

Basingstoke Cycle policy – draft

The aim of Basingstoke Cycle Policy is to prioritise cycling, active travel and sustainable modes of travel over motorised travel thereby increasing levels of cycling and modal shift. This will contribute to the primary aim of the LDF to create a sustainable, economically vibrant and healthy borough.

Contents

Summary
Cycle network
Permeability
Connectivity
Promotion
Definitions
abbreviations
Appendices
bibliography

Summary

- A. **The cycle network.** All roads are part of the cycle network other than where cycling is legally prohibited. Every opportunity will be used to improve the quality and extent of the cycle network using the standards in Cycle Infrastructure Design (CID) and the Basingstoke Cycle Policy.
- B. **Connectivity.** All destinations should be connected with the town centre as a central hub. All the main corridors into Basingstoke should be made easy and attractive to cycle along, near or beside. E.g. the A30 needs a cycle route from Dummer to Hook, the A33 needs a cycle route from Sherfield to Basingstoke. All rural settlements should have good connections with each other and the town centre.
- C. **Permeability.** The cycle network should be more permeable than the car network.
- D. **Promotion.** Cycling should be actively promoted as a major transport mode
- E. **Prioritisation** The hierarchy of users places non-motorised users at the top. This is especially important with respect to planning applications, new developments and any changes to road layout
- F. **Other considerations**

1. Any changes to any part of the highway network affects the cycle network and should not restrict or endanger the movement of cycle traffic. They should be seen as an opportunity to increase connectivity, permeability and usability for cycling.
2. any major changes to the highway network should entail a user audit and consultation with stakeholders, in particular cyclists
3. Any cycle facility should be usable and fit for purpose – i.e. it should conform to the various national cycle guidelines¹ and Basingstoke cycle policy
4. A road which is closed to cars should remain open to cyclists. Any road change which lengthens the journey for cars should have provision for cyclists so that their journey is not lengthened.
5. Changes to the highways do not have to be on a recommended cycle route in order for the interests of cyclists to be considered as all roads are part of the cycle network unless cycling is specifically illegal.
6. Specific cycle routes will be identified in local planning documents with delivery dates. The aim of this policy is not to “route” cyclists along certain roads but to provide the criteria to make the cycle network as defined in section A as user friendly as possible
7. Any planning application will affect the cycling network. Any such application must improve the quality of the cycle network, improve cycle connectivity, permeability and promotion and comply with the quality standards in CID LTN 2/08 and the Basingstoke cycle policy
8. Any cycle specific infrastructure should be fit for purpose and comply with the standards in CID LTN 2/08 and the Basingstoke cycle policy

A The cycle network

The aim of this cycle policy is to improve the quality and safety of the cycle network as defined above.

The major deterrent to cycling is Fear. The most frequently perceived fear is traffic volume, traffic speed, and lack of cycle paths. Research shows a direct correlation between traffic speeds and severity of injury, but it also shows that traffic junctions are the most dangerous part of the highway network, whether on a cycle designated route or not. Basingstoke cycle policy aims to improve the quality and safety of the cycle network. Every opportunity should be used to:

¹ **Cycle Infrastructure Design (CID) Local Transport Note 2/08**

- 1) Remedy ALL junctions to make them safer, more convenient and easier to use for all cyclists
- 2) Ensure that designated cycleways and cycle tracks have the minimum number of junctions and road crossings
- 3) introduce lower speed limits and area wide 20 mph zones
- 4) reallocate space to make it safer for cyclists on ALL roads where there are high traffic volumes or speed (e.g. using cycleways and cycle lanes)
- 5) ensure that cycle lanes and cycle paths are on both sides of the road so that the cyclist does not have to cross the road
- 6) ensure that it is easy and convenient to join any cycleway or cycletrack from the road. access to cycleways should not involve a detour or have more than 90° change of direction. (leaving or entering the carriageway from footway or cycle path accounted for around a third of all collisions suffered by cyclists in Southampton)
- 7) provide a cycle map which categorises the entire highway network according to the degree of skill and experience needed for cycling. The classification to be linked to levels of cycling competence prescribed by the National Cycle Training Standard.
- 8) ensure that the usability for cyclists of all roads adjacent to or near a new development is improved
- 9) Developers must ensure that ALL roads within their development are cycle friendly and comply with this policy to provide high standards of cycle facilities with good connectivity, permeability and promotion. It is not sufficient to provide a few cycle paths
- 10) All new roads and changes to roads must follow the hierarchy of users and ensure free movement and access by non-motorised traffic including cyclists (see addendum on hierarchies and CID).
- 11) any segregation of cyclists from motor traffic must not make their journey longer or increase the number of delays
- 12) ensure that the entire network, on and off-carriageway is well maintained and surfaces smooth and safe.
- 13) Use maintenance projects to reassess highway allocation and provide more space for cyclists (e.g. instead of hatching out one lane provide a cycle lane)
- 14) Ensure that any traffic calming scheme, whilst reducing traffic speeds, does not increase danger for cycling thereby suppressing cycling.
- 15) To remedy any problems for cyclists identified by safety audit, cycle audit or cycle review.
- 16) To conduct a cycle audit of surrounding roads for any major planning application,
- 17) To consult with cyclists on any cycle audit, cycle review or major road layout changes
- 18) Ensure that pedestrianised areas do not reduce accessibility for cyclists, especially disabled cyclists.
- 19) Ensure that one way systems, heavy trafficked roads, junctions and roundabouts do not create severance or reduce accessibility for cyclists
- 20) Ensure that standards of designated cycle routes (cycle lanes, cycleways, cycletracks, cycle facilities) meet the standards of CID and additional standards of this policy (see addendum).

C Permeability

The cycle network should be more permeable than the car network. Basingstoke cycle policy aims to increase cycle permeability. Lack of cycle network permeability adjacent, near or through new developments must be remedied. Increased permeability for the cycle will make it more attractive to cycle than to take the car as cycle journeys will be shorter and more convenient.

Increased mileage and long detours are created by

- 1) Severance from roads, railways or rivers
- 2) severance as a result of layout design and siting of new developments
- 3) Avoiding difficult or hazardous junctions
- 4) Avoiding difficult roundabout
- 5) Avoiding roads which are too narrow , have road narrowings, islands, 2 lanes merging into one
- 6) Avoiding difficult or hazardous roads with high volume, high speed traffic
- 7) One way street systems
- 8) Roads closed at one end, either physically or by prohibited entry
- 9) Pedestrianised zones.
- 10) loop feeder and distributor roads as opposed to grid design of roads
- 11) road closures and diversions
- 12) Track and path diversions
- 13) Road works

Problems 1 can be solved by providing bridges, underpasses, at grade crossings etc. The crossing should be where it is convenient for the cyclist to cross and provide minimum delay e.g. Pelican crossing of B3400 near the Leisure Centre. A bridge or an at grade controlled crossing is needed across Churchill Way West to link the cycle way from Houndmills and Sainsbury depot to the shopping complex on the Thorneycroft site.

Problem 2 Often there is only one or two access points for motorised vehicles. There should be multiple points of access for pedestrians and cyclists to new developments with clear paths from one side to the other. For example the Wickes development creates severance, preventing a direct pedestrian/cycle route between the employment area of Houndmills to the North and the residential area to the south of Worthing road together with the shopping area based round Morrisons.

One way street systems can increase not only the distance travelled but also the volume and speed of traffic. Large scale one way systems can create severance (Fairfields area most roads go north and west but not East or South). Solutions include restoring 2 way traffic for selected streets and contra flow cycling. In Bounty road contra flow cycle lanes instead of speed humps could have been used. Streets with prohibited entrance should be permitted to cyclists, for example the prohibited left turn from Worthing road into Essex road.

Manual for streets and Layout Design

Guidance from Manual for Streets should be used to improve conditions for cycling.

New layouts are an opportunity for remedying problems para 3.6.4 and creating good permeability and connectivity. MfS recommends a user hierarchy and an analysis of movement patterns. Basingstoke cycle policy would add that it is also important to take into account the suppression of cycle movements due to hostile road conditions. Criteria in deciding on the design is given in 3.6.8 to 3.6.27. and design codes should take into account the effect on cycling particularly at junctions.

Road safety. A road safety audit should be by an independent group. Basingstoke cycle policy advises that stakeholders such as cyclists should be involved at this stage. "Road safety should be addressed at a strategic level through a danger reduction approach that addresses the factors that put pedestrians and cyclists at risk, rather than seeking to reduce casualties by limiting pedestrians and cyclists from making the trips they need to undertake" . (BMA report Healthy Transport=healthy lives). New layouts should not make it more hazardous or difficult to use a road or junction (for example narrowing of carriageway from 2 lanes to one lane on the A30). It is the responsibility of the cyclist to choose the road and time of day he wishes to travel, it is the responsibility of the planner and engineer to make sure all roads and junctions are as safe as possible and provide as much space for cyclists as possible. (see also MfS 2.6 Risk and Liability).

There should be cycle monitoring of new street layouts and junctions to evaluate and improve on their effectiveness with respect to cycling, this can be by manual or electronic counts on the highway or at destinations and satisfaction surveys. Any accidents caused by defective design or street furniture should also be recorded and analysed so that improvements can be made.

Chapter 4 of MfS should be used by developers in order to create attractive conditions for cycling, improving both permeability and connectivity. The effect of different geometric layouts on traffic speeds and cyclists need to be understood. With loop feeder systems there is a need to introduce traffic calming (Winklebury Way,) which can then adversely affect the safety of cyclists on the road. If the road is on a hill it can be traffic calmed with a 2m cycle lane going uphill (like the lorry crawler lane) but cyclists will use the carriageway going downhill as they will be travelling at the same speed as the motor traffic (appropriate on Woodburn road and Sherborne road).

Through roads and roads traffic calmed with pinch points can be hazardous for cyclists at rush hours and will need a cycleway on the footway, cyclists will also find it difficult to cross such a road, so any cycle path or footpath crossing it would need to be a zebra crossing to encourage motorists to give way. (e.g. Park Prewett road and Rooksdown Lane/avenue), Chineham lane from Everest school to Popley Way). Designs which have lots of cul-de-sacs are less permeable for cars, they can be made more permeable to cyclists and walkers by having a spine cycle path or route with branches to each cul de sac. Such paths should be named so as to make route finding easier (e.g. footpaths on Berg estate, South Ham). Internal spine paths linking cul de sacs should be named, easy to navigate with long sight lines and have signed access points from the distributor road. A display board of the map of the estate and cycle

spine or distributor path should be displayed in strategic locations. (Park Prewett has a good map board and cycle spine path but is not named or signed).

Cul de sacs and one way streets reduce permeability. Some one way systems force road users to long detours and the use of busy roundabouts (inner ring road and New Road). Alternative routes need to be provided for cyclists, e.g. contraflow cycling on one way streets and unplugging cul de sacs. Where there is a ring or loop distributor road a cycle paths can provide a more direct central spinal route linking all the cul de sacs. (Park Prewett). If a distributor road is very narrow or heavily traffic calmed with pinch points and provides direct linkage to useful sites (shops, community centre, health centre) it should have 3m cycleways on both sides of the road (example distributor road going through Park Prewett from A339 to the A340 and the Chineham lane going from Popley Way to Everest school. This is because such a road will be very busy at peak commuter times, there will be conflict between cycles and motorists and any alternative cycle route will not be obvious. Ideally a cycleway should be created which is separated from the road by landscaping of bushes and trees to create an environment to reduce traffic speeds (Groningen).

Green Open Spaces and parks should have multiple access points for cycles. They should also increase permeability of the cycle network by permitting cycling across them.

Buildings. There should be good permeability within sites such as educational establishments, employment sites, retail units, retail parks with multiple access points and attractive cycle routes across the campus and between buildings. New sites should also improve the existing cycling infrastructure by creating new through routes, not just links to the new facility. Cycle parking should be situated close to the entrances of buildings so as to give advantage to cyclists over those arriving by car. Siting of cycle parking should be as convenient as possible especially as some cyclists are disabled. (see also NICE guidelines PH8)

B Connectivity and new developments

- 1) New developments must be connected to Basingstoke town centre by direct cycle friendly roads or cycle routes which meet the standards of Cycle Infrastructure Design 2/08 and the Basingstoke cycle policy.
- 2) New developments near the town boundary must be connected to adjacent rural communities by cycle friendly roads and/or high quality cycle routes
- 3) Any existing connecting road to or through a development is a cycle route, if it is closed to motor traffic or there is a diversion, either temporarily or permanently, a good quality direct cycle route must be provided instead as soon as possible. Roads which become closed to motorised traffic often make good cycle routes. If this is not done cycle usage will be suppressed and motorised transport encouraged instead. (examples are (1) Hatch Warren lane, closed for many years then reopened as a cycle route (2) Sherborne St John road permanently closed where Everest school has been built, no satisfactory alternative provided)
- 4) Any cycle route through a development should not be closed during construction unless a good quality alternative is provided.

- 5) Cycle and pedestrian paths which have been established by frequent usage should be recognised and officially adopted. e.g. the path from the Water works near Fyffes crosses the A339 near Thorneycroft roundabout and goes through the site now occupied by Wickes.
- 6) New developments must have good quality cycle connections to schools, shops, health facilities and leisure facilities within a 2 mile radius
- 7) Where a development is adjacent to a main arterial route (e.g. A33, A30, A349, B3400) a high quality cycle route must be provided along or near such a road. Cycle lanes and cycleways should be with flow and provided on both sides of the road. Cycle tracks should be as straight and direct as possible, signed and with obvious access points from the carriageway (good practice is the cycle track along the A33 from Norn Hill roundabout to Reading road, another parallel cycle track is cycle track on the edge of the Park Prewett development next to the A339, unacceptable and not fit for purpose is the cycle track in the Huish development from Crabtree plantation to the Hatch).
- 8) Where a development lies between or straddles 2 arterial roads there should be direct cycle routes linking these two arterial roads. E.g. a cycle route linking A339 and A349 when the Prewett golf course is converted to a residential estate
- 9) Road junctions are the major cause of accidents whether on a designated cycle route or not, they are also the main barrier to cycling. All road junctions should prioritise cycle movements, providing a safe passage across with minimum delay.
- 10) Roundabout junctions should provide safe crossing for cyclists with minimum delay and diversion. It is often as dangerous to cross the arms of a roundabout as it is to travel on it.
- 11) Where roads/railway lines/rivers adjacent to a new development create severance safe, direct, convenient crossings for cyclists must be provided. (e.g. cycle bridge over A339 to Park Prewett, a second bridge over the A339 is pedestrian only but is used by cyclists, 2 bridges over the M3 are pedestrian only and need to be open to cyclists)
- 12) Junctions with traffic lights should have phases which prioritise or are sensitive to cycle movements. Bad practice is the roundabout on the ringway junction with the A33 has toucan lights which are slow to respond/do not respond to cyclists so that many choose to ride on the carriageway. Good practice is the cycle light at Fiveways Kempshott responds rapidly and gives cyclists priority.
- 13) There should be multiple points of entry for cyclists to large retail and commercial sites. If sharing an entrance with cars there should be adequate space provided for cyclists. If sharing an entrance with pedestrians it must be remembered that bikes cannot easily negotiate tight corners of 90° any more than cars can.

D Promotion of cycling

The Borough of Basingstoke recognises the many benefits of cycling and the need to increase the levels of cycling as part of its LDF. (DfT Active Travel Strategy esp. para 3.1)

Basingstoke cycle policy prioritises cycling and promotes cycling as a primary, major transport mode.

Spatial planning will enable all destinations to be reached quickly and easily by cycling.

All centres of employment, educational establishments, health centres, leisure centres and retailers are encouraged to promote and increase the number of those cycling to these destinations.

Developers will promote cycling through suitable siting of developments, good quality layouts, buildings, infrastructure, auditing, marketing, promotional measures and a high quality green travel plan (appendix). Where reasonable they will show increased levels of cycling adjacent to their development as well as within or to it.

A map of the cycle network will be produced which grade all roads on a scale of 1 – 5 as to how cycle friendly they are. This will identify areas with potential for high levels of cycling (1 and 2) and those roads which are hostile to cycling (4 and 5) as well as problems of severance. This will identify roads which need improvement if there is any new development.

Basingstoke Borough Council will avail itself of any funding opportunity or partnership agreements to market cycling and encourage other organisations to market cycling. (e.g. Health service providers, GP practices, Sustrans, charities, commercial organisations, M3 Enterprise Partnership)

Cycling will be promoted using Bikeability - it provides children with a basic life skill, can increase confidence and cycle skills in adults and is a proven marketing tool.

Cycling will be promoted to the disabled who can use adapted bicycles in lieu of more conventional disability vehicles, thereby increasing levels of health, independence and freedom of movement.

Councillors will support officers in promotional programmes and can lead by example.

Travellers by cycle will be enabled to use the cycle network so that they can select routes which meet their needs (direct, comfortable, safe,) and which will give them an advantage over using the car or motorised transport.

A good quality cycle map can promote cycling. Ideally it will enable cyclists to select a route suitable for their needs and cycle skills. Such a map will have all roads graded and colour coded through 5 colours. Yellow roads are quiet roads with low traffic speed and volume and suitable for all cyclists behaving responsibly and with level I Bikeability skills. Busiest roads coded purple are normally hazardous for cyclists but experienced adult highway users may find them useful at quiet times of the day. Cycle facilities (cyclepaths, cycleways, strategic links) will be shown by dotted coloured lines, white roads are wide footpaths or private roads where cycling is not allowed without permission. Popular destinations will be shown for example

schools, doctors surgeries, hospital, station, theatres, leisure centres, bike shops, village halls, pubs, churches.

Cycle information boards are needed at strategic sites, especially at the station.

No one single aspect of promotion will increase cycling as reasons for cycling are multi-factorial. Promotion will be multi-faceted, cumulative and linked to the quality of the infrastructure. There is now a wealth of research which shows which approaches are more cost effective. For example electronic based cycle challenge programmes has an inbuilt monitoring tools and a cost benefit factor of 1:6.8.

Cycling will be promoted by publicising the benefits of cycling and correcting misconceptions. Information will be targeted to its audience e.g. retailers underestimate the buying power of cyclists and businesses are unaware of the enhanced productivity cyclists can bring as employees. People moving into a new houses will be reassessing their travel patterns, learning the benefits of active travel together with a cycle map could bring about behaviour change . Children starting a new school will be changing their travel patterns so information for parents, teachers and children is needed on the health and education benefits of cycling.

Conflict between cyclists and pedestrians and cyclists and motorists will be reduced through educational campaigns to encourage responsible behaviour when sharing common space. In particular cycle training will encourage responsible behaviour by cyclists. It may be considered necessary to issue cycle licences to permit cyclists to cycle responsibly in shared use areas such as pedestrianised shopping areas.

Large businesses are encouraged to run a *Cycle for Change* challenge or to sponsor a borough wide Cycle for Change challenge.

<http://www.challengeforchange.com/results>

Employers are encouraged to promote cycling by signing up to the Cycle to Work Guarantee offered by the NHS and DfT in the Active Travel Strategy. It can be operated in house, by bike shops or through an online facilitator. Both Basing cycles and Winklebury cycles sell tax free bikes and accessories under the Bike to Work scheme.

Basingstoke and Deane will work with local bike shops to promote cycling

Basingstoke and Deane will work with public transport providers to create cycle hubs and promote multi-modal means of transport – bike rail, bike bus

Levels of cycle usage will continue to be monitored to ensure that the cycle policy is effective and that levels of cycling are increasing. (e.g. cycle monitoring counters, green travel plan statistics, cycle parking counts, user satisfaction surveys, and cycle challenge statistics).

The cycling policy may be modified or have additions in the future so as to adopt the most successful infrastructure and promotional approaches.

The borough will work with Primary Care Trusts (PCTs) to promote cycling in exercise prescription: “Let’s Get Moving”

Appendices

Green cycle travel plans

LSE report on economics of cycling

Cycle quality standards (includes cycle lanes, cycleway, cycle and pedestrian crossings)

Barriers to cycling (includes barriers and posts, One way streets, Pedestrianised areas Bridges and subways)

Hierarchy of users and hierarchy of measures²

Photo gallery of good and bad practice

Bikeability training at <http://www.dft.gov.uk/bikeability/>

Lancashire cycle code

Useful Bibliography

Manual for Streets

Cycle Infrastructure design, LTN 2/08

Shared Use routes for pedestrians and cyclists LTN 1/12 (replaces LTN 2/86) Hampshire Local Transport Plan

BMA Report 2012 Healthy Transport = Healthy Lives

BMA cycling towards health and safety

NICE Guidelines PH 8, PH21 on Active Travel

DfT Active Travel Strategy 2008

Bikeability training

NHS behaviour change scheme Change4life and Bike4Life

Cycle for change challenge <http://www.challengeforchange.com/results>

Abbreviations

CID cycle infrastructure design

MfS manual for streets

LTP Local Transport Plan

DfT department for transport

² CTC subscribes to the [Hierarchy of Provision](#), which expects engineers and designers who are providing for cyclists to prioritise measures to reduce traffic speeds and volume on the carriageway; and to put shared use, off-carriageway cycle paths last. The Hierarchy is set out in the Department for Transport's guide '[Cycle Infrastructure Design](#)' (November 2008).

Definitions of terms

The highway – all the transport infrastructure which is maintained by the Highways authority

The cycle network - the entire on carriageway road network (excepting motorways) together with off carriage way cycle facilities, cycle tracks, paths, cut-throughs and shortcuts.

A cycle route - the route taken by a cyclist on his journey from his departure point to his destination.

A recommended cycle route - a route which is numbered or signed to a destination and is shown on the map in a coloured or coded line. An entire cycle route or sections of a recommended cycle route may form part of a cycle route. A recommended cycle route rarely coincides with an actual cycle route as it can only link a selection of popular departure points and destinations in the same way as a motorway can never be the entire route of a motorist's journey.

A designated cycle route – a recommended cycle route (see above)

A cycle link - a section of cycle route or a complete cycle route which improves the permeability or connectivity of the cycle network. It may be on or off carriageway.

A strategic cycle link - a cycle link which shortens a popular cycle route or which allows a cyclist to overcome a barrier to cycling

A cut through or short cut - a facility which increases permeability of the cycle network which cannot be used by motorised traffic. E.g. short path connecting two cul de sacs.

A cycle facility - any physical measure which improves cycle safety or convenience, it may or may not be part of a recommended cycle route, it is not continuous e.g. a section of converted footway, advanced stop lines, cycle lanes across a busy junction, cycle bypass round a pinch point, cycle parking stands.