

REGULATORY COMMITTEE
9th JANUARY 2002

**SHARED USE ROUTES FOR
PEDESTRIANS AND CYCLISTS**

Purpose of Report

1. To seek a resolution to convert parts of footways alongside carriageways into shared use paths for cyclists and pedestrians.

Background

2. The County Council adopted a Cycling Strategy in 1996 which included a requirement for all towns over 10,000 population to have a defined cycle route network. Under the Safe Routes to School initiative, all Secondary Schools have now been assessed for accessibility and safety of cycle routes to school.
3. As part of the Local Transport Plan (LTP) the County Cycle Action Plan, which was approved by the Environment and Transport Committee on 5th July 2000, was aimed at accelerating progress towards a sustainable transport system for Wiltshire. Priority is currently given to creating sustainable transport links for commuting and school trips.
4. The County Council is committed to reducing the dependency of the private motor car using a variety of measures.
5. A number of defined routes form the basis of achievable schemes to be implemented during 2001-02 from the first year's LTP Settlement funding. The schemes shown in **Appendices 1 and 2** have been highlighted as priority measures by Town and District partners during LTP consultations.

Detail

Melksham - Beanacre Road

6. The shared use proposal shown in **Appendix 1** is designed to assist cyclists on the A350 Beanacre Road between existing cycle routes on Bath Road and Scotland Road. If implemented, the scheme will complete a cycle route alongside this section of the A350. Due to the heavy traffic flows, including a high proportion of heavy goods vehicles, it is considered inappropriate to propose cycle facilities in the carriageway. In these cases, it is permissible to allow cycling on the footway with a continuing right of way on foot, by a formal resolution.
7. Wiltshire Police, Melksham Town Council, West Wiltshire District Council and the Local Members all support this scheme and no objections have been raised.

Warminster - Woodcock Road

8. The shared use proposal shown in **Appendix 2**, designed to assist cyclists along the C10 between Imber Road and Kingdown School, forms a key element of the Warminster cycle network. Due to the relatively high proportion of heavy goods vehicles visiting the adjacent Industrial Estate, it is considered inappropriate to propose cycle facilities in the carriageway.
9. Wiltshire Police, Kingdown School and the Local Member all support the scheme. Warminster Town Council had some reservations about the design but, after further consultations with officers and with Kingdown School, it was agreed that the scheme should be implemented.

Conclusions: Options Considered

10. Other measures to assist cyclists, including on-carriageway cycle lanes.

Recommendation

11. That:-
 - (i) Under Section 66(4) of the Highways Act 1980, the lengths of footway (a) eastern side of the A350 Beanacre Road from its junction with Scotland Road to its junction with Bath Road, and (b) southern side of the C10 Woodcock Road from its junction with Robin Close to the Kingdown Comprehensive School access road be "removed"; and
 - (ii) Under Section 65(1) of the Act, a cycle track (shared use path) be "constructed" in their place.

Reason for Recommendation

12. The introduction of shared use paths at the locations described will complete key elements of the Local Transport Plans for Melksham and Warminster.

RICHARD J. LANDER

Director of Environmental Services

The following unpublished documents have been relied on in the preparation of this Report:

Letters from Wiltshire Police, Town Councils, West Wiltshire District Council, Local Members and Kingdown School.

Environmental impact of the Recommendations contained in this Report:

The provision of a shared cycle/footway will allow safer cycling and possibly encourage cycle use, thus reducing the dependency on the motor car, in accordance with Local Transport Plan objectives.