

CTC Right to Ride

Summary of comments on MF22 –

Local Plan hearing on transport 5th November.

Below is a summary of points made by CTC at the hearing on 5th November, 2015 and at site hearings

Para 1. we endorse this. .

“consistent approach to accessibility...”

We would like the consistent approach across all sites to state that that there should be direct connections by cycle to the town centre and key destinations (education, retail, business/employment, recreation) as well as links to adjacent sites. Within the site it should be more permeable to cycling than motorised traffic (Manual for Streets chap4).

Para 2

We welcome the inclusion of this text in CN 9.

The county LTP 3 themes of reduce, manage and invest should be interpreted as reduce the need for motorised travel and actively invest in cycling.

Para 3

We endorse the added wording.

The following sentence might be omitted:

“Secure, convenient and weather resilient cycle parking will normally be required at destinations, including at key transport interchanges; where appropriate lockers and changing facilities should also be provided”

This last sentence should not be necessary if there is a cycle parking strategy or cycle parking standards as part of the cycle strategy. There are many issues about cycle parking which are not covered by this single sentence. We recommend the Cambridge cycle campaign cycle parking standards.

Para 4

Agreed

Para 5

We welcome the inclusion of the Cycling Strategy as part of the Local Plan. The Cycling Strategy will enable more effective bidding for funding. We hope that feedback by cyclists will enable various amendments to make the strategy more effective. In particular the corridor approach with direct, convenient strategic cycle routes for example the A30 “cycle superhighway” as agreed by HCC during the Local Plan hearing.

We welcome targets to increase cycling trips, but would also like targets to complete the town centre access and the various corridors along A roads and across roundabouts/major junctions. At present the corridors and the NCN 23 on the strategic map only show what is already in place (indirect and inconvenient), we would expect these to be “straightened out”.

We also highlighted the problems of only having one route northwards on the NCN23. Sections are closed from time to time with no alternative diversion available.

The Cycling Strategy draft does not address longer distance routes between the town and settlements such as Tadley, Whitchurch and Overton. Present routes used by cyclists need to be safeguarded and improved, for example Manydown, Merton Rise.

Para 6

Agreed

Para 7

Agreed.

Bullet point 2

We endorse this. Developments whether industrial/retail or residential should have a direct cycling connection to the town centre. Adjacent sites and key destinations (education, health, retail, business/employment, recreation)

Bullet point one.

The wording here is ambiguous. Existing networks and routes may not be usable or attractive or complete. Would the developer be responsible for remedying the deficiencies of the route or network? The words network and route can be confusing are given different meanings in different contexts and by different people. Cycle route is often used instead of a cycle track or cycle facility – it is a route without a destination. A cycle route used by a cyclist is individual and may not appear on any

map of cycle routes. Likewise the cycle network is the entire highway network, less the motorways plus cut throughs and paths. It is essential that cycle routes have a purpose i.e. a destination, that they are both usable and useful. On the other hand a cycle facility – a short section of cycle lane or a cycle track can make a difficult/dangerous junction safer. Many residential sites have cycle routes within them which are expensive to provide and serve no useful function.

Heather Rainbow
CTC Right to Ride

5th November 2015