

## Cycle Basingstoke And Cycling UK local campaigns Annual Review September 2019



### Subjective view from the chairman

We have made a lot of progress this year in distinct contrast to our lack of successes last year.

We have gained much more support from both the Borough council (B&DBC) and the County Council (HCC). See our report on [Cycling Strategies and infrastructure](#) standards below.

We continue to get official notifications of ROWs and also from Manydown as a local representative for Cycling UK, and sometimes for planning applications. We are no longer recorded as a neighbour comment in planning applications but as an official organisation, so progress is being made. We were actually able to comment on reserved matters, that is detailed proposals for roads and cycleways in the Hounsome Fields planning application, normally only available to certain parties such as parish councils and councillors.

### Networking and communication

We still need to engage more with the general public, businesses and sports clubs. For this we need help from our members and supporters.

- a. Both North Hants Road Club and Hatch Warren cycling clubs are affiliated to CB.
- b. We had a lot of interest at the Green Week stall and recruited a lot of new supporters, including walkers and those who did not cycle because of disability. We had the usual requests for cycle maps and complaints about the lack of cycle routes, and the unsuitability of shared use with those who walk. There is no cycle route across town and illegal and unsafe cycling through the Malls is a problem.
- c. Our website, facebook and membership manager has had to resign because of pressure of work. Our thanks go to Simon for all his hard work and enthusiasm.
- d. We were offered a stand at the Festival of Transport but due to lack of people to man it we had to decline.
- e. Transport for London explains how cycling benefits businesses and actually lists the many companies who asked for space to be given to cycling, which often meant space taken from the carriageway. We are asking our supporters to ask their employers to support Cycle Basingstoke and lobby the council for cycle friendly infrastructure. We have a manifesto and other information they could use.
- f. Cycle Basingstoke still collaborates with other groups such as South West Action Group, Kempshot Community Plan and Brighton Hill Community Plan.
- g. There is still no news of when the Basingstoke Cycle Map will be produced
- h. A garage and cycle shop owned by Giffords opened before WWII on the corner of New road and Winchester street. The garage has long disappeared, but sadly the replacement by Basing Cycles closed down in 2019 as well.
- i. Tadley Active Streets was formed in March. It had the active support of Councillor Kerri Carruthers (BDBC) and Tadley Town Council members. This is particularly important as funding for bus travel for school children has been cut. There were a couple of extremely well attended public meetings, when cycling was the main topic. This shows there is a lot of support for better infrastructure for cycling. Unfortunately admin problems meant that it then closed down. County Councillor Mellor for Tadley, a member of the Transport

committee, attended Active Tadley meetings, so CB emailed him to ask for his support for cycling. He refused to do so but said he would endorse whatever was decided by the County Council transport committee (ETE). This contrasted strongly with the friendly words to his constituent Sheila.

- j. We are very grateful for all the time and support given to us by a large number of councillors, this includes councillor Westbrook, councillor Frankum, councillor McCormick, councillor Stephen Reid, councillor Terri Reid and many others.
- k. There are plans to create a Hampshire network or federation of cycle advocacy groups so that we can more effectively lobby Hampshire County Council. We had our first meeting using zoom on 15<sup>th</sup> September.
- l. Jon continues to collect and distribute info. from the internet as well as emailing councillors on cycle transport issues such as maintenance, vegetation overgrowth, close passes by motor vehicles, car parking, especially in Alencon Link.
- m. Heather collects and shares info. from other campaign groups across Britain via Cycling UK
- n. Our supporters include non cyclists, experienced, leisure, on and off road cyclists. Membership has increased from 75 to 116, four have resigned in the last year and five emails no longer operate.

## Cycling strategies and infrastructure standards

The adopted standards have not changed at present, shared use strategic routes and short routes from nowhere to nowhere are the norm. There has been no joining up of existing fragmented routes. We believe it likely that many more footpaths will be designated as shared use cycle routes – we do not consider that blue signs and white paint constitute a cycle route.

In October 2019 Councillor Martin Tod from Winchester persuaded the County Council to review the Hampshire Cycling Strategy as it was three years old. There was a delegation from many cycling groups, all saying the same things as Cycle Basingstoke. Better dialoguing with cycling groups was promised and a report in September 2019.

In March 2019 Basingstoke council reviewed the Basingstoke Cycling Strategy. Councillors unanimously said that after three years it had achieved extremely little and asked for an investigation and a report back in September with input or case studies from Cycle Basingstoke.

Thanks to support from County Councillors Stephen Reid, Michael Westbrook and Gavin James Cycle Basingstoke was able to secure a meeting with Hampshire County Councillor Russell Oppenheimer, chair of the Economic, Transport and Environment (ETE) committee and Councillor Humby the executive member for the ETE. We gave a presentation demonstrating the mismatch between what was built and what the guidelines say. Ideas for remedying the situation were discussed.

In September 2019 Frank Baxter presented the report on the Hampshire Cycling Strategy to the ETE committee. He said that HCC openly accepted that cycle infrastructure was failing to provide what was needed, that to change the standards there needed to be a culture change across the board and there would be work shops on 24 September to start this off. The workshops would be introduced by an audio powerpoint commissioned from Cycle Basingstoke. More routes needed to be built, more money needed to be invested and that funding was being procured for 6 LCWIPs and £5 million had been obtained for works for cycling in Bordon. There would be a cycling summit in early 2020. Councillor Martin Todd asked for cycling advocates to be involved in the steering group to set this up. HCC would lobby central government for funding for cycling and there would be a meeting for county councillors on cycling on 10 October at which Heather would be doing a presentation.

Last year we responded to the 2050 vision for the County and the Borough. This year we responded to the [Transport Strategy for Basingstoke](#) (passed July 2019 by HCC) which was very “aspirational”. Its main vision was mass rapid transport (MRT) i.e. trams for the main arterial routes into town, which was odd as the councils have been unable to find either the money or the space to put in the

much cheaper option of superhighways for cycling. As Basingstoke is very low density housing it is doubtful whether people will walk the long distance to the tram stops. The original references to cycling seemed to be about why it was difficult to provide anything for cycling. Theme 4 was “Developing priority strategic walking and cycling corridors” (which Cycling Strategy was supposed to deliver).

We are glad that the cycling theme was fully revised (pages 28-30) in line with our comments. People may, as stated, have different preferences in relation to cycle facilities, depending on ability and purpose of journey<sup>i</sup> column 3 page 30. Research<sup>ii</sup> also states the opposite. In any case this is irrelevant as a “well designed cycle track or cycleway will accommodate cyclists of all abilities and speeds”<sup>iii</sup>. The strategy said that cycle infrastructure was inconsistent, we reported that provision for cycling was consistently bad for all users and all journey purposes and not fit for purpose. We pointed out that it was not possible for the less able or elderly to cycle because of design standards and lack of cycling facilities. We are glad that action is to be taken by HCC ([p 29](#)) including a review of the Cycling Strategy, improved standards to be applied to infrastructure and a funding and delivery plan for priority corridors (arterial roads into Basingstoke), quick wins and links. Up to now it has been considered too expensive to provide proper cycle infrastructure.

Headline statements are

*“Integrated corridor improvements: **Consider** targeted highway improvements, strategic cycle routes, smart traffic management and planning further [MRT routes](#) beyond the initial priority.*

*Transport infrastructure to support Manydown: Support key developer projects surrounding walking/cycling routes from the site and influencing the use of public transport from the outset of the development in line with the MRT vision”*

Unfortunately Cycle Basingstoke did not keep an eye on council agendas of meetings, so we failed to speak at both the Borough (9 and 18 July) and County council meetings (30 July) when the Transport Strategy was adopted.

## Campaign Issues

Main issues remained the same as last year:

- safety and highway maintenance
- new housing being built without any cycling connections to essential destinations and roads
- traffic management schemes that reduce the carriageway space for cycling and no alternative provided
- shared use paths and footways and design standards
- problems with parking both legal and illegal creating hazards

### **Safety, modal shift and highway maintenance**

Hampshire roads are becoming more dangerous for cycling

New housing has increased motor traffic on all types of roads which discourages cycling. e.g. Woods lane and Cufaude lane on the NCN23

Hampshire has some of the worse statistics for accidents to people cycling. In the past year, almost [ten per cent of all injury accidents involving cyclists](#) occurred in Hampshire. Aggression towards cyclists may be attributed to congestion and frustration + over dependency on the car. Modal shift and allocated space for cycling would therefore appear to be sensible. However the [Local Transport Plan](#) only sees cycling as a lifestyle choice. The Local Plan for Waltham Forest (London) which has gone “dutch” states “A substantial modal shift away from the private car to more sustainable means is therefore essential to address issues of serious traffic congestion, poor air quality and to ensure equitable access to employment and services for Waltham Forest residents.” This contrasts with Hampshire which has no aim to create modal shift despite 80% of journeys being by car in many areas and increasing numbers of cars forecasted from the huge increase in housing.

Councillor Mellor reported to the Transport Committee (ETE) that the majority of accidents at one black spot in Tadley was to cyclists and that parents at one school were reluctant to allow their children to cycle to school, whilst there had been an increase at another school. Cycle Basingstoke plans to ask cllr Mellor to provide more information.

Jon Pennycook, on behalf of Cycle Basingstoke, continues to report problems with car parking, lack of maintenance and close passes. Overgrown vegetation, especially on Hatch Warren Way and the road to Old Basing on the NCN23 is an eternal hazard. It used to be [illegal for motors to park or use cycle lanes](#), There is now [confusion](#) and it [may be legalised](#) !! This makes it more difficult to persuade Police, Borough and Highways Hampshire to take responsibility. Upstands are particularly dangerous when transferring from carriageway to pavement. Police refuse to record incidents involving cycling so the road safety records are distorted eg. A cyclist was taken to hospital after she hit an upstand in Hook on Griffin Way North on Friday 28/09/2019.

### **A33 news**

There have been changes to the roundabout at the railway bridge, the one next to Tescos and the junction with Thornhill way. This could have benefited cycling a lot more if the design had not been compromised.

### **A30 news**

St Michaels Retail Park – this is now filling up slowly but there are still empty properties. It has increased traffic on Harrow Way which makes this road which used to be quiet at non peak periods very unattractive for cycling. There is no change in the provision for cycling reported last year so still not possible to cycle to BCOT, school or town. There is a short section of pavement <https://www.openstreetmap.org/way/23824892#map=16/51.2518/-1.1061> and another similar unconnected cycle pavement on Winchester road to a toucan crossing to nowhere.

- **Hounsome Fields**

Design of layout and cycle routes are now being considered. Only a gravel/hoggin path through the park is being offered for cycling and a shared use footway which takes you in the opposite direction to the town centre, employment, education and Sainsbury shopping centre. No useful cycle routes.

- **Golf course**

The club has now found an alternative site so an outline planning application was submitted in 2019. There was no suitable provision for cycling and CB submitted a detailed objection with drawings. CB also replied to the consultation for an SPD for the site. There are proposals for a Traveller site at Peak Copse which is allegedly used by bmx cyclists.

- **Kempshott community plan**

This is now being implemented but we are reliant on the Highways Authority to implement the cycling and highway proposals.

- **Brighton Hill community plan**

We have given assistance with the opinion survey.. Car parking is a major problem blocking streets. There is only one cycle route, the NCN23, along the edge of this area.

### **Manydown news and B3400**

A partner has now been selected to deliver the project. Cycle Basingstoke and other groups such as SWAG and Kempshot Community Plan replied to the planning application submitted in January 2019. It is anticipated that 80% of journeys will be by car. The inevitable effect on local roads will therefore make cycling more difficult and dangerous. The proposed cycle route into Basingstoke zigzagged along the B3400 and used exclusively shared use paths and footways with new footways created on Winklebury Way, no cycle lanes. We lobbied the Council and as a result Cllr Izett met

with officers to ask for improvements. More information can be seen on pages 7 and 8 of <http://manydownbasingstoke.co.uk/wp-content/uploads/2019/07/Jan-2019-amendments-to-outline-planning-application-updated-23.7.19.pdf> The applicant did not seem to know the difference between the various types of facilities for walking and cycling as they are all wrongly labelled in the diagram, and it is impossible to fit all these uses into the space allocated for the road. E.g. a cycle lane is always found on the road not the pavement, a footpath is never found next to a road, it is a pavement or footway. The picture shows a range of uses which it is quite impossible to fit into the planned total width.

See also [www.basingstoke.gov.uk/manydownplanning](http://www.basingstoke.gov.uk/manydownplanning) Transport Assessment Addendum (Document reference: MSD12aRA) and Manydown Movement Strategy (Document reference: MSD14) This reply by CB in August 2018 <https://pad.basingstoke.gov.uk/documents/4753/01/19/47/01194776.PDF> provided a detailed analysis of the cycle routes, and in particular the one along Winklebury Way and the B3400 into town

In April 2019 we reiterated the same comments in summary form at <https://pad.basingstoke.gov.uk/documents/4753/01/17/39/01173961.PDF>

We are disappointed that the Thorneycroft roundabout improvement scheme will only give us a toucan crossing to Wickes but none to Milestones. Very few of the identified schemes in the Transport Strategy (apart from Brighton Hill roundabout which received the go ahead) have funding in place which makes implementation unlikely and/or difficult.

### **Brighton Hill roundabout**

Plans for traffic lights on Brighton Hill roundabout were adopted in 2018. The football club is moving from the Camrose, but it is not known yet what is happening to that area or whether there will be a road from Western Way through this area to Kelvin Hill and on to Winchester road. Excavations to find the utilities etc. are starting in October 2019

### **Other**

Heather has not replied to various planning applications to single residences near Rights of Way.

There was a public consultation for an Aldi in Tadley attended by a lot of CB supporters. Cheap shopping for residents is attractive, but it is situated on a very busy crossroads with very poor/dangerous access for cycling and the layout will make existing roads more dangerous.

We have objected to several housing applications in Popley for changes from family to multiple occupancy as this would increase the number of parked vehicles.

We objected to a major housing application on the edge of Hook as there were no cycling links, and no cycle route to Basingstoke. The existing country lane beside the railway line that is used by cyclists would be altered and make cycling dangerous.

## **Our achievements:**

- Review of Borough Cycling Strategy
- Planned revision of infrastructure design standards.
- Revision of Basingstoke Transport Strategy
- Increased support from councillors, Borough and County
- Use of our powerpoint presentation to educate officers and councillors

- Being able to comment on “reserved matters” and meet some of the planning officers in person
- Increased membership

## Our immediate fears

New Cycle infrastructure is still being built which is not useful or usable.

Our committee is too small to cope with all the challenges, in particular we have lost our facebook, website and membership manager, essential key areas.

We are not able to support people asking for cycling activities for families.

## Main opportunities

- Political effect of the Climate Change demos. and air pollution campaigns
- Engaging with sports and business groups
- Provide some sort of bursary for ride leader training and Bikeability Instructor training

## Conclusion

There are signs of a cultural shift and the will to obtain funding for the requirements of cycle transport.

We need to expand our reach and our committee as Cycle Campaigning is gathering momentum throughout the County.

Heather Rainbow

Chair of Cycle Basingstoke, a local campaign group affiliated to Cycling UK

Local Right to Ride representative for Cycling UK

Elected campaign representative with Cycling UK North Hampshire.

With input from CB members.

September 2019

## Acronyms

CB Cycle Basingstoke

BDBC Basingstoke and Deane Borough Council (the planning authority)

BSK Basingstoke abbreviation used by railway companies

BTN Basingstoke Transition Network – transition is to more ethical and environmental living

ETE Economy, Transport and Environment

HCC Hampshire County Council (the transport authority)

LEP M3LEP is the Local Enterprise Partnership made up of businesses with support from councils. It receives money from the [Economic Growth Fund](#) administered by Central Government. The aim is 4% economic growth for Basingstoke i.e. more businesses located here and therefore more cars and freight.

SPD Supplementary Planning Document

SWAG South West Action Group

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<sup>i</sup> Based on types of cyclists in LTN 2/08 Cycle Infrastructure Design and Geller R (2009) Four Types of cyclist

<sup>ii</sup> Propensity for cycle tool passim and John Parkin: Designing for Cycle Traffic

<sup>iii</sup> John Parkin Designing for Cycle Traffic page 31 also “so long as design is suitable for all types of cyclist and potential cyclist, it is not necessary to characterise riders in this way”