

## Mitigation measures for Fiveways and Cycling

Proposed by CTC Right to Ride

1. There is a real danger that a change in junction layout could make it more hazardous for cyclists and suppress cycling yet further. This contradicts the requirements of the NPPF for sustainable transport and the aims of the draft Borough Cycle Strategy 2015 to increase levels of cycling and make it safer.
2. There are many cycle routes which go through 5ways, including two advisory ones, one from Buckskin and beyond to Oakley, and the other from Buckskin to Old Down and areas across the nearby A30. It must be asked therefore why there are no cyclists at peak times if there are two relatively good routes nearby. How can these routes be improved to make them more popular? The biggest deterrent of course is the density and speed of traffic on the main 4 arms, with little/no space for safe overtaking of cyclists at peak periods. There are no cyclists because they have done a risk assessment and decided it is too dangerous.
3. It follows then that at non peak times when cars can overtake by going into the opposing lane, there will be more cyclists. In this case altering the junction to make traffic faster moving will make it much more dangerous at all times of the day for cyclists, not just at peak periods.
4. In order to introduce the double lanes for motors, cyclists will be squeezed off the road. Part of the footway/grass verge might be used for motor vehicle lanes. It would not then be possible to convert footways for shared use and help the less confident cyclist

### 5. CTC Proposals for Cycle routes through Fiveways

It is essential that the quantity of traffic going through this junction is reduced. The obvious way to do that is modal shift to cycling. Why are the cycle routes through this junction not being used, how can they be made more attractive? Below is listed the various cycle routes which cross this junction. All these routes need to be made continuous, attractive and signed.

#### 6. Roman road bridleway/cycle way

Access to the Roman road bridleway/cycleway from the A30 needs to be improved, especially in view of increased traffic from Hounsoume Fields and the Golf course. Access from Gabriel Park needs to be increased. The surface needs to be improved, obstructions removed and a narrowing in the dip widened.

#### 7. The Oakley cycleway/multi-user route

needs to be signed from the road, it is a “secret” track the other side of the hedge from Pack lane and many do not know about it. The surface is deteriorating and

narrowing. Major maintenance and improvement is needed. The surface and barriers deter fast commuter cycling.

#### 8. Pack lane east

speeds are reduced by the humps – good, but more needs to be done. This route is popular with confident cyclists off peak. Possibly converted footways and a cycleway the other side of the hedge using land in Down Grange park would widen the range of cyclists who could use it. Connections across Stratton Park are needed.

Pack lane East is a main route into town, to schools, the sports centres at Down Grange and Stratton Park, Kempshott Post Office and village hall.

#### 9. Old Kempshott lane

- Fiveways is on a key route for cyclists to Tadley via Newfound, Wooton St Lawrence, Monk Sherborne, Ramsdell, Baughurst.
- Fiveways is on a key route for cyclists to Bramley via Worting, Roman road, Rooksdown/Prewett, Sherborne St John, Vyne NT, Bramley
- Fiveways is also on 3 potential routes into town
  - i. via Stratton park and Worting road
  - ii. via Buckskin and parallel to B3400 and Churchill Way West
  - iii. via Pack lane East
- This junction is critical for cyclists going to the various local schools
- This junction is critical for cyclists going to the hospital
- The section from Lowlands road northwards is difficult and dangerous with many blind crossings of side roads, especially Wiltshire crescent. The cyclepath parallel to Dorset crescent is especially difficult with lots of transfers between road and path and no access from adjacent houses. It does not serve any useful purpose.

#### 10. **Cycle usage and layout at Fiveways- various**

- a. cycling at this junction is suppressed. The 4 main approach roads to 5ways are all inimical to cycling (too narrow and too busy) therefore very few cyclists at peak times.
- b. Old Kempshott lane cycle route is pretty awkward with lots of difficult junctions at the Buckskin end and provides an indirect, discontinuous route to the town centre. This needs remedying.
- c. the ASL on Pack lane East cannot usually be reached (blocked by queuing vehicles) and because of its steep slope gives limited advantage and considerable anxiety as vehicles have to squeeze past a cyclist wishing to enter Pack lane West by the traffic island.
- d. ASLs give limited protection to cyclists, what is needed is lights which give a cycle phase so you clear the junction before the cars. It is not unusual for me to be caught mid junction on the red phase when I started crossing on the green! This is all the more dangerous when you consider the report of vehicles jumping the lights. Cycle lights are now being used in London.
- e. the collision between cyclist on footway of Kempshott lane and a car emerging from a side driveway highlights the fact that cyclists are fearful of cycling on the road (not enough space for cars to overtake

safely) and that footway cycling is not always safe even if many footways are converted for shared use.

- f. There are no proposals to improve the new multi-user unsigned track from 5ways to Oakley. The alignment is good, but the surface and width would need to be increased and barriers removed.
- g. There are no proposals to improve cycling along Pack lane East and the newest, latest hump there (higher and wider than the others) forces cyclist right out into the centre of the carriageway as well as slowing down to avoid being thrown off the bike.
- h. Increased traffic from site 6a will affect Brighton Hill roundabout and there are no proposals for cyclists across Brighton Hill although there are some inconvenient arrangements for pedestrians.
- i. As most traffic seems to be a north south direction and the southern flows come off the A30 at Heather Way, it could be that motor traffic is avoiding the Brighton Hill roundabout in order to reach the Ringway, the A3400 and the A339
- j. removing ASLs and keep clear areas will make no difference to the number of cars that can travel through the junction on any one phase, it merely shortens or reduces the space that cars take up while vehicles are stationary and queued up.
- k. ASLs are not useful for cyclists if they cannot reach them - the feed in lanes are too short or/and too narrow. Longer, wider cycle lanes are needed in order to make the junction safer. The island on the Pack lane Oakley side creates a pinch point which is dangerous and intimidating for cyclists.
- l. altering the light phases so that more than one queue can progress through the lights might increase through put but could jeopardise cyclists.
- m. introducing double lanes increases capacity because two lanes of cars instead of one can travel through the junction simultaneously. Even a short double lane of just 3 vehicles makes a big difference.
- n. introducing flares increases the speed at which vehicles can turn left, however most vehicles coming from Pack lane town side in the mornings turn right so the flare would not affect them. Increasing speed for vehicles would make it more dangerous for cyclists

#### 11. **AECOMs proposals for Fiveways - a cycling perspective.**

- a. Cycling down Kempshott Lane, then through the cycle short cut into Old Kempshott Lane will be made more difficult. Currently, when doing this, there is plenty of space on your right for cars going straight ahead to pass. The proposed changes by AECOM show a kerb coming out much further. This means cyclists turning into the short cut will have to remain in the straight on carriageway and make a sharper turn (instead of almost straight). There will no longer be space for cars to pass safely on the right (unlike now).
- b. One cyclist reported "I conducted my own survey this evening. My 'survey' proves wrong one of the points AECOM claim and use as a basis of their recommendations. ...In about 2 - 3 minutes, I saw 2 cyclists (both male) emerge from Old Pack Lane using the cycle cut-

through. I did not see what the first cyclist did. However, the 2nd cyclist waited at the (cycle) lights, then cycled across into Pack Lane when the cycle lights turned green. Also, when I come out of the short cut, I DO wait for a green light. Again, falsifying AECOM's assumptions that all cyclists ignore the lights."

c. The green cycle light. If, as AECOM claim, no cyclists use this light, then whether it is removed or retained will make no difference to the motor traffic flow. However it is used at off peak times by cyclists Emerging from Old Kempshott lane the cycle light is very sensitive and changes almost instantly, so there is no impatient waiting, so cyclists obey it. It is also extremely dangerous to exit Old Kempshott lane and continue straight on into Kempshott lane without the protection of this light - it is a long stretch of road to cover and traffic crossing continuously in one direction or the other all the time. If you are turning right into Pack lane from Old Kempshott lane it is easy to be caught by traffic from a multitude of directions, left, right or from straight ahead, the protection of a light is essential, especially if you consider that this cycle route has been designed for off roaders, people going to and from school and the less confident.

d. Comments from residents on Streetlife  
<https://www.streetlife.com/conversation/32b0jvpcpgqjq/> complain about the length of queues going back to Heather Way. Most traffic at morning peak seems to be travelling north south and then presumably either turning right at Buckskin roundabout to go into town (avoiding Brighton Hill roundabout) or left then right to go up to the A339 Kingsclere road and possibly the ringroad. It would seem appropriate to map the origin and destination of vehicle users. Several lorries were local traffic going to and from the industrial estate on Worthing road. It would appear that a majority of traffic was travelling between the A30 and the B3400. Was it avoiding the Brighton hill roundabout?

## 12 Conclusion

Mitigation to this junction must include measures to allow local journeys to be done by bike, this means improving the cycle routes, including signage, permission to cycle across Stratton park, provision of a convenient fast cycle route along the A30, better provision along Pack lane east (conversion of footways?) and improved surface and removal of obstructions along the permissive cycle route to Oakley and the Roman road bridleway.

CTC Right to Ride  
Heather Rainbow

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