

# Manydown to Basingstoke Town Centre Cycle Route

Image capture April 2021 © Google 2022

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# Key findings

# Key findings



There was strong support for the scheme across all subgroups, with the highest support coming from regular cyclists.



Most respondents felt that the proposed changes would encourage them to travel more by walking and cycling. Just over half of respondents felt they would use their car less if the proposals were implemented.



There were high levels of agreement with the proposed changes to the route from Roman Road to the Ringway via Winklebury Way, with levels of agreement highest amongst cyclists. There was slightly less support for a cycle route through Ludlow Close compared to the other proposals.

- + The most common reason for agreement with the scheme was that the proposed cycle path would be safer than at present.
- The most common reason for disagreement with the scheme was opposition to the cycle path routing through Ludlow Close.



The vast majority of respondents agreed that it is essential to provide a new, wider bridge over the Ringway to deliver a high-quality cycle route. This was consistent across all subgroups, with the most support from regular cyclists.

- + The most prominent reason for agreement was that the current bridge was not wide enough.
- The most common reasons for disagreement were that it was unnecessary due to the current bridge being sufficient for users and that it would be a waste of money.



There was overwhelming support for the proposals for Ringway crossing to Victory Roundabout, with the strongest support given to upgrading the existing route from Ringway Crossing to Churchill Way West Service Road.

- + The most common reason for agreement with the proposals was support for a segregated cycle route.
- The most common reason for disagreement with the proposed changes was that the current path is sufficient.



Respondents felt that the highest priority measure was the development of a cycle track from Roman Road to Ringway Crossing. This was closely followed by a new wider bridge over the Ringway.



# Potential implications



## Implications for communications

- One of the most prevalent concerns raised was that the current cycle/ pedestrian travel provision is adequate and does not require further development. Further communication may wish to re-emphasise the rationale of the scheme to ensure the public fully understand the motivation behind it.
- A further concern was that the scheme will not impact modal use and encourage people to walk/ cycle more. The findings of this report could be used to reassure the public that many are receptive to the idea of switching to sustainable methods of transport and that an improved cycle route/ footpath would facilitate this.
- Many felt that improving certain parts of the route such as Ringway crossing were essential to providing a high quality cycle route. If funding restraints mean the proposals are prioritised and implemented accordingly, the project team should communicate the justification for this to the public where appropriate.
- Given respondent interest in expanding the cycle route to other areas of Basingstoke, the project team may wish to work with other relevant teams and communities to ensure active travel continues to be prioritised in the area and that this is well communicated to the public.



## Implications for implementation

- Concerns were raised about the lack of secure bike storage in Basingstoke, particularly in the town centre and at the train station. Consideration should be given to improving the current facilities to ensure the public feel confident that cycling is a safe and viable method of travel.
- There were concerns raised about the route being a mix of on- and off-road paths. Consideration should be given to segregating the on-road sections if possible to make the route safer and more pleasant for cyclists.
- Some felt that the current cycle routes were poorly maintained. In particular, issues were raised about bad drainage along Churchill Way North Service Road and the need for re-pavement of the path from Ringway crossing. The project team may wish to incorporate this feedback into the proposed design to ensure the route is of the highest quality for users.
- Although a need for better street lighting was highlighted in some parts of the proposal, many felt this should be a priority for the majority of the path to ensure safety. It is worth considering whether additional safety measures such as consistent lighting and signage can be implemented throughout the route to maximise its potential usage.
- Residents of Winklebury Way/ Anna Gardens with restricted views from their driveways have raised concerns that a priority cycle lane would be unsafe. The project team should ensure measures are considered to mitigate danger to drivers, cyclists and pedestrians and reassure residents where appropriate.

# Introduction

# Manydown to Basingstoke Town Centre Cycle Route - background



## Background

The Manydown development recently secured outline planning consent for up to 3,520 new homes. The development is within easy cycling distance of Basingstoke town centre and other key destinations, including the Leisure Park and Basingstoke College of Technology.

Working with Basingstoke & Deane Borough Council and the Manydown Development team, Hampshire County Council has developed high quality cycle route proposals between the Manydown development and Basingstoke town centre. The proposals will also benefit existing communities and businesses along the route, including Winklebury and the Houndmills employment area.

The Manydown to Basingstoke Town Centre Cycle Route scheme is consistent with the Basingstoke Transport Strategy, which has recognised the need to increase levels of walking and cycling through the provision of continuous, direct and safe infrastructure. This will reduce reliance on the private car for local journeys, reducing carbon emissions from transport and improving air quality. Increased levels of cycling and walking also have wider benefits for health and wellbeing.



## The scheme

This report summarises the key feedback on a scheme which proposes a cycle route linking the new Manydown residential development with Basingstoke Town Centre via Winklebury.

This aims to provide a high quality cycle route that maximises the opportunity for new residents in the proposed Manydown development to cycle to/ from the town centre and other key destinations close to the route including the Leisure Park, schools and the Basingstoke College of Technology. The route will also provide a new cycling facility for existing residents and businesses along the route.

The proposals are a mix of new cycle infrastructure, particularly the section through Winklebury, and upgrades to existing facilities, including Ringway Crossing and the route from there to the town centre.

# Manydown to Basingstoke Town Centre Cycle Route – aims and method



Hampshire County Council is committed to listening to the views of local residents and stakeholders. The purpose of this engagement exercise was to inform the development plans for Manydown to Basingstoke Town Centre Cycle Route Scheme. Specifically, this engagement exercise sought to understand:

- current travel habits in the area;
- potential future travel habits;
- residents' and stakeholders' views on the different elements of the proposed scheme.



Hampshire County Council carried out an engagement exercise through use of a feedback form (online and available in other formats). An information pack was produced, which outlined the scheme proposals in order to enable an informed response.

A live event took place on the 9<sup>th</sup> February 2022, offering members of the public and stakeholders an opportunity to find out more about the scheme. Questions and comments raised during this event can be seen on slide 32.

The feedback form was available from 13<sup>th</sup> February to 20<sup>th</sup> March 2022.

The views expressed in this report came from responses to an open feedback form, which was available to anyone to complete. There were no quotas or sampling targets, in keeping with the spirit of open engagement. All questions in the survey were optional, and the base therefore changes throughout the report. This is noted on each chart.

Throughout the report, the term 'frequent' user of transport refers to those who travel by this method more than once per week. 'Regular' user of transport refers to those who travel by this method more than once a month.

*Note: Where percentages do not total to 100%, this is due to rounding.*



# Summary of survey responses

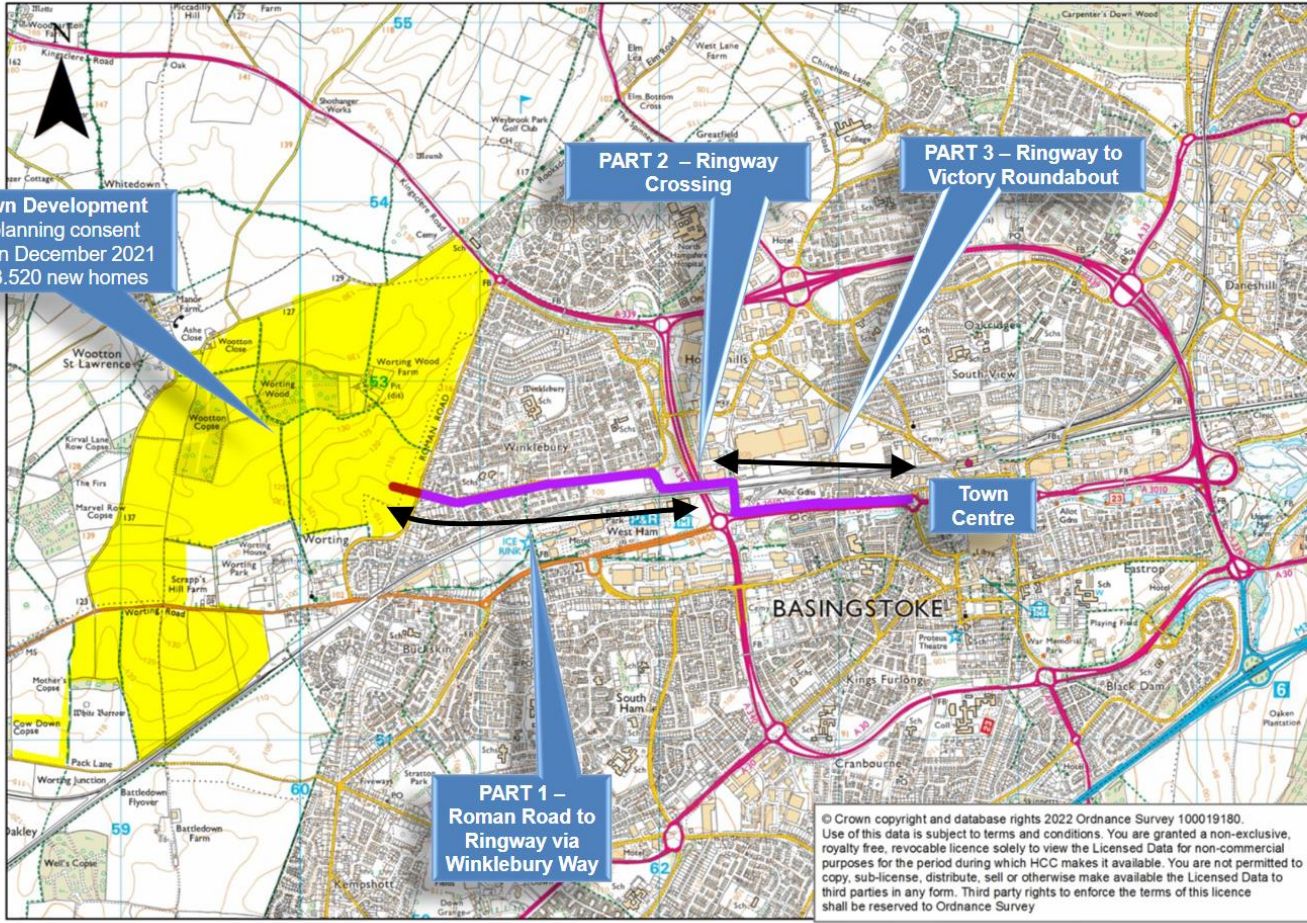


In total, 132 responses were submitted via the feedback form, either online or on paper. Of those who specified, 129 responses were from individuals and 1 was from a democratically elected representative.

In addition, 4 unstructured responses were received by email or letter and 41 social media comments were received through Facebook.

- Commentary on these submissions can be found in the relevant section of the report.

Manydown Development  
Outline planning consent  
approved in December 2021  
for up to 3,520 new homes

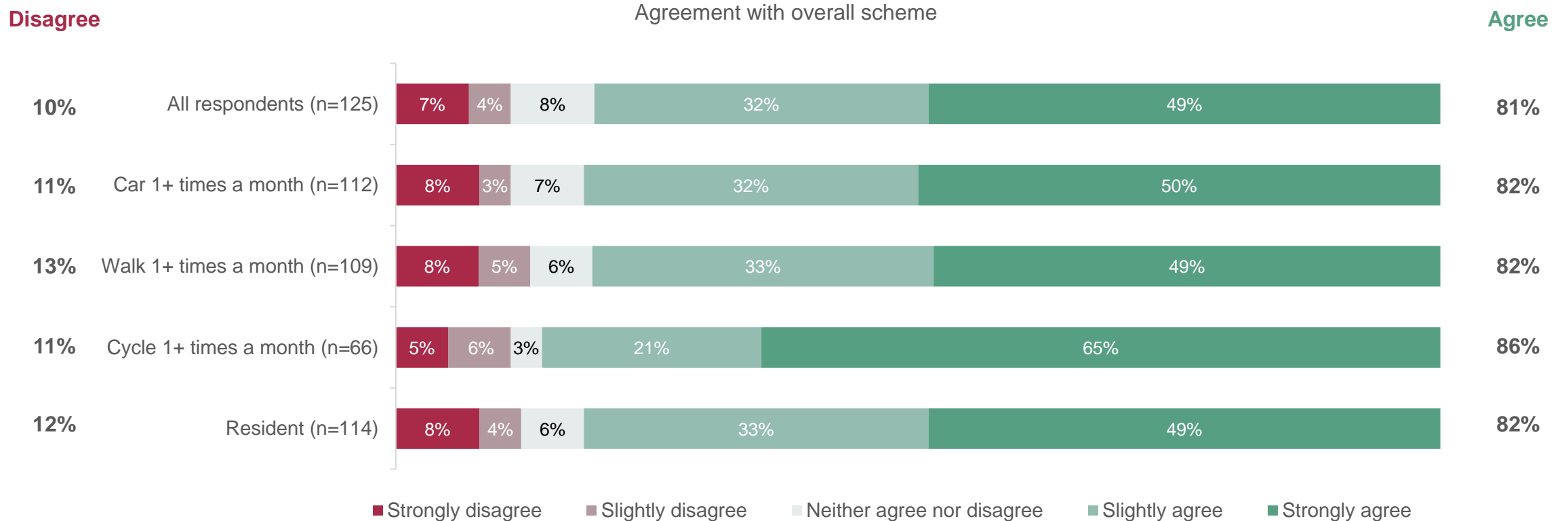


# Scheme design

# Detailed findings

# Agreement with overall scheme

There was strong support for the scheme across all sub groups, with the highest support coming from regular cyclists.

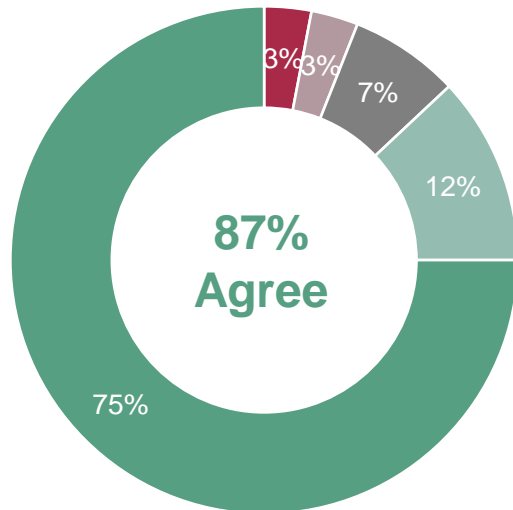


*Having reviewed the overall design, to what extent do you agree or disagree that the scheme in its entirety provides a high quality cycle route between the Manydown Development and Basingstoke town centre?*

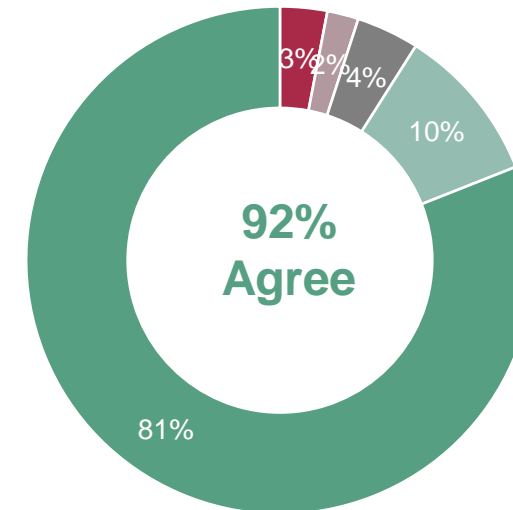
# Agreement with active travel statements

The vast majority of respondents agreed with the active travel statements: 87% agreed that people need to travel more actively to promote health and improve the environment and 92% would welcome improved transport to support active travel. Agreement was similarly high across all respondent groups, with cyclists having the highest agreement with both statements.

To promote health and improve the environment, people will need to drive less and use public transport, walking and cycling more (n=132)



I would welcome improved transport options to enable increased use of public transport, walking and cycling (n=132)



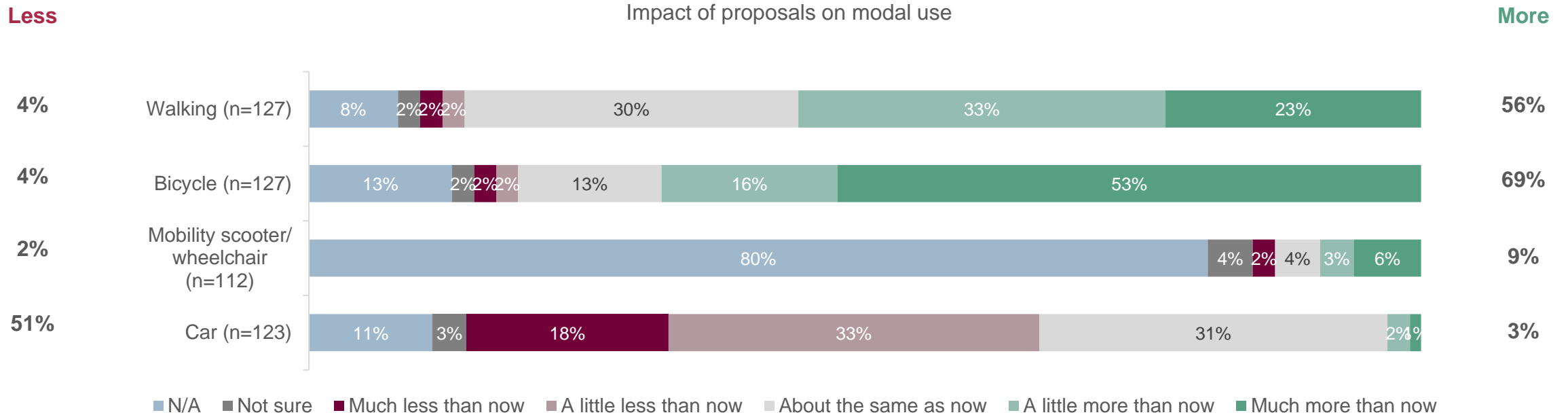
- Not sure
- Strongly disagree
- Slightly disagree
- Neither agree nor disagree
- Slightly agree
- Strongly agree

To what extent do you agree or disagree with the following statements about health and the environment?: To promote health and improve the environment, people will need to drive less and use public transport, walking and cycling more; I would welcome improved transport options to enable increased use of public transport, walking and cycling.



# Impact on modal use

The majority of respondents felt that the proposed changes would encourage them to travel more by walking (56%) and cycling (69%). Just over half (51%) of respondents felt they would use their car less if the proposals were implemented.

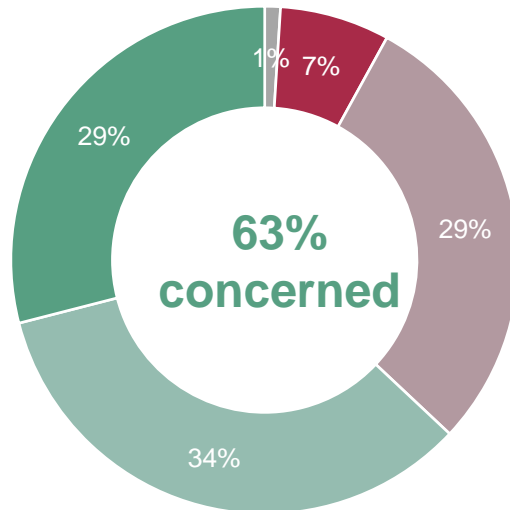


Do you think that the proposed changes would encourage you to travel more or less often using the following forms of transport?

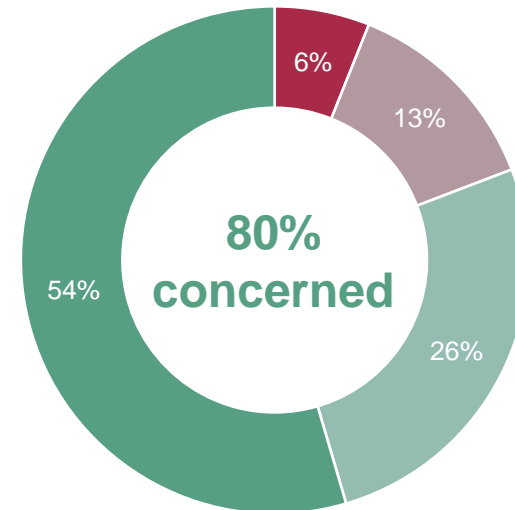
# Concern about air pollution and traffic congestion

Respondents expressed high levels of concern with both air pollution (63%) and traffic congestion (80%) in their local area. Whilst this was evident across all subgroups, cyclists had the highest level of concern about both issues.

Concern about air pollution (n=130)



Concern about traffic congestion (n=127)

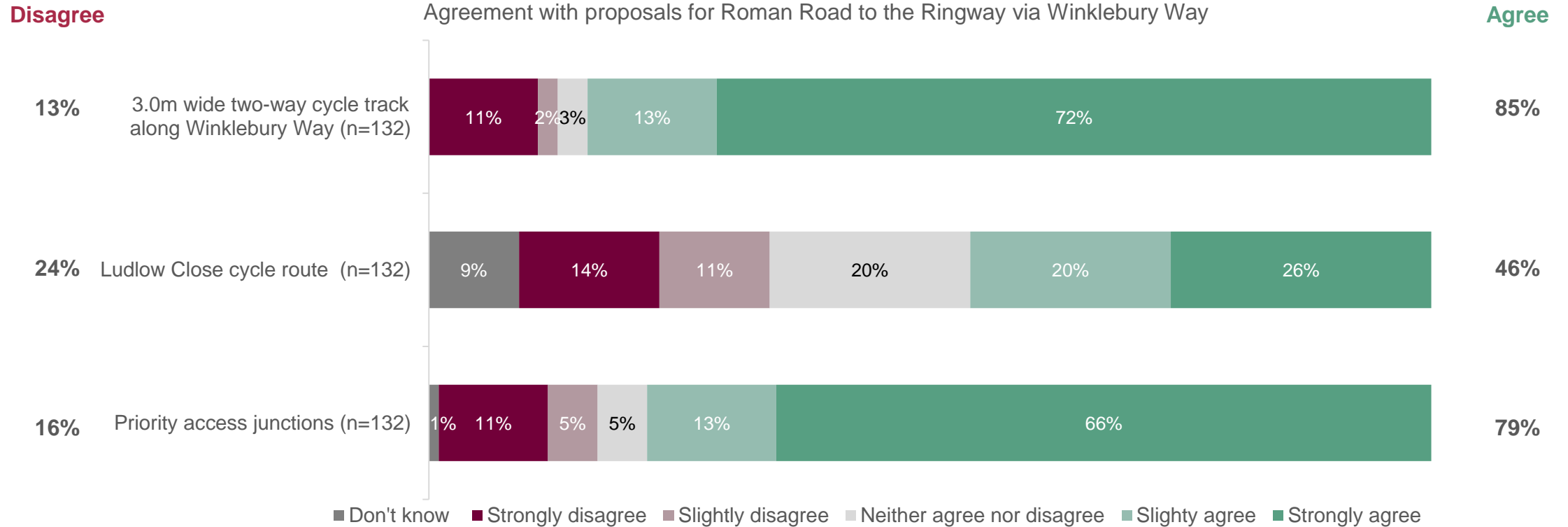


- Not sure
- Not at all concerned
- Slightly concerned
- Fairly concerned
- Very concerned

*How concerned are you about the following issues?: Air pollution in your local area; Traffic congestion in your local area.*

# Agreement with proposals for Roman Road to the Ringway via Winklebury Way

There were high levels of agreement with the proposed changes for the route between Roman Road and the Ringway via Winklebury Way, with levels of agreement highest amongst cyclists. There was slightly less support for a cycle route through Ludlow Close compared to the other proposals, although more respondents agreed than disagreed.

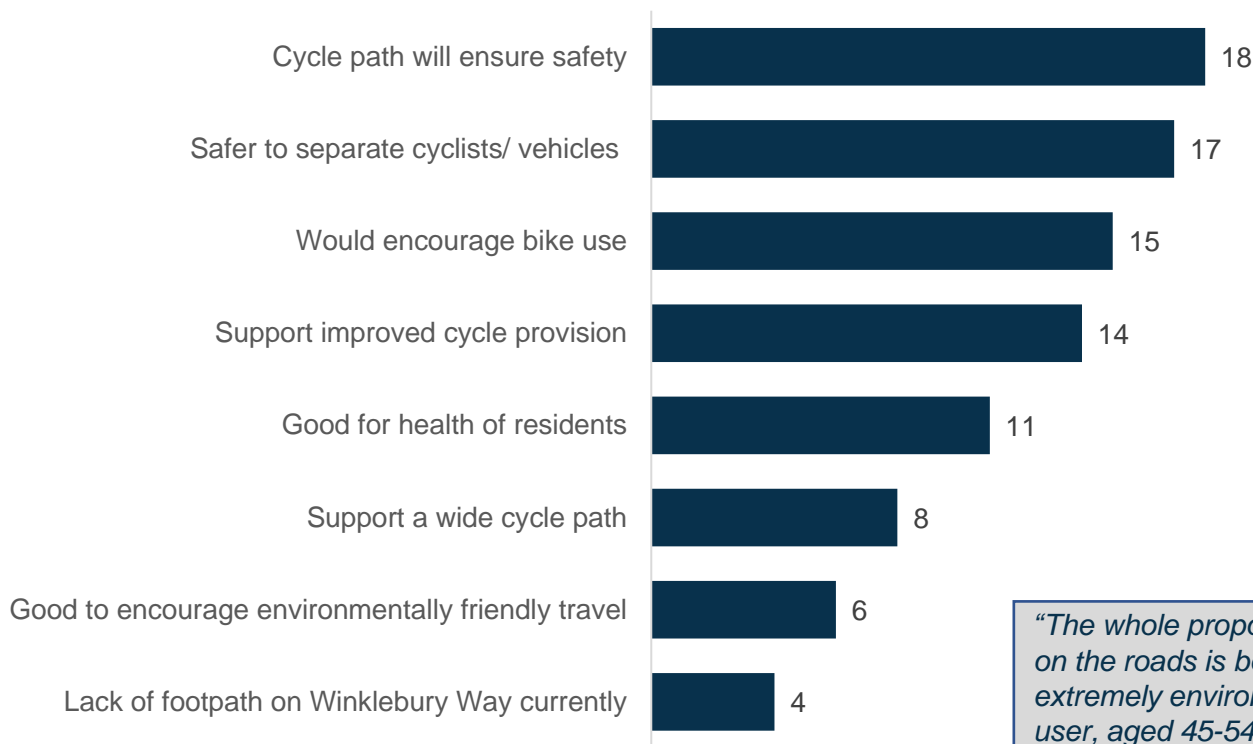


To what extent do you agree or disagree that the following proposed elements of the scheme would deliver a high quality cycle route?

# Ringway via Winklebury Way: reasons for agreement

The most common reasons for agreement with this part of the scheme were that the proposed cycle path would be safer than at present, that it is safer to separate cyclists and vehicles and that the scheme would encourage bicycle use.

Reasons for agreement with scheme (n=80)



*“Cycling should be encouraged as it benefits the individual, the community and the environment. This can only be achieved by providing safe, easily accessible and useful cycle routes which can be used instead of using cars or even buses.” (Frequent cyclist, aged 55-64)*

*“This is a great idea...when I go cycling, I feel very vulnerable, and it is so dangerous. If there was a proper cycle route, it would make cyclists [feel] safer” (Frequent driver, cyclist and walker, aged 35-44)*

*“Providing safe cycling areas separated from motorised vehicles will help increase the number of people using bikes rather than cars.” (Frequent driver, cyclist and walker, aged 45-54)*

*“The whole proposal/ project is a brilliant idea. We need more cycle routes around the town as riding on the roads is becoming more unsafe as car designs get larger. Cycling provides exercise and is an extremely environmentally friendly transport. Please do this project.” (Regular driver, walker and bus user, aged 45-54)*

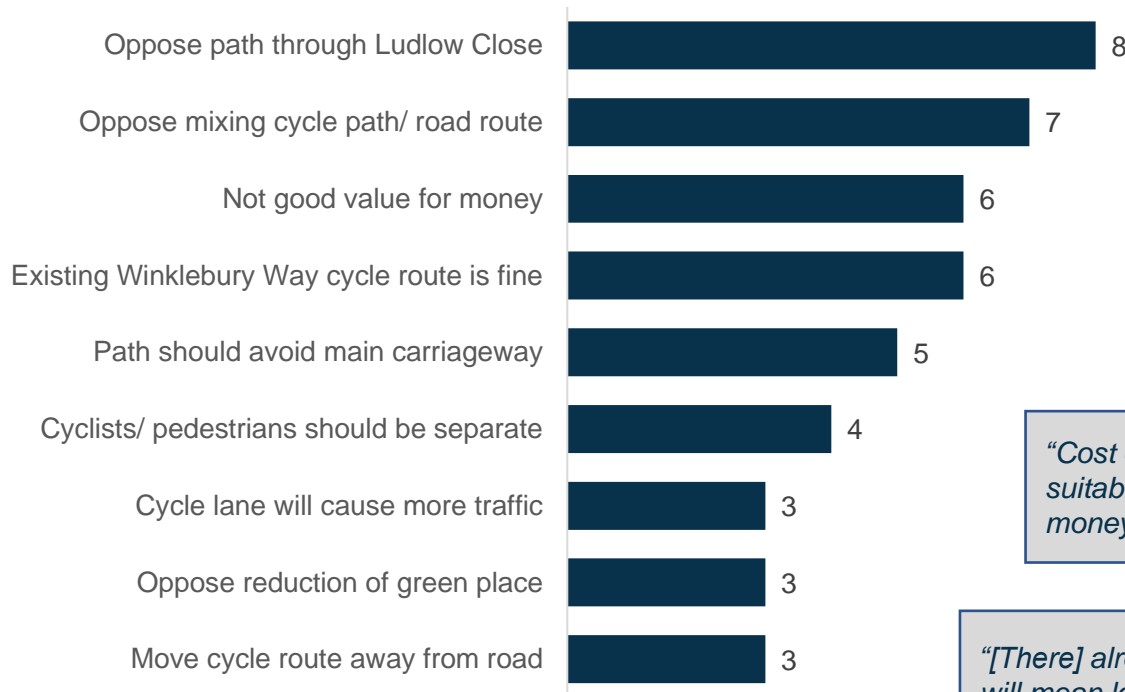
For those aspects that you agree with please explain your reason in the box below. (Quantified verbatim comments)

Mentions above 3 shown

# The Ringway via Winklebury Way: reasons for disagreement

The most common reasons for disagreement with the scheme were opposition to the cycle path routing through Ludlow Close, opposition to a mixed cycle path and road route and belief that the scheme was not good value for money.

Reasons for disagreement with scheme (n=50)



*"I think the Ludlow Close detour is not the best solution. It will discourage users as it would mean a break in the cycle route and even though it is a relatively quiet road it would mean a detour for cyclists, discouraging use. I would strongly recommend looking at options to continue the cycle route along side of the road." (Frequent driver and walker, regular bus user, aged 35-44)*

*"The majority of drivers are too stubborn to change their ways and no amount of highway code changes and signage will change that fact. The cycle route needs to be separated completely from the road at all places" (Frequent driver and walker, regular aged 25-34)*

*"Cost of the scheme does not provide good value for money. The proposed route is already suitable for cycling and does not require this exorbitant expenditure. It will be a waste of money." (Frequent driver, walker and cyclist, regular bus user)*

*"[There] already is a cycle path along Winklebury Way both sides of the road which is sufficient. Path will mean loss of green space and trees." (Frequent driver and walker)*

For those aspects that you disagree with please explain your reason in the box below. (Quantified verbatim comments)

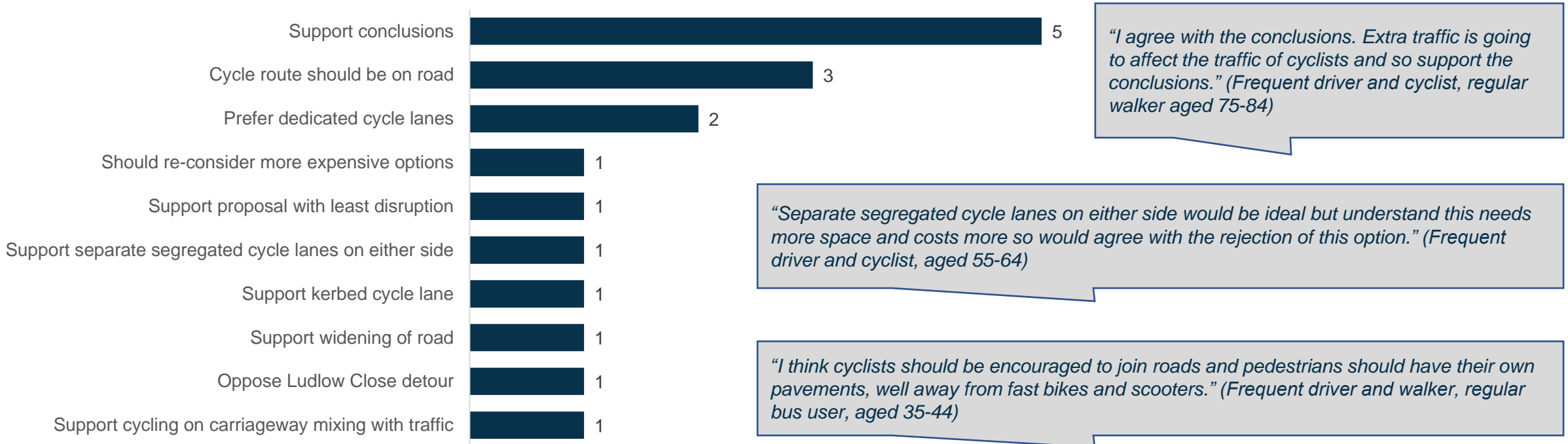
Mentions above 2 shown



# Alternative options for Roman Road to the Ringway via Winklebury Way

Of those who commented on the alternatives for this section of the route, the most common response was that they supported the conclusions listed in the proposal.

Comments on alternative options (n=59)

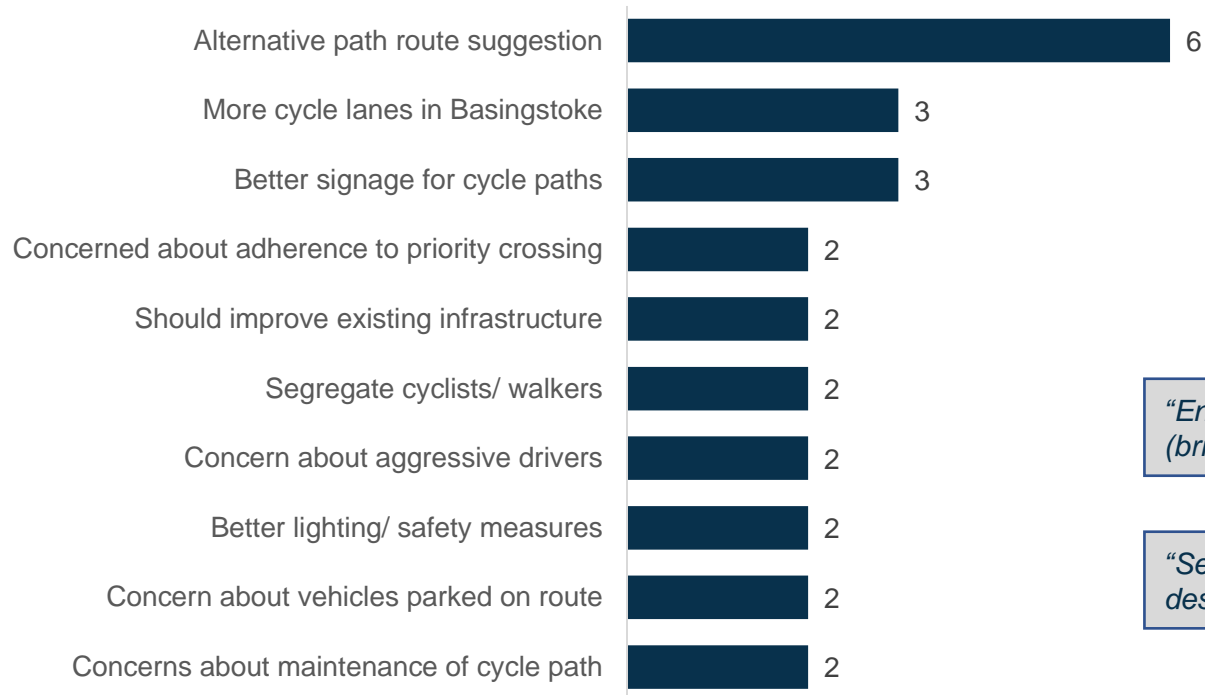


Do you have any comments to make on the alternative options for cycle infrastructure considered and rejected? Please explain your views in the box below. (Quantified verbatim comments)

# Other considerations for Roman Road to the Ringway via Winklebury Way

Of the additional considerations that were mentioned by respondents, the most common was suggestions for alternative cycle path routes. Other frequently mentioned themes were to build more cycle paths in Basingstoke and improve signage.

Other considerations for cycle route (n=51)



*“Have you considered directing the proposed cycle path from Manydown towards to railway path, and then remodelling the railway path as a dedicated cycle/pedestrian route? It might be cost effective.” (brief description of respondent)*

*“You need to make more cycle routes and join existing ones up so that you have an integrated network.” (brief description of respondent)*

*“Ensure that the cycle route is well sign posted and safe to use for cyclists of all ages.” (brief description of respondent)*

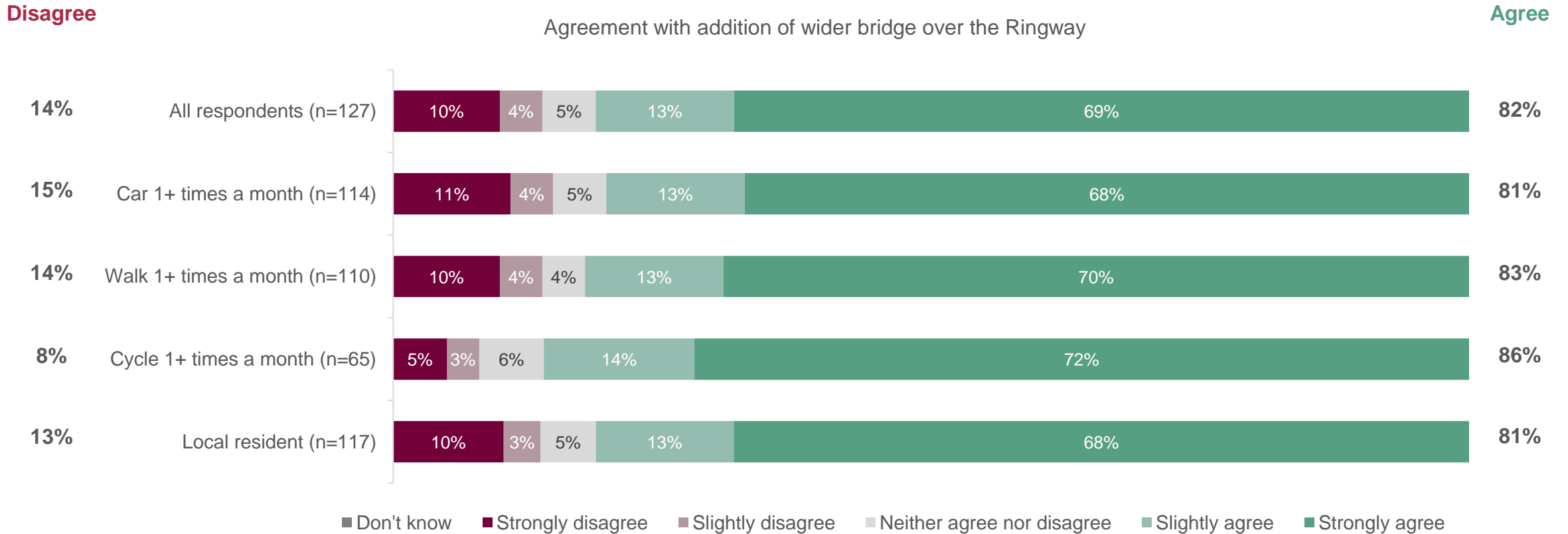
*“Segregated cycle ways should be prioritised, cycling on 60mph roads isn't safe.” (brief description of respondent)*

*If you have any other issues relating to this section of the cycle route that you would like us to consider, please explain these in the box below. (Quantified verbatim comments)*

*Themes with 2 mentions and above shown*

# Agreement with Ringway Crossing proposal

The vast majority of respondents agreed that it is essential to provide a new wider bridge over the Ringway to deliver a high quality cycle route. This was consistent across all subgroups, with the highest support from regular cyclists.

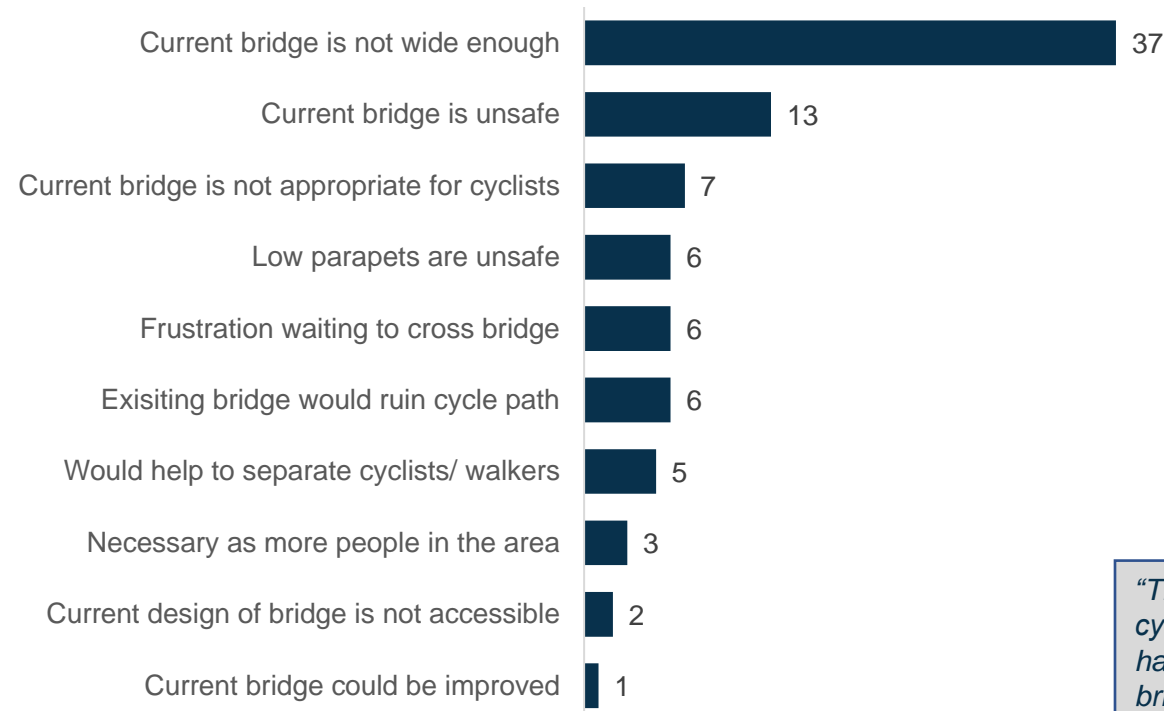


To what extent do you agree or disagree it is essential that a new wider bridge is provided over the Ringway to deliver a high quality cycle route?

# Ringway Crossing: reasons for agreement

The most prominent reason for agreement was that the current bridge was not wide enough. Respondents also felt that the current bridge is unsafe and not suitable for cyclists.

Reasons for agreement with a new Ringway crossing (n=69)



*"The existing bridge is too narrow for multi use so if you're going to spend all this money planning a route you might as well do it properly." (Frequent driver and walker, regular bus user, aged 35-44)*

*"The bridge at present is dangerous cycling across. It's too low and not wide enough." (Frequent driver, walker and cyclist, regular bus user, aged 25-34)*

*"Having run and cycled over this bridge it is definitely too narrow to pass without stopping which would just discourage usage when the rest of the route is being upgraded." (Frequent driver and walker, aged 55-64)*

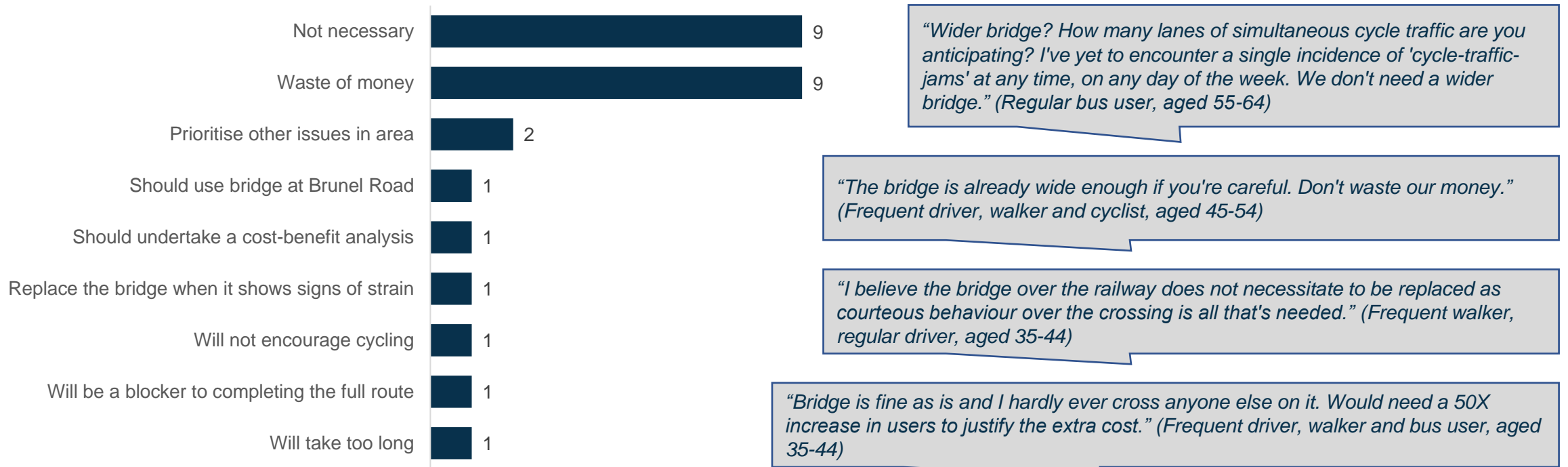
*"The current bridge is inadequate. It is used a lot by walkers, runners and cyclists...However, it's hardly wide enough for two people to walk down by side. I often have to wait at one end for a cyclist to make their way across before I can use the bridge." (Frequent driver and walker, aged 35-44)*

For those aspects that you agree with please explain your reason in the box below. (Quantified verbatim comments)

# Ringway Crossing: reasons for disagreement

The most common reasons for disagreement with a new, wider bridge over the Ringway were that it was unnecessary due to the current bridge being suitable for users and it being a waste of money.

Reasons for disagreement with a new Ringway crossing (n=20)



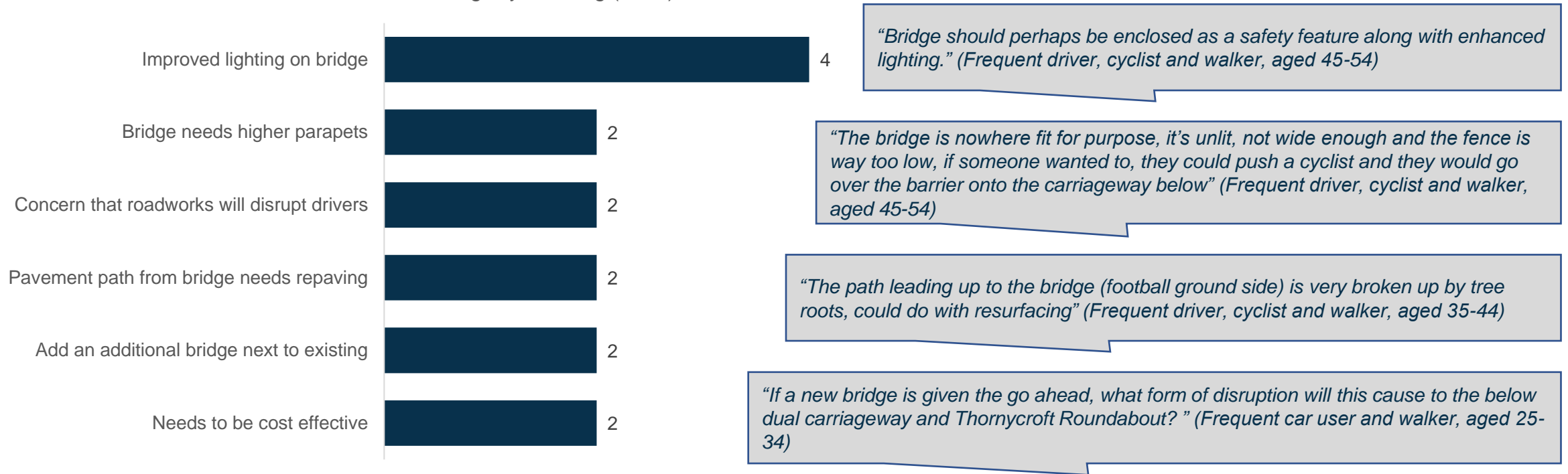
For those aspects that you disagree with please explain your reason in the box below. (Quantified verbatim comments)



# Other considerations for Ringway Crossing

When asked if there were any further considerations for this section of the route, the most common sentiment expressed by respondents was a need for improved lighting on the bridge for safety purposes.

Other considerations for Ringway crossing (n=37)

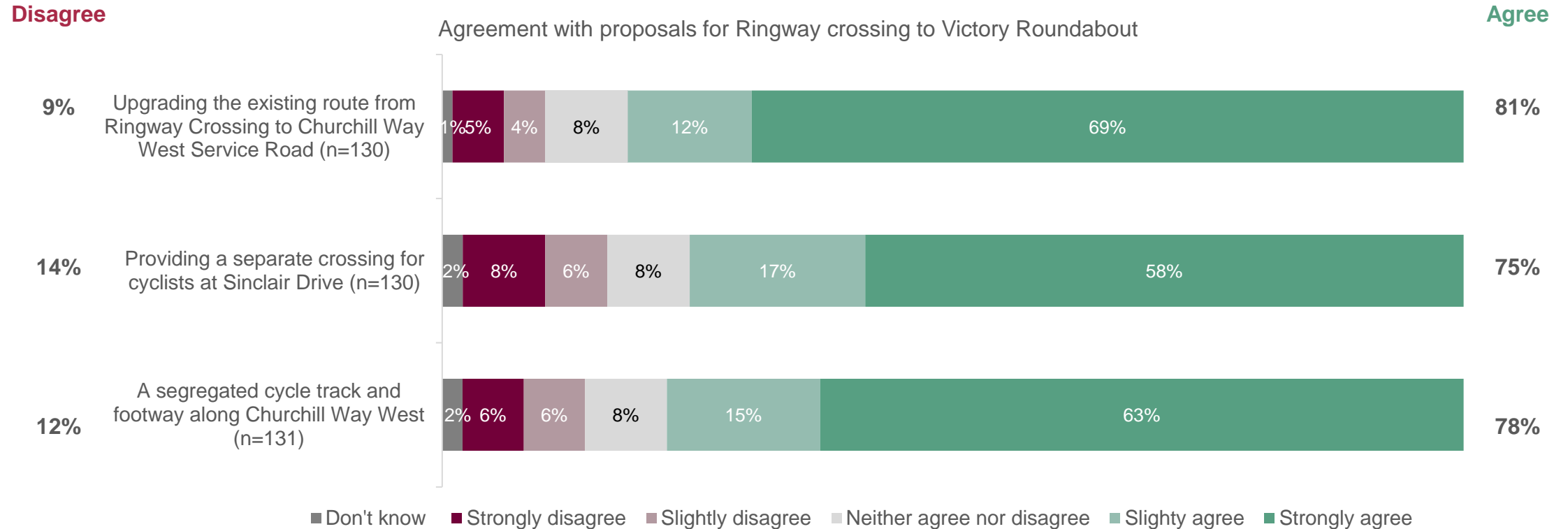


If you have any other issues relating to this section of the cycle route that you would like us to consider, please explain these in the box below.  
(Quantified verbatim comments)

Themes with 2 or more mentions shown

# Ringway Crossing to Victory Roundabout

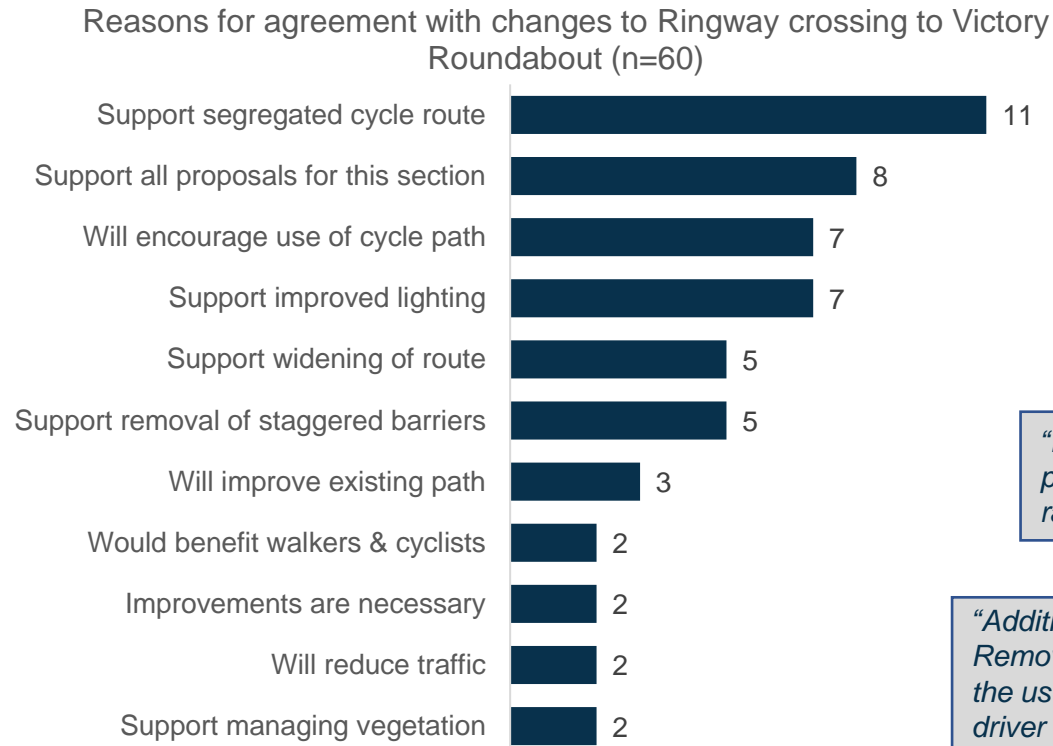
There was overwhelming support for the proposals for Ringway crossing to Victory Roundabout, with the strongest support given to upgrading the existing route from Ringway Crossing to Churchill Way West Service Road.



To what extent do you agree or disagree that the following proposed elements of the scheme would deliver a high quality cycle route?

# Ringway Crossing to Victory Roundabout: reasons for agreement

The most common reasons for agreement with the proposals were support for a segregated cycle route, overall support of proposals for this section of the route, encouraging use of the cycle path and support for improved lighting in this area.



*"[Will] encourage people to use the cycle routes if they know that the cycle paths are segregated from other road users." (Frequent driver, walker and cyclist, aged 55-64)*

*"Any improvements to that cycle route would be valuable. It is the main route to get to the train station so would be great for commuters like me." (Frequent driver and walker, regular cyclist, aged 25-34)*

*"Providing separate cycle routes away from traffic makes it much safer and allowing priority to people cycling at crossings will encourage more people to use the cycle way rather than the road." (Frequent driver, walker and cyclist, aged 45-54)*

*"Additional lighting across the route will be very beneficial, particularly during winter. Removing the staggered barriers near Sinclair Drive is long overdue. These barriers prevent the use of cargo bikes and make it difficult for wheelchair and pushchair users." (Frequent driver and walker, regular cyclist, aged 25-34)*

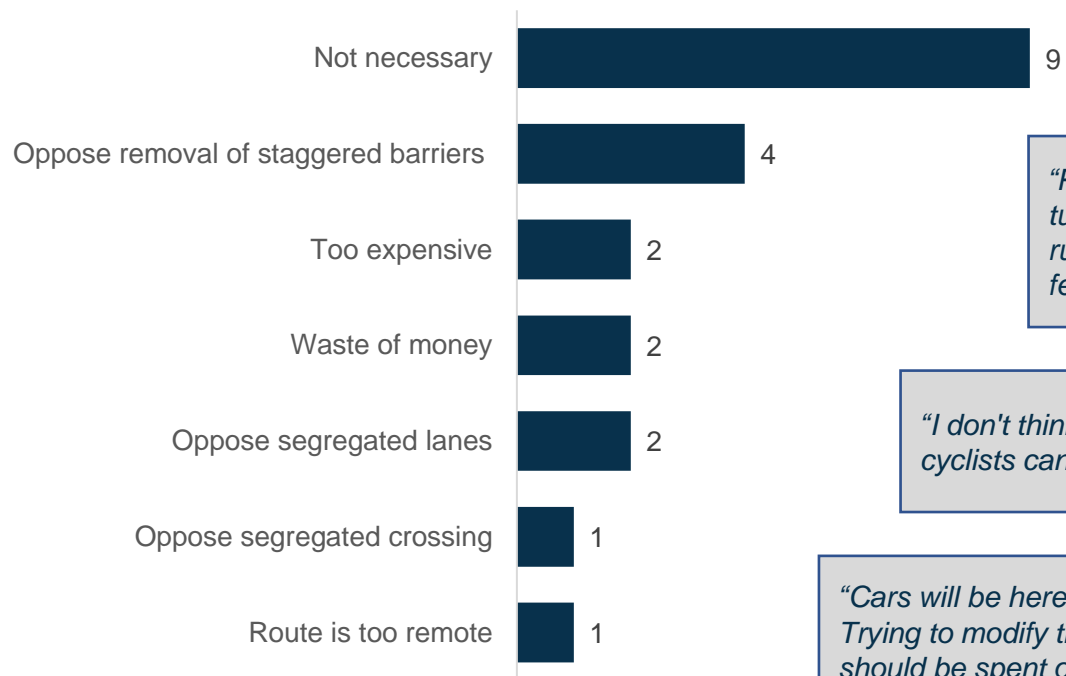
For those aspects that you agree with please explain your reason in the box below. (Quantified verbatim comments)

Themes with 2 mentions or more shown

# Ringway Crossing to Victory Roundabout: reasons for disagreement

The most common reason for disagreement with the proposed changes was that they were not necessary due to the current path being sufficient. Respondents also opposed removing the staggered barriers from Sinclair Road junction.

Reasons for disagreement with changes to Ringway crossing to Victory Roundabout (n=19)



*"The proposed cost is too expensive to replace a route which is already largely suitable." (Frequent driver, walker and cyclist, regular bus user)*

*"Please don't remove the metal barriers on the path at the Sinclair Road junction. When turning onto Sinclair Drive from Churchill Way, those barriers have prevented cyclists, runners and dog walkers from crossing without looking. They are a much-needed safety feature." (Frequent driver and walker, aged 35-44)*

*"I don't think it's necessary to have a segregated cycle track along the final stretch - pedestrians and cyclists can manage to share the path." (Frequent driver and walker, regular cyclist, aged 65-74)*

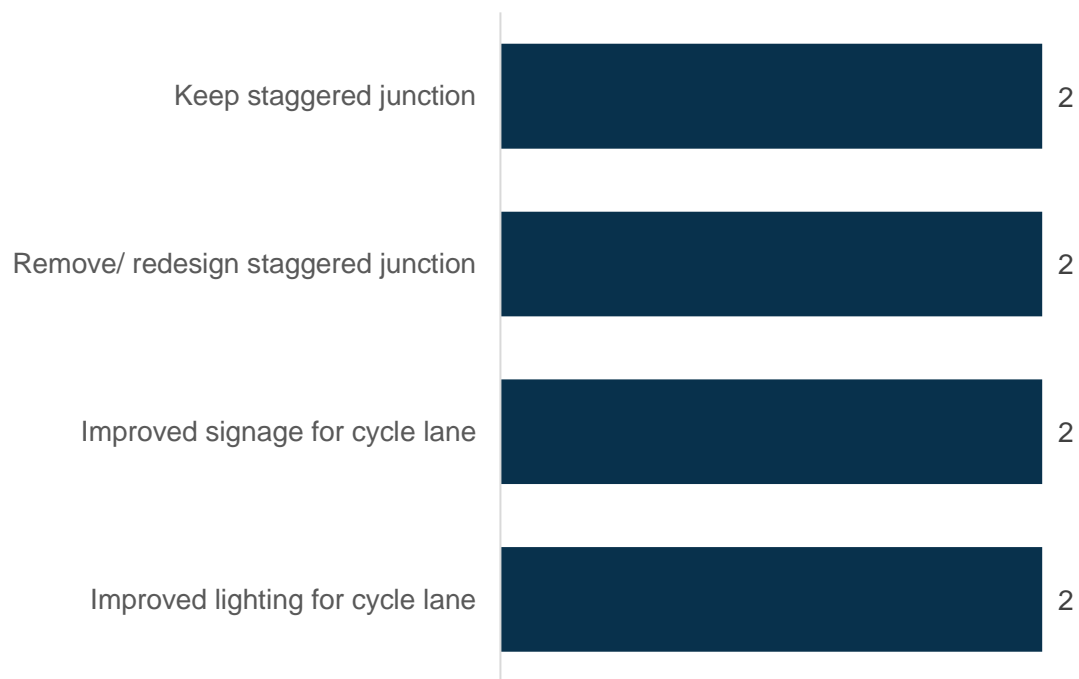
*"Cars will be here for a very long time to come, and the town centre has been designed around them. Trying to modify the town to accommodate a green crusade is spending money on a pipe dream and should be spent on things that really matter." (Regular driver, aged 65-74)*

For those aspects that you disagree with please explain your reason in the box below. (Quantified verbatim comments)

# Other considerations for Ringway Crossing to Victory Roundabout

Respondents suggested other aspects that should be considered for the section from Ringway Crossing to Victory Roundabout. Four themes received more than one mention: support for the staggered junction leading up to Sinclair Drive, opposition of the staggered junction, improved signage and improved lighting for the proposed cycle path.

Other considerations for Ringway crossing (n=28)



*"I can see why cyclists would like agree with the staggered barrier being removed, but for pedestrians with young children the barriers provided additional protection." (Frequent walker, regular driver and bus user, aged 65-74)*

*"The barriers at Sinclair Drive need to be redesigned to allow a bike to negotiate them easier or removed and a different option put place." (Frequent driver and cyclist, regular walker, aged 55-64)*

*"Signposts on cycle paths with lighting in the middle of the path so all people know and understand." (Frequent walker, driver, cyclist and bus user, aged 45-54)*

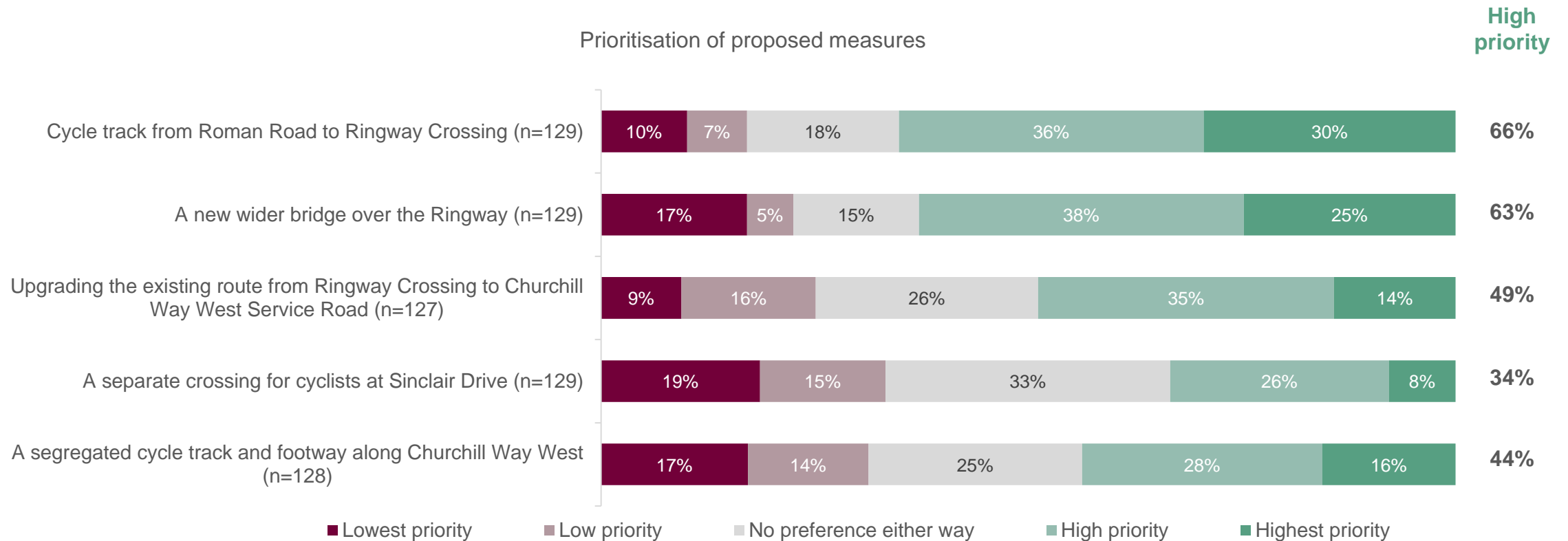
*"At the moment Victory Roundabout, a bit of a confusing end for the route. need clear signage and route improvements to funnel walkers and cyclists accordingly." (Frequent walker, driver and cyclist, regular bus user, aged 25-34)*

Themes with 2 or more mentions shown

If you have any other issues relating to this section of the cycle route that you would like us to consider, please explain these in the box below. (Quantified verbatim comments)

# Prioritisation of measures

Respondents felt that the highest priority measure was the development of a cycle track from Roman Road to Ringway Crossing. This was closely followed by a new wider bridge over the Ringway.



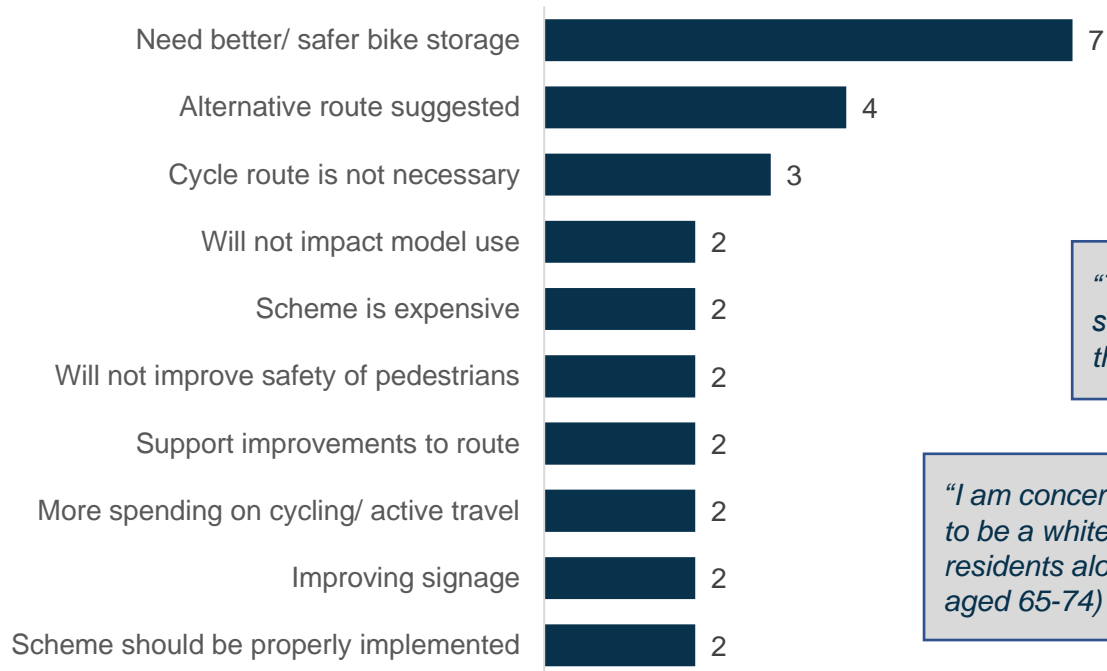
*To what extent would you prioritise implementation of the following measures if initial levels of funding cannot deliver the whole scheme?*



# Additional comments

Respondents were invited to make any further comments or suggestions. Of these, the most common view was that Basingstoke needs better and safer bike storage to encourage bicycle use. Others also suggested alternative routes for the proposed path.

Further comments/ suggestions (n=43)



*“The scheme will [be] a total failure if it is not combined with high security bicycle parking. I would put secure bicycle parking ahead of any/ all the proposals here. At the moment I am more concerned about bicycle theft/ damage than the risks of cycling using current infrastructure.” (Frequent driver, cyclist and walker, regular bus user, aged 65-74)*

*“Travel by bicycle into town requires secure locations to leave bikes. The current cycle stands are not fit for purpose, and I wouldn’t cycle to town and leave my bike even though chained with a gold standard lock.” (Frequent driver, regular walker)*

*“I am concerned that you are going to be investing a lot of money into something that might turn out to be a white elephant, as there is already a safe and popular cycle route along the railway path for residents along the south side of Winklebury Way.” (Frequent driver and walker, regular cyclist, aged 65-74)*

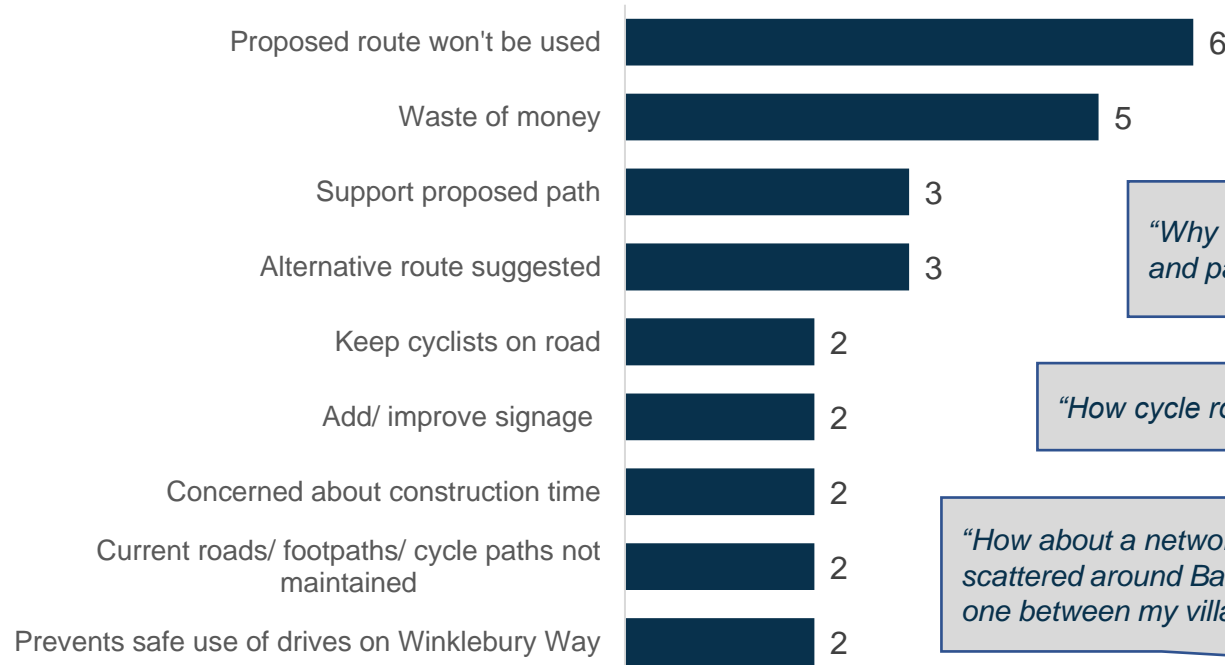
Themes with 2 mentions or more shown

If you have any further suggestions or comments to make on the proposal that you would like to be taken into consideration, please include these below. (Quantified verbatim comments)

# Comments received via other channels

Further comments were received via email/ letter (4) and social media (41). The key themes were that the proposed route would not be used by cyclists and that the scheme would be a waste of money.

Comments via other channels (n=45)



*"If this uses the current cycle route infrastructure (which the map suggests) then I certainly won't be [using it]. It's simply a couple of bicycles painted in the gutter with dirty pinch points along Winklebury Way."*

*"Why waste money on a cycle path when they have priority on the main road now and pay no road tax or insurance, and hardly use the cycle paths in existence now."*

*"How cycle routes should be. Give cars, cycles and pedestrians their own space."*

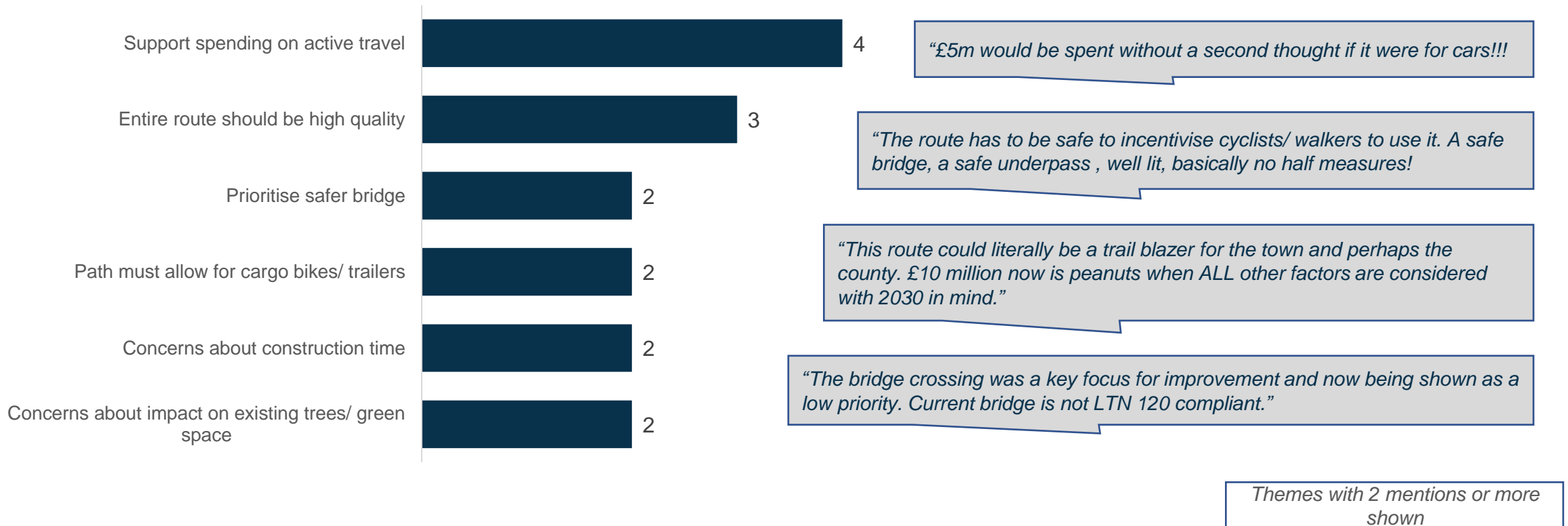
*"How about a network that spreads OUTSIDE of the built-up areas, so all local communities scattered around Basingstoke's perimeter get linked with safe cycling routes? I'd sure as heck use one between my village to get across town and to friends in other connected villages."*

Themes with 2 mentions or more shown

# Comments/ questions received via live event

Live event attendees were able to ask questions and leave comments/ suggestions. The most common theme was support for spending money on active travel in Basingstoke. People also felt that the entire route should be of high quality.

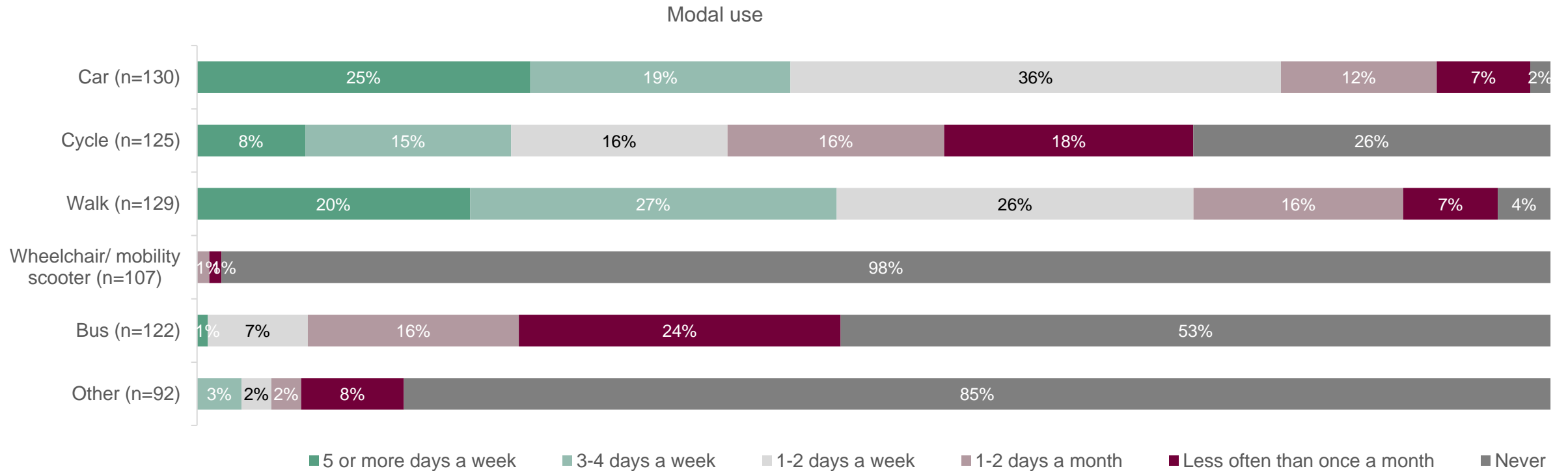
Comments/ questions from live event (n=30)



# Respondent profile

# Respondent profile (1)

The majority of respondents (79%) travelled in Basingstoke by car at least once a week, 39% cycled and 73% walked. Around a quarter (24%) travelled in Basingstoke by bus at least once a week.

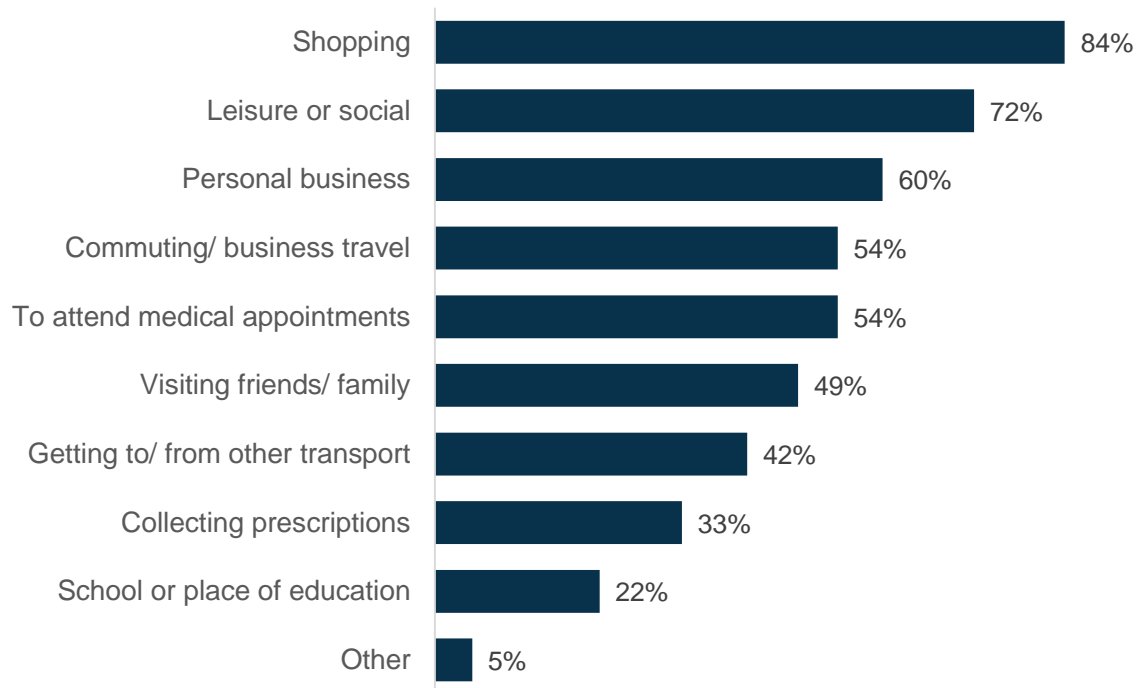


How often do you typically travel in Basingstoke by the following methods of transport?

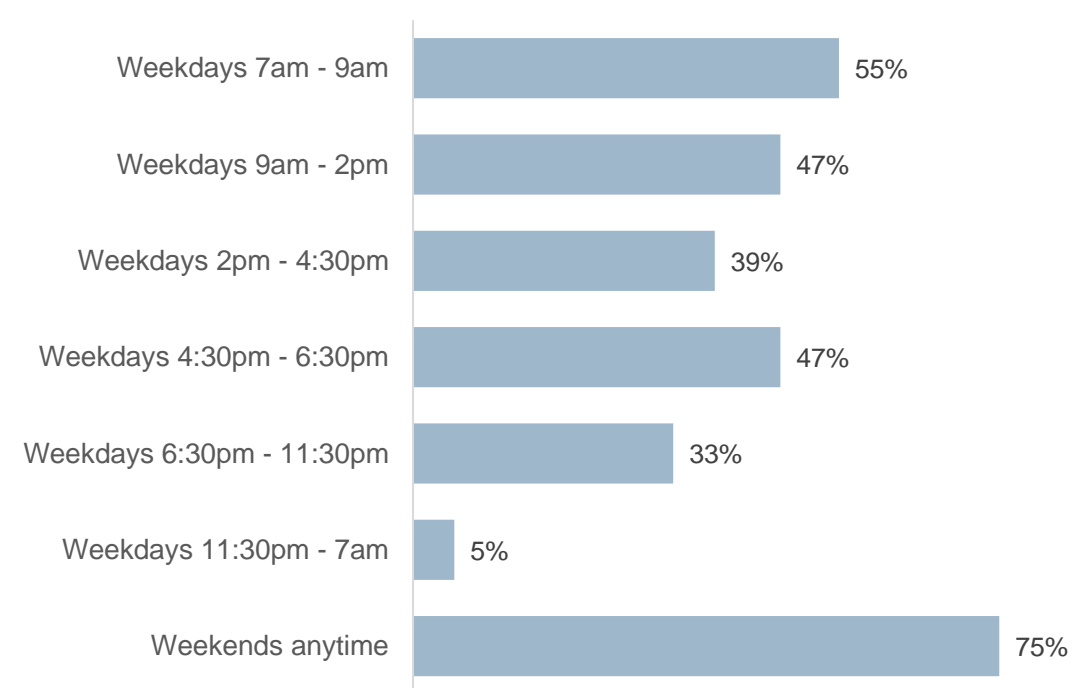
# Respondent profile (2)

Shopping and leisure/ social activities were the main reason that respondents travelled in Basingstoke. Traffic in the area remained consistent throughout the day with peaks during rush hour and at weekends.

Journey purpose in the area (n=132)



Journey times in the area (n=132)



When do you typically travel in Basingstoke? (Please select all that apply)

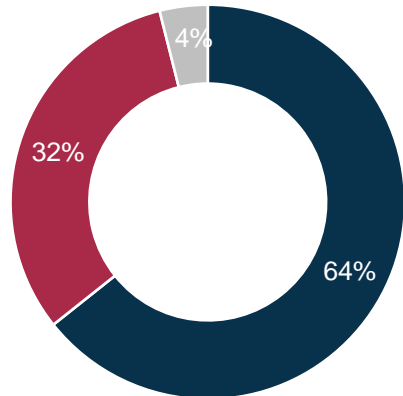
What types of journey are you typically making when you travel in Basingstoke? (Please select all that apply)



# Respondent profile (3)

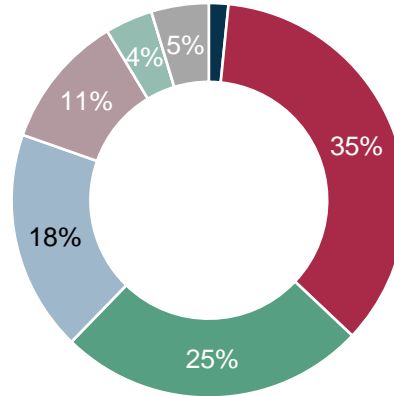
The majority of people who responded to the survey were male (64%) and aged between 25-54 (60%). An overwhelming number of respondents lived locally in Basingstoke.

Gender (n=127)



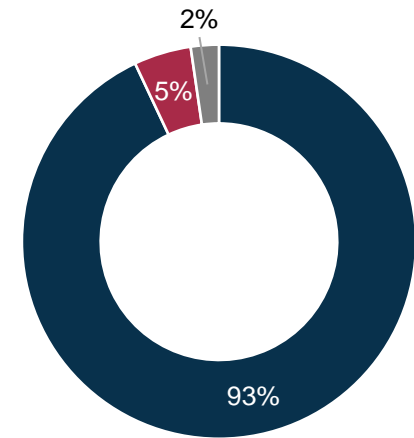
■ Male ■ Female ■ Prefer not to say

Age (n=127)



■ Under 25 ■ 25-44  
■ 45-54 ■ 55-64  
■ 65-74 ■ 75-84  
■ 85+ ■ Prefer not to say

Residence (n=129)



■ In the Basingstoke area  
■ Outside the Basingstoke area  
■ Prefer not to say

Which of the following best describes your gender?, What is your age?, Where do you live?



Hampshire  
County Council