Wiltshire Local Transport Plan 2011 – 2026

Cycling Strategy

Wiltshire Council

Where everybody matters

Wiltshire Local Transport Plan

2011-2026

Cycling Strategy

March 2014

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Cycling Strategy

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1 Cycling

1.1 Cycling, along with walking, has the potential to produce large improvements in health, cut costs for the NHS and boost Wiltshire's local economy. As 55% of car journeys are under 5 miles, there is great scope to increase cycling. By 2025, if the number of cycle trips in the UK have increased by 50%, the savings in health, pollution and congestion will be around £1.3 billion. Its benefits include:

- Improvement in health and fitness.
- Improved mental health and reduced stress levels.
- Reduced air pollution.
- Tackling climate change by reducing CO_2 emissions.
- Reducing congestion.
- Improved quality of life for communities (reduced noise, increased natural observance and community cohesion).
- Improved road safety through traffic reduction and increased awareness of cyclists.
- Wealth generation through tourism and leisure pursuits.
- Reduced energy dependence.
- Affordable and widely accessible transport option for nearly all groups of people.

1.2 The benefits of cycling are higher when:

- Inactive people become active.
- Older people are persuaded to cycle.
- Younger people (children) are encouraged to cycle.
- Cycling replaces a car trip, particularly in urban areas.
- The journey is a regular trip.

1.3 Cycling is both a means of transport (utility cycling) and an activity in its own right (leisure cycling). While the LTP is primarily concerned with utility cycling, it is essential to recognise the links with leisure. Leisure cycling can be a gateway to utility cycling.

1.4 Utility cycling has gradually been declining over the past few decades, but in recent years it has been increasing in popularity. Several towns and cities have seen rapid increases as a result of targeted investment. This cycle action plan forms a part of Wiltshire Council's third Local Transport Plan which covers the period 2010 to 2026. It sets out:

- The wider policy context for cycling.

- A summary of the opportunities and challenges for cycling in Wiltshire.
- Our policies for cycling in Wiltshire.

Wider context

1.5 There is a plethora of guidance and policy that exists for cycling. This guidance is rapidly evolving as cycling increases in popularity and more is understood about how we can encourage safe cycling. The council will take new guidance into account in the application of its policies.

National context

Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen

1.6 In this White Paper (DfT, 2011), the Government sets out a vision for transport as an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities. Key goals are:

- Enabling economic growth by improving access to jobs, shops and services, supporting the tourism industry, improving the public realm and improving resiliency.
- Promoting social mobility through improved accessibility.
- Reducing carbon emissions.
- Promoting road safety and improving health through increasing activity levels, improving air quality and tackling noise pollution.
- Realising wider environmental benefits

1.7 The strategy puts an emphasis on enabling choice and encouraging people to make sustainable transport choices for shorter journeys. It states that active travel needs to become the norm in local communities. It highlights the effectiveness of packages of targeted measures delivered by local authorities in consultation with cycling expert groups and local communities. It also sets out the growing importance of electric bicycles and bike-rail integration.

Active Travel Strategy

1.8 The Active Travel Strategy (DfT & DH, 2010) states that walking and cycling must be at the heart of transport and health strategies. It aims to see:

- Local Authorities introduce 20mph zones and limits into more residential streets (and other streets where there are many pedestrians and cyclists), making streets safer and more attractive for cycling and walking.
- Access to Bikeability for every child who wants it, creating a generations of new, safe cyclists.
- Every major public sector employer signed up to the Cycle to Work Guarantee.
- Cycle parking at or within easy reach of every public building.
- Sufficient secure bike parking at every rail station.

1.9 The strategy also makes it clear that development plans and planning applications must encourage accessibility by walking and cycling. Cycle facilities are a cost-effective way of meeting sustainable travel and accessibility objectives and should be a priority when considering agreements with developers.

Walking and Cycling: An Action Plan

1.10 Walking and Cycling: An Action Plan (DfT, 2004) sets out actions in four areas:

- Creating places that people want to walk and cycle in through land use planning and improving community safety;
- Providing high quality facilities for walking and cycling;
- Influencing travel behaviour through education, training, marketing and promotion;
- Improving the skills of planners and engineers to implement cycling and walking schemes.

1.11 This strategy is supported by various other policy documents including:

- The National Cycling Strategy for England (DETR, 1996)
- A Sustainable Future for Cycling (DfT, 2008)
- Delivering a Sustainable Transport System (2008)

Smarter choices measures

1.12 The Behavioural Insights Toolkit (DfT, 2011)puts a firm emphasis on using behavioural theory to design small scale interventions that encourage people to choose more sustainable transport options. It encourages policy-makers to look at attitudes, habit and cultural norms as well as physical infrastructure and prices.In practice, this means better understanding of target markets when designing interventions and using tailored advertising and information measures to complement other measures.

1.13 The Cycle to Work scheme was introduced by the 1999 Finance Act. This 'salary sacrifice' arrangement allows employers to loan cycles to their staff to cycle to work at a lower cost than employees could purchase them through a tax break scheme. The scheme is now supported by the '**businesscycle'** network, which is a partnership between Transport for London, British Cycling, the Cycle to Work Alliance and the Department for Transport. The network also promotes other business travel plan measures. Wiltshire Council encourages businesses to utilise the loan scheme or use such measures through workplace travel plans.

1.14 Cycle training can increase the confidence of new cyclists and encourage safer cycling.Bikeability is Cycle England's national training standard for children and adults. It consists of three levels:

- Level 1 – Cycling in an off-road environment usually a playground.
- Level 2 – Cycling on quiet roads
- Level 3 – Cycling on main roads

1.15 By 2012 the government aims to see all children achieve Level 2. Research across England has shown that Bikeability increased cycling levels in 83% of schemes, and 67% of children said they were cycling more after taking part.

1.16 The Door to Door Strategy (DfT, 2013) sets out the governments vision for integrated sustainable journeys. It focuses on:

- accurate, accessible and reliable information about the different transport options for their journeys;
- convenient and affordable tickets, for an entire journey;
- regular and straightforward connections at all stages of the journey and between different modes of transport; and
- safe, comfortable transport facilities.

Infrastructure

1.17 National research and local consultation shows that improving cycling infrastructure is an essential measure to increase cycling. In recent years, understanding of good design has increased immensely. The provision of cycle infrastructure can also improve accessibility for non-cyclists e.g. disabled people through the provision of wider pathways, improved surfaces, dropped kerbs and crossings.

1.18 Local Transport Note 2/08 sets out DfT's guidance on cycle infrastructure design. Other key policies are the Manual for Streets and Cycling England's Design Checklist & Guidance. The latter encourages local authorities to look at a variety of sources including the London Cycling Design Standards, Sustrans Greenway Design Guide and Lancashire County Council's design codes. The Manual for Streets predominantly focuses on lightly-trafficked streets, but the DfT is working to extend this remit. CILT has recently taken on some of the functions of Cycling England including producing design best practice guidance.

1.19 Infrastructure for cyclists should adhere to five key criteria (CROW, 1993):

- Coherence: links all departure and destination points of cyclists.
- Directness: as direct a route as possible.
- Attractiveness: designed and fitted into the surroundings.
- Safety: improves safety for cyclists, including personal safety.
- Comfort: quick and comfortable flow for bicycle traffic.

1.20 Delivery of the National Cycling Strategy: A Review (2005) concluded that while infrastructure was being constructed, it was not in the best locations, or of adequate quality, or sufficiently promoted. It also concluded that some of the most effective measures to promote cycling are not traditional cycling infrastructure, but other measures such as bus lanes and traffic calming schemes.

1.21 The Shared Use Operational Review (2012) produced by Atkins for DfT showed that segregated paths were ineffective at supporting compliance from both pedestrians and cyclists. Segregation had no significant effect on cycle speeds or whether a collision was likely to occur. However it also found that sufficient capacity (i.e. width in relation to usage) reduces the likelihood of user conflict.

1.22 Local Transport Note 1/12 encourages councils to be more flexible in their approach to cycle infrastructure. While it recommends an on-road approach is usually more appropriate and should usually be considered first, it recognises that on-road provision is not always achievable and shared paths may be the most appropriate facility in some circumstances. It states that sometimes both on-road and off-road provision should be considered to provide for different types of cyclist. It also discourages the usage of excessive lining and signing. The minimum width requirements for shared paths in LTN2/08 are superseded by the new guidance in LTN 1/12. This includes advice that minimum widths may not be applicable in rural areas where there is likely to be very light usage by both pedestrians and cyclists.

1.23 LTP and ROWIP Integration Good Practice Note (Natural England, 2009, NE325) states that Local Transport Plans and Rights of Way Implementation Plans should clearly relate to each other and show evidence of pragmatic integration. It suggests that Rights of Way can be used to increase connectivity and promoting cycling by improving the condition of existing routes as well as creating new links where appropriate.

1.24 Horses on the National Cycle Network: Technical Information Note 28 (2011) states that there should be no problems with horses sharing paths with cyclists and walkers if the width is adequate.

1.25 Further information on infrastructure is provided in Appendix 2

Planning policy

1.26 The National Planning Policy Framework (DCLG, 2012) **s**tates that local planning authorities should develop strategies for the provision of viable infrastructure necessary to support sustainable development. They should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Developments should be located and designed where practical to:

- give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones

1.27 The balance of land uses should allow people to be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities. The Framework also states that a key tool to promote and exploit sustainable transport choices such as cycling will be a Travel Plan and developments which generate significant amounts of movement should be required to provide a Travel Plan.

1.28 The Code for Sustainable Homes (DCLG, 2007) encourages developers to provide adequate, safe, secure, convenient and weather-proof cycle storage.

Health, physical activity, sport and schools policy

1.29 Cycling is increasingly recognised as an important activity to combat obesity, inactivity and promote good health as set out in the following policies:

- Choosing Health (DH, 2004)
- Promoting and Creating Built or Natural Environments that Promote or Support Physical Activity (NICE, 2007)
- Healthy Weight, Healthy Life: Government Strategy on Obesity (2008)
- The Children's Plan - Building Brighter Futures (Department for Children, Schools and Families 2007)
- Start active, stay active: a report on physical activity from the four home countries' Chief Medical Officers (2011)

- Healthy Lives, Healthy people: Call to action on Obesity in England (HM Government, 2011)
- The Public Health Responsibility Deal (DH, 2011)
- Local measures to promote walking and cycling as forms of travel and recreationm (PH 41, NICE, 2012)
- Creating A Sporting Habit for Life Strategy 2012 – 17 (DCMS/Sport England, 2012)
- Plans for the Legacy from the 2012 Olympic and Paralympic Games (DCMS, 2010)

These strategies state that:

- It is important for people to build activity into their daily lives and active transport such as cycling is one of the best ways to do this.
- All schools should have an Active Travel Plan
- To reduce the proportion of obese and overweight children to 2000 levels by 2020.
- Key target groups are disadvantaged people, who tend to do less physical activity, young people and older people.
- Increasing walking and cycling rates should be part of all council activities such as developing and implementing local plans and joint health and wellbeing strategies.

They provide the following activity guidelines:

- Children of pre-school age (under 5s) who are capable of walking unaided should be physically active daily for at least 180 minutes (3 hours), spread throughout the day.
- All children and young people (5-18 year olds) should engage in moderate to vigorous intensity physical activity for at least 60 minutes and up to several hours every day.
- Adults (18-64 year olds) should aim to be active daily. Over a week, activity should add up to at least 150 minutes (2½ hours) of moderate intensity activity in bouts of 10 minutes or more – one way to approach this is to do 30 minutes on at least 5 days a week. Alternatively, comparable benefits can be achieved through 75 minutes of vigorous intensity activity spread across the week or a combination of moderate and vigorous intensity activity.
- Older adults (Over 65 year olds) should aim to be active daily. Over a week, activity should add up to at least 150 minutes (2½ hours) of moderate intensity activity in bouts of 10 minutes or more – one way to approach this is to do 30 minutes on at least 5 days a week. For those who are already regularly active at moderate intensity, comparable benefits can be achieved through 75 minutes of vigorous intensity activity spread across the week or a combination of moderate and vigorous activity.
- Cycling at approximately 10-12mph is usually a moderate activity. At 12-14pm it is usually a vigorous activity.

1.30 In 2008 approximately 40% of men and 28% of women In England were achieving 30 minutes of activity five times a week. Recommendations include:

- Ensuring planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life.
- Ensuring pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads.
- Planning and providing a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.

- Ensuring local facilities and workplaces are easily reached on foot and by bicycle;
- Supporting health at work - for example by employers promoting healthy ways of getting to work;
- Personalised advice through the NHS, for example a person can be advised to go on a programme of cycle rides for health.
- Providing support to encourage adults in particular to cycle by increasing confidence
- Providing Bikeability cycle training.

1.31 The NHS has launched bike4life as part of its change4life campaign, which encourages people to improve their health through diet and exercise.

1.32 British Cycling is the national governing body for cycling sport in the UK. The organisation is continuing to expand their everyday cycling programme which recognises that utility cycling is an easy and effective way for people to develop a more active lifestyle. In 2009 it published its Whole Sport Plan, which aims to promote cycling as a sport at elite and grass roots levels. This includes aims:

- To boost competitive cycling by expanding the nationwide network of traffic free cycling facilities and creating a more satisfactory legal framework for access to the public highway to enable road racing to thrive
- To get one million more people cycling once a month and 125,000 more people cycling once a week by 2013. This will be achieved by rolling out a series of mass participation cycling events in partnership with Sky through the Skyride initiative.

Traffic enforcement policy

1.33 The Home Office is responsible for Road Traffic Law enforcement policy. Cyclists have exactly the same legal rights and obligations as other road users. The police enforce this law, but use common sense and discretion in exercising their powers in accordance with local crime priorities. For example, very young children are not expected to cycle on roads.

1.34 There is an emerging market for electric powered bicycles and powered two-wheelers. Electrically assisted bicycles are treated in law as bicycles. An electric bike must have functioning pedals and conform to normal bicycle construction. The maximum power output is 200 watts, the maximum speed is 15mph and the bike must not weigh more than 40kg. The rider must be over 14 years. Bikes outside this specification are powered two-wheelers which requires the rider to hold an appropriate license, wear a safety helmet, and ensure that the vehicle is taxed and has an MOT certificate. These powered two-wheelers must not be ridden on cycle paths or other routes where motorised vehicles are prohibited.

Local context

Local Development Framework

1.35 The Local Development Framework (LDF) is a portfolio of planning documents which deliver spatial planning at the local level. The emerging Wiltshire LDF contains a series of documents including the Wiltshire Core Strategy which sets out the general spatial vision and objectives

for the delivery of the LDF in Wiltshire. Ensuring adequate infrastructure, reducing the need to travel, promoting self-contained communities, improving accessibility to services and tackling climate change are key elements in this vision.

1.36 The Building Research Establishment's Environmental Assessment Method (BREEAM) is a voluntary rating for buildings. Wiltshire's Core Strategy states that all non-residential development must meet the relevant 'Very Good' standards from 2013, rising to the relevant 'Excellent' standards from 2019. Cycle storage and other facilities such as showers, changing areas and lockers for clothing/helmets form one (optional) element of the assessment criteria.

1.37 The Code for Sustainable Homes was developed by the Building Research Establishment for DCLG and supersedes BREEAM for residential buildings. Wiltshire's Core Strategy states that all new homes will be required to achieve at least level 3 of the Code for Sustainable homes, progressing to Level 4 from 2013 and Level 5 from 2016. Cycle storage and forms an optional element of the assessment criteria.

1.38 The Wiltshire Infrastucture Delivery Plan (2011-2026) includes the provision of cycle networks in principal settlements and market towns, improvements to specific cycle routes, particularly National Cycle Network routes and smarter choices measures through the Transport Strategies for Chippenham, Salisbury, Trowbridge and Devizes.

A Sustainable Community Strategy for Wiltshire 2007-2016

1.39 The document 'A Sustainable Community Strategy for Wiltshire 2007-2016' was endorsed by the Wiltshire Strategic Board (now the Wiltshire Assembly) in September 2007. Its vision is 'Strong and Sustainable Communities in Wiltshire' which includes:

- Communities where people feel safe.
- Promoting the health of residents and reducing health inequalities.
- Communities where people are not disadvantaged by a lack of transport.
- Communities where young people enjoy life and achieve their potential.
- Involving people in decision-making.

Wiltshire Council Corporate Plan 2010-2014

1.40 The vision of the Council's Corporate Plan 2010-2014 is 'To create stronger and more resilient communities'. Four of the nine priorities identified in this plan are:

- Improve our roads and road safety.
- Reduce our environmental impact.
- Achieve savings, be more efficient and ensure we deliver value for money.
- Focus on our customers and improve access to our services.

Wiltshire Local Transport Plan

1.41 The Local Transport Plan (LTP) sets out a long-term transport strategy, a shorter-term implementation plan based on a realistic assessment of available funding and a number of theme and area transport strategies. In addition, the LTP provides the framework for all other organisations with a direct or indirect involvement in transport in Wiltshire.

1.42 The first Wiltshire LTP (LTP1) was published in July 2000 and covered the five year period 2001/02-2005/06. The second Wiltshire LTP (LTP2), published in March 2006, then covered the five year period 2006/07-2010/11. The third Wiltshire LTP (LTP3) covers the period 2011/12-2025/26.

1.43 LTP3's strategic objectives which relate to cycling are:

No.	Objective
SO1	To support and help improve the vitality, viability and resilience of Wiltshire's economy and market towns.
SO2	To provide, support and/or promote a choice of sustainable transport alternatives including walking, cycling, buses and rail.
SO3	To reduce the impact of traffic on people's quality of life and Wiltshire's built and natural environment.
SO4	To minimise traffic delays and disruption and improve journey time reliability on key routes.
SO5	To improve sustainable access to a full range of opportunities particularly for those people without access to a car.
SO6	To make the best use of the existing infrastructure through effective design, management and maintenance.
SO7	To enhance Wiltshire's public realm and streetscene.
SO8	To improve safety for all road users and to reduce the number of casualties on Wiltshire's roads.
SO9	To reduce the impact of traffic speeds in towns and villages.
SO11	To reduce the level of air pollutant and climate change emissions from transport.
SO12	To support planned growth in Wiltshire and ensure that new developments adequately provide for their sustainable transport requirements and mitigate their traffic impacts.
SO13	To reduce the need to travel, particularly by private car.
SO14	To promote travel modes that are beneficial to health.
SO15	To reduce barriers to transport and access for people with disabilities and mobility impairment.
SO16	To improve the resilience of the transport system to impacts such as adverse weather, climate change and peak oil.

No.	Objective
SO17	To improve access to Wiltshire's countryside and provide a more useable public rights of way network.
SO18	To enhance the journey experience of transport users.

Road Safety Strategy

1.44 The Wiltshire and Swindon Road Safety Partnership is committed to making Wiltshire's roads safer and to reducing casualties from road traffic collisions. The Government has set out a strategic framework for road safety and sets out the increased freedom given to local authorities in assessing and acting on their own priorities. In view of this framework the Wiltshire Road Safety partnership has agreed to set local targets for casualty reduction of a 40% reduction in KSI by 2020 based on the 2005/09 average. The casualty reduction measures include school travel planning, taking action on school journeys and road safety education training and publicity in order to meet the targets set.

1.45 Wiltshire Council is one of only 17 accredited Instructor Training Organisations (ITO) in the country and runs courses to train individuals to become accredited Bikeability instructors.

1.46 Bikeability is a national scheme and is cycling proficiency for the 21st century, designed to give the next generation the skills and confidence to ride and enjoy their bikes on today's roads.

Wiltshire Children and Young People's Plan

1.47 The Wiltshire Children and Young People's Plan (CYPP) brings together 50 other relevant strategies and sets out how the lives of children and young people (particularly those in vulnerable groups) across Wiltshire will be improved to ensure they are healthy, stay safe, enjoy life, achieve their potential, make a positive contribution to society and obtain economic wellbeing.

Health, sport and recreational cycling

1.48 The Annual Joint Strategic Assessment (JSA) for Health and Wellbeing provides a summary of current and future health needs it Wiltshire. It sets out five key issues:

- Children and young people
- Cancer and cardiovascular disease
- Lifestyle choices
- Health inequalities
- Ageing population

1.49 The Joint Health and Well-being Strategy sets out the areas on which the different organisations in Wiltshire will be working together so that people have the support they need to live longer, healthier lives. This includes the promotion of physical activity.

1.50 The Health Improvement Partnership is the main forum for strategic overview and planning to improve the health and wellbeing of the population of Wiltshire. Its remit includes encouraging exercise and reducing obesity.

1.51 The Workplace Well-being Charter is being promoted by the NHS to organisations in Wiltshire.

1.52 Supporting active lifestyles is a key part of the council's Sport and Physical Activity programme and is documented in the Sports and Physical Activity Service Plan 2012-13, with cycling being a key means of encouraging greater physical activity participation amongst the Wiltshire Community. The Leisure Services Strategy – Indoor Facilities Action Plan highlights aims to promote accessibility by non-vehicular means and commits to working with local communities to provide a sustainable transport plan, including walking, cycling and public transport for leisure facilities. The Olympic Legacy and Action Plan 2012 -15 (Leisure) sets out how the council will carry forwards impetus towards physical activity, particularly cycling, created by the Olympics.

1.53 The Wiltshire Tourism Partnership promotes opportunities to cycle in Wiltshire, both as a means to visit attractions and as a leisure activity. This includes publishing maps and route guidance.

1.54 Wiltshire Council also encourages leisure cycling through maintaining and developing access to the countryside. This includes mapping, maintaining and upgrading public rights of way and supporting the maintenance and restoration of canals.

Countryside Access Improvement Plan

1.55 The CAIP will be completed in 2013. It will set out the council's approach to maintaining, enhancing and promoting the rights of way network and other routes such as canal towpaths or where landowners have allowed permissive access. Key routes which have some permissive access include the Kennet and Avon canal path, Wilts & Berks canal path, Chippenham to Calne railway path and Chiseldon to Marlborough railway path

1.56 On the rights of way network cyclists can use bridleways, restricted byways and byways open to all traffic. The council aims to improve routes to enhance access to the countryside and to improve accessibility to local facilities for residents. Some rights of way are within or between settlements and are well surfaced so are used for utility cycling (e.g. accessing schools, shops etc)

The Highways Agency

1.57 The Highways Agency is responsible for the strategic road network in Wiltshire, including the M4, the A36, the A419 and the A303. It carries out maintenance for the benefit of all road users and consider the needs of cyclists in network improvements.

1.58 The Highways Agency's Strategic Plan (2010-2015) states that they will continue to reduce deaths and serious injuries on their network. They will do this through greater use of information to customers through on-road systems, targeted improvements to our roads, and through driver information programmes. Their goals include delivering sustainable solutions and making our roads the safest in the world.

The Safety Framework for the Strategic Road Network (Highways Agency, 2011) commits the agency to work towards reducing the number of collisions by targeting interventions based upon analysis of collisions that result in injury.

DMRB 91/05 Provision for non-motorised users sets out how provision should be made for cyclists, pedestrians and equestrians. It states that:

- Encouraging modal shift, particularly to walking and cycling, has a very important role to play in creating a more integrated and sustainable transport system.
- All purpose trunk roads typically carry high flows of fast moving traffic and are generally unattractive for non-motorised users to travel along or across. However, trunk roads often provide important links or routes for non-motorised users , representing the quickest, most direct route between key destinations, and are often used because of the lack of more convenient alternatives. As such there is a need to ensure that scheme designs take full account of non-motorised users requirements, and that opportunities are taken to encourage safer and more attractive provision wherever possible.

National Cycle Network

1.59 The following National Cycle Network (NCN) routes pass through the county:

- NCN Route 4 (London to Fishguard),
- NCN Route 24 (Bath to Eastleigh),
- NCN Route 25 (Longleat to Bournemouth),
- NCN Route 45 (Chester to Salisbury),
- NCN Route 403 (Semington to Great Bedwyn), and
- NCN Route 481 (Chiseldon to Marlborough).

1.60 These routes use a mixture of quieter roads, rights of way and permissive routes. The network in the county is being developed by Sustrans working alongside Wiltshire Council and other partners. It is valuable for both utility and recreational journeys.

The Wiltshire Cycleway

1.61 The council has developed and promoted the Wiltshire Cycleway (Sustrans Regional Route 20), which is a circular 160 mile (255 kms) route around Wiltshire taking in Salisbury, Amesbury, Marlborough, Malmesbury, Corsham, Bradford-on-Avon, Mere and Wilton. This route includes key proposed links such as the New Forest Link, the Vale of Pewsey route and the Wylye Valley route.

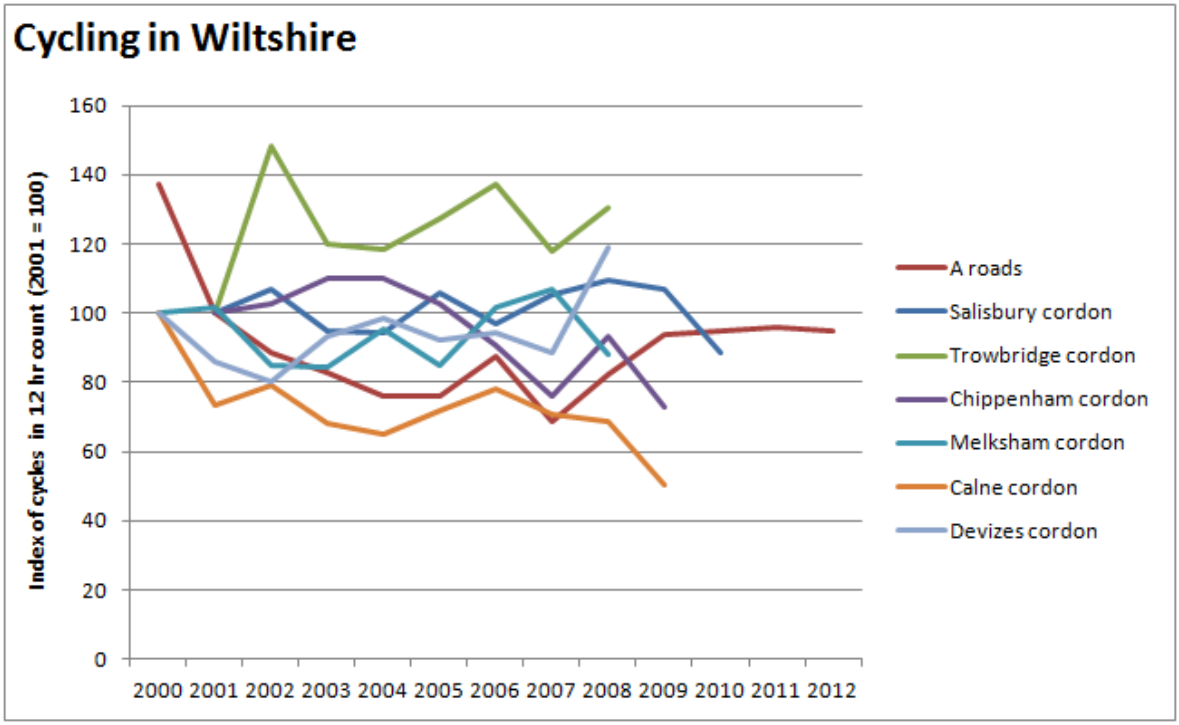
2 Cycling in Wiltshire

2.1 Across the UK cycling accounts for 1% of all trips and 2% of all trips under 2 miles (DfT National travel Survey). Other European countries with similar weather and topography have much higher rates of cycling e.g. Germany (10%) and Denmark (18%). Within the UK there are great variations with the highest rates of cycling to work seen in Cambridge (18% of all residents in 2011 or 32% of people travelling to work) and Oxfordshire (10% of all residents or 19% of people travelling to work).

2.2 In the 2011 Census, 2% of residents in Wiltshire cycled to work (3.2% of all people travelling to work), which is about the same as the English average and many similar predominantly rural areas.

2.3 Between 2001 and 2008 the number of cycles counted in six Wiltshire towns remained stable. This is similar to national trends (outside of London and cycling demonstration towns). There are variations in these different towns as can be seen in Figure 2.1. although the data may not be robust enough to confirm these trends. Due to the way cycling is monitored, small variations each year are unlikely to be significant.

Figure 2.1



2.4 Wiltshire has large rural areas where cycling may be less practical due to the larger distances involved. However, 49% of the population live in urban settlements or large market towns, and by 2026 many of these may have grown in size. Improved interchange with buses and trains, and 'park & cycle' schemes can make cycling more viable for rural areas.

2.5 Lyneham has the highest rate of cycling to work at 13%. Other areas with high proportions of cycling to work (6-9%) tend to be parts of Salisbury and Chippenham or around military bases e.g. Tidworth, Melksham, Bulford, Warminster, Harnham, Colerne, Calne, and Chippenham Redland. This correlates with higher proportions of people living less than 2km from their place of work in these areas. Despite being one of the largest settlements in Wiltshire, only 3-5% of people cycle to work in Trowbridge. There are also large areas of Chippenham and Salisbury where cycling is at similarly low levels.

2.6 At schools across Wiltshire, cycling accounts for 0% to 15% of journeys to school. Schools with a proportion above 6% include primary schools and are located in both rural and urban areas.

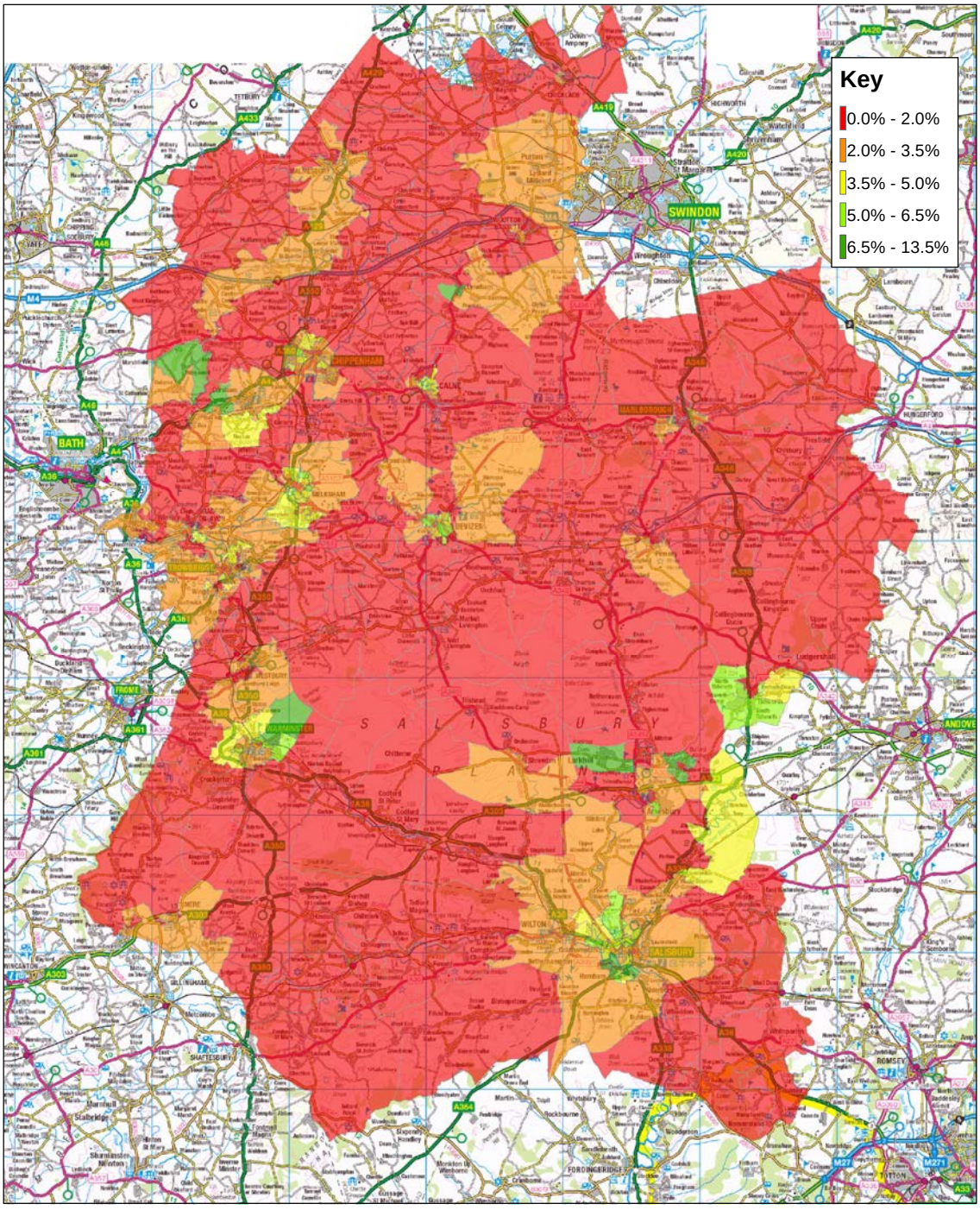
2.7 There is great potential to increase cycling in Wiltshire, particularly through replacing short car journeys. This is most feasible for trips under 5 miles (30 minutes), although it can also form a part of longer journeys. The National Travel Survey shows that 71% of cycle trips were under 5 miles in 2010 compared to 89% in 1998/2000. This may show that some people are prepared to cycle longer distances. 40% of commuters in Wiltshire live within cycling distance of work, yet only 3% cycle. Only 10% walk and 2% take the bus to work so it's clear that there are a large proportion of journeys which could switch from car to cycle. Electric bikes can be comfortably used for journeys up to 10 miles and 77% of car journeys are less than this distance. This potential can be increased further by measures to promote the integration of cycling with rail and bus trips.

2.8 Cycling is more popular in higher income households. Wiltshire's relative affluence and high levels of cycle ownership offer a good opportunity to increase levels of cycling. 43% of people in the UK own a bike yet only 15% of people say they use a bike at least once a week. Ownership levels are highest amongst under-16s and higher income quartiles which generally correlates with higher usage levels. Lack of knowledge about maintenance or concerns about breakdowns may be more of a barrier than bike ownership.

Map 2.1

Cycling to work: LSOA Census 2011

Wiltshire Council
Where everybody matters



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3 Goals and objectives

3.1 Cycling can contribute considerably towards the five overarching national transport goals that are outlined in the main LTP strategy document. There are also opportunities to tie in with other agendas and partners in these areas.

Safety, security and health

Health

3.2 In 2013, the cost of physical inactivity in Wiltshire was estimated to be £7 million a year. Greater physical activity is linked to the prevention of a range of chronic diseases including heart disease, stroke and colon cancer. Up to two-thirds of men and three-quarters of women report levels of activity that are so low that their risk of contracting these diseases is significantly higher. For example, women who cycle are 34% less likely to get breast cancer. Physical activity also improves physical and mental health and reduces absence from work.

3.3 The Government's White paper on public health estimates the cost of obesity in England as up to £3.7 billion per year although this is likely to be an underestimate. An estimated 1 in 4 adults in Wiltshire are obese according to the Association of Public Health Observatories. 16% of children Year 6 at school are classified as obese.

3.4 While genetic influences may be the primary cause for a few individuals, the overwhelming influences for 99% of the population are environmental, according to the International Obesity Task Force. A high calorie diet and low levels of activity, exacerbated by the move from an active lifestyle based around walking and cycling to a sedentary lifestyle based around the car, are responsible for the current epidemic of obesity.

3.5 Currently only 27% of people in Wiltshire say that they have participated in at least 20 sessions of ~30 minutes activity or sport in the last 4 weeks; this includes walking and cycling. If 75% of people in Wiltshire reached these activity levels, it is estimated that 186 deaths would be prevented every year.

3.6 Data collated by Cycling England shows that those who do not cycle to work experience a 40% higher mortality rate than those who do. Cyclists not only live longer, but experience less health problems in older age. Regular cyclists enjoy fitness levels equivalent to being 10 years younger. Cycling as part of normal daily activity can provide the same improvements as specific training programmes such as gym attendance. Body fat is usually significantly reduced, strength improved and a range of other benefits reported include enhanced well-being, self confidence, tolerance to stress and reductions in difficulty sleeping. The value of cycling to health increases with age.

3.7 "The recommended level of activity for adults can be achieved by 30 minutes walking or cycling five times a week, and by embedding activity into our daily lives – e.g. through cycling to work or walking to the shops – it is more likely to be sustained. Active travel in the working age population is a particularly appealing route to those who find money and time barriers to taking more physical activity. Even walking and cycling to meetings when at work can bring real health benefits as well as often being as quick and more reliable than driving." (DfT & DH Active Travel Strategy, 2010).

3.8 According to the European Commission, emissions from transport account for around 70% of air pollution in towns and cities. Air pollution has been identified as a particular problem in Salisbury, Westbury, Bradford-on-Avon, Calne, Marlborough and Devizes. This can have a significant impact on people's health, particular those who are already vulnerable, such

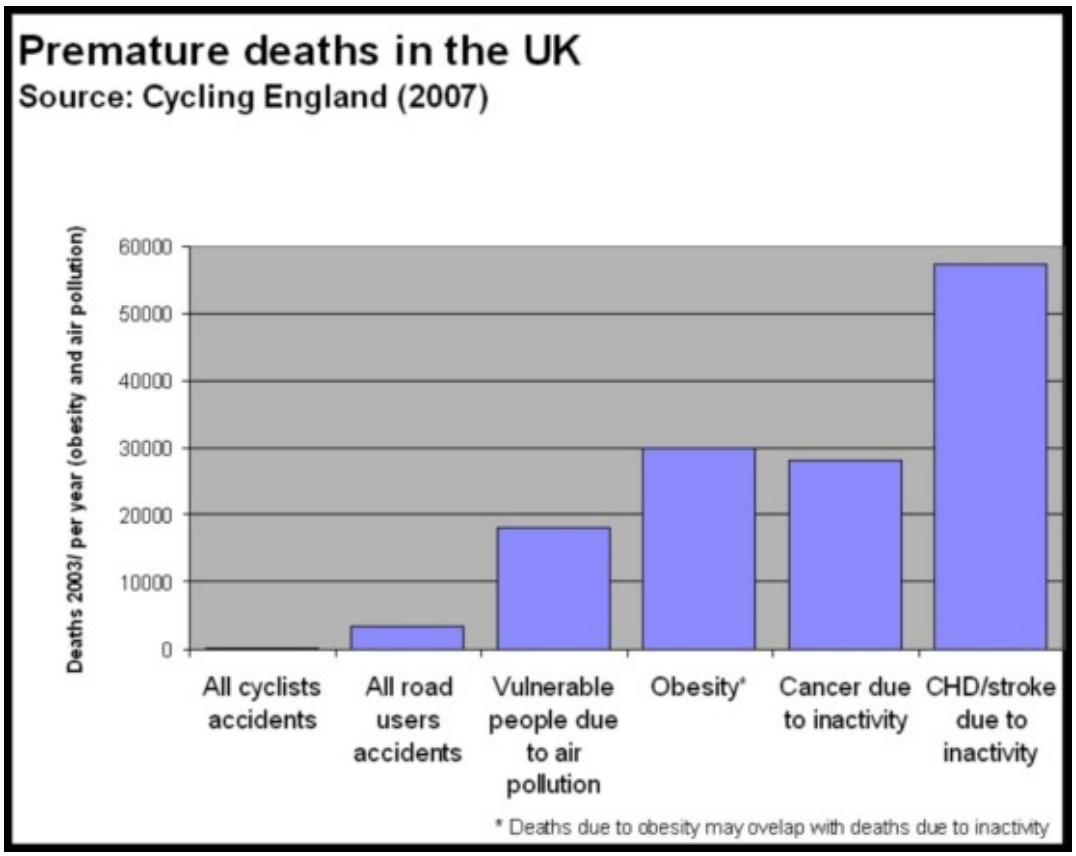
as asthmatics or elderly people. When cycle trips are substituted for car journeys, emissions are reduced. The greatest scope for increasing cycling is in those urban areas where air pollution exceeds recommended levels.

Safety in numbers

3.9 There is a growing body of evidence that the more cyclists there are on the roads, the lower the risk of an accident. It is thought that this is because motorists become more aware of cyclists and drive more safely in response. However, for such improvements in safety, it's likely that a critical mass of cyclists needs to be reached. In urban areas of Wiltshire this critical mass is certainly achievable. In rural areas, it is often more important to provide safe off-road routes or sign-post alternative quiet roads, and educate drivers about non-motorised users. In all areas, it is often the quality of the cycle facilities that determines safety. While the risk of accidents for cyclists is about 8 times higher than for car users (DfT, 2008), the actual risk of accidents for cyclists remains small: one death per 33 million kilometres of cycling.

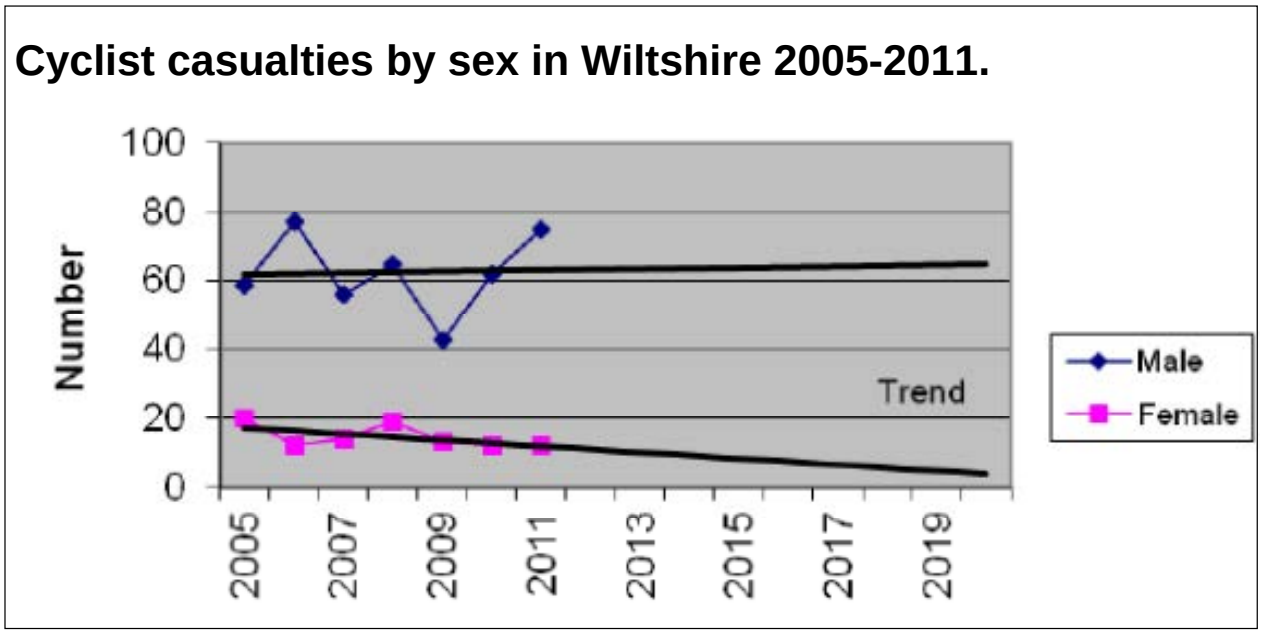
3.10 The cost to the NHS of accidents involving cyclists is far outweighed by the saving from increased activity levels by a factor of about 20 to 1. The rates of cyclists causing injuries to pedestrians are also extremely low. On average, each year two pedestrians are injured in collisions with cyclists in Wiltshire. Data from DfT shows that the fault of these accidents tends to be distributed approximately evenly between cyclists and pedestrians. Most pedestrian accidents involve cars and freight vehicles.

Figure 3.1 Premature deaths



3.11 Nationally, the number of cyclists who are killed or seriously injured (KSIs) has risen for the last 5 consecutive years, with a 15% rise between 2010 and 2011. There are more male cyclists involved in accidents than female, which reflects the fact that men are more likely to cycle. Compared to all road accident casualties, cyclist casualties are more likely to be children and less likely to be over 60. In Wiltshire, cyclists accounted for 8% of all road casualties in 2011. There were three deaths and 10 serious injuries. The overall number of cyclist casualties rose between 2010 and 2011, but the number of cyclists killed or seriously injured decreased.

Figure 3.2 Cyclist casualty trend



3.12 National figures show that rural A roads are the most dangerous for cyclists with around 160 reported KSIs per 100 million kilometres travelled in 2008, compared to around 120 KSIs per 100 million km on urban A roads and around 40 KSIs per 100 million km on urban and rural non-A roads. However, cyclists most frequently travel on urban roads, so while the rate of accidents on rural A roads is high, over 80% of accidents and most deaths or serious injuries occur in urban areas. In Wiltshire, 76% of collisions and 92% of child collisions occur in urban areas. The dangers and perceived dangers of both urban and rural A roads acts as a significant deterrent to encouraging cycling, particularly amongst children and novice riders.

3.13 Junctions and roundabouts can be particularly dangerous for cyclists, especially where visibility is poor. Large vehicles such as Heavy Goods Vehicles (HGVs) are involved in a disproportionate number of cyclist fatalities. These dangers can be reduced by improving visibility, rider skills and awareness in drivers. A general reduction in motor vehicle speeds produces the greatest reduction in cyclist and other casualties, but incidents involving HGVs tend to take place at lower speeds. Driver error/poor reaction is the overwhelming factor in incidents that lead to a cyclist casualty.

Security

3.14 Cycle thefts are not common in Wiltshire, but they occur most frequently in Salisbury, Warminster and Trowbridge. This is largely due to higher numbers of cyclists in these areas and also reflects general crime rates. Bicycle thefts in the UK tripled between 1981 and 1995, but then reduced by 45% between 1995 and 2001/2 according to the British Crime

Survey. Since 2002/3 there has been a gradual upward trend. Many cyclists in Wiltshire continue to lock their bicycle to itself rather than to a fixed object, and the more valuable bikes that are on the market today are more attractive to thieves.

3.15 A lack of secure parking facilities can discourage cycle journeys, lead to parking in unsuitable locations and encourage theft. Many workplaces and shopping areas have not been designed with cyclists in mind, so there is a lack of secure parking. Whilst many new parking spaces have been provided by the council, it can be difficult to find appropriate locations in Wiltshire's historic town centres and the council has limited abilities to influence private companies.

3.16 Wiltshire Council currently runs a scheme to provide cycle parking stands to businesses on request, although businesses must install these themselves. In new developments the council ensures that sufficient cycle parking spaces are provided through the planning system.

Supporting economic competitiveness and growth

3.17 Research by Cycling England indicates that a regular commuter saves the economy £208 every year through reduced congestion and pollution. Cycling also encourages people to travel shorter distances and support their local shops. Many retailers underestimate the potential for trade from non-car modes. One study of 126 retailers found that they overestimated the importance of car-borne trade by nearly 100%. Studies show that motorists are not better customers than cyclists. Rather cyclists tend to purchase the same or greater amounts but in more trips. This is possibly due to more impulse buying or more disposable income as transport costs are very low for cyclists.

3.18 Well designed streets, which use quality materials, reduce traffic speeds and encourage walking and cycling, can add at least 5% to the value of property and rental prices. The higher the volume of traffic on high streets, the higher the percentage of shop vacancies tends to be. Attractive retail environments which prioritise slow modes of travel tend to maximise footfall and increase retail vitality.

3.19 Cycling is also an important tourist attraction both for participants and as a spectator event. The Twinings Pro-Am tour in 2011, which took place over two days, brought estimated economic benefits in excess of £36, 000. It also raised the profile of Wiltshire through national media coverage and Sky Sports coverage. Cycling and mountain biking together were estimated to account for 4% of the UK's 1.3 billion day trips to the countryside in 2002/3. Rural trails are particular attractions. The Celtic and Taff trails in Wales, which attract mainly cyclists and walkers have been shown to contribute around £75 million to the economy of South Wales with £9.7 million of this income from tourists. Touring cyclists are thought to spend around £90-£100 per day. Wiltshire has many attractive cycle-based holidays such as guided tours to Stonehenge and Avebury or more informal touring. The Wiltshire Cycleway primarily uses quiet country lanes and passes many of the county's most attractive places to visit. The 160 mile cycle route is supplemented by a network of shorter loops offering a wide choice of distance and terrain. Improving links into market towns, as well as improving rural routes themselves, would improve the potential for Wiltshire to benefit economically from such activities.

Tackling climate change

3.20 In the South West, transport accounts for 28% of CO2 emissions with road transport dominating that total. Around 40% of emissions come from journeys under 10 miles. Wiltshire Council has signed up to the Nottingham Declaration which pledges us to systematically address the causes of climate change and to prepare for its impacts.

3.21 Cycling to the rail station can reduce journey times for many rail passengers and make this a feasible mode of transport. These longer journeys account for a large proportion of emissions.

Quality of life and a healthy natural environment

3.22 Through reducing car trips, cycling can reduce impacts on the natural and built environment such as noise and visual intrusions. A high level of motor traffic discourages interactions between neighbours, which can reduce the sense of community in an area. It can also create severance, reducing people's ability to access services.

3.23 The provision of cycling facilities can require removal of small amounts of vegetation, but this can usually be mitigated. Encouraging compact urban developments, based on cycling and walking, reduces the pressure to develop greenfield land.

Equality of opportunity

3.24 For many people, particularly those without access to a car, cycling can be a faster, more flexible form of transport than walking or public transport. It is also much more affordable than the private car. This can improve people's ability to access work, shopping and other services including rail services. Currently more people cycle to work than take the bus to work in Wiltshire.

3.25 There may be a need/opportunity to promote cycling amongst lower income households where reliance on cars may use a significant proportion of their income. 16% of households in Wiltshire do not have access to a car, which can exclude these people from employment, education and training. This varies across the county with the highest level of 26% in Salisbury and the lowest level of 10% in Southern Wiltshire and Malmesbury. In rural areas, public transport networks are less dense, so cycling offers a vital opportunity to connect to bus stops and rail stations as well as direct access to jobs and services.

3.26 Men are more likely to cycle than women: 17% of women sometimes cycle compared to 29% of men, and regular cyclists are also more likely to be male (DfT, 2007). Smarter choices measures can help encourage more women to take up cycling.

4 Opportunities and barriers to cycling

4.1 Some people are more likely to take up cycling than others. While much analysis of regular cyclists has been done, there is far less understanding of what would make non-cyclists take up cycling. Implementing the measures that people say would make them cycle do not always have as much effect as hoped as there may be other relevant factors e.g. a reluctance to change habits, fears about unfitness that people are unwilling to admit, etc. New infrastructure may be necessary, but it may not be sufficient to make people change habits, so smarter choices measures such as training and marketing are also required.

4.2 Research in London has shown that roughly 70% of cyclists make only about 25% of trips. These trips tend to be summer and weekend leisure trips, occasional shopping trips and fair weather commuting. These people make up about 10% of London's population. In Wiltshire it is likely that there is a greater proportion of infrequent cyclists. These people are already positively disposed towards cycling, but need encouragement to become regular cyclists. The most popular sports for adults in Wiltshire are: cycling, swimming, gym, football and athletics

4.3 The reasons why people do not cycle vary between different social groups. National research by the Transport Research Laboratory shows there tend to be nine groups of attitudes towards cycling:

Type	Percentage	Main characteristics
Committed cyclists	7%	Cycle about four times a week; few opportunities to increase this
Regular cyclists	8%	Mostly male; scope to increase their cycling for both recreational and everyday journeys
Occasional cyclists	15%	Most own bikes but use them only once every couple of weeks. Very receptive to promotional messages
Toe-dippers	5%	Most own a bicycle but cycle only occasionally. More likely to cycle for leisure than everyday journeys. Cycling promotion needs to convince them of the benefits of cycling
The unconvinced	27%	Two-thirds are women; very few own bikes. Promotion needs to focus on increasing cycle ownership, although not all are receptive
The unthinking	18%	About half own a bike, but use it rarely. Generally pro-cycling in their attitudes. Need to focus on promoting cycle ownership, and then on leisure rather than everyday trips
The no-needers	12%	Predominantly female and over 44; don't own a bike, or think they need one. Difficult to persuade
The self-conscious	6%	Almost all women, half under 26; most own a bike and cycle occasionally. Not likely to cycle more unless their circumstances change
The lads	3%	Predominantly young (under 26) and male. Do not own a bike and no plans to get one, though not actively hostile to cycling.

4.4 Negative perceptions of cycling are often far from the reality. One study looked at a number of motorists whose cars were unavailable to them and had to cycle instead. Their experience of cycling was much better than they had expected with 53% finding it less effort than expected, 46% finding it faster than expected and 67% finding the weather better than expected. Cycle training, marketing and information provision can help break down these negative perceptions.

Increasing bike ownership

4.5 Many people are unaware of the improvements to bicycles in the last two decades. Modern bikes are lighter, more comfortable, easier to maintain and easier to ride. Brakes and lighting systems are much more powerful. Breakdown and theft insurance are becoming more common and affordable. There has been a surge in bike sales following the Olympics. However, there are still many people in Wiltshire who may not be able to afford a bike or who struggle to justify the initial outlay before knowing whether they will actually use it regularly.

4.6 The Cycle to Work scheme, which effectively allows employees to purchase bikes at a reduced price has proved effective in encouraging cycling. It has recently been relaunched as 'businesscycle'. Surveys have shown that 29% of participants are new cyclists and 23% increase their cycling due to the scheme. There have been recent changes to the scheme which have reduced the benefits to participants, but many organisations are continuing to run the scheme successfully.

4.7 Electrically assisted bicycles are also making it easier for people to travel longer distances and in hillier areas. CPRE launched a trial loan scheme in May 2011 looking at how electric bikes can improve accessibility in rural areas. The bikes were popular with the 20 people who trialled them and 60% of these were not regular cyclists. The bikes were mainly used for shopping and leisure trips, with a limited amount of commuting. The scheme was particularly popular with older people, which may have been due to the style of the bikes, and while many of those involved would have liked to continue to ride the bikes, the current purchase costs are prohibitive. As electric bikes become cheaper, there may be more opportunities to promote them.

Improving infrastructure

4.8 Many people who do not cycle say they would cycle if the infrastructure were improved. The existing road network forms the basis for cycle infrastructure. On-road routes are usually the most direct and safest within towns. Significant improvements can often only be achieved through traffic calming or traffic reduction. Wiltshire has led the way in the provision of 20mph zones in Salisbury, Trowbridge and Chippenham. Advisory and mandatory cycle lanes are a suitable low cost measure at low to medium traffic volumes and speeds subject to there being adequate width on the carriageway. The careful use of contraflow facilities will create more direct routes for cyclists where one way streets and systems are in place. Shared space schemes are particularly suitable in town centres, but can be expensive. These enhance the environment for all users and increase retail vitality. However, high traffic volumes on arterial routes and the location of parking continue to present a barrier to cycling in the narrow roads of Wiltshire's historic towns.

4.9 Segregation from traffic is often preferred by newer and more vulnerable cyclists such as children. However, junctions where cycle paths cross traffic or merge with the highway are a common location for accidents. Careful design can reduce these risks for example through improved visibility, raised crossings and coloured surfaces which highlight the presence of cyclists. Generally, creating safe on-road routes should be the first option considered, but shared use or segregated cycle paths will usually be more appropriate:

- Where there are large numbers of heavy goods vehicles;
- Where traffic speeds and volumes are high and cannot be reduced;
- In rural areas where cyclist numbers are low and driver awareness is poor.
- Where there are significant numbers of novice cyclists such as around schools.

4.10 Off-road routes can increase the permeability of the network and reduce journey times for cyclists. These links are particularly important where the road network follows a pattern of cul-de-sacs or a spoke-and-hub layout. Improvements to the cycle network are most effective in areas where the potential for cycling is higher and when they are combined with other measures.

4.11 There are many existing links that are poorly used because people are not aware of them. Signposting, maps and online journey-planning tools can all improve awareness of routes. Journey planning technology is improving rapidly and it is not yet clear what is the most cost-effective way for the council to support such measures.

Funding constraints

4.12 According to DfT, the average LTP capital spend on cycling in England is about £1 per head per year. Evidence from European cities that have successfully increased cycling suggests that they have typically spent around £5 per head per year for an intensive period of 10-15 years in order to make cycling the easy, convenient, safe and attractive choice. Provision of infrastructure, particularly in historic towns can take decades to deliver, so sustained funding is required.

4.13 Research for Cycling England shows that every £10,000 invested in cycling would need to generate at least one extra cyclist, each year, over a 30 year period in order to justify the investment. The cycle demonstrations towns funded by Cycling England have shown how such investment translates into a rise in cycling. For example, Exeter has seen a rise in cycling to work from 4% in 2001 to 9% in 2008.

4.14 There are opportunities for the council to gain funding for cycling improvements through partnership working with organisations such as Sustrans and local businesses. Although it is a charity, Sustrans has been given the role of distributing national government funding for example from DfT, the Department of Health and the Big Lottery Fund.

Combining different measures

4.15 The Cycling Cities and Towns Programme Overview **(**2009) demonstrated that a package of measures and sustained levels of investment can achieve substantial increases in cycling. Over the first three years of the programme, cycling rates increased by 27% on average. These consisted of 40% investment in infrastructure and 60% investment in other measures such as Bikeability (cycle training) and BikeIt (a programme of events and promotions at schools).

4.16 Leisure and utility cycling encourages people to improve their levels of fitness and confidence, which increases participation in competitive sports. Cycling is one of the most popular sports that people in England would like to participate in more often and it is also one of the fastest growing. Conversely, people who participate in leisure or sports cycling are more likely to start using cycling as a means of transport. This is partly due to bike ownership and partly due to increased confidence levels. The Olympic Games in 2012 has provided a surge in popularity for leisure cycling and there is an opportunity to build on this.

5 Strategy

5.1 As part of the strategic options and appraisal process (see chapter 5 of the main LTP3 strategy document) the council's preferred strategic options with regards to cycling measures are as follows:

Cycle network

Approach	Balanced
Broad description	Provide a sympathetically designed, high quality and well maintained network of cycle routes in the principal settlements and market towns, and where appropriate, between the market towns and to national cycle routes.

Cycle parking

Approach	Balanced
Broad description	Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality cycle parking in all new developments with higher levels of provision in the principal settlements and market towns.

5.2 The Principal Settlements are Chippenham, Salisbury and Trowbridge.

5.3 The Market Towns are: Amesbury, Bradford on Avon, Calne, Corsham, Devizes, Malmesbury, Marlborough, Melksham, Tidworth and Ludgershall, Warminster, Westbury, and Royal Wootton Bassett.

5.4 The following National Cycle Routes pass through the county. National Cycle Routes 4 (London to Fishguard), 24 (Bath to Eastleigh), 25 (Longleat to Bournemouth), 45 (Chester to Salisbury), 403 (Semington to Great Bedwyn) and 481 (Chiseldon to Marlborough). They use a mixture of quiet roads, cycle paths, rights of way and permissive routes. The network in the county is being developed by Sustrans working alongside Wiltshire Council and other partners. It is a valuable for utility and leisure journeys. These policies and their interaction with other policies, such as Smarter Choices, are expanded on below.

5.5 The Wiltshire Cycleway is a key regional route and this includes the New Forest Link, the Vale of Pewsey route and the Wylye Valley route. The exact route continues to be developed.

Cycling infrastructure

5.6 Improvements to the cycle network are most effective in areas where the potential for cycling is higher and when they are combined with other measures. For this reason Wiltshire Council will prioritise network improvements on strategic links in principal settlements and market towns. These links are shown on Wiltshire's Town Cycle Network Plans.

5.7 While the main focus will be on links within these towns, intra-urban links may also form a part of the Network Plans where the distances are short enough or there is a route to a strategic employment site. For example, key intra-urban links have been improved between Trowbridge and Bradford-upon-Avon. The proposed Royal Wootton Basset to Swindon cycle link is a key intra-urban link that sits alongside the Town Cycle Networks as it is a short

(under 5km), well used commuter link between a market town and a major city. Additional improvements to Rights of Way and other rural and leisure routes may also be considered through developer contributions, area board funding or other external funding sources.

5.8 The Town Cycle Network Plans are continuously updated, particularly in the light of significant developments or changes in traffic flows. Networks have been developed for:

- Chippenham
- Salisbury (& Wilton)
- Trowbridge
- Amesbury (including Durrington, Bulford & Larkhill)
- Bradford on Avon
- Calne
- Corsham
- Devizes
- Malmesbury
- Marlborough
- Melksham
- Tidworth & Ludgershall
- Warminster
- Westbury
- Wootton Bassett

5.9 These are shown in Appendix 1. Updated versions of the Town Cycle Networks will be published as improvements are made and if routes are changed due to further feasibility work. Appendix 2 sets out the planning and design principles for Town Cycle Networks. Following best practice design standards, comprehensive directional signing will be applied to all key cycle routes as set out in the forthcoming Wayfinding Strategy. Such signage will be co-ordinated with pedestrian signage and high standards of design applied to ensure that the character of the streetscene is maintained or improved.

5.10 A revised assessment framework has been prepared (Appendix 3), which sets out how links on the network will be prioritised for delivery. This is based on factors such as the proximity to key destinations and the likely cost of improvements. Improvements will require co-ordination with other transport schemes such as public transport, pedestrian improvements and parking strategies. Wiltshire Council will also continue to work with the Highways Agency to deliver improvements on the Network Plans around the A36, A419 and A303.

5.11 Many cycle facilities can only be delivered by securing access to land off the highway. This will require negotiation with private landowners and support from the local community. Land negotiations are frequently lengthy, which means that it can be difficult to secure funding for routes. Wiltshire Council helps fund the Sustrans Area Manager for Wiltshire whose role includes assisting the council with land negotiations.

Policy 1

The council will aim to provide a sympathetically designed, high quality and well maintained network of cycling routes in the principal settlements and market towns and where appropriate, provide links to national routes. As part of this approach, the council will:

1a Where necessary, seek to secure land or access rights for the cycle network and cycle parking either through the planning process or through negotiation with private landowners

1b Follow design guidance in Appendix 2 and prioritise improvements to links based on potential demand, safety and feasibility as shown in Appendix 3.

1c Ensure appropriate directional signage is included in new schemes and look for opportunities to improve directions on existing routes by developing and implementing Signposting Implementation Plans for each Town Cycle Network following the principles of the Wayfinding Strategy.

1d Consult with local cycle groups about development of Town Cycle Networks and scheme design where possible as set out in Appendix 2.

5.12 Shared paths also provide a useful facility for other users such as disabled people and pedestrians. These users will be considered when implementing facilities for cyclists and opportunities will be explored where cycle facilities can improve the amenity for other users.

Policy 2

The council will consider other non-motorised users when implementing cycle facilities, and look for opportunities to enhance amenity for these users.

This approach will include providing permissive access for horses on cycle paths and shared use cycle paths that are owned by the council where such access is not significantly detrimental to access for cyclists, pedestrians or disabled people, and where such access would improve safety for horse-riders.

5.13 The suitability of a cycle path for horse-riders will depend on its width, availability of passing areas, and the number of pedestrians, cyclists and horses expected to use the path. Ideally cycle paths and bridleways where both cycle and equestrian access is needed would be sufficiently wide to provide a sealed surface for cycling and an unsealed surface for horse-riders, but this is not always feasible.

5.14 The council may also consider creating paths as or converting paths to bridleways depending on the existing legal status of a route. The government is currently reviewing the legal framework for Rights of Way which may alter the legal options available to the council.

Rural and recreational cycling infrastructure

5.15 While the priority will be the town cycle networks, the council will also try to find ways to support communities who want to improve other cycling routes, and look for synergies with the leisure agenda.

Policy 3

The council, with relevant partners, will look for opportunities to support and enable improved cycle access in rural areas. This will include:

3a Support measures for cycling (such as maintenance, signposting and removal of stiles) on appropriate Rights of Way and green routes through the council's Green Infrastructure Strategy and the Countryside Access Improvement Plan.

3b Enable communities to improve cycle access in rural areas either on existing rights of way or on private land by providing advice on land negotiation and helping to identify funding opportunities for measures (both on road and off road) such as Community Area Transport grants (CATG) or external grants.

3c Trial the conversion of pedestrian footways (adjacent to roads) in rural areas that are below standard widths for a shared path(described in Appendix 2), where pedestrian flows are very limited and there is no alternative cycle route.

3d. Working with partners to signpost key national and regional cycle routes on highways such as the Wiltshire Cycleway.

5.16 In rural areas, there may be footways along busy roads between settlements which see very little usage by pedestrians. LTN 1/12 makes it clear that sub-standard widths may be considered on such paths and that excessive signing is not necessary. Further information is provided in Appendix 2. Policy 3c is primarily intended to provide a process that allows legal usage on existing highway and is likely to be primarily funded by Area Boards or external funding sources. By allowing legal cycling on these paths, it is hoped that cycle usage will increase in order to justify increased funding for cycle infrastructure in these areas in future LTP periods.

5.17 Some minor roads can form key intra-urban cycle routes. Improving safety on these routes is addressed through the Road Safety Strategy and minor improvements may also be made through CATG applications.

5.18 This includes looking for opportunities to improve or signpost key routes from Porton Down to Amesbury and Salisbury and from the New Forest to Salisbury.

5.19 While the key routes are shown on the Town Cycle Networks, permeability between routes is also important. Policy 61 in Wiltshire Council's Core Strategy states that new development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. The Manual for Streets (1 and 2) provides more detailed guidance.

Cycle parking

Policy 4

The council will support and promote the provision of high quality cycle parking at key destinations and transport interchanges. Adequate levels of high quality parking will be required in all new developments with higher levels in market towns. In particular the council will:

4a Require cycle parking standards for new developments as shown in Appendix 4. This includes shower/changing facilities where appropriate.

4b Provide assistance for organisations to install cycle parking through the Cycle Parking Scheme.

4c Seek opportunities to improve cycle parking at key destinations and transport interchanges with regard to the standards set out in Appendix 4.

5.20 Cycle parking is a key part of the cycle network. Wiltshire Council will audit and map cycle parking as part of the Cycle Network Plans and identify locations where parking could be provided.

5.21 While the key routes are shown on the Town Cycle Networks, permeability between routes is also important. Policy 61 in Wiltshire Council's Core Strategy states that new development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. The Manual for Streets (1 and 2) provides more detailed guidance.

Public transport integration

5.22 While the council has no control over the carriage of cycles on public transport, the council will encourage operators to improve the integration of cycling with rail and bus services through a number of associated measures, such as cycle parking and signposting.

Policy 5

The council will seek opportunities to work with public transport operators to improve integration with cycling.

Smarter choices

5.23 Improving information and marketing are a core part of smarter choices measures. This may include:

- Improved signposting of routes - a coherent approach is needed to cycle signing in town centres (see Appendix 2). Signs should fit in with the urban character of the area and be integrated with pedestrian/vehicle signing where appropriate. Cycle signs will be provided as part of improvements to town cycle networks, but in some areas a wider review of signs is required through the Wayfaring Strategy. In rural areas a more tailored approach might be appropriate. Area boards and voluntary groups may wish to help fund signposting of leisure and rural routes.

- Creating cycle maps for towns - this may include printed maps or online maps.

- Creating maps and providing information for recreational cycling through the council's leisure and countryside access programmes.

- Online journey planning - The council has developed an integrated journey planner on its Connecting Wiltshire website. The council has also created a map showing all rights of way in Wiltshire at www.wiltshire.gov.uk/rightsofwaymap.htm.

- Promotional information or campaigns - this may include basic maintenance advice, bike purchasing advice including electric bicycles, road safety advice, details of local bike shops, cycle training and support groups, information about the health/cost benefits of cycling.

- Promotional events - such as bike/electric bike trials, bike breakfasts, Dr Bike maintenance workshops and sponsored rides.

- Promotional merchandise such as High-vis clothing, lights, bells or reflectors.

5.24 The Connecting Wiltshire website, brand and marketing strategy is the key focus for providing information and marketing for cycling alongside other sustainable transport modes.

5.25 School travel plans are developed by schools to encourage children to walk, cycle, scoot, use public transport or car share rather than arrive by car. There is particular emphasis on active travel modes to encourage children to adopt healthy lifestyles. Wiltshire Council has a school travel plan adviser to support schools in this process. There is also a Sustrans Bike It Plus officer working with a number of schools in the Chippenham and Trowbridge areas to encourage cycling, walking and scooting to school.

Some travel plan measures may include:

- Improvements to the highway network, such as new crossings or cycle paths

- Cycle parking

- Events and activities to encourage cycling

- Maps and promotional information

5.26 Workplace Travel Plans are a set of measures produced by employers that seek to reduce reliance on single-occupancy car usage. They may be required as part of the planning process or they may be voluntary. Many public sector organisations and large businesses have travel plans in order to reduce their impacts on local communities and reduce the costs of providing car parking. There are many measures to promote cycling that can be included in travel plans including:

- Provision of showers or lockers.

- High quality, covered cycle parking.

- Bicycle User Groups – these help identify any particular barriers to cycling and encourage cyclists to share information about suitable routes or maintenance tips.

- Maintenance courses.

- Events or campaigns to promote cycling including leisure rides, sponsored rides, competitions, providing free bike bells or lights, etc.
- Incentives for cycling - these can be for one day or several months. Incentives might include a free breakfast, hot drink, vouchers for services provided by the employer or priority car parking on days that they don't cycle. The most effective incentives have a value of around £2 and should be continued for at least a month.
- Discounts on bicycle purchase (often through the Cycle to Work scheme).
- Pool bikes or bike hire schemes (including electric bikes).
- Cycle training including Back on Your Bike or Bikeability training.
- Tailored maps and promotional information.

5.27 Residential travel planning measures may also be required in larger developments. Appropriate measures include:

- Discounts on bicycle purchase.
- High levels of high quality, covered cycle parking.
- Vouchers for cycle training.
- Providing tailored maps and promotional information

5.28 Bike hire and loan schemes can include:

- Pool bike schemes run by individual organisations or a group of organisations. Bikes are usually purchased by an employer and made available to employees. This encourages cycling and helps reduce travel expenses for employers.
- Bike hire schemes run by individual organisations such as businesses, job centres or community centres. There may be restrictions on who is eligible to hire bikes.
- Short-term public bike hire schemes. These schemes already operate in places like Cardiff, Reading and London. Bikes may be taken from hire points and returned at any time. These schemes are usually priced by the hour and aimed at commuters.
- Long-term public bike hire schemes. There are several bike shops in Wiltshire that offer daily bike hire. The bike must usually be returned to the shop during opening hours. This is most useful for leisure or tourist outings. Train companies are increasingly offering such schemes.

5.29 The Council will promote cycling through the Smarter Choices Strategy. We will:

- Include cycling measures in school, residential and workplace travel plans.
- Promote cycling in the council's internal travel plan.
- Provide easily accessible information for cyclists to plan their journeys and use social marketing techniques to encourage cycling.

- Evaluate emerging evidence on new initiatives such as electric bike hire and bike hire schemes. Seek to implement such schemes where appropriate.

- Promote leisure cycling through smarter choices measures and look for opportunities to promote utility cycling to leisure or sports cyclists.

- Continue to support the BikeIt programme or similar measures.

5.30 Wiltshire Council's Sports and Physical activity development team are currently looking to work with British cycling on developing a programme of Sky rides and training local champions.

5.31 Wiltshire Council provides Bikeability training Level 1/2 for children of 10 years old or above; this is usually delivered to year 6 children in primary school. Level 3 (advanced) training is available for young people in secondary schools and for adults. The Council has secured Department for Transport (DfT) funding to support delivery of Bikeability training at Levels 2 and 3 for children in primary and secondary schools.

5.32 In 2011/12 2700 children received Bikeability training. The numbers taking up training are increasing year on year and it is hoped to increase the number of secondary school students taking up Level 3 training, which is now supported by DfT funding.

5.33 The Council will provide cycle training as part of the Road Safety and Leisure Strategies. We will

- Provide cycle training to children as set out in the Road Safety Strategy.

- Seek opportunities to provide Bikeability Level 3 training to children and training at all levels to adults.

6 Useful information

The cost of high way works in Wiltshire: www.wiltshire.gov.uk/costwiltshighwaysworks.htm

Wiltshire's Town Cycle networks: http://www.wiltshire.gov.uk/towncyclenetworks.htm

Plan any cycle journey at: www.transportinfo.com

Leisure routes for cycling: http://www.wiltshire.gov.uk/walkingandcycling.htm

An online map of Public Rights of Way and reporting problems: www.wiltshire.gov.uk/rightsofwaymap.htm

The Salisbury/Wessex Big Wheel/50/100 bike rides: www.bike-events.com

Advise for businesses at: businesscycle: http://businesscycle.org.uk/

7 Appendices

Appendix 1:Town Cycle Networks

The following network maps are provided. All maps, including will be subject to change as set out in Appendix 2. The most up to date versions of these maps are available on the Wiltshire Council website.

- Amesbury (including Durrington, Bulford & Larkhill)
- Bradford on Avon
- Calne
- Chippenham
- Corsham
- Devizes
- Malmesbury
- Marlborough
- Melksham
- Salisbury & Wilton
- Tidworth & Ludgershall
- Trowbridge
- Warminster
- Westbury
- Wootton Bassett

Map Key

7.1 **Existing cycleway** - where there is an existing cycle facility that is suitable for less confident cyclists. Some cycle lanes on very busy roads may not be included.

7.2 **Proposed link** - major improvements are required. This might be traffic calming, cycle lanes, a shared cycle path or another solution. The route shown is not necessarily the exact route that would be constructed. Further assessment, initial design work and consultation would be needed to select the most appropriate route and design. In some cases, when this work is carried out, the preferred option cannot be achieved e.g. if the council cannot obtain permission for a cycle route on that piece of land, or if a suitable solution cannot be found to accommodate all users.

7.3 **Quiet street** - these are streets which are suitable for cycling due to low traffic speeds and volumes. In some cases the route may still need further improvements. Many residential streets are likely to be quiet streets, but only key routes are marked.

7.4 **On street** - does not meet ‘quiet street’ requirements, but is still better than an alternative busy route e.g. it might mark a quiet route that has a high gradient, very low traffic flows with speeds over 30mph, or medium traffic flows with low speeds.

7.5 **Existing Rural Link** - a Public Right of Way or permissive path that connects to the edge of the network and is:

- legally cyclable;
- free of barriers; and
- at least 1 metre wide (preferably 2m) with a good aggregate surface or better.

7.6 These routes are not key routes on the Town Cycle Networks, but may be key rural or leisure routes.

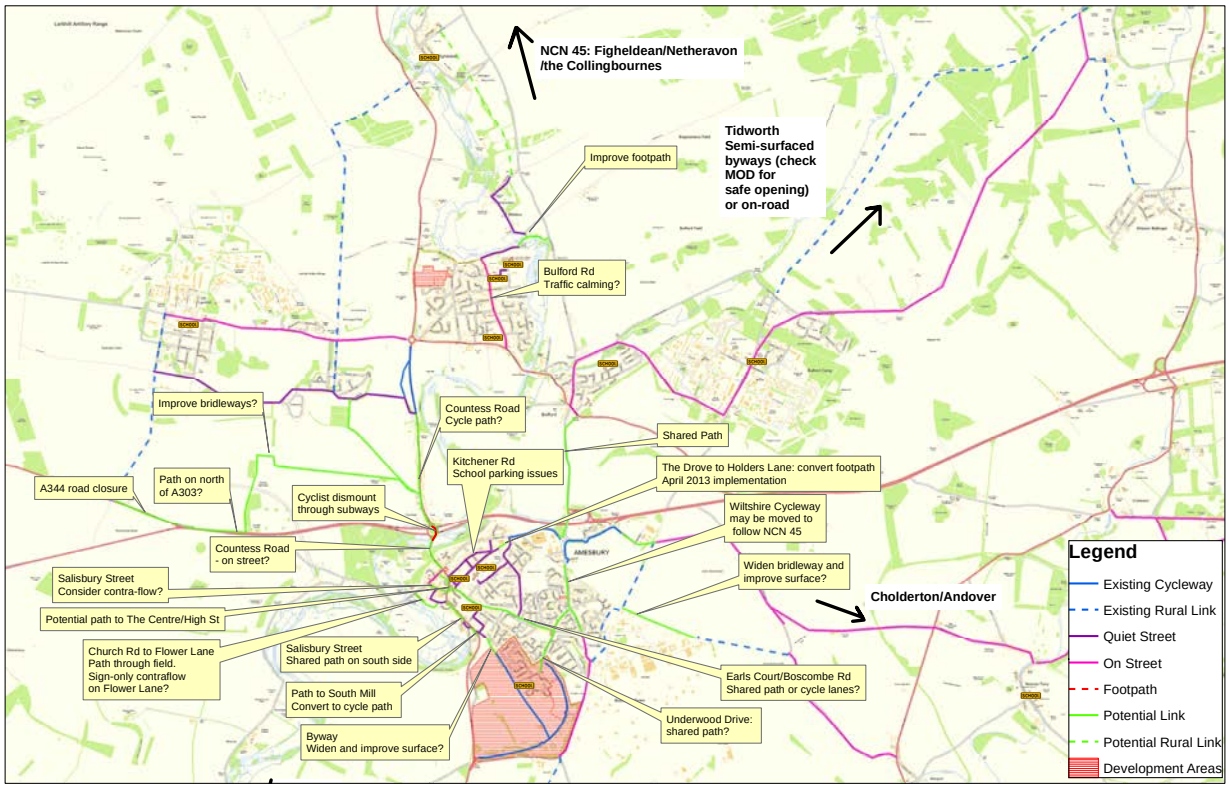
7.7 **Potential Rural Link** - a Right of Way or permissive path that connects to the edge of the network and is:

- not legally cyclable; and/or
- does not meet the quality criteria described in 'Existing Rural Link', but has the potential to be upgraded.

7.8 These routes are usually not key routes on the Town Cycle Networks, but may be key rural or leisure routes. These are likely to be referred to Area Boards, the Rights of Way/Countryside team, or to Development Control for funding as leisure routes.

7.9 **Footpaths** - This shows footpaths and footways. Cyclists should dismount on these paths.

Map 7.1 Amesbury



Amesbury Town Cycle Network

Metres
0 500 1,000 2,000 3,000 4,000

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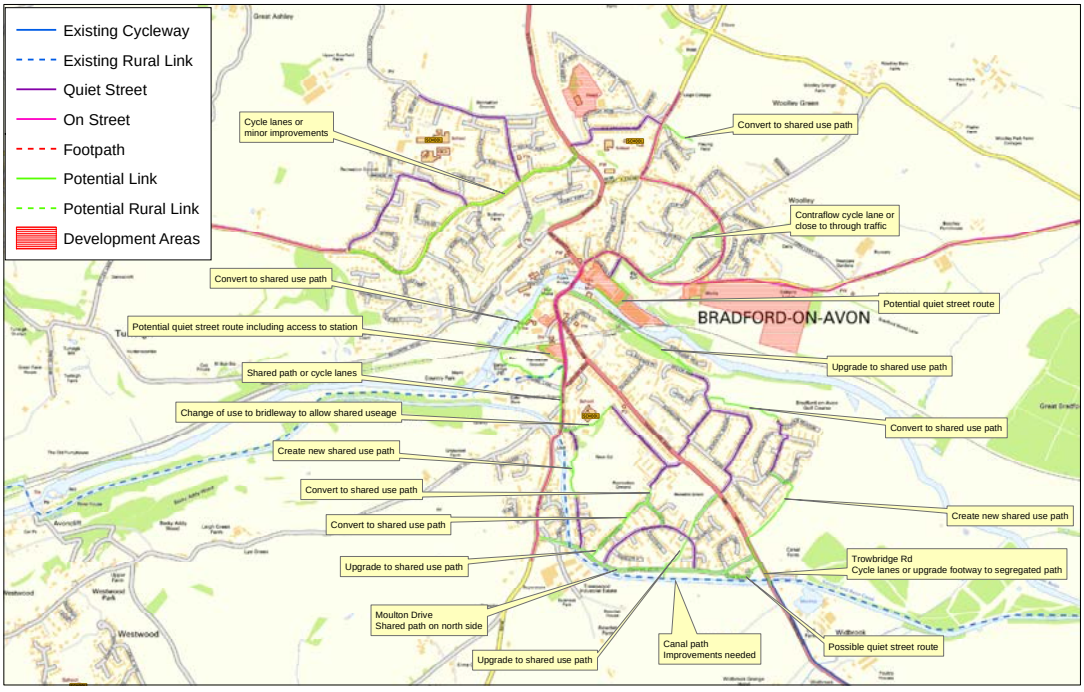
Map 7.2 Bradford



Bradford-on-Avon Town Cycle Network

Metres
0 125 250 500 750 1,000

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Map 7.3 Calne

Calne Town Cycle Network

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0 125 250 500 750 1,000 Metres

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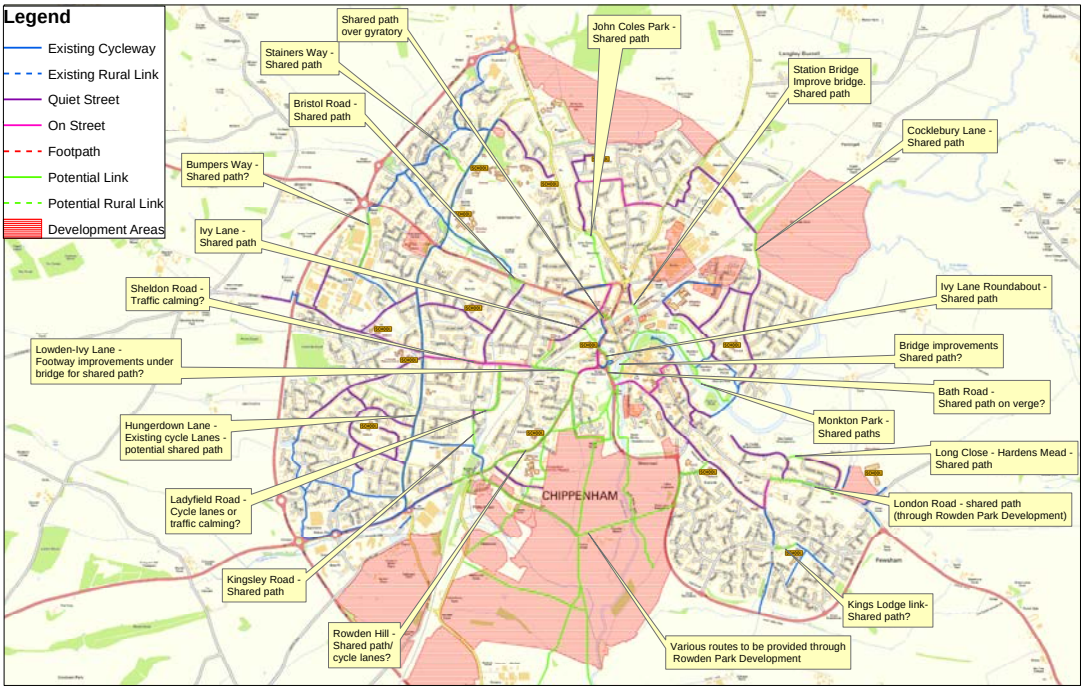
Map 7.4 Chippenham



Chippenham Town Cycle Network

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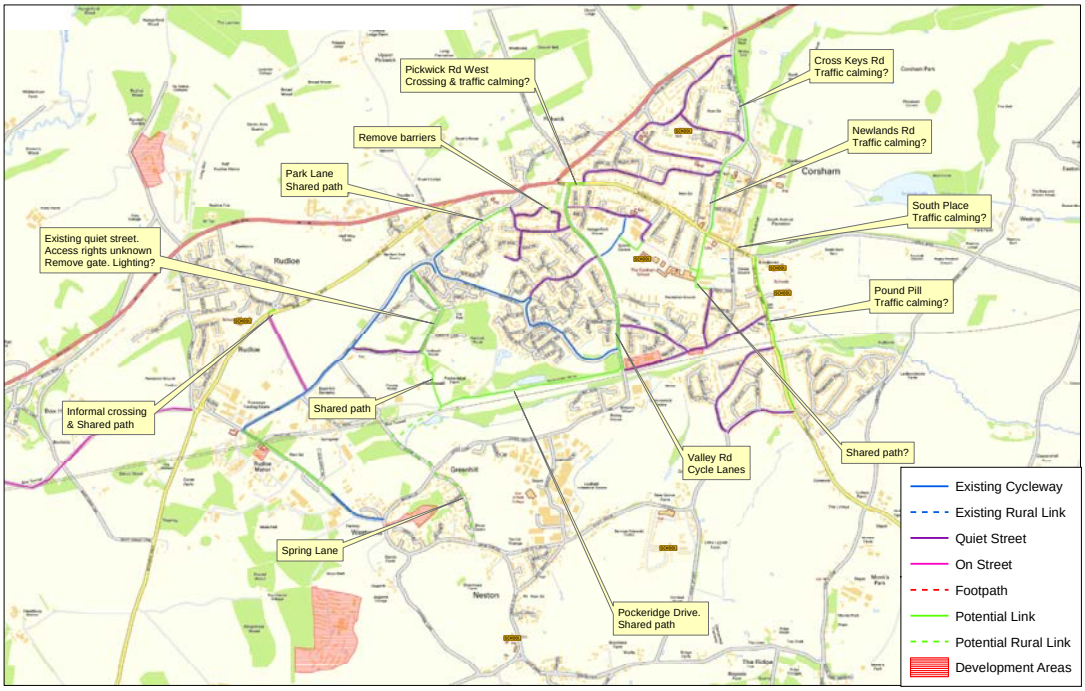
Metres
0 250 500 1,000 1,500 2,000

Wiltshire Council

Map 7.5 Corsham



Corsham Town Cycle Network

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Metres
0 250 500 1,000 1,500 2,000

Wiltshire Council

Map 7.6 Devizes

Devizes Town Cycle Network

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0 250 500 1,000 1,500 2,000 Metres

Wiltshire Council

Map 7.7 Malmesbury

Malmesbury Town Cycle Network

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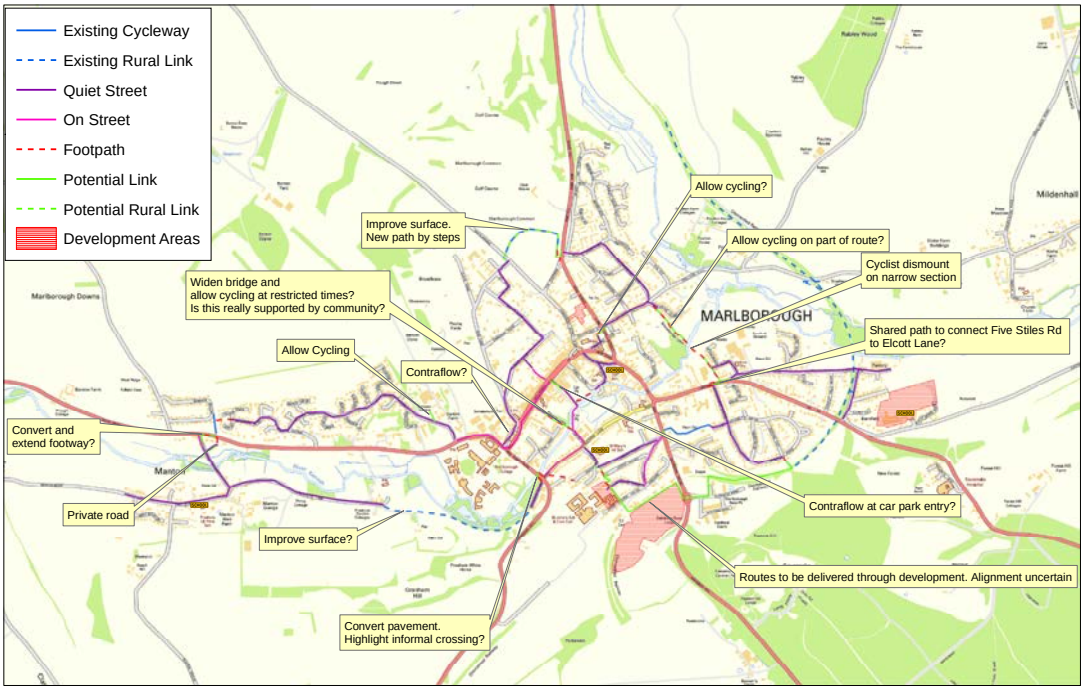
0 250 500 1,000 1,500 2,000 Metres

Wiltshire Council

Map 7.8 Marlborough



Marlborough Town Cycle Network

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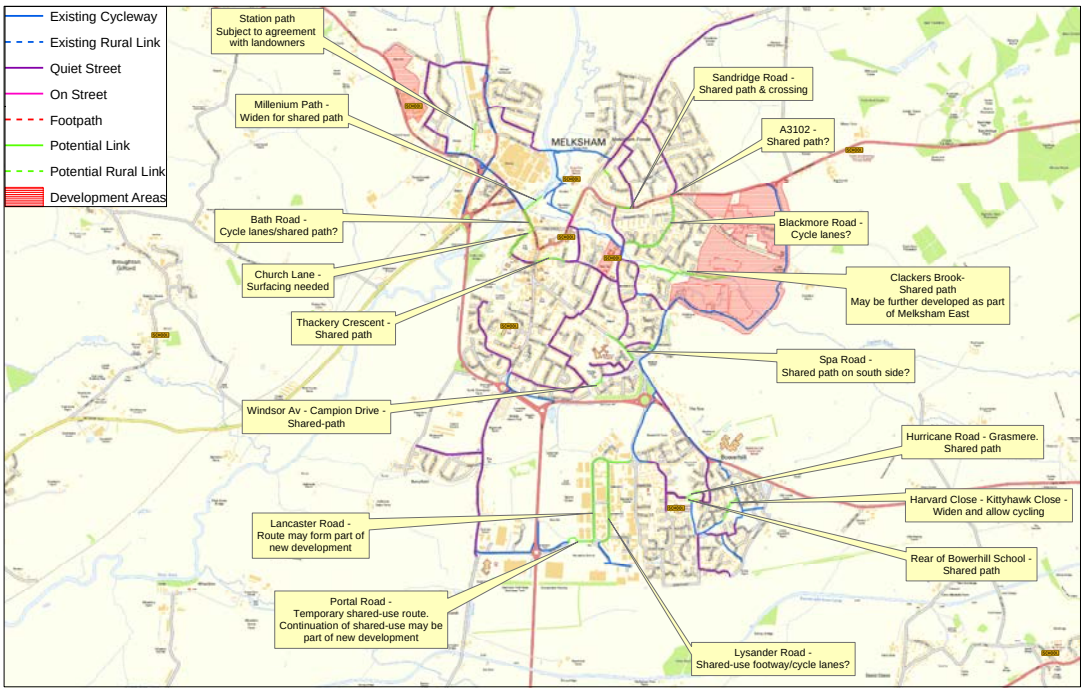
0 250 500 1,000 1,500 2,000 Metres

Wiltshire Council

Map 7.9 Melksham



Melksham Town Cycle Network

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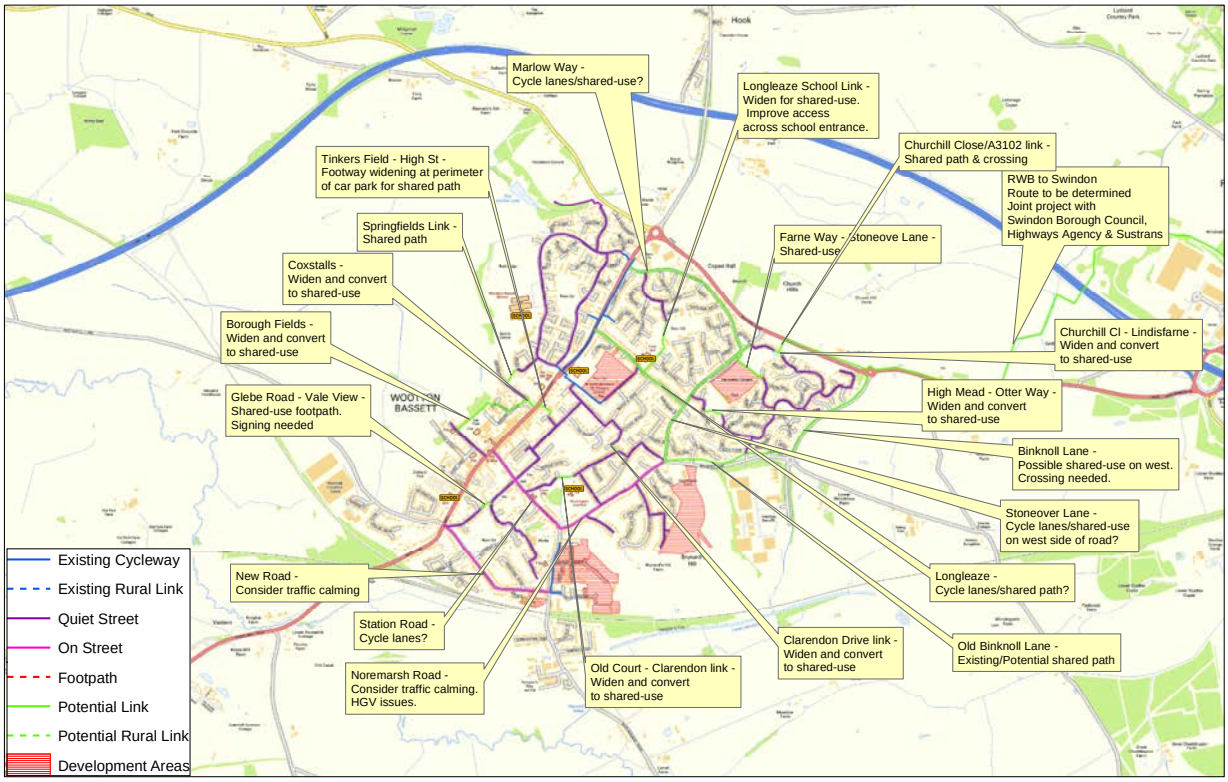
0 250500 1,000 1,500 2,000 Metres

Wiltshire Council

Map 7.10 Royal Wootton Bassett



Royal Wootton Bassett Town Cycle Network

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0 250 500 1,000 1,500 2,000 Metres

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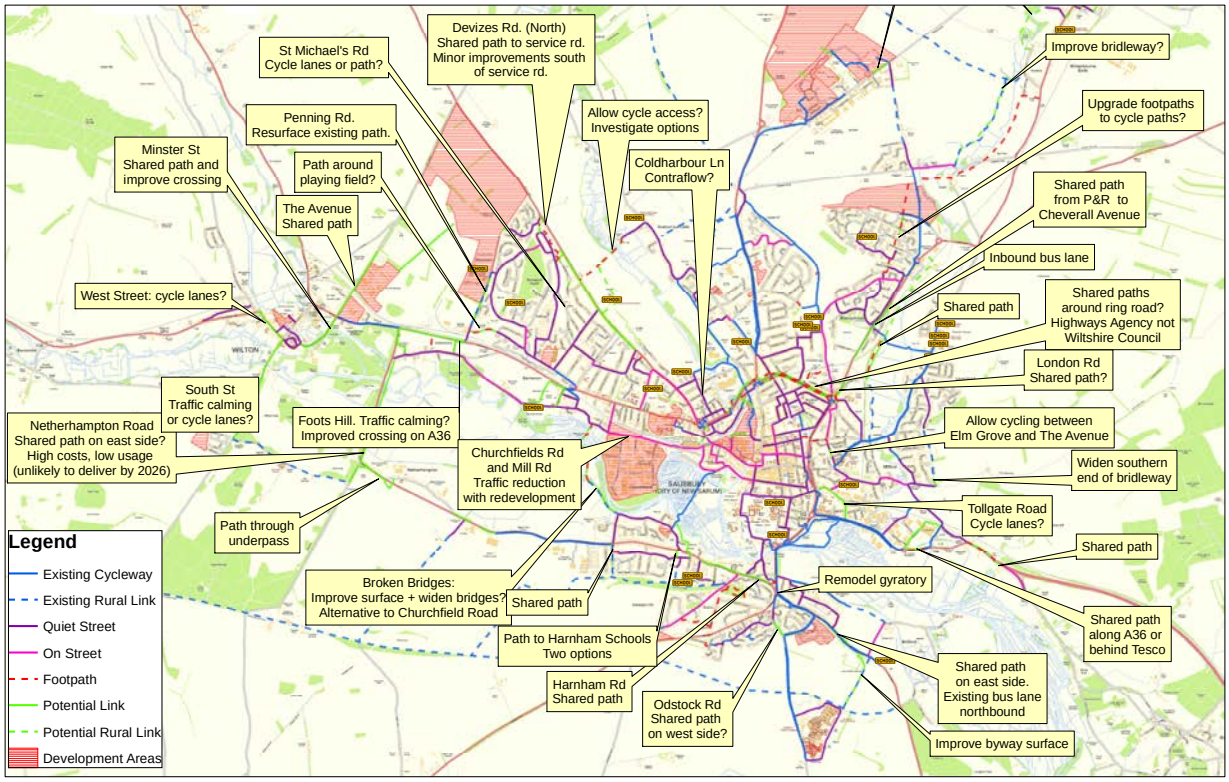
Map 7.11 Salisbury & Wilton



Salisbury & Wilton Town Cycle Network

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Metres
0 500 1,000 2,000 3,000 4,000

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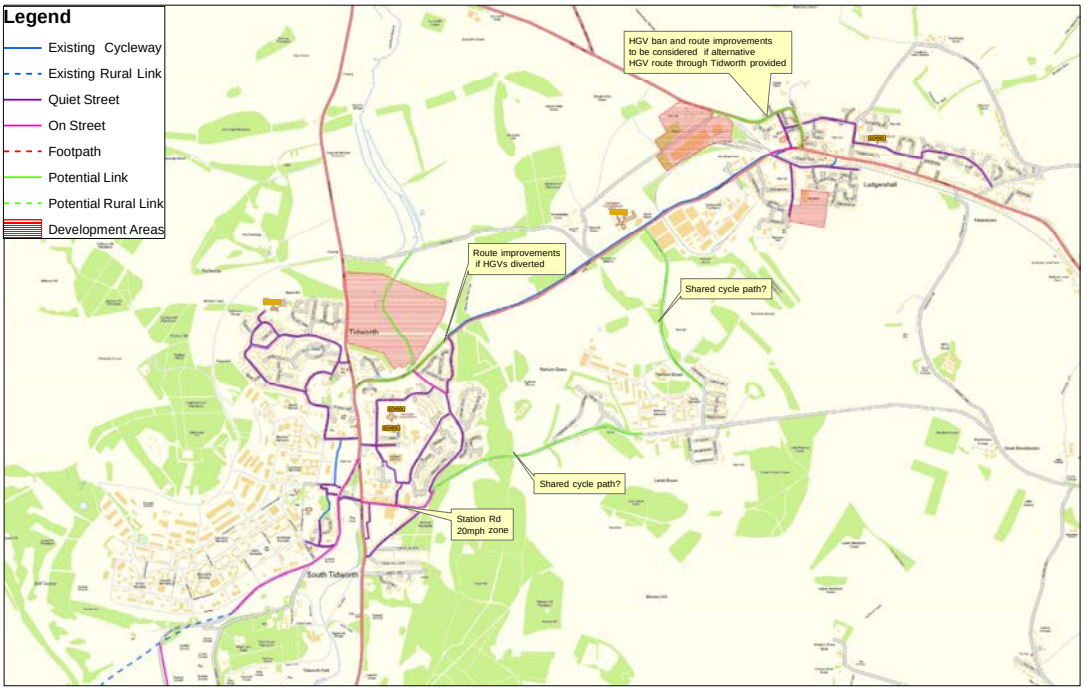
Map 7.12 Tidworth



Tidworth Town Cycle Network

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Metres
0 250 500 1,000 1,500 2,000

Wiltshire Council
Where everybody matters

Map 7.13 Trowbridge

Trowbridge Town Cycle Network

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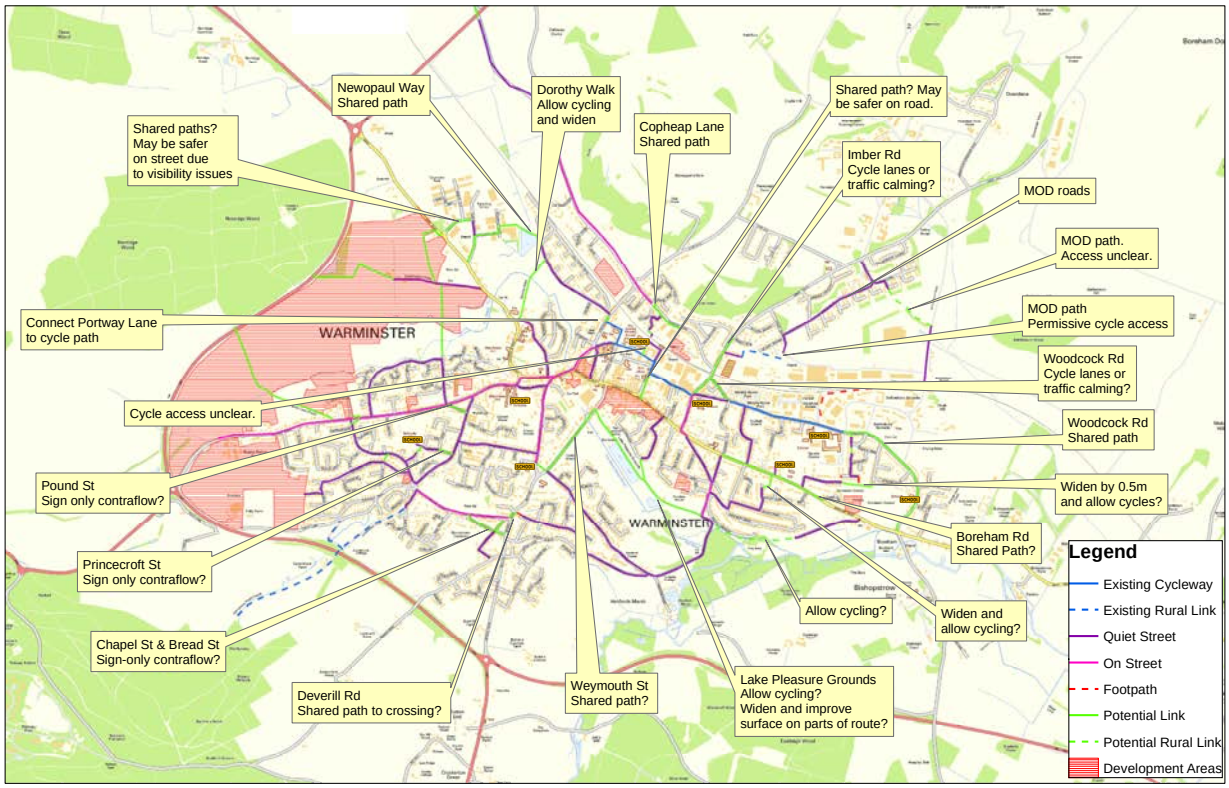
0 200 400 800 1,200 1,600 Metres

Wiltshire Council
Where everybody matters

Map 7.14 Warminster



Warminster Town Cycle Network

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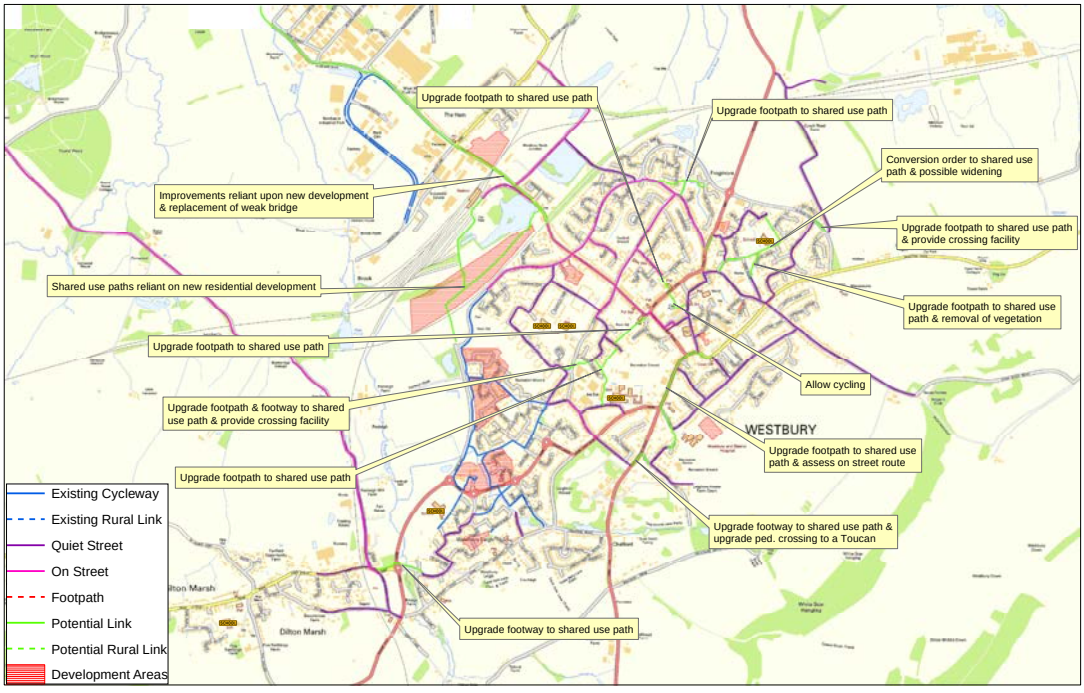
Metres
0 250 500 1,000 1,500 2,000

Wiltshire Council
Where everybody matters

Map 7.15 Westbury



Westbury Town Cycle Network

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Metres
0 250 500 1,000 1,500 2,000

Wiltshire Council
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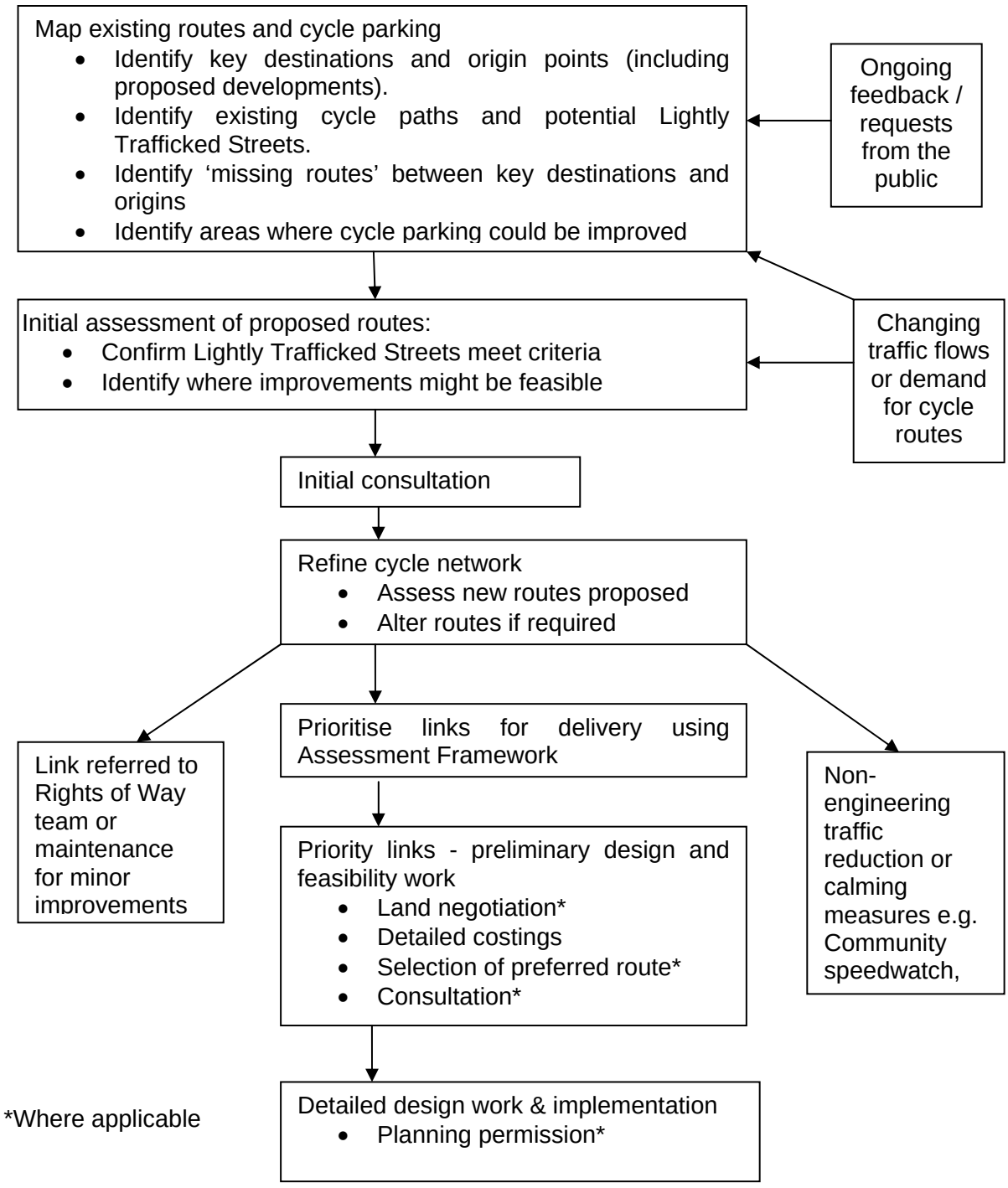
Appendix 2 : Principles for town cycle networks

This appendix sets out the principles for planning and designing cycle infrastructure for Wiltshire's Town Cycle Networks. Routes may sometimes be implemented outside the priority assessment framework through the planning system or ad hoc external funding bids. The following diagram shows the process for developing a Town Cycle Network:

Figure 7.1 flow chart



Principles for town cycle networks

The key design guidance for cycle networks and cycle infrastructure is set out in:

- Local Transport Note 2/08 Cycling Infrastructure[(1)]

1 http://www2.dft.gov.uk/pgr/roads/tpm/ltnotes/ltn208.pdf

- Local Transport Note 1/11 Shared Space[2]
- Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists[3]
- The Cycling England (CILT) design checklist [4]
- Manual for Streets[5] and Manual for Streets 2
- Sustrans design guidelines, particularly the Greenway Design Guide[6]

An overview needs to be taken of cyclists' desire lines. This should take into account potential future demand for cycling due to new developments, cultural changes and improved routes.

Key destinations (trip generators) include educational centres, large employment sites, doctor's surgeries and hospitals, shopping/retail centres, leisure centres, libraries, railway stations and the main bus interchange points. Proposed development areas in the Core Strategy should also be included.

Key origins would be the main residential suburbs, usually within 8 miles of the destination. According to the 2010 National Travel Survey, 85% of cycle trips are under 5 miles (8km or around 35 minutes[7]) and 45 % were under 2 miles. In comparison, 58% of car trips were under 2 miles, and 77% were under 5 miles.

Infrastructure for cyclists should adhere to five key criteria (CROW, 1993):

- Coherence - The cycling infrastructure should form a coherent entity, linking all significant trip origins and destinations; routes should be continuous and consistent in standard.

- Directness - Routes should be as direct as possible, based on desire lines – detours and delays will deter use.

- Attractiveness - Routes must be attractive to cyclists on subjective as well as objective criteria: Lighting, personal safety, aesthetics, noise and integration with the surrounding area are important.

- Safety - Designs should minimise casualties and perceived danger for cyclists and other road users.

- Comfort -Cyclists need smooth, well-maintained surfaces, flush kerbs, regular sweeping, and gentle gradients; routes must be convenient to use and avoid complicated manoeuvres and interruptions.

While the key routes are shown on the Town Cycle Networks, permeability between routes is also important. Policy 61 in Wiltshire Council's Core Strategy states that new development should be located and designed to reduce the need to travel and to encourage the use of sustainable transport alternatives. The Manual for Streets (1 and 2) provides more detailed guidance.

Provision for different types of cyclist

LTN 2/08 identifies different types of cyclists that may require different types of facility:

2 http://www.dft.gov.uk/publications/ltn-01-11
3 http://www.dft.gov.uk/publications/ltn-01-12
4 http://www.ciltuk.org.uk/pages/cyclinginfrastructure
5 http://www2.dft.gov.uk/pgr/sustainable/manforstreets/
6 http://www.sustrans.org.uk/resources/design-and-construction
7 On average, a cyclist on a level surface travels at around 12 mph (5m/second), with a typical range from 6 mph (2.7m/second) to 20 mph (9m/second) (Cycling England Design Checklist B.04).

- Fast commuter – confident in most on-road situations and will use a route with significant traffic volumes if it is more direct than a quieter route;
- Utility cyclist – may seek some segregation at busy junctions and on links carrying high-speed traffic;
- Inexperienced and/or leisure cyclist – may be willing to sacrifice directness, in terms of both distance and time, for a route with less traffic and more places to stop and rest;
- Child – may require segregated, direct largely offroad routes from residential areas to schools, even where an onroad solution is available. Design needs to take account of personal security issues. Child cyclists should be anticipated in all residential areas and on most leisure cycling routes; and
- Users of specialised equipment – includes users of trailers, trailer-cycles, tandems and tricycles, as well as disabled people. This group requires wide facilities free of sharp bends and an absence of pinchpoints or any other features that force cyclists to dismount. Cycle tracks and lanes where adult cyclists frequently accompany young children should be sufficiently wide to allow for cycling two abreast. This enables adults to ride alongside children when necessary.

The Town Cycle Networks aim to provide links for 'the lowest common denominator' i.e. links which are quiet enough for children and less confident cyclists, but direct enough for faster, confident cyclists. However, it is not always possible to provide one route which meets the needs of all cyclists. The Manual for Streets recommends that different routes should be provided for different user groups e.g. a quiet off-road route which may be less direct, as well as junction treatments or cycle lanes on a more direct, but busier route. Sometimes it may be appropriate to make provision for different types of cyclist on the same route e.g. a shared path and cycle lanes.

The creation of routes for inexperienced cyclists or children is the predominant focus of funding for the Town Cycle Networks. Safety treatments are more likely to be provided through the Road Safety budget. Routes for leisure cyclists are addressed through the Rights of Way Strategy. Area Board or external funds might be used for any of these schemes.

Principles of cycle infrastructure

National guidance, such as LTN 2/08 and the Manual for Streets, states that cycle specific infrastructure should only be considered when options to reduce motor vehicle traffic have been exhausted. A recent review of cycling infrastructure[8] has found that the most significant improvements in cycle safety are from a reduction in motor vehicle speeds.

'Invisible infrastructure' measures such as speed or traffic reduction have the benefit of improving safety for all road users rather than just cyclists. This approach also recognises that the historic development of urban areas such as Wiltshire's market towns and villages makes it difficult to provide quality off-carriageway routes that do not compromise pedestrian facilities or result in potential hazards and loss of priority for cyclists at side roads.

The biggest infrastructure risk factors where cyclists are involved in a collision with another vehicle are junctions and higher speed limits. Segregated facilities (e.g. shared paths) can actually increase overall risks by exposing cyclists at junctions, particularly where cycle-specific crossing facilities are not provided, and where cyclists rejoin the highway.

8 http://assets.dft.gov.uk/publications/infrastructure-and-cyclist-safety/infrastructure-and-cyclist-safety.pdf

However, research into people's attitudes[9] has highlighted the fact that non-cyclists are more likely to take up cycling where segregated facilities are provided particularly on arterial or busy routes. There is evidence that safety is also improved by the increased awareness amongst motorists generated by higher numbers of cyclists ('Safety in Numbers'). So a segregated facility that is more likely to be used may be safer than an on-road facility that will not be used.

LTN 1/12 recommends considering on-carriageway facilities first, but recognises that this is not always possible, and that off-road paths are particularly important in rural areas. The hierarchy of provision is set out below.

Table 7.1 Hierarchy of Provision (LTN 1/12, DfT)

Hierarchy of provision		
Consider first	Provide for cyclists in the carriageway	Traffic speed/volume reduction Junction/ hazard site treatment Re-allocation of carriageway space
	Create new shared use routes	
Consider last	Convert pedestrian routes to shared use	

In practice, the type of measure chosen should take account of this hierarchy, but will also depend on the specific local situation. The table below shows the appropriate type of facility that is likely to be chosen based on traffic speed and flows. This assumes that measures to reduce speed and flows have already been taken or discounted.

Table 7.2 Matrix of cycle facility solutions (adapted from LTN 2/08)

	85%mile Speed			
	< 20 mph Very Low	**20-30 mph Low**	**30-40mph Medium**	**>40 mph High**
Very Low **<1,500VPD <150VPH**	Combined use i.e. Lightly trafficked (quiet) street		Combined use /Lanes/ Paths	Lanes or paths
Low **1,500-3,000VPD 150-300 VPH**			Lanes or paths	Lanes or paths

9 http://www.lec.lancs.ac.uk/research/society_and_environment/walking_and_cycling.php

	85%mile Speed			
Medium 3,000-8,000VPD **300-800 VPH**	Lanes or combined use	Lanes or combined use	Lanes or paths	Paths
High 8,000-10,000 VPD 800-1,000 VPH	Lanes	Lanes	Lanes or paths	Paths
Very High **>10,000VPD**	Lanes or paths	Lanes or paths	Lanes or paths	Paths

Notes:

1 vpd = number of motor vehicles in typical 24hour weekday.

2 vph = number of motor vehicles in typical morning peak hour.

3. Where traffic speeds/flows are low, the designer should assume a default position of no signs/markings specifically for cyclists. However, there may be situations where it is appropriate to indicate the cycle route using cycle symbol markings to diagram 1057 with advisory route signs to diagram 967.

4. Cycle lanes used in the higher speed/flow situations should provide good separation between cyclists and motorists. Wide cycle lanes or buffer zones can help here.

5. Where cycle lanes or tracks are shown in the table, cycle lanes should be considered first. In general, cycle tracks should only be considered if cycle lanes cannot be made to work.

6. In congested areas cycle lanes can be useful even when traffic speeds/flows are low.

However, a number of other factors may also affect which type of facility is suitable. This includes:

- High proportion of HGVs. These may make an off-road solution more appropriate.
- Many high-volume side turnings. These may make an on-road solution more appropriate
- Visibility. Where traffic speeds are high (even over 40mph) but volume is low (up to 3000VPD), but visibility is very good, an on-road solution may be more appropriate.
- A high proportion of vulnerable cyclists e.g. primary school children. An off-road solution may be more appropriate.
- Parking can reduce the width of the road and act as a natural traffic calming feature. However, it can also be a hazard causing dangerous overtaking or a hazard from frequent parking movements or opening doors.
- The Place and Movement function of the street. A significant degree of place functions and a high number of cyclist and pedestrian movements encourages better driving behaviour.

Many arterial routes in Wiltshire's urban areas may require both off-road and on-road provision in order to cater for different types of cyclist as recommended by LTN 1/12.

Types of cycle infrastructure

The cycle network is likely to be made up of the following facilities:

Lightly trafficked streets (combined use on road)

Where there are low traffic volumes and speeds (300 VPH/ 30mph), it may not be necessary to provide specific cyclist facilities. These streets should also be well lit, with good natural observance, not too high a gradient and no barriers to cycling such as a high number of parking movements. The best lightly traffic streets will have speeds below 20mph.

Picture 7.1 Quiet street with cycle symbol, Laverstock

Where such a road is identified as a key part of the network, it may only be necessary for some additional signage to be put in place, particularly if the route provides an alternative to a busier road. Cycle route markings (diagram 1057 from The Traffic Signs Regulations and General Directions 2002) may also be used to alert drivers to the presence of cyclists.

Volume reduction

Measures might include:

- Demand management measures such as parking strategies.
- Marketing and behavioural approaches such as workplace and school travel plans.
- Land-use and development policies that reduce the need to travel and reduce reliance on the private car.
- Public transport policies, infrastructure and services that create a viable alternative to car use and facilitate multi-modal journeys such as bike and rail.

Wiltshire Council's policy on these measures is set out in the Core Strategy and the LTP3 theme strategies on Parking, Smarter Choices and Public Transport.

Speed reduction measures

These types of measure are often put in as pedestrian or urban realm improvements, rather than as schemes specifically aimed at cyclists.

They may include 20mph zones, road narrowings with a cycle bypass, vertical deflections with a cycle bypass or sinusoidal profile, or shared space schemes. Shared space schemes tend to benefit all road users and improve the quality of the urban realm, but can be expensive to implement.

The council is currently trialling signed-only 20mph zones in rural areas, but the results have so far been inconclusive. While not as effective as zones which also provide traffic calming features, sign-only zones have been shown to produce a slight reduction in speeds in some urban areas.

LTN 01/11 describes shared space as: **"**A street or place designed to improve pedestrian movement and comfort by reducing the dominance of motor vehicles and enabling all users to share the space rather than follow the clearly defined rules implied by more conventional designs."

Many historic streets and some rural lanes (such as byways) might already be considered shared space.

Picture 7.2 Shared space scheme in Tidworth

Typical features are set out in Table 16.3. Such features encourage slower vehicle speeds, increased awareness of cyclists/pedestrians and better driver behaviour. A maximum design speed of 20mph should be sought. The design speed can be substantially lower than the speed limit.

Table 7.3 Typical features on sharing (LTN 01/11)

Less shared design		More shared design
Kerbs	Low kerbs, chamfered kerbs	No kerbs
Pedestrian barriers		No pedestrian barriers
Vehicles restricted to parts of street, e.g. by bollards, street trees, etc.	Implied vehicle paths using surface materials	No barriers to vehicle movement
Poor quality or unwelcoming public space characteristics	A few places where people can rest and chat	Presence of features such as cafes, markets, abundant seating, planting, public art, etc.
Conventional road markings	Limited road markings	No road markings
Traffic signals		No traffic signals
Signal controlled crossings	Zebra crossings	Courtesy crossings or no crossings

Junction and hazard treatment

This may include Advanced Stop Lines, improving sight-lines, improving crossing facilities or highlighting the movement of cyclists across junctions.

These type of improvements will be considered on Wiltshire's road wherever there is a valid safety concern, and not necessarily only on the Town Cycle Networks.

Re-allocation of carriageway space

This may include cycle lanes or bus lanes.

Cycle lanes

In urban areas, where traffic management or speed reduction measures have been discounted, the next consideration should be to provide a cycle facility on the carriageway. Cycle lanes can:

- Provide cyclists with more space and a greater sense of safety.
- Allow for increased separation between cyclists and overtaking vehicles.
- Alert drivers to the presence of cyclists.
- Slow traffic speeds.

Cycle lanes can either by mandatory or advisory. It is not compulsory for cyclists to use cycle lanes.

Picture 7.3 Mandatory cycle lane, New Road, Chippenham.

Mandatory cycle lanes - These are marked with a continuous white line and are supported by a Traffic Regulation Order (TRO), which prohibits vehicles from driving or parking in the lane. Mandatory lanes must be discontinued at side road junctions but the use of a short length advisory lane may preserve continuity.

Advisory cycle lanes - These are marked with a broken white line and do not require a TRO. Motorists should not enter these lanes unless they are clear of cyclists. It is generally the council's policy to continue advisory cycle lanes across side road junctions. Advisory lanes are often used to reflect local circumstances, for example, a road may not be of a consistent width to prevent vehicle encroachment all of the time.

Both advisory and mandatory cycle lanes can be coloured to emphasise their presence. Cycle lanes are generally between 1.0m and 2.0m in width depending on flows and site characteristics although a minimum width of 1.5 metres is recommended. An additional 500mm "buffer" zone is recommended where a cycle lane passes alongside designated parking spaces.

Contraflow cycle lanes - These enable cyclists to travel in the opposite direction to the traffic flow on a one-way street within the designated lane, thus avoiding lengthy and hazardous detours. A TRO is required.

Removal of the centre line – Where the carriageway is not wide enough to allow two lanes of traffic and cycle lanes, the centre line may be removed and advisory cycle lanes put in place. The road then operates as a single-track road with passing places. This can only be implemented where traffic speeds and flows are low enough.

Picture 7.4 Removal of centre line with cycle lanes, Laverstock

Design

Both advisory and mandatory cycle lanes can be coloured to emphasise their presence. Cycle lanes are generally between 1.2m and 2.0m in width depending on flows and site characteristics although a minimum width of 1.5 metres is recommended. An additional 500mm "buffer" zone is recommended where a cycle lane passes alongside designated parking spaces.

Table 7.4 Cycle lane widths

Type of Feature	Preferred Width	Minimum Width (where 85th percentile below 35mph)
With flow on road cycle lane	2.0m	1.5m
Contra flow on road cycle lane	2.0m	1.5m

Hybrid cycle tracks, where the cycle lanes is separated by a kerb or height difference, should also follow these minimum widths.

Bus lanes

Cycles are permitted to use all bus lanes in Wiltshire. Bus lanes can:

- Provide cyclists with more space and a greater sense of safety.
- Allow for increased separation between cyclists and overtaking vehicles.
- Allow for greater bus priority, which encourages less traffic overall.

Research by TRL shows that there is usually little conflict between buses and cyclists in bus lanes. The greatest risk is actually from other motor vehicles at junctions or where the bus lane merges with general traffic.

Bus lane should ideally be at least 4.0m wide to allow safe overtaking of cyclists. Lanes between 3.1m and 4.0m wide should be avoided as they may encourage unsafe overtaking. Lanes that are 3.0m wide will force buses to follow the cyclists.

Even where bus and cycle use is high, cyclists have been found to have little impact on overall bus punctuality, and there is little evidence of reduced safety. However, off-road facilities should be considered as a complimentary measure.

Bus lane design should also consider:

- Whether a cycle lane could be included for cyclists
- Whether cyclist bypass facilities are required at vehicle activated bus gates or crossing points.

Off-road cycle provision

Where the speeds and volume of traffic may be high such as on rural roads or major inter-urban routes, cycle tracks can be built either next to the carriageway or away from it. Cycle paths are a more attractive option for less confident cyclists and children. In some circumstances the road function, geometric design and layout of junctions may also make it desirable to provide off-carriageway options. Cycle tracks should provide adequate width, safe crossing points and a good surface.

Shared use paths

Shared use paths may be implemented on highway land.They should be used where traffic speeds and/or volumes are high. Paths that do not run alongside roads also help to improve connectivity and permeability: by shortening journey times such links can encourage an increase in cycling.

Gradient

Generally routes should flow with, not against, the natural shape of the land. The steepness of the route is important for many people who can find steep gradients a barrier. To provide a facility that can be used by nearly everyone, gradients should not exceed 1: 20 (5%) and wherever possible should be below 3%. Steep slopes may discourage some cyclists and can result in cyclists travelling at high speeds on down-hill sections which is potentially dangerous, especially on unsegregated facilities or those where it is easy for pedestrians to wander into the cycle track.

Barriers

Steps should wherever possible be avoided as they act as barriers and can discourage cyclists, who have to dismount. If there is no alternative a wheeling ramp should be provided for cyclists to avoid them having to carry the bike.

Barriers should usually be avoided as they deter access and create a hazard for all users. A single bollard may be used to prevent motorised vehicles using the path, or to prevent user conflicts at junctions. At junctions where there is a steep gradient, barriers might be used to slow cyclists and prevent conflict. These should be at least 1.5m apart and reflective markings should be used.

Preferred and minimum widths

The following table sets out the minimum widths for cycle paths. For new developments, the widths set out in LTN 1/12 should be followed. Where the existing cycle network in Wiltshire is being upgraded, the LTN 1/12 widths should be sought where possible, but where usage is likely to be lower (below 200 users per hour), the Wiltshire minimum widths may be applied[(10)]. Where usage is likely to be below 25 users per hour in peak times, and there is no significant development frontage, the rural Wiltshire minimum widths may be applied.

These rural standards are not applicable on routes that form part of the Town Cycle Networks. The implementation of these paths is seen as part of an incremental process to improve rural cycling facilities, and wherever possible widths should be maximised.

In general a 3m unsegregated path is preferable to a 3m segregated path. This is because a lack of segregation encourages slower speeds and better behaviour by cyclists and require less visually intrusive road markings. Segregated routes may be more appropriate where there is a high proportion of vulnerable pedestrian users (particularly elderly people), where there is a high proportion of fast commuter cyclists or where the path has an effective width of at least 4.5m.

Table 7.5 Cycle path widths

Type		Minimum widths (LTN 1/12)	Minimum widths Wiltshire	Minimum width rural Wiltshire
Unsegregated shared use		3 m preferred (effective)*	2m (effective)*	1.2m (effective)*[(11)]
Segregated shared use	Pedestrian path unbounded on at least one side, e.g. segregated by white line	1.5 m (actual)	1.5 m (actual)	N/A
	Pedestrian path bounded on both sides	2 m (actual)	2 m (actual)	N/A
	One-way cycle track	2 m preferred (effective)*	1.5 m preferred (effective)*	N/A
	Two-way cycle track	3 m preferred (effective)*	1.5 m (actual) (effective)*	N/A

10 Based on TfL guidance.
11 Based on the width required for a standard cycle with trailer.

The effective width will be determined by how the path is bounded. The additional widths recommended for each type of boundary are shown in Table 16.6 below. These are required for all paths in new developments, but where an existing path is converted the additional width will be subject to site-specific factors such as the length of the route, usage levels, user behaviour and visibility.

Additional buffer zones may also be required where the path runs alongside a highway where the 85th percentile is higher than 35mph or where there are a significant number of private driveways or side crossings along the path. Rural paths below 2m in width are particularly likely to require a buffer zone of at least 0.5m.

Table 7.6 Additional Clearance widths to maintain effective widths for cycle paths (LTN 1/12)

Type of edge constraint	Additional width required to maintain effective width of cycle track in mm
Flush or near-flush surface	No additional width needed
Kerb up to 150 mm high	Add 200
Vertical feature from 150 to 600 mm high	Add 250
Vertical feature above 600 mm high	Add 500

Surfacing

Corduroy pavements should be provided in accordance with LTN 2/04

Lighting

If routes are to be used during hours of darkness then lighting should be provided wherever possible. Low level and covered lighting should be considered in order to reduce light pollution. Lighting may not be appropriate in more rural areas.

Rights of way and permissive paths

Cycle routes in rural areas are more likely to be on Rights of Way or permissive paths.

Rights of way

Footpath - a highway where you have a right of way on foot only. Cycles are not allowed on these routes. Cycles can usually be wheeled or carried on footpaths in urban areas, but in rural areas the legal situation is unclear. The council advises that cyclists should follow the landowners requests.

Bridleway - a highway where you have a right of way:

- on foot
- on any pedal cycle
- on horseback

Restricted byway - a highway where you have a right of way:

- on a horse drawn vehicle (eg. horse and cart)
- on foot
- on any pedal cycle
- on horseback

Byway Open to All Traffic (BOAT) - a highway where you have a right of way:

- on a horse drawn vehicle (eg. horse and cart)
- on foot
- on any pedal cycle
- on horseback
- on wheeled vehicles of any kind (including cars and motorbikes)

Note that the surface of this type of byway does not have to be of a standard that ordinary cars can drive over it.

Permissive routes/paths

These are not public rights of way but public use is specifically allowed by the landowner. Some of these are waymarked with “permissive route” waymarkers. There are also other areas the public can use such as some nature reserves and country parks.

Cycle parking

A key element of developing a cycle friendly infrastructure is the provision of good quality cycle parking. Ideally, cycle parking should be provided at all major destinations such as schools, hospitals, leisure attractions and major employment sites as well as at major local journey attractors such as supermarkets, health clinics and leisure venues. Parking should be located in areas of natural surveillance to ensure that they can be seen at night time. Stands should be arranged in a line with other street furniture to ensure that they are not an obstruction or hazard for pedestrians and especially visually impaired persons.

Further information is provided in Appendix 4.

Cycle signage guidance

This guidance may be updated in light of national policy changes.

Directional signage

The forthcoming Wayfinding Strategy sets out the principles for directional cycle signing.

Regulatory signage and route markings

Coloured surfacing

In general, Wiltshire Council does not use coloured surfacing for cycle lanes as it is expensive to maintain and can lose its visual impact through overuse. Green coloured surfacing should be used to mark cycle lanes (or cycle movements without a lane) where they cross a hazardous junction or to highlight a cycle crossing point or at Advanced Stop Lines.

Cycle warning signs

Cycle warning signs alert motorists to the presence of cyclists. There is no clear evidence of their effectiveness and this is likely to be reduced by overuse. They are used where appropriate on a case-by-case basis.

‘No Cycling’ signs.

‘No cycling’ signs are poorly understood by the public, poorly enforced and DfT discourages their use. The council hopes that DfT will provide a more easily understandable sign.

The Council will use ‘No Cycling signs’ where other options are infeasible or inappropriate. Other options are:

- to make improvements to a route to encourage safe cycling such as widening a path, providing mirrors (on off-highway routes) or positioning objects (e.g. bollards or planters) to reduce speeds.
- to provide signs or other information (such as ‘end of route’ markings to direct cyclists to more appropriate routes.

The council will also encourage compliance with ‘no cycling’ signs through the provision of informational materials and cycle training (as set out in the Road Safety Strategy).

Resources:

http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2011/01/c03_signs.pdf

http://www.dft.gov.uk/cyclingengland/site/wp-content/uploads/2008/12/sm05_cycle_route_information_maps_and_signage.pdf

The Traffic Signs Regulations and General Directions 2002

http://www.dft.gov.uk/pgr/roads/tpm/ltnotes/ltn208.Pdf

Appendix 3: Assessment framework for cycle networks

Factor	Description	Score	Notes
Demand potential	The link should provide a direct route to the destination from a significant residential area. Points should be given for each site the route links to. A group of small destinations should be counted as one large destination.		
Employment	Link within 2km of large[1] employer/s	**8**	PPG13 suggests that people can be expected to cycle up to 8km (5 miles) to work, however this is a practical maximum level, typical commuting levels are below this. 1. Approx 250+ employees 2. Approx 30-249 employees Excludes employment listed below e.g. schools, retail or hospitals.
	Link within 2km of small[2] employer/s	**6**	
	Link within 2km - 5km of large employer/s	**4**	
	Link within 2km - 5km of small employer	**2**	
	Link within 5km - 8km of large employer	**2**	
Education	Link within 2km of secondary school	**10**	2001 Census: 2km - 5km being considered a reasonable distance which can easily be cycled. Most pupils live close enough to school to cycle comfortably – the average journey in England is 2.3 miles (3.75km).
	Link within 0.5km of primary school	**10**	
	Link within 2-5km of secondary school or college.	**5**	
	Link within 0.5-2km of primary school	**5**	
Retail/Amenity/Leisure	Link within 5km of major retail/amenity/leisure site[3]	**5**	3. Large supermarket, leisure centre, town centre shopping area, law courts, large library, cinema, significant tourist attraction, etc. 4. Small library, local shopping street, park, etc.
	Link within 2km of minor retail/amenity/leisure site[4]	**2**	

Factor	Description	Score	Notes
Health	Link within 5km of hospital or large medical centre	**8**	
	Link within 2km of small medical facility e.g. Doctor	**2**	
Transport hubs	Link within 0.5km of rail station	**8**	
	Link within 0.5 - 4km of a railway station	**5**	
	Link within 0.5km of bus station	**3**	
	Link within 0.5 - 2km of bus station	**1**	
Population benefitting factor	0-100 households	**0.5**	Multiply each score above by the appropriate factor.
	101-250 households	**1**	
	Over 250 households	**2**	
Deliverability			
Costs	High cost (over £50,000)	**0**	
	Medium cost	**5**	
	Low cost (under £10,000)	**10**	
Land ownership risks	High land risks	**0**	
	Low land risk	**5**	
	No land risks	**10**	
Other risks e.g. user conflict/legal/planning	High community/legal risks	**0**	Consider whether planning permission is required, support for the scheme, removal of parking, etc.
	Low community/legal risks	**5**	
	No community/legal risks	**10**	

Appendix 4: Cycle parking standards

The cycle parking standards apply to both new build and change of use. The tabulated minimum standard should be observed for the relevant use. It should also be noted that cycle parking is an optional element in the Code for Sustainable Homes and BREEAM standards, and that Wiltshire's Core Strategy requires developments to meet a certain level of these standards as specified in Core Policy 41. BREEAM also includes shower/changing facilities as an optional element and these may be required as part of a Travel Plan.

Where standards relate to staff numbers, this means the maximum number of staff that are expected to be on site at any time. Spaces for disabled employees or motorcycles will be additional to these requirements. Each Sheffield hoop provides 2 cycle spaces (unless it is positioned against a wall). Where spaces are provided as a ratio of car parking spaces, this includes off-site car parking provision.

The following quality standards also apply:

- All cycle parking should be convenient and easily accessible. Short-stay cycle parking (for visitors and shoppers) should be located as close to the building entrance as possible (preferably within 30m). Long stay cycle parking should preferably be within 50m and at least as close as the nearest car parking area. Cycle parking at transport interchanges (e.g. rail or bus stations) should minimise interchange times by being located close to ticket offices or platforms/bays.

- Long-stay cycle parking should be covered. It is desirable that short-stay cycle parking (shopping and visitor) should be covered, but this is not essential.

- Where cycle parking is not in a locked enclosure or within a building, it should be covered by natural surveillance or CCTV. It is recommended that if cycle lockers are used, that these are also covered by natural surveillance or CCTV, but this may depend on how prone to vandalism the lockers are.

- Where cycle parking is not in a locked enclosure, bicycles must be able to be secured by locking to the frame, not to the wheels. A Sheffield Stand is recommended.

- Residential cycle parking should be in an internal area or within a covered, lockable enclosure i.e. a garage, shed or locker. Access to the highway must be convenient. Where cycle parking is provided in a garage, this is additional to space for car parking.

- For flats, parking may be provided in communal hallways, so long as it is in a lockable enclosure or the cycle frame may be locked to an immovable object, and there is suitable access to the highway.

- Cycle sheds in front gardens are permitted, but should be an appropriate size and design and/or appropriately screened, so as not to create a visual intrusion.

- Two-tier or vertical storage is unlikely to be appropriate at most sites in Wiltshire. Where it is included, some provision must be made for less mobile users.

- The South West Travelwise Factsheets should be used as guidance on quality and location of cycling parking. Guidance on the spacing of Sheffield Stands and permissible types of parking must be adhered to. Adequate spacing for trailers is desirable but not essential.

For residential parking the exact space requirements will depend on the location and design selected. It is essential that bikes can be easily removed in any order. As a guideline, the minimum space allocated should be:

- 1.9m x 0.75m x 1.2m (depth, width, height) for one bike
- 1.9m x 0.9m x 1.2m for two bikes
- 1.9m x 1.65m x 1.2m for three bikes
- 1.9m x 1.8m x 1.2m for four bikes, etc.

However, the dimensions set out in the Code for Sustainable Homes should be viewed as best practice:

- 1 cycle: 2m long x 0.75m wide
- 2 cycles: 2m long x 1.5m wide
- 4 cycles: 2m long x 2.5m wide, etc.

Higher numbers may be required if indicated by a Transport Assessment or as part of a Travel Plan. In some cases, where change of use is sought, the appropriate standards may be physically impossible. In these cases, the individual application will be considered on its merits to determine whether sub standard provision is acceptable. For older residential buildings, uncovered, on-street parking may be an acceptable alternative to a lockable enclosure, but innovative solutions should be considered first.

The minimum for all major non-residential developments is 4 covered cycle spaces. Where spaces are provided as a ratio of car parking spaces, this should be based on the calculated requirement before any discount is applied and should include parking provision that is provided external to the site i.e. it is a ratio based on expected trip numbers, not actual parking provision.

Land Use	Area	Minimum Cycle Parking Standards
A1 Retail (food and non-food) A2 Financial and professional services A3, A4, A5: Restaurants & cafes, pubs/bars & hot food takeaways	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 visitor space per 15 car parking spaces
	All other areas	1 covered cycle space per 12 employees. + 1 visitor space per 20 car parking spaces
Sui Generis - motor vehicle sales, motor repair garages, petrol filling	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + visitor spaces on merit.

Land Use	Area	Minimum Cycle Parking Standards
stations, launderettes, night clubs. D2 Sports facilities	All other areas	1 covered cycle space per 12 employees. + visitor spaces on merit.
	Visitor spaces for sports centres should take into account whether events are likely to be held attracting spectators and whether the sports catered for require regular transport of equipment which could not be carried on a standard bicycle with panniers.	
B Business D1 Non-residential institutions (museums, libraries, galleries, exhibition halls, public halls and places of worship) D2 Assembly and Leisure (including cinemas, conference facilities, and leisure centres)	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 cycle space per 10 visitor parking spaces. OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 400m^2 above 1000m^2 gross floor area
	All other areas	1 covered cycle space per 12 employees. + 1 cycle space per 15 visitor parking spaces OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 500m^2 above 1000m^2 gross floor area
C1 Hotels including hotels, boarding and guest houses.	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 cycle space per 20 bedrooms.
	All other areas	1 covered cycle space per 12 employees. + visitor spaces on merit.
	A higher number of visitor spaces is likely to be appropriate where the development is located within 1km of a rail station or the target market has a higher predisposition towards cycling (such as youth hostels), or in areas where there is a high level of cycle tourism.	
C2 Residential institutions including residential schools and colleges,	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 visitor space per 15 beds.
	All other areas	1 covered cycle space per 12 employees.

Land Use	Area	Minimum Cycle Parking Standards
hospitals and convalescent / nursing homes.		+ 1 visitor space per 20 beds.
	Visitor spaces includes provision for residents and visitors. It may be long stay or short stay as appropriate. Reduced numbers may be appropriate where there is a high proportion of non-mobile residents (including prisons).	
C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3 bedroom dwellings. 3 covered spaces per unit for 4 bedroom dwellings. 4 covered spaces per unit for 5 bedroom dwellings, (etc) + 1 visitor space per 20 bedrooms.
	Exceptions may be made for certain types of special needs housing. Housing for the active elderly should include cycle parking provision.	
D1 Education establishments (Including primary, secondary and colleges of further education, crèches and nurseries)	Principal Settlements and Market Towns	1 covered space per 10 staff. + 1 visitor space per 45 pupils. + 1 covered space per 5 pupils (Years 1-6) + 1 covered space per 3 pupils (Years 7+)
	All other areas	1 covered space per 12 staff. + 1 visitor space per 45 pupils. + 1 covered space per 10 pupils (Years 1-6)) + 1 covered space per 5 pupils (Years 7+)
D1 Non-residential institutions (clinics, health centres, surgeries)	Principal Settlements and Market Towns	1 covered space per 10 staff. + 1 visitor space per 2 consulting rooms
	All other areas	1 covered space per 12 staff. + 1 visitor space per 3 consulting rooms
	Exceptions to the number of visitor spaces may be made for veterinary surgeries or institutions with a high proportion of non-mobile users.	

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