant partners to update the existing Winchester cycle map and extend to include certain routes in the wider Winchester District for both leisure and utility purposes. Investigate the opportunities afforded by online mapping for journey planning and develop promotional material demonstrating the benefits of cycling.
- Revision of way finding infrastructure.
- Support for expansion of current cycle hire scheme and any new schemes, including electric bikes.

- Better publicity for electric bikes particularly for use on hills in and around Winchester.
- Support the investigation of a bicycle swap/second hand bike scheme
- Promote Government incentive schemes to businesses that allow employees to purchase bicycles tax free.
- Contact ITS/DfT regarding messages on Variable Message Signs to include 'Think Cyclist'.
- Hampshire Sustainable Transport Towns, an element of the LSTF bid, will encourage residents and workers to use sustainable transport modes. This is funded until March 2015.

Travel Plans

Cycling will also be encouraged through the development and implementation of cycling measures by employers and schools including those within workplace and school travel plans.

For Employers/ Workplaces

- Encourage employers to provide the facilities that aid walking and cycling to work
- Provide advice for and encourage the preparation and implementation of Workplace Travel Plans

For Schools

- Encourage and provide advice for the preparation and implementation of School Travel Plans and which develops policies, practices and facilities that encourage children to walk or cycle to school
- Cycle schemes can be promoted under the 'sustainable and healthy access routes' initiative which seeks to reduce the number of car journeys. These schemes can encourage cyclists by installing additional cycle parking and help to reduce congestion outside schools.

4. Engineering

The Strategy endorses the 'Hierarchy of Provision' recommended by the Department of Transport for improvements to the highway network for cyclists.

Hierarchy of Provision (DfT, 2008)

Consider first	Traffic volume reduction
↓	Traffic speed reduction
↓	Junction treatment, hazard site treatment, traffic management
↓	Reallocation of carriageway space
↓	Cycle tracks away from roads
Consider last	Conversion of footways/footpaths to shared use for pedestrians and cyclists

The Winchester Cycle Working Group has developed an Action Plan (Appendix 4) that details specific schemes and projects that will improve cycling provision around the District.

The list will be used as a tool by Winchester City Council as the planning authority. This will ensure that cycling facilities are considered on and off-site if developments are planned. In addition, it will form the basis of the schemes in the [Transport Contributions Policy list](#), which is used by Hampshire County Council for planning purposes. Developments sites should provide safe, convenient and attractive cycle links within the development and, from it, to key facilities including schools, shops etc and into the City centre. Smaller scale development can provide financial contributions towards cycling improvement schemes as identified in this Strategy where it can be demonstrated that they will benefit the inhabitants of the development and alleviate the effects of increased traffic caused by them.

As well as the specific schemes in the Action Plan, the Strategy supports the use of appropriate Traffic Management Schemes, 20mph limits and “Shared Space” projects in order to provide a better environment for cyclists. Shared space in the context of this Strategy includes both sharing with pedestrians and sharing with motorised vehicles. The Strategy also supports new and improved routes to schools to encourage sustainable school travel. The Action Plan will be a live document and shall be updated regularly to ensure it represents current needs.

Cross Boundary Routes

Adjoining authorities have cycling strategies which in some cases include routes which cross the boundaries into and out of Winchester District. An example is the Denmead to Waterlooville cycle route completed in 2010 by Hampshire County Council. The County Council are the Highway Authority on all of the City Council’s boundaries and generally co-ordinate schemes.

The Transport Contributions Policy list reflects those schemes where an ongoing dialogue is maintained between all adjoining authorities, the County Council, cycling representatives and Sustrans (in regards to the National Cycling Network). This ensures that all new schemes considered can be jointly prioritised and delivered.

Bridleways and Leisure Routes

There are many rural leisure routes around Winchester’s District, many of which integrate with the numerous bridleways around the area. Bridleways are a key part of leisure cycling and although their surfaces make winter cycling impractical they are used more in the drier months. Bridleways are not usually tarmac and should be maintained with their original surfaces, but with improved drainage to make winter usage more appealing.

A distinction needs to be made when designing a cycle route around rural areas. Signage should be kept to a minimum and designed to fit into its rural surroundings where appropriate. Smaller signs should be consolidated and used on existing street furniture where possible or installed using wooden posts.

Current Project Priorities

A key scheme in the Action Plan is to complete the National Cycle Network Route 23 from Reading to Southampton and across to the Isle of Wight. The route runs through the centre of Winchester before heading southwards towards Southampton, where the route is being progressed in partnership with Sustrans, Eastleigh Borough Council and Southampton City Council. Once the NCN 23 is complete, the South Downs Way National Trail, once re-routed, will join the route near St. Catherine's Hill and head into the City Centre.

Cycle Parking and Cycle Facilities

'Sheffield' stands are the preferred cycle parking facility used in Winchester and there is now a reasonable spread within the City. However, very few are under cover and there is demand for more under-cover cycle parking in the City Centre. Where the locations of cycle parking deficiencies are identified, more provision can be installed where appropriate. The current location of cycle parking is shown on the map in the Appendix.

An objective for this Strategy is to provide safe and secure cycle parking across the district. This can be achieved by:

- Pursuing an increase in cycle parking at Winchester railway station.
- Identifying demand for cycle parking at rural bus stops.
- Encouraging schools and employers to install cycle parking as an essential component of travel plans
- Undertaking audits of existing cycle parking facilities and provide additional secure cycle parking where required.

As part of the City Council's Residential Parking Standards document, all new developments must provide appropriately designed and located cycle parking that meets the required standards of the document.

Cycle thefts will be monitored by the Police as part of the Community Safety Partnership. Working with these partners will help to reduce cycle accidents, thefts and increase the safety of cyclists in general.

Highways Maintenance

The highways maintenance programme should recognise the need for cycling and, where appropriate, identify potential improvements as part of a maintenance scheme. It should recognise the difficulties cyclists experience such as gullies, manhole covers, overgrown vegetation, winter conditions and consider cycling when arranging temporary traffic management. Cyclists can and should report any highway maintenance issues such as pot holes to Hampshire County Council via their website (www.hants.gov.uk) or over the phone.

5. Enforcement

There are two main areas of the enforcement of traffic laws to encourage safe and convenient passage for cycling.

The enforcement of those cyclists who ride illegally on footways or go through red lights can only be undertaken by the police. Education of highway laws should be incorporated into cycle training. The City and County Council will support all enforcement by the Police regarding cyclists' compliance with traffic signals and signs.

The City Council can influence drivers of motor vehicles by:

- Introducing and enforcing waiting restrictions to prevent parking and blocking of cycle lanes by motor vehicles
- Supporting measures to reduce inappropriate speed of motor traffic
- Support promotions to encourage motorists to consider cyclists.

Monitoring

The Winchester Cycle Working Group, a group consisting of Hampshire County Council and Winchester City Council officers and members, Cycling Representatives and WinACC will continue to be an important focus for co-ordinating views on cycling and helping to progress cycling schemes and interests.

Community Street Audits were completed for the High Street, Upper High Street, Jewry Street and links to the railway station. The results have shown the difficulties for cyclists and pedestrians around these areas and the analysis of the results will be taken into account as part of highway improvement schemes.

Cycling Accident Monitoring

To assist with meeting the performance targets set in the Hampshire Local Transport Plan 2011-2031, the County Council undertake comprehensive analysis of accident data and produce detailed statistics of sites, routes and areas. This information is used to identify locations where treatable accident trends and patterns exist, which can be addressed through casualty reduction measures. As part of this process, the County Council pay particular attention to collisions involving all vulnerable road users including pedal cyclists.

Cycle Counters

Cycle counters on nine roads around Winchester will provide information about trends in cycling and the routes being used. However, it is recognised that cyclists use a myriad of routes and in particular avoid radials where some counters are located. This information can be seen in the appendix.

Bicycle Parking Survey

The cycle counts previously conducted by the CTC were very valuable and the results can be seen below. Through the cycling working group, the resurrection of this survey should be encouraged. The completion of this Strategy and the need for accurate data may entice cycling volunteers to do so.

Year	2003	2004	2005	2006	2007	2008
Max no. of cycles parked (daily)	145	159	186	189	202	208

Cycle Audits

The County Council does not have a formal procedure for cycle audits. Informal cycle audits are carried out by the road user audit team when advice for cycle schemes is requested and safety audits are carried out. The development of a Non-Motorised User Audit system including cyclists is currently being drafted and progressed by Hampshire County Council.

Consultation

During the development of this Strategy, the stakeholders, listed below, were consulted to identify schemes and infrastructure that the local parishes would like to see to enhance cycling in their area. Their responses are reflected in the Strategy and schemes will be identified and added to the ongoing action plan. The City Council has worked closely with all these stakeholders and encourages them to continue identifying cycling issues as and when they appear.

Stakeholders include:

Hampshire County Council Officers and Councillors
Winchester City Council Officers and Councillors
Winchester Cycling Working Group
Parish Councils
Cyclists' Touring Club
Fareham Borough Council
Test Valley Borough Council
South Downs National Park
Havant Borough Council
Friends of the Earth
Winchester Area Community Action
East Hants District Council
Eastleigh Borough Council
Sustrans
Winchester Action on Climate Change

Delivering the Strategy and Funding Sources

The implementation of the Strategy, including the Action Plan schemes and other engineering projects, will require the allocation of appropriate resources. These need to be identified and secured and this document will form the basis for securing those resources. The Transport Contributions Policy list is a key source of funding. The list considers and contains schemes that can be potentially funded by developer contributions. It is held and updated by Hampshire County Council, the Highway Authority. Eligible schemes from this Action Plan will be placed onto the list.

A variety of potential funding sources exist which may be able to help fund and deliver the schemes set out in this Strategy. New sources of funding will be

investigated, as and when they emerge. The source of funding will vary depending upon the size and nature of the project. Potential funding sources are listed below:

- Local Transport Plan capital funding HCC
- Minor maintenance funding HCC
- Traffic management programmes HCC/ WCC
- Local Sustainable Transport Fund HCC
- Development contributions relating to the transport contributions policy and associated list of schemes HCC/ WCC
- Rights of Way HCC
- Capital Programme WCC
- Other grants e.g. Land fill tax, lottery funding etc
- Specific grants e.g. Sustrans

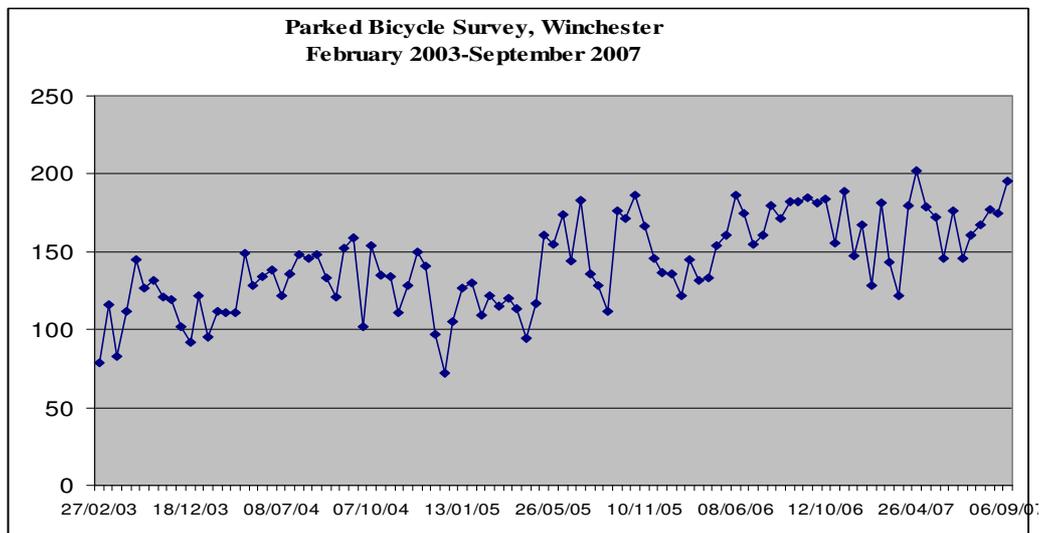
The strategy is important in terms of setting out priorities for funding bids in the future. Progress will unfortunately depend upon securing resources through the potential funding sources.

Appendices

- 1) Terms of Reference for Winchester Cycling Working Group
- 2) Bicycle Parking Survey
- 3) Cycling Counting Survey
- 4) List of Action Plan Schemes

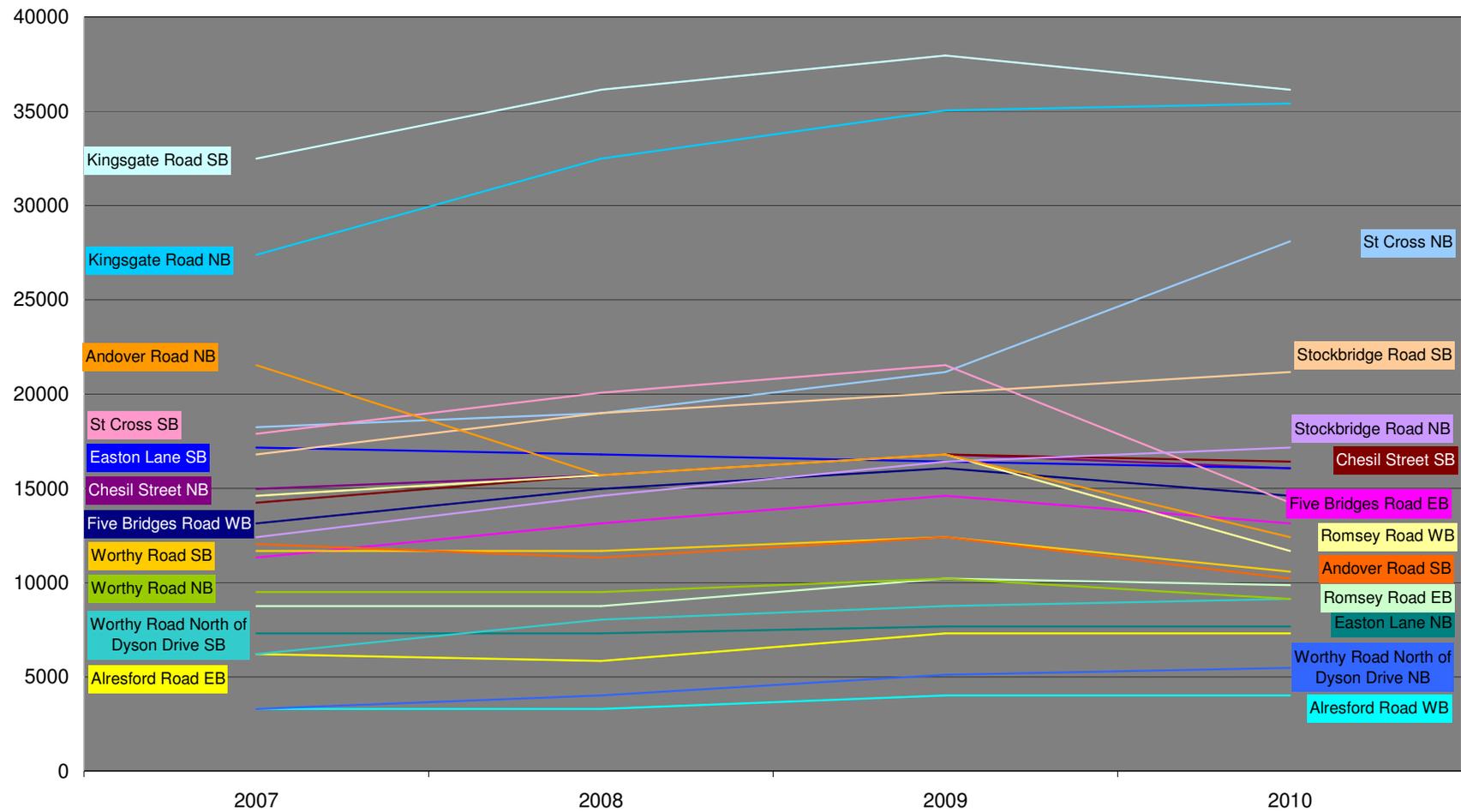
Appendix 2) Bicycle Parking Survey

The cycle counts previously conducted by the CTC were very valuable and should be restarted if possible. The last set of data recorded from 2003 until 2007, seen below, showed an average of 142 parked bicycles on specific days around the city, and a maximum of 202 bikes.



Appendix 3) Cycling Count Survey

Total Annual Number Of Cycling Journeys 2007 - 2010



Winchester District Cycle Strategy Schemes

22/05/2012

Reference	Ward	Location	Significance for cycling	Problem	Potential solution	Link to Scheme	Priority for inclusion in programme	Funding - source and status
			West - East Routes*					
WC01	WINCHESTER CITY	Kings Head Yard	Part of West to East cycle route avoiding heavily trafficked roads	Traffic currently restricted one-way East to West	TRO for contraflow cycling without lane to allow two-way cycling			
WC02	WINCHESTER CITY	High St from Westgate to Trafalgar St	Part of West to East cycle routes	Traffic currently one-way East to West. Cyclists have to make long detour to continue West to East route. Gradient East to West is steep and off-carriageway solution is preferred.	Use spare width on S side of footway to provide a cycle lane, preferably two-way			
WC03	WINCHESTER CITY	Cossack Lane	Part of West to East cycle routes	Traffic currently one-way East to West.	TRO for contraflow cycling without lane			
WC04	WINCHESTER CITY	Silver Hill	Part of West to East cycle routes	Traffic currently prohibited W-E from Middle Brook Street to Sainsbury's Goods Receiving area.	Modify TRO to allow contraflow cycling W-E			
			East - West Routes					
WC05	WINCHESTER CITY	St. Clement St - from Southgate St to Trafalgar Street	Part of East to West cycle routes avoiding heavily trafficked roads	Traffic currently one-way West to East	TRO for contraflow cycling without lane to allow two-way cycling			
WC06	WINCHESTER CITY	Durrgate to Park Avenue	Part of East to West cycle route; access from NCN23 and Eastern Winchester to River Park, Hyde, Kings Worthy, etc.	Traffic in North Walls currently restricted to one-way West to East	Possible options: a) Off-carriageway shared use from Durrgate to Park Avenue (in front of Police Station and Handy Villas) b) off-carriageway shared use in front of police station and then through Art College campus (locked gate) to open access point in Park Avenue c) off-carriageway to start of Handy Villas and then provide path behind Handy Villas to access Park Avenue			
WC07	WINCHESTER CITY	Market Lane to High Street	Part of East to West cycle routes avoiding heavily trafficked roads	Market Lane currently one-way West to East from Market Street to St. Maurice's Covert	Contraflow cycling no lane to junction with Market Street			
WC08	WINCHESTER CITY	Little Minster Street from junction with St. Clement Street to junction with High Street	Part of East to West cycle routes (when combined with permitted cycling in the High Street up to Jewry Street)	This section of Little Minster Street is pedestrianised.	TRO to allow cycling	WC09		
WC09	WINCHESTER CITY	High St from junction with Little Minster St to Jewry Street	Part of East to West cycle routes (when combined with permitted cycle use in final section of Little Minster Street)	Currently no cycling in the High Street between Little Minster Street and St. Thomas Street	TRO to allow cycling	WC08		
WC10	WINCHESTER CITY	North Walls from Park Avenue to City Road	Part of East to West cycle routes avoiding heavily trafficked roads	Traffic in North Walls is currently one-way West to East				
			North - South Routes					
WC11	WINCHESTER CITY	Parchment Street	Part of North to South cycle routes	Traffic in Parchment Street is one-way South to North. There is controlled access from Gordon Road (River Park).	Identify North-South link			
WC12	WINCHESTER CITY	St. Peter Street	Part of North to South cycle routes	Traffic one-way South to North	Identify North-South link			
WC13	WINCHESTER CITY	Jewry Street to St. Peter Street	Part of North to South cycle routes	Jewry Street is one-way South to North. A link from Jewry Street to St. Peter Street would enable cyclists to access the contraflow in St. Peter Street (dependant on Scheme WC12)	Permissive access through church grounds	WC12		
WC14	WINCHESTER CITY	Jewry Street: City Road to Tower Street	Part of North to South cycle routes	Jewry Street is one-way South to North meaning that cyclists from the North cannot access Tower Street, Staple Gardens and the High Street near to the Westgate.	Off-carriageway shared use in Jewry Street from junction with City Road to junction with Tower Street.			
WC15	WINCHESTER CITY	Great Minster Street	Part of North to South cycle routes	Traffic one-way South to North	Contraflow cycling no lane			
WC16	WINCHESTER CITY	Lower Brook Street	Part of North to South cycle routes	Kerb currently has a lip that could be a problem to cyclists, particularly if turning right from North Walls	Dropped kerb required over a short section to allow cyclists to enter Lower Brook Street safely			
WC17	WINCHESTER CITY	St. James Terrace to Airie Road	Part of North to south and South to North cycle routes	Currently only footpath	Widen and create status that allows cycling		Difficulty in upgrading footpaths to bridleways	
WC18	WINCHESTER CITY	Station Road: Gladstone Street and St. Paul's Hill railway bridge.	Part of North to South cycle routes	Traffic currently one-way South to North	Establish cycle use North to South with off-carriageway shared use path			
			Silver Hill Development					
WC19	WINCHESTER CITY	Silver Hill Redevelopment	Access to, through and from City Centre	Development represents an opportunity and a threat	a) 2-way cycle access in Middle Brook Street b) 2-way cycle access in Silver Hill c) 2-way cycle access in Tanner Street d) If contraflow bus lane in Friarsgate, allow cycle use			
			Easton Lane					
WC20	WINCHESTER CITY	Easton Lane: Nickel Close and Erasmus Park	Cycle access to Erasmus Park (Uni of Southampton accommodation), Winnall trading estates, Sorting Office, Fire Station, Tesco, Junction 9 and beyond.	Uphill section of Easton Lane is narrow and can be intimidating for some less experienced cyclists	Possible options: 1) Uphill cycle lane on carriageway 2) Widen existing footway and make shared use			

Winchester District Cycle Strategy Schemes

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WC21	WINCHESTER CITY	Easton Lane: Erasmus Park and Tesco roundabout	Cycle access to Erasmus Park (Art College accommodation), Winnall trading estates, Sorting Office, Fire Station, Tesco and Junction 9 subways	Uphill section of Easton Lane is narrow and can be intimidating	Crossing of Easton Lane required near to junction with Moorside Road			
			NCN 23					
WC22	WINCHESTER CITY	Junction 9	Links the two truncated sections of Easton Lane. Part of NCN 23. Provides access to HA Highways Depot and Itchen	HA currently does not allow cycling through subways.	Possible options. a) negotiate with HA to obtain access rights for cyclists through subway system b) Establish right of way for cyclists through subways			
WC23	WINCHESTER CITY	Footpath 25: Base of railway embankment	Runs alongside Railway Embankment. Maybe truncated by embankment ramp.	Currently only a footpath.	Upgrade to bridleway status			NCN 23 Stage 2 - ongoing. Upgrade not needed if cycle route goes onto embankment
WC24	WINCHESTER CITY	Domum Road to Garnier Road Railway Embankment	Part of proposed NCN23 and South Downs Way	Owned by Winchester College, HCC and WCC	Access to railway embankment needed through ramp, path to be cleared, widened and surfaced.			NCN 23 Stage 2 - ongoing
WC25	WINCHESTER CITY	Five Bridges Road and embankment alongside Bridleway	Part of proposed NCN23 and South Downs Way	Hockley Canal Bridge (Owned by Secretary of State) and Hockley Bridleway Bridge (owned by WCC) need repairs. New bridge needed over Five Bridges Road.	Design and engineering work needed			NCN 23 Stage 2 - ongoing
WC26	WINCHESTER CITY	NCN 23 Route: Hockley Viaduct to Bushfield Roundabout	Part of proposed NCN23 and South Downs Way	Currently, HCC farmland and highway	Dedication agreement with HCC needed, design and engineering work also needed.			NCN 23 Stage 2 - ongoing
WC27	WINCHESTER CITY	Hockley Link	Access point south of the City, leading to NCN 23, South Winchester P&R and southern destinations without using Bushfield Roundabout	Uncontrolled crossing of Hockley Link	Improve crossing of Hockley Link			
WC28	WINCHESTER CITY	Bushfield Roundabout	Access point south of the City, leading to NCN 23, South Winchester P&R and southern destinations	Roundabout speeds means that few cyclists feel comfortable on-road	Off-carriageway route provided needs improvement.			Improvements may be included if Twyford signing scheme goes ahead.
WC29	WINCHESTER CITY	Black Path: Between Winnall and Alresford Road	Provides level route from Alresford Road to Winnall (shops, trading estate, etc)	Poor surface in parts. Path is adopted and public footway from Alresford Road to Longfield Road and from Winnall flats south for 150m.	Widening needed in places and improvements to surface. Dedication needed for shared use.			
WC30	WINCHESTER CITY	Kings Worthy to Winnall (A33/A34)	Provides level route from Kings Worthy to Winnall	A33/A34 are heavily trafficked. This route from Kings Worthy to Winnall is flat and much shorter than alternatives	Clear existing footway (Highways Agency land), reinstate footway to full width by removing lay-by and provide link to existing subways at Junction 9			
WC31	WINCHESTER CITY	Path: Alresford Road to Highcliffe (parallel with M3)	Leads to the current start of South Downs Way	Path is adopted footway.	Create shared use path			
WC32	WINCHESTER CITY	Badger Farm Road - pedestrian bridge	Connects Oliver's Battery and Badger Farm on non-motorised bridge	Currently only footway	Formalise use by cyclists to allow unsegregated cycle/pedestrian use			
WC33	WINCHESTER CITY	Oliver's Battery Footpath	Connects Oliver's Battery and Badger Farm as footpath is a continuation from Scheme ? Badger Farm Road Footbridge	Currently only a footway	Widen path and create status that allows cycle use			
WC34	WINCHESTER CITY	Oliver's Battery Road North and South junctions with Badger Farm Road	It provides quiet cycling route from Oliver's Battery and Hursley to Kings School and Romsey Road but road was truncated.	Subway provides inadequate alternative for cyclists as wheeling ramp is not easy to use	Provide Toucan crossing across Badger Farm Road			
WC35	WINCHESTER CITY	Road alongside Winchester Rugby Football Club	Part of existing cycleway from City Centre to Kings Worthy	Road surface and drainage is poor, cycle bypasses were installed when speed humps were introduced but encroaching vegetation and no maintenance has made them inadequate	Improve surface and drainage, provide adequate width cycle bypasses either at edges or in middle of humps.			
WC36	WINCHESTER CITY	Andover Road: Park Road to Wellhouse Lane	Andover Road is crucial radial route for cyclists	Andover Road is heavily trafficked road and not easy to avoid	Widen existing footway on East side of road to allow shared use			
WC37	WINCHESTER CITY	Love Lane: Stockbridge Road/Chilbolton Avenue	Allows cyclists (including children at Westgate School) to avoid narrow section of Stockbridge Road between Stoney Lane and Chilbolton Avenue.	Currently only a footpath.	Widen and make shared use			Difficulty in upgrading footpaths to bridleways
WC38	WINCHESTER CITY	Westley Close: Between Stockbridge Road and Chilbolton Avenue	Allows cyclists (including children at Westgate School) to avoid narrow section of Stockbridge Road between Stoney Lane and Chilbolton Avenue.	Currently only a footpath.	Widen and make shared use			Difficulty in upgrading footpaths to bridleways
WC39	WINCHESTER CITY	Links Road: Between Chilbolton Avenue and Cheriton Road	Links Chilbolton Avenue and Cheriton Road (Westgate School) by off-carriageway path	Road in unadopted from Walnut Grove westwards towards Chilbolton Avenue. Unadopted section needs resurfacing.	Establish status that allows cycle use and improve surface			
WC40	WINCHESTER CITY	Path: Between Links Road and Byron Avenue	Off-carriageway route from the Poet's Estate to Westgate School	Path owned by HCC Estates, status unclear. Marked as footpath, unadopted on List of Street. Adopted footway between Byron Avenue and Shelley Close.	Establish status that allows cycle use and improve surface			
WC41	WINCHESTER CITY	Path: Between Hampton Lane and Chilbolton Avenue, with crossing to Links Road	Links Teg Down with Cheriton Road	Currently only a footpath	Establish status that allows cycle use and widen footway			

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WC42	WINCHESTER CITY	Sarum Road: Between Chilbolton Avenue and Kilham Lane junction	Cycle link from Romsey Road to Kilham Lane and quiet road westwards to Kings Somborne	Road is narrow	Widen existing off-carriageway footway on south side for shared use				
WC43	WINCHESTER CITY	Romsey Road, near police HQ:	Romsey Road is an important radial route for cyclists and is not easy to avoid	Pedestrian refuge near Police HQ has created pinch point for cyclists	Provide pedestrian crossing facility that does not disadvantage cyclists				
WC44	WINCHESTER CITY	Romsey Road: Between West End Terrace and Romsey Road	Existing cycleway marked through Police HQ allows cyclists to avoid junction of West End Terrace and Romsey Road which has poor visibility.	Existing cycleway is only available during office hours and not evenings or weekends	Formalise route used by cyclists through Police HQ linking Romsey Road and West End Terrace. Allow cycle use in evenings and weekends				
WC45	WINCHESTER CITY	B3335 from Hockley to Twyford	Continuation of existing facility along Five Bridges Road (only non-motorised traffic) to Twyford, Colden Common, Eastleigh etc.	B3335 has fast moving traffic	a) Extend shared use footway on E side of carriageway to junction with Church Lane b) Provide crossing of B3335 into Church Lane c) Upgrade existing tarmac footpath to Finches Lane (primary school)				
WC46	WINCHESTER CITY	Andover Road - Courtenay Road via Barton Farm	Informal path provides cyclists with an off-carriageway route from Andover Road to Worthy Road	Current system of paths have no legal status. A claim based on user evidence failed on the grounds that owner had provided adequate notice of intention not to dedicate as a right of way.	Establish status that allows cycle use			Difficulty in upgrading footpaths to bridleway	
WC47	WINCHESTER CITY	Andover Road North to South Wonston	Off-carriageway route from Andover Road to South Wonston	Route identified but legal status is footpath in part	Establish status that allows cycle use and improve surface	KM01, WM01		Difficulty in upgrading footpaths to bridleway	
WC48	WINCHESTER CITY	Alesford Road: Between Spitfire Bridge and Intech/Holiday Inn	Provide off-carriageway access to Intech and Holiday Inn. Currently on road there is a no right turn into Intech which covers cyclists as well.	Current footway is narrow and there is no footway for the last few metres to Intech access road	Upgrade existing footway on S side to allow shared use and extend to Intech access road				
WC49	WINCHESTER CITY	Bar End Close to St. Catherine's P&R	Cyclists currently have to use section of Bar End Road after leaving St. Catherine's P&R.	Currently no direct link for either pedestrians or cyclists from P&R to Bar End Close a	Establish footway/cycle link to Bar End Close				
WC50	WINCHESTER CITY	St. Catherine's P&R to former Morestead Road and bridleway bridge over M3	route to Morestead Road avoiding M3/roundabout and off-road routes to	minor improvements to barrier at entrance to former Morestead Road	Sign and improve access from St. Catherine's P&R to entrance to former Morestead Road				
WC51	WINCHESTER CITY	Harestock Corner to Andover Road	Off-carriageway, easy gradient route through Harestock to Henry Beaufort School	Currently a footpath	Establish legal status that allows cycling			Difficulty in upgrading footpaths to bridleways	
WC52	WINCHESTER CITY	Stanmore Lane to Honeysuckle Lane, Badger Farm:	Off-carriageway route from Badger Farm to Stanmore Primary School and Stanmore	Footpath no: 15 Not signed	Establish legal status that allows cycling			Difficulty in upgrading footpaths to bridleways	
WC53	WINCHESTER CITY	Kings School - 6 routes identified (a-f)	Route to and from Kings School						
WC53a	WINCHESTER CITY	Sarum Road Shared Use Footway	Route to and from Kings School		Chilbolton Ave - Sarum Road hospital = This length will be restricted to on road markings* and signing. Sarum Road hospital - Kings School Pedestrian access = Widen existing footway to 3.0m, utilising school ground (subject to agreement),	WC53			
WC53b	WINCHESTER CITY	Kilham Road to Kings Road	Route to and from Kings School		Provide carriageway to shared use footway link at corner of Kilham Road. Widen footway, retain embankment, relocate and provide signing	WC53			
WC53c	WINCHESTER CITY	Shared use Footway adjacent Romsey Road Through Trees	Route to and from Kings School		Provide 3.0m wide shared use type 1A footway from Kings Road on existing line of informal footway with additional signing.	WC53			
WC53d	WINCHESTER CITY	On Road Us of Old Romsey Road	Route to and from Kings School		This link would be restricted to signing and lining with minimal civils work	WC53			
WC53e	WINCHESTER CITY	Shared Use Link Across Verge To Cross Romsey Road	Route to and from Kings School		This link will require grading of the grassed verge area but would be subject to highway ownership confirmation.	WC53			
WC53f	WINCHESTER CITY	Footway To South Side Of Romsey Road From Old Romsey Roas To Chilbolton Avenue	Route to and from Kings School		This length of existing footway will require widening to 2.5m on the verge side. With local pinch points and utilising the existing pedestrian crossing point at	WC53			
WC54	WINCHESTER CITY	Links from all P&R to the City Centre	Park and cycle into work	Routes to be determined	Routes to be determined				
WC55	WINCHESTER CITY	Light-controlled road junctions		ASLs required at light-controlled junctions	Review existing light-controlled junctions and identify potential sites for ASLs				
Winchester District Area**									
BS01	BOARHUNT & SOUTHWICK	Denmead to Wickham.	Gap in the strategic cycling network across Hampshire	No cycle route west to Wickham	Forest Road to B2177 would be most direct. Route to be investigated.	DE06, WI05, SN05			
BW01	BISHOPS WALTHAM	Colden Common - Bishops Waltham (part of the Winchester to Wickham cycle route)	Provision of link between the two settlements and to serve Marwell Wildlife.			CT02			
BW02	BISHOPS WALTHAM	Bishops Waltham to Wickham (part of the Winchester to Wickham cycle route)				SH01, WI01			

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BW03	BISHOPS WALTHAM	Bishops Waltham to Botley	Link between Bishops Waltham and Botley Station		Creation of multi user path along disused rail corridor.			
BW04	BISHOPS WALTHAM	Bishops Waltham to Swanmore School				SN02		
CO01	COMPTON AND OTTERBOURNE	Bushfield Roundabout to Otterbourne	Part of NCN23	Route to be decided		CO03		
CO02	COMPTON AND OTTERBOURNE	Hursley to Oliver's Battery via Port Lane	Many commuters to Hursley and IBM use this route.	Sign route via Port Lane	Signage only required	CO04		
CO03	COMPTON AND OTTERBOURNE	P&R South to Shawford		Use existing routes from P&R south to Bridge Lane	Upgrade rights of way footpaths to bridleways in parts	CO01	Difficulty in upgrading footpaths to bridleways	
CO04	COMPTON AND OTTERBOURNE	Link to NCN240; Winchester to Ampfield and Romsey			Investigate route	CO02		
CO05	COMPTON AND OTTERBOURNE	Winchester to Chandlers Ford via Hursley; Old Kennels Lane-Port Lane-Main Road to Ampfield-Pound Lane-Green Lane	Combine routes to Chandlers Ford and Romsey		Old Kennels Lane-Port Lane-Main Road to Ampfield-Pound Lane-Green Lane. Investigate Hursley Junctions for ASL's and Feeder Lanes			
CO05	COMPTON AND OTTERBOURNE	Improve cycling access to Hursley School	Improve cycling access to Hursley School	Safer route to school required	Upgrade footpath (Monarch's Way) to Knappe Lane		Difficulty in upgrading footpaths to bridleways	
CT01	COLDEN COMMON & TWYFORD	Winchester to Twyford (Part of the Winchester to Wickham cycle route)			Interim scheme proposed via Shawford, longer term aspiration of shared use link along B3355.			
CT02	COLDEN COMMON & TWYFORD	Colden Common - Bishops Waltham (Part of the Winchester to Wickham cycle route)	Provision of link between the two settlements and to serve Marwell Wildlife.			BW01		
CT03	COLDEN COMMON & TWYFORD	Twyford to Colden Common (Part of the Winchester to Wickham cycle route)						
DE01	DENMEAD	West of Waterlooville	Major opportunity to increase cycling in area.	3,000 house estate being built with reasonable internal cycle infrastructure but minimal ways for cyclists to exit estate especially over B2150.	Investigate split level access to Waterlooville Centre. Link Greenway into Denmead by new crossing of Hambleton Road.			
DE02	DENMEAD	Village centre		Pinch points created by pedestrian refuges create problems for cyclists				
DE03	DENMEAD	Hambleton Road (Sunnymede Drive to Milton Road) and Forest Road	Important link for cyclists	Gap in existing cycle provision. Lack of cycle route from Denmead centre to junction of Hambleton Rd &	Construct route along Forest Rd from Hambleton Road to Bunkers Hill, and link to Waterlooville.			
DE04	DENMEAD	Denmead Bridleway 41	Bridleway from Denmead to Hordean and Cowplain. Valuable recreation & commuter route linking in with Havant BC	Drainage has collapsed and route has been blocked for at least 8 years. Last 200 yards needs an improved surface.	Rebuild drain and improve surface. HCC contact - Alison Perry			
DE05	DENMEAD	B2150 In Havant Borough.	Gap is major limitation on important cycling route.	Gap in existing cycle route on Hambleton Road between Sunnymede Drive & Milton Road	Complete cycle link from Denmead to Waterlooville Centre.		On 17th Jan 2012 Havant BC advised that they plan to complete this route in 2013/14.	
DE06	DENMEAD	Denmead to Wickham.	Gap in the strategic cycling network across Hampshire	No cycle route west to Wickham	Forest Road to B2177 would be most direct. Route to be investigated.			
DE07	DENMEAD	Centres	Cycle parking needed in centre.	There is a lack of facilities to enable secure cycle parking.	Install Sheffield stands in suitable locations.			
DS01	DROXFORD, SOBERTON & HAMBLEDON	Alton to Wickham	Disused railway track	Drainage and surface needs to be improved.	Repair surface and drainage of Bridleway 501	SN01, UM01, W104		
DS02	DROXFORD, SOBERTON & HAMBLEDON	Denmead / Hordean boundary	The lanes between Hordean and Hambleton are used by cyclists but direct access from South Hordean and Hart Plain is difficult as ROWs are in poor state of repair & Anmore Lane is narrow & has a lot of traffic.	Bridleway 42 and 30 and BOAT 46 into Eastland Gate are in a poor state also route is not marked.	Repair ROWs surfaces. Place cycle route markers at junction of Lovedean Lane & Woodcroft Lane, At Eastlands Gate, at crossing of Anmore Lane, 'Crossways', Pithill Farm, Vinnells Wood, Rushmere Pond & junction with B2150 in Hambleton.			
KW01	KINGS WORTHY	South Wonston to Winchester via Headbourne Worthy	Route from South Wonston to Winchester	Existing footpath to be upgraded - Ox Drove-crosses Connaught Road-cross Down Farm Lane-to Andover Road	Upgrade footpath to bridleways and sign	WM01	Difficulty in upgrading footpaths to bridleways	
OB01	OLIVER'S BATTERY AND BADGER FARM	Hursley to Oliver's Battery via Port Lane	Many commuters to Hursley and IBM use this rout	Sign route via Port Lane	Signage only required			
OB02	OLIVER'S BATTERY AND BADGER FARM	Kennels Lane-Port Lane-Main Road to Ampfield-Pound Lane-Green Lane	Combine routes to Chandlers Ford and Romsey		Old Kennels Lane-Port Lane-Main Road to Ampfield-Pound Lane-Green Lane			
OC01	OWSLEBURY & CURDRIDGE	Colden Common - Bishops Waltham (Part of the Winchester to Wickham cycle route)	Provision of link between the two settlements and to serve Marwell Wildlife.					
OC02	OWSLEBURY & CURDRIDGE	Bishops Waltham to Botley	Link between Bishops Waltham and Botley Station		Creation of multi user path along disused rail corridor.			
SH01	SHEDFIELD	Bishops Waltham to Wickham (Part of the Winchester to Wickham cycle route)				BW02, W101		
SN01	SWANMORE & NEWTOWN	Alton to Wickham	Disused railway track	Drainage and surface needs to be improved.	Repair surface and drainage of Bridleway 501	DS01, UM01, W104		
SN02	SWANMORE & NEWTOWN	Bishops Waltham to Swanmore School				BW04		

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SN03	SWANMORE & NEWTOWN	Denmead to Wickham.	Gap in the strategic cycling network across Hampshire	No cycle route west to Wickham	Forest Road to B2177 would be most direct. Route to be investigated.	DE06, BS01, WI05		
SP01	SPARSHOLT	Winchester to Sparsholt College						
TA01	THE ALRESFORDS	Alresford to Ropley						
UM01	UPPER MEON VALLEY	Alton to Wickham	Disused railway track	Drainage and surface needs to be improved.	Repair surface and drainage of Bridleway 501	DS01, SN01, WI04		
WH01	WHITELEY	Whiteley to Botley	Link between proposed development at North Whiteley and Botley Station.	Narrow Carriageway, and limited scope to widen or reduce traffic.	Off carriageway proposals alongside the A3051 Botley Road			
WH02	WHITELEY	Whiteley to Henry Cort School, Fareham	Secondary school for children in Whiteley is in Fareham	Safer route to school required				
WH03	WHITELEY	Existing routes within Whiteley		Better signage required				
WH04	WHITELEY	Whiteley - M27 at Park Farm	Provides route from Whiteley to the south	Cycle facilities required at M27 junction				Being investigated as part of Whiteley Phase 2
WH05	WHITELEY	Safe route to Henry Cort School and link to Fareham			Investigate route			
WI01	WICKHAM	Bishops Waltham to Wickham (Part of the Winchester to Wickham cycle route)				BW02, SH01		
WI02	WICKHAM	Wickham to Fareham via Knowle	Provide a cycle link between settlements to allow access to employment, education and railway station in Fareham	High flows and speeds on A32 and crossing issues at Motorway junction	Study currently being undertaken to provide link between Knowle and Fareham			
WI03	WICKHAM	Centres	Cycle parking needed in centre.	There is a lack of facilities to enable secure cycle parking.	Install Sheffield stands in suitable locations.			
WI04	WICKHAM	Alton to Wickham	Disused railway track	Drainage and surface needs to be improved.	Repair surface and drainage of Bridleway 501	DS01, SN01, UM01		
WI05	WICKHAM	Denmead to Wickham.	Gap in the strategic cycling network across Hampshire	No cycle route west to Wickham	Forest Road to B2177 would be most direct. Route to be investigated.	DE06, BS01, SN03		
WM01	WONSTON & MICHELDEVER,	South Wonston to Winchester via Headbourne Worthy	Route from South Wonston to Winchester	Existing footpath to be upgraded - Ox Drove-crosses Connaught Road-cross Down Farm Lane-to Andover Road	Upgrade footpath to bridleways and sign			Difficulty in upgrading footpaths to bridleways
WD01	WINCHESTER DISTRICT	Itchen Corridor cycle routes	Links between the Itchen corridor	Routes to be determined	Routes to be determined			
WD02	WINCHESTER DISTRICT	Rural roads	Reflective edge markings will help night cy	At night difficulty in seeing road edge where lines are not present	Reflective edge markings in consultation and support of the local Parish Councils.			

*The schemes within Winchester City Centre are based on the current one-way system. Any changes to the one-way system may require a revision of those schemes.

** The list of schemes for the wider District is not complete and lacks detail. Some of the information requires verification. They are an indication that improvements are required in these settlements.

Reference	Project	Location	Priority	Funding - source and status
Non Engineering Schemes				
NE01	New Sustainable travel map	Winchester and District	Ongoing through LSTF	Ongoing through LSTF
NE02	New undercover cycle parking	Where demand is sought	Ongoing	Ongoing
NE03	Travel Plan Development	Schools and businesses	Ongoing through LSTF	Ongoing through LSTF
NE04	Promotion of Bikeabout	Winchester	Ongoing	Funding through LSTF
NE05	Promotion of electric bikes	Winchester and District		
NE06	20mph limits	Winchester	Ongoing	Through WTAP
NE07	Shared Space	Winchester		Through WTAP
NE08	Cycling Signage	Winchester and District		
NE09	Railway Station Access Plan	Winchester		Ongoing through LSTF