

**OBJECTIONS**

<u>Ref</u>	<u>Comment Received</u>	<u>No of Times Made</u>	<u>Officer Comment</u>
01	<p>I oppose this order. The reasons for my opposition have been much-discussed: I believe the works and expense are unwarranted. I cannot believe that pupils cycling to school have complained about the narrowness of the existing path and they certainly don't need the lighting. Night-time cyclists have sufficient lighting already, especially since by law they must have front and rear lights. Also, WC needs to understand that, as a cyclist myself, I believe cyclists belong on the road and not on the footpath which is for, er, feet. Please concentrate instead on adding cycle paths/schemes where they help cyclists across busy junctions, e.g. the nearby 'Roses roundabout'. This scheme on The Green will also damage a historic and unspoilt green space and also increases light pollution.</p>	1	<p>The development and improvement of a cycle network in Devizes is a key priority for the Community Area Board who recognises that it forms a key facility to encourage alternative methods of transport for locally borne local car traffic.</p> <p>The cycle network has been developed in partnership between Wiltshire Council and Devizes Community Area Partnership (DCAP). During the development of the cycle network within Devizes it was considered that a key element to improving cycle infrastructure within the area of Nursted Road, Southbroom Road and Roses roundabout, would be the conversion of the existing path, linking these two roads to a shared use cycle path.</p> <p>This proposal has been developed through the Community Area Transport Group and in conjunction with a number of key local partners, including Devizes Town Council who is freely dedicating the land to facilitate the path's construction.</p> <p>The Highways Act 1980 makes Highway Authorities responsible for road lighting on adopted or potentially adoptable highways within its administrative area. This legislation does not require the Council to provide road lighting and a Highway Authority's duty of care does not imply any duty to keep the public lighting lit. However, where road lighting is provided the Highway Authority has a duty of care with respect to maintaining its road lighting and highway electrical equipment in a safe condition. With regards to the specific circumstances of cycletracks / cycleways, the guidance provided by the Department for Transport is in the form of Local Transport Note 01/08 – Infrastructure Design, which states:</p> <p><i>a) Lighting is normally provided on urban routes where cycling can be expected after dark. Lighting helps users detect potential hazards, discourages crime and helps users to feel safe.(Paragraph 8.12.1)</i></p>

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			<p>b) <i>Cycle routes across large quiet parks or along canal towpaths may not be well used outside peak commuting times after dark, even if lighting is provided. In these cases a suitable street lit on road alternative that matches the desire line as closely as possible should be considered. Subways should be lit at all times, using vandal resistant lighting where necessary. It is not expected that routes outside built up areas used primarily for recreation would normally need to be lit except where there were road safety concerns, such as at crossings or where the track is directly alongside the carriageway. (Paragraph 8.12.3)</i></p> <p>Given the town centre location of The Green, the locality of the secondary school and Leisure Centre, as well as the active development of the Devizes Cycle Network and its subsequent publicity as an alternative method of transport to the car, it is considered there will be cycle usage during the hours of darkness and that the alternative on carriageway route is not a practicable option. If indeed, the alternative route was seen as a longer term viable solution, this would be pursued as the permanent solution in the first instance given the more straightforward processes involved in delivering such an option.</p> <p>It is understood and accepted that reservations remain regarding the introduction of street lighting and, as such, has not been suggested without good cause or reason. I can confirm that advice has been sought from the Authority's independent road safety auditors, as to whether they consider lighting a necessity. Their recommendation is that lighting of the route should form part of a proposal.</p> <p>Given the national guidance provided by the DfT, along with the comments made by the Road Safety Auditors, it would be irresponsible for the Authority to proceed with a proposal which ignores this advice.</p> <p>Therefore a proposal has been developed in accordance with the advice provided in <i>Lighting Professionals Technical Report TR23: Lighting of Cycle Tracks</i>.</p>