

CTC Right to Ride

Hearing statement with reference to issues on transport and access to proposed new developments

Transport infrastructure to meet the increased number of residents is a major concern. Cycling is a sustainable mode of transport which is becoming more and more popular. The major barrier to cycling is fear - danger from motor traffic. In order to reduce conflict between transport users apart from education and enforcement there needs to be space provided for cycling. space4cycling.org/

www.makingspaceforcycling.org/ www.ctc.org.uk/campaign/space-for-cycling

The proposed draft cycle strategy for Basingstoke and Deane aims to encourage cycle trips of up to 5 miles with the emphasis on high quality arterial routes along all the main corridors into town.

With the ever increasing popularity of electric bikes with an easy assisted speed of 15.5 miles per hour, commuter journeys of 10 to 15 miles could well become the norm.

Cycle Basingstoke and CTC Right to Ride are asking for high quality cycle routes along the main arterial corridors into the town centre and the station. A blue super highway along the A30 is endorsed enthusiastically by members of Oakley Pedlars, a local leisure club. Good quality cycle infrastructure will encourage leisure and sports cyclists to commute to work.

Suggested measures needed to make cycling a realistic travel choice.

With respect to new developments along the A30 we would like to see a "blue super highway along both sides of the A30 from North Waltham to the town centre". This would serve the new Critical Care Hospital, existing and proposed residential housing estates. Blue super highways are endorsed by chief executives of blue chip companies and major employers in London. Cycle Basingstoke and CTC have already submitted a detailed reply to the planning application for the new hospital/Critical Care Unit.

North Waltham residents would also like a direct country route as far as Kempshott to link into the cycle network there near the Sainsburys roundabout

A cycle route is also needed from Micheldever station to North Waltham and the new hospital as this is closer than Basingstoke station.

There are no proposed connections from Manydown into the town centre apart from the existing 5 Ways/Pack lane to Oakley which obviously needs to be improved.

A high quality cycle route is needed along the entire length of the historic Roman road from the A30 to the A340. as well as connection from Winklebury along the existing ROWs and a connection from Oakley and Scrapps farm to Rooksdown (near the Park Prewett cemetery).

Developers need to be encouraged to fund not just the local section of the cycle infrastructure but also to contribute to the arterial route(s) as a whole. They also need to consider the layout of the residential estate - roads which are too narrow, restrict forward visibility and squeeze cyclists off the road. Adequate car parking off road is needed so that roads are not narrowed further restricting space for cyclists. Layout should conform with Manual for Streets, there needs to be filtered permeability which prioritises cycle movements over motor vehicle movements, this reduces the need for cycle specific paths for cyclists. Any distributor road

should have wide segregated cycle only lanes or protected space with priority over side roads.

These are just a few of the constructive suggestions which would increase cycle traffic, reduce motor traffic demand, reduce conflict between users, reduce congestion, carbon emissions and make the housing attractive.

Heather Rainbow

Local CTC Right to Ride
Basingstoke